

UNIVERSITY COMMUNITY PLAN AMENDMENT

Existing Conditions Summary



DECEMBER 2015 | VERSION 4

Prepared By:

Kimley»»Horn

APPENDIX A

COLLISION DATA

Location: ARRIBA ST CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 6

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
4548593	12/13/09	1055	8	W	32.8617792, -117.2253468	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	2	0
4627505	02/20/10	1130	0	In Int.	32.861784805, -117.225371865	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
4697882	05/06/10	1113	30	S	32.861763791, -117.225277721	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5077290	01/28/11	1838	0	In Int.	32.86178, -117.22536	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5198721	05/24/11	2147	15	N	32.8618245799, -117.225359627	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
3795680	06/22/08	1332	0	In Int.	32.8617858887, -117.225371866	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	3	0

Location: CAMPUS POINT DR CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 2

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
5420576	12/06/11	1821	9	E	32.881968284, -117.220240179	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Complaint of Pain)	1	0
5637450	05/31/12	1725	0	In Int.	32.88198, -117.22025	Broadside	Wrong Side of Road	Bicycle	Injury (Other Visible)	1	0

Location: EASTGATE MALL CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 21

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
4408317	09/18/09	2040	0	In Int.	32.87836, -117.21111	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
4439686	10/09/09	1545	303	W	32.87811468, -117.2120599	Hit Object	Improper Turning	Fixed Object	Injury (Complaint of Pain)	1	0
4548558	12/31/09	1005	135	N	32.87713443, -117.1863919	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4604950	01/28/10	2250	0	In Int.	32.877554807, -117.214141865	Broadside	Unknown	Not Stated	Injury (Complaint of Pain)	2	0
4655097	04/05/10	1758	0	In Int.	32.878364808, -117.211121864	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4703652	05/18/10	1025	279	W	32.882184019, -117.194442609	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	2	0
4875507	09/02/10	840	0	In Int.	32.877554807, -117.214141865	Head-On	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4941353	10/19/10	1908	0	In Int.	32.877554807, -117.214141865	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Complaint of Pain)	1	0
5198720	05/24/11	830	528	E	32.8788078415, -117.209490042	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5263827	07/21/11	905	528	E	32.877994868, -117.212509177	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5395693	11/08/11	1756	402	W	32.8780329591, -117.212366335	Head-On	Wrong Side of Road	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5433756	12/12/11	2155	0	In Int.	32.87836, -117.21111	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5545298	02/11/12	1154	0	In Int.	32.87755, -117.21413	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5644148	06/01/12	1625	35	S	32.876860572, -117.186396226	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	1	0
5808778	10/15/12	1540	0	In Int.	32.87755, -117.21413	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3573731	01/22/08	1715	1056	W	32.8821105957, -117.191594281	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
3835410	07/25/08	919	100	S	32.877281189, -117.214147167	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3904046	09/15/08	1737	528	W	32.8788223267, -117.209440719	Broadside	Automobile Right of Way	Bicycle	Injury (Other Visible)	1	0
3971687	10/24/08	1705	528	E	32.8779945374, -117.212509176	Other	Improper Turning	Non-Collision	Injury (Other Visible)	1	0
3976012	12/01/08	1745	0	In Int.	32.8767662048, -117.18640186	Sideswipe	Improper Turning	Bicycle	Injury (Other Visible)	1	0
3993260	11/20/08	1743	18	W	32.8767623901, -117.186460292	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0

Location: GENESEE AV CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 97

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
3526339	01/02/08	1423	20	N	32.8523178101, -117.204018012	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3574964	01/09/08	730	0	In Int.	32.8808135986, -117.218201866	Rear End	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3573765	01/22/08	2350	0	In Int.	32.8724365234, -117.214191865	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
3609159	01/24/08	800	0	N	32.8546638489, -117.204721862	#N/A	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3623034	02/20/08	1500	30	E	32.8581123352, -117.205783441	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
3646693	03/10/08	1810	75	E	32.8546638489, -117.204478433	Rear End	Not Stated	Motor Vehicle on Other Roadway	Injury (Complaint of Pain)	1	0
3689627	04/03/08	2139	1251	W	32.884803772, -117.222526473	Hit Object	Improper Turning	Fixed Object	Injury (Other Visible)	1	0
3670992	03/27/08	1301	0	In Int.	32.8724365234, -117.214191865	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
3728270	05/02/08	2228	41	N	32.8546638489, -117.204588787	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3739094	05/14/08	1708	0	In Int.	32.8724365234, -117.214191865	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
3757958	05/24/08	300	138	N	32.8583908081, -117.205776796	Hit Object	Unsafe Speed	Fixed Object	Injury (Other Visible)	1	0
3788537	06/11/08	1631	305	E	32.8868942261, -117.226920173	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
3795394	06/24/08	1550	65	N	32.8726119995, -117.214191865	Rear End	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3802596	06/25/08	930	0	In Int.	32.874004364, -117.214171865	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
3834111	06/25/08	1706	300	W	32.8872756958, -117.228829447	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Complaint of Pain)	1	0
3835421	07/21/08	1510	18	E	32.8739547729, -117.214172574	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3835365	07/22/08	705	150	N	32.858417511, -117.205797863	Other	Other Hazardous Violation	Bicycle	Injury (Complaint of Pain)	1	0
3835410	07/25/08	919	100	S	32.877281189, -117.214147167	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3846607	07/30/08	1329	100	N	32.8821640015, -117.220505631	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
3885807	08/13/08	1320	0	In Int.	32.8892631531, -117.233531869	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	2	0
3882254	09/01/08	1752	54	S	32.8545227051, -117.204677675	Other	Automobile Right of Way	Non-Collision	Injury (Other Visible)	1	0
3893082	09/11/08	2300	0	In Int.	32.8724365234, -117.214191865	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3932252	10/12/08	1519	0	In Int.	32.8724365234, -117.214191865	Broadside	Not Stated	Bicycle	Injury (Other Visible)	1	0
3948563	10/17/08	1235	90	S	32.8737564087, -117.214175412	Rear End	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3987054	11/18/08	1739	225	S	32.866317749, -117.213486367	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4011905	12/10/08	2101	65	N	32.8821029663, -117.220421722	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4047686	01/08/09	640	64	S	32.86410327, -117.2127111	Sideswipe	Improper Turning	Bicycle	Injury (Other Visible)	1	0
4085617	01/20/09	1445	0	In Int.	32.8751, -117.21414	Hit Object	Improper Turning	Fixed Object	Injury (Complaint of Pain)	1	0
4027528	01/23/09	606	0	In Int.	32.87243, -117.21418	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Severe)	1	0
4090591	01/27/09	1735	0	In Int.	32.88926, -117.23352	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Severe)	2	0
4094323	02/02/09	48	219	S	32.86633415, -117.2134924	Rear End	Improper Turning	Parked Motor Vehicle	Injury (Complaint of Pain)	1	0
4121624	02/26/09	1400	118	N	32.85497934, -117.2048103	Broadside	Wrong Side of Road	Bicycle	Injury (Other Visible)	1	0
4383635	08/31/09	828	150	S	32.8638862, -117.2126026	Broadside	Improper Turning	Bicycle	Injury (Complaint of Pain)	1	0
4426098	10/12/09	2320	0	In Int.	32.8669, -117.2137	Head-On	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4447124	10/20/09	1455	24	S	32.85460117, -117.2047023	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
4561367	11/09/09	719	39	N	32.85476876, -117.2047511	Other	Unsafe Lane Change	Bicycle	Fatal	0	1
4492709	11/29/09	1435	180	N	32.86737111, -117.2139019	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Other Visible)	1	0
4532176	12/08/09	1208	0	In Int.	32.8669, -117.2137	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4522541	12/16/09	537	55	N	32.86704719, -117.2137703	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Severe)	1	0
4526809	12/18/09	1505	90	S	32.87218825, -117.2141938	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Other Visible)	1	0
4579289	01/06/10	1355	105	S	32.863999784, -117.212659352	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
4605557	01/27/10	1834	0	In Int.	32.887054808, -117.227891867	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4604950	01/28/10	2250	0	In Int.	32.877554807, -117.214141865	Broadside	Unknown	Not Stated	Injury (Complaint of Pain)	2	0
4558583	01/30/10	1802	0	In Int.	32.866904807, -117.213711864	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	1	0
4598570	02/04/10	2125	0	In Int.	32.872434807, -117.214191864	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4641863	03/11/10	1133	0	In Int.	32.875104808, -117.214151864	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4668025	04/13/10	730	0	In Int.	32.880814808, -117.218201866	Head-On	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4691366	04/17/10	1149	0	In Int.	32.872434807, -117.214191864	Broadside	Other Hazardous Violation	Bicycle	Injury (Severe)	1	0
4679671	04/26/10	2000	27	N	32.872457554, -117.214108459	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0

4731769	05/21/10	3	80	S	32.857834838, -117.205527443	Hit Object	Not Stated	Fixed Object	Injury (Other Visible)	1	0
4829437	07/26/10	1245	30	E	32.854664805, -117.204624491	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4838936	08/10/10	1730	0	0	32.88763661, -117.2300176	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4875507	09/02/10	840	0	In Int.	32.877554807, -117.214141865	Head-On	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4886700	09/17/10	1405	30	N	32.889316576, -117.233607529	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4886691	09/19/10	1143	0	In Int.	32.866904807, -117.213711864	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	6	0
4913785	09/23/10	2255	0	In Int.	32.86794451, -117.2140885	Broadside	Unknown	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4941353	10/19/10	1908	0	In Int.	32.877554807, -117.214141865	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Complaint of Pain)	1	0
4932945	11/01/10	1755	0	0	32.869874807, -117.214211864	Not Stated	Not Stated	Other Object	Injury (Complaint of Pain)	1	0
4931606	11/03/10	904	35	W	32.87590195, -117.2141697	Rear End	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4931618	11/03/10	1210	10	N	32.88375806, -117.221838	Rear End	Improper Turning	Motor Vehicle on Other Roadway	Injury (Other Visible)	1	0
4932134	11/05/10	1810	250	S	32.866253443, -117.213461099	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	3	0
4930059	11/09/10	1805	78	W	32.872376782, -117.214435569	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5054707	01/09/11	1620	21	N	32.8724923375, -117.214191864	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5081195	02/03/11	1015	0	In Int.	32.874, -117.21416	Overtaken	Not Stated	Motor Vehicle on Other Roadway	Injury (Complaint of Pain)	2	0
5159861	03/30/11	1515	0	In Int.	32.8669, -117.21237	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	2	0
5159078	04/09/11	2341	185	N	32.8790185024, -117.214858585	Head-On	Wrong Side of Road	Other Motor Vehicle	Injury (Severe)	5	0
5152066	04/28/11	1255	0	In Int.	32.86426, -117.21278	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	2	0
5190482	05/19/11	751	0	In Int.	32.85466, -117.20471	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5176650	05/22/11	1628	83	S	32.8640553122, -117.212687116	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5198712	05/24/11	1558	0	0	32.85466, -117.20471	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Other Visible)	1	0
5190540	05/29/11	1708	10	E	32.8546648054, -117.204689405	Broadside	Improper Turning	Bicycle	Injury (Other Visible)	1	0
5199346	06/05/11	1140	30	S	32.8668264505, -117.21368248	Rear End	Automobile Right of Way	Bicycle	Injury (Other Visible)	1	0
5257344	08/04/11	1252	0	In Int.	32.87243, -117.21418	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5299479	08/23/11	1450	100	E	32.8543999449, -117.204638951	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5350520	10/12/11	1107	0	In Int.	32.88081, -117.21819	Broadside	Pedestrian Right of Way	Bicycle	Injury (Other Visible)	1	0
5409903	11/19/11	2219	0	In Int.	32.86426, -117.21278	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
5409877	11/20/11	1624	132	N	32.875466355, -117.214160473	Rear End	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5420576	12/06/11	1821	9	E	32.881968284, -117.220240179	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Complaint of Pain)	1	0
5494067	01/11/12	915	0	In Int.	32.87243, -117.21418	Vehicle/Pedestrian	Not Stated	Pedestrian	Injury (Other Visible)	1	0
5461521	01/25/12	1730	0	E	32.8751, -117.21414	Broadside	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5545298	02/11/12	1154	0	In Int.	32.87755, -117.21413	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5518315	02/22/12	1635	0	In Int.	32.874, -117.21416	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5637450	05/31/12	1725	0	In Int.	32.88198, -117.22025	Broadside	Wrong Side of Road	Bicycle	Injury (Other Visible)	1	0
5681936	06/08/12	1810	51	S	32.8641360811, -117.212727501	Rear End	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5675255	06/19/12	1705	153	E	32.8890204787, -117.233128194	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
5719984	06/24/12	1040	63	S	32.873832228, -117.214174348	Other	Unsafe Speed	Non-Collision	Injury (Other Visible)	1	0
5790076	08/13/12	1748	75	S	32.8640755044, -117.212697212	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5813052	08/21/12	2141	0	In Int.	32.87243, -117.21418	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	1	0
5819380	08/22/12	907	30	E	32.8546648053, -117.204624491	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	1	0
5832638	09/19/12	1500	30	N	32.8740869861, -117.21417058	Rear End	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5808778	10/15/12	1540	0	In Int.	32.87755, -117.21413	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5896420	11/06/12	1445	0	In Int.	32.85466, -117.20471	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5873348	11/13/12	105	0	In Int.	32.87243, -117.21418	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5873270	11/16/12	2041	246	N	32.8675426825, -117.213969511	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5902283	12/03/12	1545	0	In Int.	32.85226, -117.20399	Sideswipe	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5908520	12/04/12	1625	528	W	32.8899878886, -117.23500765	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
5952736	12/12/12	658	39	E	32.8669255069, -117.213587661	Rear End	Not Stated	Other Motor Vehicle	Injury (Other Visible)	1	0

Location: GILMAN DR CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 15

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
4310469	06/30/09	907	0	In Int.	32.86224, -117.23636	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Severe)	2	0
4412026	09/24/09	1759	0	In Int.	32.86919, -117.23813	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	2	0
4475793	11/11/09	1650	12	N	32.87177745, -117.2379772	Broadside	Traffic Signals and Signs	Other Object	Injury (Complaint of Pain)	1	0
4528519	12/23/09	1316	1	S	32.86421212, -117.2362525	Vehicle/Pedestrian	Improper Turning	Pedestrian	Injury (Complaint of Pain)	1	0
4733867	05/25/10	1912	15	E	32.86224177, -117.236323309	Broadside	Improper Turning	Bicycle	Injury (Other Visible)	1	0
4930051	11/09/10	1700	12	N	32.85275038, -117.2369126	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4970001	11/15/10	1552	21	E	32.871756923, -117.237915222	Head-On	Unsafe Speed	Fixed Object	Injury (Other Visible)	2	0
5409851	11/20/11	1527	0	In Int.	32.87174, -117.23797	Hit Object	Improper Turning	Fixed Object	Injury (Complaint of Pain)	1	0
5562403	04/11/12	1555	0	In Int.	32.87174, -117.23797	Broadside	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5873271	11/16/12	1837	81	S	32.8694005379, -117.238214978	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Other Visible)	1	0
3611483	02/20/08	730	200	N	32.8647346497, -117.236448919	Broadside	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3656378	03/01/08	1420	21	N	32.8692436218, -117.238109614	Head-On	Pedestrian Right of Way	Pedestrian	Injury (Other Visible)	1	0
3748788	05/21/08	1105	15	E	32.8641738892, -117.236261176	Other	Unsafe Speed	Non-Collision	Injury (Complaint of Pain)	1	0
3788518	06/14/08	1750	0	0	32.8642158508, -117.236251868	Overtaken	Unsafe Speed	Non-Collision	Injury (Other Visible)	1	0
3980865	11/14/08	2031	11	N	32.8692207336, -117.238124973	Broadside	Improper Turning	Other Motor Vehicle	Injury (Other Visible)	1	0

Location: GOVERNOR DR CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 41

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
4036455	01/31/09	1424	528	E	32.85078761, -117.2126758	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	3	0
4130170	02/22/09	53	1320	W	32.85346149, -117.1987815	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Complaint of Pain)	1	0
4268672	06/06/09	105	52	W	32.85258431, -117.1912397	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
4305890	07/06/09	1308	3	E	32.8515187, -117.2167833	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4348488	08/06/09	2119	50	E	32.85319269, -117.1982639	Rear End	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
4405198	09/28/09	1319	528	W	32.85447511, -117.1877551	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
4447124	10/20/09	1455	24	S	32.85460117, -117.2047023	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
4493622	11/13/09	1924	0	In Int.	32.85151, -117.21678	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4561367	11/09/09	719	39	N	32.85476876, -117.2047511	Other	Unsafe Lane Change	Bicycle	Fatal	0	1
4572902	02/14/10	2021	151	E	32.851469056, -117.216334774	Rear End	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
4655093	04/03/10	2147	380	E	32.852736914, -117.209050011	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Other Visible)	1	0
4771777	07/06/10	652	35	S	32.85063894, -117.213364145	Hit Object	Improper Turning	Fixed Object	Injury (Other Visible)	2	0
4788423	06/03/10	1949	25	S	32.854002391, -117.200125266	Hit Object	Unsafe Speed	Fixed Object	Injury (Complaint of Pain)	2	0
4813108	07/17/10	1815	0	In Int.	32.852184806, -117.194821859	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	3	0
4829437	07/26/10	1245	30	E	32.854664805, -117.204624491	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4931872	10/31/10	1020	30	E	32.85266262, -117.190990238	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4932122	11/06/10	2052	15	S	32.852203899, -117.19270725	Hit Object	Improper Turning	Fixed Object	Injury (Complaint of Pain)	1	0
4949697	10/14/10	749	528	W	32.854531781, -117.203173966	Broadside	Improper Turning	Other Motor Vehicle	Injury (Severe)	1	0
5168446	04/09/11	1708	6	O	32.85151, -117.21678	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
5190482	05/19/11	751	0	In Int.	32.85466, -117.20471	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5190540	05/29/11	1708	10	E	32.8546648054, -117.204689405	Broadside	Improper Turning	Bicycle	Injury (Other Visible)	1	0
5198712	05/24/11	1558	0	O	32.85466, -117.20471	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Other Visible)	1	0
5198773	05/25/11	1005	25	E	32.8540367899, -117.200017819	Rear End	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5299479	08/23/11	1450	100	E	32.8543999449, -117.204638951	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5340244	10/11/11	1403	145	E	32.8509531624, -117.214860218	Rear End	Other Improper Driving	Parked Motor Vehicle	Injury (Other Visible)	1	0
5359808	10/09/11	600	59	W	32.8533493565, -117.198565062	Rear End	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
5448252	01/04/12	1704	12	S	32.8532361053, -117.198420853	Vehicle/Pedestrian	Pedestrian Right of Way	Pedestrian	Injury (Other Visible)	1	0
5493988	02/24/12	2011	0	In Int.	32.85151, -117.21678	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	3	0
5576379	04/05/12	1813	0	In Int.	32.8544, -117.20146	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
5819380	08/22/12	907	30	E	32.8546648053, -117.204624491	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	1	0
5896420	11/06/12	1445	0	In Int.	32.85466, -117.20471	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3596271	02/04/08	1655	0	In Int.	32.8526344299, -117.191081859	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
3597179	02/07/08	1750	120	W	32.8544692993, -117.201853864	Broadside	Automobile Right of Way	Bicycle	Injury (Other Visible)	2	0
3609159	01/24/08	800	0	N	32.8546638489, -117.204721862	Not Stated	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3646693	03/10/08	1810	75	E	32.8546638489, -117.204478433	Rear End	Not Stated	Motor Vehicle on Other Roadway	Injury (Complaint of Pain)	1	0
3728270	05/02/08	2228	41	N	32.8546638489, -117.204588787	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3837397	08/19/08	550	0	In Int.	32.8515129089, -117.216791863	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Fatal	0	1
3847983	07/29/08	1927	6	W	32.853553772, -117.188706849	Overtuned	Unsafe Speed	Non-Collision	Injury (Other Visible)	1	0
3852120	08/06/08	1105	0	In Int.	32.8515129089, -117.216791863	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
3874364	09/24/08	1322	3	S	32.8534393311, -117.208068139	Sideswipe	Improper Turning	Bicycle	Injury (Complaint of Pain)	1	0
3882254	09/01/08	1752	54	S	32.8545227051, -117.204677675	Other	Automobile Right of Way	Non-Collision	Injury (Other Visible)	1	0

Location: LA JOLLA VILLAGE RD CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 162

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
3573765	01/22/08	2350	0	In Int.	32.8724365234, -117.214191865	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
3673479	01/26/08	1945	101	W	32.8709449768, -117.223903954	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Fatal	0	1
3627408	02/11/08	1410	0	In Int.	32.8741035461, -117.207441863	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3622626	02/14/08	1630	20	E	32.8741111755, -117.207377569	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3622618	02/14/08	1006	0	In Int.	32.8741035461, -117.207441863	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	4	0
3627427	02/17/08	4	72	W	32.8740768433, -117.207673535	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
3638706	03/05/08	1314	528	W	32.8733558655, -117.211325161	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3670992	03/27/08	1301	0	In Int.	32.8724365234, -117.214191865	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
3739094	05/14/08	1708	0	In Int.	32.8724365234, -117.214191865	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
3795394	06/24/08	1550	65	N	32.8726119995, -117.214191865	Rear End	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3795434	06/24/08	1844	4	W	32.871307373, -117.218432958	Vehicle/Pedestrian	Not Stated	Pedestrian	Injury (Complaint of Pain)	1	0
3804670	06/24/08	1318	0	In Int.	32.8720245361, -117.216151865	Broadside	Wrong Side of Road	Bicycle	Injury (Other Visible)	1	0
3804710	06/25/08	1038	0	In Int.	32.8764839172, -117.191061861	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
3802348	06/30/08	1749	0	In Int.	32.8779029846, -117.172741858	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3803491	07/01/08	1620	834	W	32.8703041077, -117.220833791	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Complaint of Pain)	1	0
3861516	08/05/08	2207	0	In Int.	32.8716049194, -117.233921868	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
3872475	08/16/08	1320	0	O	32.871963501, -117.229361867	Overtaken	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3896430	09/02/08	940	435	W	32.8775253296, -117.179854071	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3903007	09/02/08	955	510	W	32.8774909973, -117.180094107	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
3893082	09/11/08	2300	0	In Int.	32.8724365234, -117.214191865	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3882270	09/17/08	1650	0	In Int.	32.8764839172, -117.191061861	Other	Pedestrian Violation	Bicycle	Injury (Other Visible)	1	0
3874573	09/26/08	1735	0	In Int.	32.8779029846, -117.172741858	Vehicle/Pedestrian	Pedestrian Right of Way	Pedestrian	Injury (Complaint of Pain)	1	0
3928225	10/04/08	2015	6	N	32.8707847595, -117.219876159	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3924932	10/05/08	1030	2640	E	32.8756484985, -117.196611361	Rear End	Improper Turning	Bicycle	Injury (Other Visible)	1	0
3932252	10/12/08	1519	0	In Int.	32.8724365234, -117.214191865	Broadside	Not Stated	Bicycle	Injury (Other Visible)	1	0
3948567	10/20/08	1705	0	In Int.	32.8722343445, -117.216115665	Sideswipe	Unsafe Speed	Other Object	Injury (Other Visible)	1	0
3948879	10/22/08	749	36	In Int.	32.8708610535, -117.223327999	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	4	0
3972123	11/10/08	953	75	E	32.8716011047, -117.233678506	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Other Visible)	1	0
3993260	11/20/08	1743	18	W	32.8767623901, -117.186460292	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3957326	11/29/08	915	20	In Int.	32.8765029907, -117.19100055	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3976079	12/01/08	1910	171	E	32.8715171814, -117.217921706	Sideswipe	Other Hazardous Violation	Bicycle	Injury (Other Visible)	1	0
3976012	12/01/08	1745	0	In Int.	32.8767662048, -117.18640186	Sideswipe	Improper Turning	Bicycle	Injury (Other Visible)	1	0
4072837	12/28/08	1420	0	In Int.	32.8777236938, -117.178461859	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4079833	12/29/08	1215	300	W	32.8722305298, -117.215134716	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4079801	12/31/08	1930	0	In Int.	32.8737945557, -117.209691864	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4080058	01/14/09	2037	75	S	32.8713994, -117.2339281	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4027528	01/23/09	606	0	In Int.	32.87243, -117.21418	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Severe)	1	0
4027545	01/24/09	610	100	W	32.87210104, -117.2166545	Rear End	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
4094352	02/04/09	1820	528	W	32.87058994, -117.2199043	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
4115798	02/06/09	955	200	E	32.87158336, -117.2332732	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4181218	03/25/09	1220	0	In Int.	32.8716, -117.23391	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4180724	03/29/09	23	0	In Int.	32.8716, -117.23391	Head-On	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	4	0
4195449	04/08/09	624	0	In Int.	32.87648, -117.19105	Rear End	Improper Turning	Other Motor Vehicle	Injury (Other Visible)	1	0
4220978	04/25/09	1341	0	In Int.	32.87131, -117.21841	Not Stated	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	1	0
4257589	05/30/09	1205	75	E	32.87070007, -117.2234124	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4319490	07/16/09	808	0	In Int.	32.87379, -117.20968	Head-On	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4413251	09/03/09	1719	54	E	32.87412543, -117.2072683	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	1	0
4395151	09/04/09	1455	120	W	32.8776697, -117.1788459	Other	Not Stated	Non-Collision	Injury (Other Visible)	1	0
4407127	09/18/09	1219	0	In Int.	32.87131, -117.21841	Broadside	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4433987	09/24/09	2114	126	W	32.87113537, -117.2187713	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4426356	10/11/09	1348	0	In Int.	32.8716, -117.23391	Head-On	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	3	0

4454268	11/05/09	1105	15	E	32.87649833, -117.1910159	Broadside	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	1	0
4526809	12/18/09	1505	90	S	32.87218825, -117.2141938	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Other Visible)	1	0
4548558	12/31/09	1005	135	N	32.87713443, -117.1863919	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4575082	01/05/10	632	0	In Int.	32.87771481, -117.172661857	Broadside	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4565905	01/11/10	1703	200	W	32.871612821, -117.234571087	Rear End	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4572434	01/27/10	745	69	W	32.873737452, -117.209905307	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4598570	02/04/10	2125	0	In Int.	32.872434807, -117.214191864	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4573166	02/07/10	1804	66	S	32.873924789, -117.20742186	Head-On	Wrong Side of Road	Other Motor Vehicle	Injury (Other Visible)	2	0
4667151	04/06/10	925	255	E	32.874202205, -117.206622109	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4667175	04/09/10	1135	75	W	32.874077516, -117.207683188	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4691366	04/17/10	1149	0	In Int.	32.872434807, -117.214191864	Broadside	Other Hazardous Violation	Bicycle	Injury (Severe)	1	0
4679671	04/26/10	2000	27	N	32.872457554, -117.214108459	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4696433	04/30/10	1045	1584	E	32.872074938, -117.228844496	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4692733	05/02/10	1545	125	S	32.871262467, -117.233932321	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	4	0
4714270	05/25/10	2024	0	In Int.	32.871604806, -117.233921868	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4717463	06/01/10	1639	293	E	32.876647072, -117.190132243	Sideswipe	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4788440	06/02/10	2056	0	In Int.	32.876484809, -117.191061861	Hit Object	Unsafe Speed	Fixed Object	Injury (Complaint of Pain)	1	0
4717467	06/08/10	730	0	In Int.	32.877104809, -117.182781859	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4777328	06/17/10	615	0	In Int.	32.876484809, -117.191061861	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	2	0
4829433	07/29/10	1428	72	W	32.87644009, -117.191289519	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4862821	08/27/10	1140	350	In Int.	32.876751205, -117.18526572	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
4867521	08/31/10	1720	183	N	32.871103622, -117.233937171	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
4912702	09/25/10	1645	150	E	32.871590332, -117.233435338	Broadside	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4910846	09/27/10	1408	175	E	32.871586846, -117.233354282	Vehicle/Pedestrian	Unsafe Starting or Braking	Pedestrian	Injury (Other Visible)	1	0
4925951	10/12/10	1544	0	In Int.	32.87772481, -117.178461859	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	3	0
4930059	11/09/10	1805	78	W	32.872376782, -117.214435569	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5026257	11/28/10	1322	0	In Int.	32.876484809, -117.191061861	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5016784	12/20/10	1046	12	W	32.870821564, -117.223655382	Head-On	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	1	0
5047509	12/20/10	1410	6	N	32.870796428, -117.223605109	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
5039533	12/28/10	2140	84	W	32.874074241, -117.207712147	Not Stated	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5054710	01/07/11	1948	11	E	32.8738033672, -117.209657624	Vehicle/Pedestrian	Traffic Signals and Signs	Pedestrian	Injury (Other Visible)	2	0
5063173	01/07/11	1025	30	W	32.8713949, -117.218400021	Rear End	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5054707	01/09/11	1620	21	N	32.8724923375, -117.214191864	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5074460	01/20/11	1131	200	W	32.8722931246, -117.214818936	Rear End	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5074464	01/20/11	1358	0	In Int.	32.87648, -117.19105	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
5043572	01/30/11	1845	0	In Int.	32.8716, -117.23391	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
5117435	03/31/11	1305	30	E	32.8716048056, -117.233824474	Rear End	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
5159889	03/31/11	530	0	In Int.	32.87772, -117.17845	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5144121	04/03/11	920	279	W	32.8711917519, -117.224402928	Not Stated	Not Stated	Parked Motor Vehicle	Injury (Complaint of Pain)	1	0
5145294	04/12/11	824	818	W	32.8703113121, -117.220782833	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Other Visible)	1	0
5159074	04/12/11	1420	150	W	32.8767601726, -117.186888795	Rear End	Improper Turning	Parked Motor Vehicle	Injury (Complaint of Pain)	1	0
5198854	05/03/11	2159	0	In Int.	32.8716, -117.23391	Broadside	Improper Turning	Bicycle	Injury (Other Visible)	1	0
5163267	05/18/11	620	1320	W	32.875828996, -117.195275339	Hit Object	Unsafe Speed	Fixed Object	Injury (Other Visible)	1	0
4755476	05/24/11	1600	0	In Int.	32.8779, -117.17273	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5241239	06/11/11	1704	150	W	32.8767601726, -117.186888795	Rear End	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5214898	07/12/11	1340	41	W	32.8712564188, -117.218535569	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
5257344	08/04/11	1252	0	In Int.	32.87243, -117.21418	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5348305	08/30/11	1841	108	S	32.876190957, -117.191021268	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5333131	09/23/11	10	0	In Int.	32.87131, -117.21841	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5366567	10/01/11	1615	21	W	32.8777151649, -117.178529069	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	3	0
5388841	10/29/11	201	271	W	32.8780009777, -117.173614227	Hit Object	Improper Turning	Fixed Object	Injury (Severe)	1	0
5377362	11/03/11	2100	74	W	32.8716077718, -117.234162079	Rear End	Unsafe Speed	Motor Vehicle on Other Roadway	Injury (Complaint of Pain)	1	0
5395694	11/10/11	1900	561	W	32.8733284712, -117.211427241	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5409868	11/16/11	1500	120	W	32.8716096154, -117.234311399	Sideswipe	Not Stated	Motor Vehicle on Other Roadway	Injury (Complaint of Pain)	1	0
5444693	12/01/11	1056	0	In Int.	32.8769119604, -117.185321674	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5437858	12/02/11	1410	20	W	32.8737781824, -117.209753731	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5427596	12/06/11	1704	55	W	32.8776995496, -117.178637886	Hit Object	Unsafe Speed	Fixed Object	Injury (Complaint of Pain)	1	0

5433755	12/09/11	1730	156	W	32.871611058, -117.234428259	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5433924	12/09/11	1200	0	In Int.	32.87771, -117.17265	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5433743	12/09/11	1930	0	In Int.	32.8716, -117.23391	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5437608	12/13/11	1343	75	W	32.8740775163, -117.207683188	Rear End	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5453459	12/15/11	955	1320	E	32.8746750986, -117.203210868	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5437314	12/16/11	924	0	In Int.	32.8717270547, -117.231994939	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5453818	12/22/11	1850	0	In Int.	32.8708, -117.22361	Overturned	Unsafe Speed	Other Object	Injury (Other Visible)	1	0
5453773	12/23/11	1800	0	In Int.	32.8741, -117.20743	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
5494067	01/11/12	915	0	In Int.	32.87243, -117.21418	Vehicle/Pedestrian	Not Stated	Pedestrian	Injury (Other Visible)	1	0
5456114	01/19/12	1125	201	W	32.871028561, -117.218979292	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	1	0
5514379	01/30/12	603	0	In Int.	32.8741, -117.20743	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
5403265	02/07/12	1958	42	E	32.8738274908, -117.209561131	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Fatal	0	1
5511743	02/11/12	1835	180	E	32.8725763298, -117.213632187	Rear End	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5518269	02/16/12	1009	175	E	32.8739116516, -117.209141589	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5518297	02/16/12	1933	0	In Int.	32.87648, -117.19105	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5493987	02/25/12	500	45	S	32.8767634184, -117.18654794	Head-On	Automobile Right of Way	Motor Vehicle on Other Roadway	Injury (Complaint of Pain)	1	0
5557438	03/05/12	1715	30	W	32.8777110315, -117.178557874	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Severe)	1	0
5540540	03/11/12	1850	0	In Int.	32.87379, -117.20968	Head-On	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
5555329	03/22/12	1934	229	W	32.8711245995, -117.224261453	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Other Visible)	1	0
5562471	04/02/12	741	378	W	32.8717293135, -117.230556446	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5575479	04/06/12	1533	62	E	32.8716026029, -117.233720654	Vehicle/Pedestrian	Pedestrian Right of Way	Pedestrian	Injury (Complaint of Pain)	1	0
5577372	04/07/12	2100	114	E	32.8725268681, -117.213838277	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5575474	04/07/12	1020	50	W	32.877701846, -117.178621883	Overturned	Other Than Driver (or Pedestrian)	Non-Collision	Injury (Complaint of Pain)	1	0
5623159	05/23/12	1741	0	In Int.	32.8779, -117.17273	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5637446	05/24/12	929	120	S	32.8712761609, -117.233931903	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5645727	05/27/12	2025	0	In Int.	32.87648, -117.19105	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	5	0
5644148	06/01/12	1625	35	S	32.876860572, -117.186396226	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	1	0
5666759	06/07/12	1208	75	E	32.8741334543, -117.207200759	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5664798	06/08/12	946	25	S	32.8764166998, -117.191053347	Sideswipe	Improper Passing	Other Motor Vehicle	Injury (Other Visible)	1	0
5734429	07/11/12	1616	86	N	32.8715446552, -117.218361586	Overturned	Unsafe Lane Change	Non-Collision	Injury (Complaint of Pain)	1	0
5741816	07/17/12	1700	150	E	32.8777881219, -117.177980707	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5739491	07/24/12	1757	15	W	32.8779101333, -117.172790143	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5787404	08/08/12	834	52	W	32.87160689, -117.234090665	Overturned	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	1	0
5790020	08/11/12	2230	0	In Int.	32.87379, -117.20968	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5790024	08/11/12	2113	0	In Int.	32.8708, -117.22361	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Other Visible)	2	0
5769124	08/14/12	1730	0	In Int.	32.87772, -117.17845	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	1	0
5813052	08/21/12	2141	0	In Int.	32.87243, -117.21418	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	1	0
5813043	08/23/12	1646	300	E	32.871569414, -117.232949003	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5787823	08/31/12	1115	0	In Int.	32.87523, -117.1992	Broadside	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5835073	09/04/12	1215	0	In Int.	32.87648, -117.19105	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5857147	10/02/12	1730	66	E	32.8738461672, -117.209486426	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	1	0
5840003	10/04/12	1923	0	In Int.	32.87131, -117.21841	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5839943	10/04/12	1300	0	In Int.	32.8741, -117.20743	Vehicle/Pedestrian	Pedestrian Right of Way	Pedestrian	Injury (Complaint of Pain)	1	0
5782902	10/05/12	1526	541	E	32.8773533245, -117.181050404	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5972613	10/12/12	1306	70	E	32.8752257425, -117.199277587	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5808782	10/16/12	1630	0	In Int.	32.87772, -117.17845	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5857250	10/16/12	720	0	In Int.	32.8716, -117.23391	Not Stated	Not Stated	Not Stated	Injury (Complaint of Pain)	1	0
5885154	11/11/12	401	177	E	32.8767579305, -117.185827297	Hit Object	Improper Turning	Fixed Object	Injury (Other Visible)	1	0
5873348	11/13/12	105	0	In Int.	32.87243, -117.21418	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5873269	11/16/12	1801	1056	E	32.8745750931, -117.20405964	Rear End	Other Hazardous Violation	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5865866	11/20/12	843	72	S	32.873734958, -117.209914587	Rear End	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
5889583	11/29/12	1622	45	E	32.8765253824, -117.19092391	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Other Visible)	2	0
5968927	12/25/12	1340	45	W	32.8779207794, -117.172886715	Rear End	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5968895	12/26/12	2047	57	E	32.8741265791, -117.207258624	Other	Unsafe Speed	Not Stated	Injury (Complaint of Pain)	1	0

Location: LEBON DR CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 24

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
4257589	05/30/09	1205	75	E	32.87070007, -117.2234124	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4275216	06/13/09	1431	24	S	32.86834345, -117.2249398	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
4294739	06/29/09	1445	8	E	32.86834573, -117.2248359	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4297527	06/25/09	758	0	In Int.	32.86834, -117.22485	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	4	0
4301522	06/27/09	1300	41	E	32.86497325, -117.2255171	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4443918	10/23/09	1924	6	N	32.86490823, -117.2254106	Vehicle/Pedestrian	Pedestrian Right of Way	Pedestrian	Injury (Complaint of Pain)	1	0
4628128	02/14/10	1810	528	S	32.868496084, -117.224862319	Vehicle/Pedestrian	Improper Turning	Pedestrian	Injury (Complaint of Pain)	1	0
4689385	04/30/10	1616	0	In Int.	32.864894805, -117.225421866	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
4924170	10/19/10	1948	0	In Int.	32.868344806, -117.224861866	Sideswipe	Pedestrian Right of Way	Pedestrian	Injury (Complaint of Pain)	3	0
4974688	11/23/10	2120	0	In Int.	32.868344806, -117.224861866	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5016784	12/20/10	1046	12	W	32.870821564, -117.223655382	Head-On	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
5019850	10/28/10	1440	21	W	32.868343616, -117.224930023	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Severe)	1	0
5047509	12/20/10	1410	6	N	32.870796428, -117.223605109	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
5174568	04/27/11	1238	1320	S	32.86834, -117.22485	Hit Object	Improper Turning	Fixed Object	Injury (Complaint of Pain)	1	0
5453818	12/22/11	1850	0	In Int.	32.8708, -117.22361	Overtaken	Unsafe Speed	Other Object	Injury (Other Visible)	1	0
5790024	08/11/12	2113	0	In Int.	32.8708, -117.22361	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Other Visible)	2	0
5844577	09/28/12	1043	38	W	32.8683426525, -117.224985198	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5864295	10/25/12	1915	45	N	32.8698944015, -117.22444152	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3673479	01/26/08	1945	101	W	32.8709449768, -117.223903954	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Fatal	0	1
3723443	05/05/08	635	528	S	32.8669013977, -117.22474717	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
3730062	05/04/08	2026	5	W	32.8683433533, -117.224878094	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3803495	07/01/08	830	0	In Int.	32.8683433533, -117.224861866	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
3882302	09/20/08	1645	39	E	32.8683509827, -117.224735374	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3976040	12/02/08	905	38	E	32.8683509827, -117.224738617	Rear End	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	1	0

Location: UNIVERSITY CENTER LN CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 87

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
3582198	01/16/08	1823	150	W	32.868270874, -117.229486005	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3689909	04/11/08	1605	68	N	32.8676605225, -117.219096979	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3730062	05/04/08	2026	5	W	32.8683433533, -117.224878094	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3804710	06/25/08	1038	0	In Int.	32.8764839172, -117.191061861	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
3802328	06/28/08	839	16	E	32.8675727844, -117.233440564	Rear End	Following Too Closely	Motor Vehicle on Other Roadway	Injury (Complaint of Pain)	1	0
3803495	07/01/08	830	0	In Int.	32.8683433533, -117.224861866	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
3862002	07/27/08	1655	7920	E	32.8664894104, -117.216783727	Hit Object	Improper Turning	Fixed Object	Injury (Complaint of Pain)	1	0
3896121	08/31/08	333	335	E	32.8670806885, -117.218231288	Head-On	Pedestrian Violation	Pedestrian	Injury (Complaint of Pain)	1	0
3902986	09/05/08	1427	6	S	32.8684463501, -117.226249034	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Complaint of Pain)	1	0
3893086	09/12/08	1258	30	In Int.	32.866973877, -117.211525621	Broadside	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
3882270	09/17/08	1650	0	In Int.	32.8764839172, -117.191061861	Other	Pedestrian Violation	Bicycle	Injury (Other Visible)	1	0
3882302	09/20/08	1645	39	E	32.8683509827, -117.224735374	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3928011	10/07/08	2028	0	In Int.	32.8664245605, -117.216511864	Vehicle/Pedestrian	Traffic Signals and Signs	Pedestrian	Injury (Other Visible)	1	0
3932315	10/11/08	1350	36	E	32.8674545288, -117.219095069	Head-On	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
3987054	11/18/08	1739	225	S	32.866317749, -117.213486367	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3993280	11/19/08	905	0	In Int.	32.8665733337, -117.210251863	Other	Improper Turning	Non-Collision	Injury (Other Visible)	1	0
3957326	11/29/08	915	20	In Int.	32.8765029907, -117.19100055	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3976040	12/02/08	905	38	E	32.8683509827, -117.224738617	Rear End	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4026319	12/07/08	2046	0	In Int.	32.8665657043, -117.216491864	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4077166	01/17/09	1340	0	In Int.	32.86642, -117.2165	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4090392	01/27/09	739	27	E	32.86655448, -117.2164051	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
4115699	02/17/09	132	0	In Int.	32.86756, -117.23348	Broadside	Not Stated	Other Motor Vehicle	Injury (Other Visible)	2	0
4130998	02/20/09	1330	528	W	32.86654751, -117.2153706	Rear End	Unsafe Speed	Bicycle	Injury (Other Visible)	1	0
4130235	02/22/09	1839	0	In Int.	32.86749, -117.21919	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Severe)	4	0
4130193	02/25/09	1104	330	W	32.86665916, -117.2147421	Broadside	Automobile Right of Way	Bicycle	Injury (Complaint of Pain)	1	0
4121628	02/27/09	830	40	E	32.86759135, -117.2191404	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4144449	03/03/09	1754	0	In Int.	32.86698, -117.21161	Broadside	Wrong Side of Road	Bicycle	Injury (Other Visible)	1	0
4195449	04/08/09	624	0	In Int.	32.87648, -117.19105	Rear End	Improper Turning	Other Motor Vehicle	Injury (Other Visible)	1	0
4222602	04/29/09	1859	7	In Int.	32.8675678, -117.2334694	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	2	0
4275259	06/12/09	2328	32	W	32.86644713, -117.2166123	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	2	0
4275216	06/13/09	1431	24	S	32.86834345, -117.2249398	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
4297527	06/25/09	758	0	In Int.	32.86834, -117.22485	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	4	0
4294739	06/29/09	1445	8	E	32.86834573, -117.2248359	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4352372	08/01/09	1402	770	S	32.87442092, -117.1911251	Hit Object	Improper Turning	Fixed Object	Injury (Complaint of Pain)	1	0
4419730	10/01/09	2318	0	In Int.	32.86756, -117.23348	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
4426098	10/12/09	2320	0	In Int.	32.8669, -117.2137	Head-On	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4454268	11/05/09	1105	15	E	32.87649833, -117.1910159	Broadside	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	1	0
4532176	12/08/09	1208	0	In Int.	32.8669, -117.2137	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4532196	12/08/09	2019	262	E	32.86717313, -117.2184418	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Other Visible)	1	0
4532187	12/10/09	957	0	In Int.	32.86542, -117.20853	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4558583	01/30/10	1802	0	In Int.	32.866904807, -117.213711864	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	1	0

4679643	04/25/10	1234	26	E	32.865377491, -117.208478776	Sideswipe	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4713672	05/17/10	1400	0	In Int.	32.867494806, -117.219201865	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4788440	06/02/10	2056	0	In Int.	32.876484809, -117.191061861	Hit Object	Unsafe Speed	Fixed Object	Injury (Complaint of Pain)	1	0
4777328	06/17/10	615	0	In Int.	32.876484809, -117.191061861	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	2	0
4860193	06/30/10	1725	9	W	32.868312223, -117.229030922	Head-On	Wrong Side of Road	Bicycle	Injury (Complaint of Pain)	1	0
4829433	07/29/10	1428	72	W	32.87644009, -117.191289519	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4870005	09/01/10	928	0	In Int.	32.868314806, -117.229001866	Vehicle/Pedestrian	Automobile Right of Way	Pedestrian	Injury (Complaint of Pain)	1	0
4886691	09/19/10	1143	0	In Int.	32.866904807, -117.213711864	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	6	0
4924170	10/19/10	1948	0	In Int.	32.868344806, -117.224861866	Sideswipe	Pedestrian Right of Way	Pedestrian	Injury (Complaint of Pain)	3	0
4949685	10/24/10	852	22	E	32.867574211, -117.233421324	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5019850	10/28/10	1440	21	W	32.868343616, -117.224930023	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Severe)	1	0
4974688	11/23/10	2120	0	In Int.	32.868344806, -117.224861866	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5026257	11/28/10	1322	0	In Int.	32.876484809, -117.191061861	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4957421	12/08/10	1310	21	N	32.867545491, -117.219169611	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
5016736	12/21/10	1525	27	W	32.865476388, -117.20860468	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
5071734	01/07/11	2011	964	N	32.8716369704, -117.192984708	Other	Unknown	Fixed Object	Injury (Complaint of Pain)	1	0
5104399	01/09/11	1843	0	O	32.86756, -117.23348	Rear End	Other Improper Driving	Other Motor Vehicle	Injury (Other Visible)	1	0
5074464	01/20/11	1358	0	In Int.	32.87648, -117.19105	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
5066649	02/04/11	657	0	In Int.	32.86749, -117.21919	Vehicle/Pedestrian	Traffic Signals and Signs	Pedestrian	Injury (Other Visible)	1	0
5159861	03/30/11	1515	0	In Int.	32.8669, -117.2137	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	2	0
5145286	04/15/11	719	25	W	32.8675238243, -117.219275376	Vehicle/Pedestrian	Pedestrian Right of Way	Pedestrian	Injury (Other Visible)	1	0
5174568	04/27/11	1238	1320	S	32.86834, -117.22485	Hit Object	Improper Turning	Fixed Object	Injury (Complaint of Pain)	1	0
5199346	06/05/11	1140	30	S	32.8668264505, -117.21368248	Rear End	Automobile Right of Way	Bicycle	Injury (Other Visible)	1	0
5199333	06/06/11	715	0	In Int.	32.86542, -117.20853	Sideswipe	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5243142	06/29/11	1020	0	In Int.	32.86831, -117.22899	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5217247	07/15/11	1349	528	E	32.866838946, -117.217674479	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Other Visible)	4	0
5348305	08/30/11	1841	108	S	32.876190957, -117.191021268	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5351509	09/30/11	1220	18	E	32.8669772743, -117.211564117	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5335922	10/18/11	1312	70	E	32.8683363114, -117.228776058	Rear End	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5453813	12/29/11	1208	12	N	32.8675237688, -117.219183434	Broadside	Traffic Signals and Signs	Motor Vehicle on Other Roadway	Injury (Complaint of Pain)	1	0
5518297	02/16/12	1933	0	In Int.	32.87648, -117.19105	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5537531	03/23/12	2048	233	E	32.8661730977, -117.20966671	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	1	0
5626976	05/20/12	2150	480	E	32.8683795282, -117.223304422	Rear End	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
5645727	05/27/12	2025	0	In Int.	32.87648, -117.19105	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	5	0
5666783	06/06/12	933	0	In Int.	32.86818, -117.22114	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Complaint of Pain)	1	0
5664798	06/08/12	946	25	S	32.8764166998, -117.191053347	Sideswipe	Improper Passing	Other Motor Vehicle	Injury (Other Visible)	1	0
5723428	07/01/12	2328	254	W	32.868330411, -117.225686247	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Complaint of Pain)	1	0
5734651	07/06/12	2134	40	E	32.8675819066, -117.233363607	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5756939	07/20/12	1912	0	In Int.	32.86656, -117.21648	Broadside	Automobile Right of Way	Bicycle	Injury (Other Visible)	1	0
5819376	08/21/12	1015	100	E	32.8683455279, -117.228679284	Head-On	Unsafe Speed	Other Object	Injury (Complaint of Pain)	1	0
5835073	09/04/12	1215	0	In Int.	32.87648, -117.19105	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5844577	09/28/12	1043	38	W	32.8683426525, -117.224985198	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5857251	10/16/12	2133	0	In Int.	32.86656, -117.21648	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5889583	11/29/12	1622	45	E	32.8765253824, -117.19092391	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Other Visible)	2	0
5901163	12/11/12	2010	0	In Int.	32.86656, -117.21648	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
5952736	12/12/12	658	39	E	32.8669255069, -117.213587661	Rear End	Not Stated	Other Motor Vehicle	Injury (Other Visible)	1	0

Location: REGENTS RD CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 45

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
4121628	02/27/09	830	40	E	32.86759135, -117.2191404	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4130235	02/22/09	1839	0	In Int.	32.86749, -117.21919	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Severe)	4	0
4142973	03/09/09	1655	305	N	32.86215955, -117.2229133	Vehicle/Pedestrian	Automobile Right of Way	Pedestrian	Injury (Complaint of Pain)	1	0
4174972	03/19/09	1630	528	N	32.86276152, -117.2227989	Broadside	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4220978	04/25/09	1341	0	In Int.	32.87131, -117.21841	#N/A	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	1	0
4275220	06/08/09	1814	0	In Int.	32.87259, -117.21832	Other	Automobile Right of Way	Non-Collision	Injury (Other Visible)	1	0
4328007	07/22/09	1722	45	N	32.87271809, -117.2183319	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4407127	09/18/09	1219	0	In Int.	32.87131, -117.21841	Broadside	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4604418	02/26/10	1124	75	E	32.872596982, -117.218088398	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Complaint of Pain)	1	0
4664547	04/15/10	1250	0	In Int.	32.876864808, -117.218381865	Not Stated	Pedestrian Right of Way	Pedestrian	Injury (Other Visible)	1	0
4668025	04/13/10	730	0	In Int.	32.880814808, -117.218201866	Head-On	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4713672	05/17/10	1400	0	In Int.	32.867494806, -117.219201865	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4957421	12/08/10	1310	21	N	32.867545491, -117.219169611	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
5053442	12/08/10	1742	150	N	32.861735595, -117.222938824	Broadside	Pedestrian Violation	Pedestrian	Injury (Other Visible)	1	0
5063173	01/07/11	1025	30	W	32.8713949, -117.218400021	Rear End	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5066649	02/04/11	657	0	In Int.	32.86749, -117.21919	Vehicle/Pedestrian	Traffic Signals and Signs	Pedestrian	Injury (Other Visible)	1	0
5136634	04/06/11	1631	302	S	32.8704874895, -117.218426819	Rear End	Unsafe Speed	Bicycle	Injury (Other Visible)	1	0
5145286	04/15/11	719	25	W	32.8675238243, -117.219275376	Vehicle/Pedestrian	Pedestrian Right of Way	Pedestrian	Injury (Other Visible)	1	0
5189680	06/20/11	3	337	N	32.8646289633, -117.221881522	Hit Object	Improper Turning	Fixed Object	Fatal	0	1
5254549	07/27/11	1535	38	N	32.8769686192, -117.218391093	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5333131	09/23/11	10	0	In Int.	32.87131, -117.21841	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5350520	10/12/11	1107	0	In Int.	32.88081, -117.21819	Broadside	Pedestrian Right of Way	Bicycle	Injury (Other Visible)	1	0
5384523	11/01/11	830	0	In Int.	32.8696, -117.21827	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Other Visible)	1	0
5395741	11/07/11	743	0	In Int.	32.87259, -117.21832	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5453813	12/29/11	1208	12	N	32.8675237688, -117.219183434	Broadside	Traffic Signals and Signs	Motor Vehicle on Other Roadway	Injury (Complaint of Pain)	1	0
5461642	01/26/12	1604	6	E	32.8696135924, -117.21842244	Vehicle/Pedestrian	Pedestrian Right of Way	Pedestrian	Injury (Other Visible)	1	0
5538532	03/13/12	942	112	N	32.8753616383, -117.218291865	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5598199	04/30/12	1606	0	In Int.	32.87505, -117.21828	Rear End	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5734429	07/11/12	1616	86	N	32.8715446552, -117.218361586	Overtaken	Unsafe Lane Change	Non-Collision	Injury (Complaint of Pain)	1	0
5840003	10/04/12	1923	0	In Int.	32.87131, -117.21841	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5872136	11/09/12	2102	240	N	32.8644069908, -117.222053913	Hit Object	Improper Turning	Fixed Object	Injury (Other Visible)	1	0
3574964	01/09/08	730	0	In Int.	32.8808135986, -117.218201866	Rear End	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3582222	01/17/08	1750	0	In Int.	32.876865387, -117.218381866	Head-On	Other Hazardous Violation	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3619081	03/01/08	1800	4	S	32.8768539429, -117.218381084	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
3689909	04/11/08	1605	68	N	32.8676605225, -117.219096979	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3795434	06/24/08	1844	4	W	32.871307373, -117.218432958	Vehicle/Pedestrian	Not Stated	Pedestrian	Injury (Complaint of Pain)	1	0
3844751	07/09/08	2240	528	N	32.872756958, -117.218331866	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3870003	08/07/08	1515	342	N	32.8722457886, -117.218341744	Not Stated	Not Stated	Fixed Object	Injury (Other Visible)	1	0
3892395	08/25/08	1104	0	In Int.	32.8696136475, -117.218441865	Not Stated	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3923361	09/06/08	108	146	E	32.8695602417, -117.217812024	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Complaint of Pain)	1	0
3923389	09/08/08	1810	0	In Int.	32.8750534058, -117.218291865	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3928251	10/08/08	1000	132	N	32.8772239685, -117.21841392	Broadside	Improper Turning	Bicycle	Injury (Complaint of Pain)	1	0
3932315	10/11/08	1350	36	E	32.8674545288, -117.219095069	Head-On	Unsafe Starting or Braking	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
3972682	10/30/08	1950	423	N	32.872467041, -117.218335465	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3976079	12/01/08	1910	171	E	32.8715171814, -117.217921706	Sideswipe	Other Hazardous Violation	Bicycle	Injury (Other Visible)	1	0

Location: REGENTS RD CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 8

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
4305890	07/06/09	1308	3	E	32.8515187, -117.2167833	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4493622	11/13/09	1924	0	In Int.	32.85151, -117.21678	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4572902	02/14/10	2021	151	E	32.851469056, -117.216334774	Rear End	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
4912698	09/25/10	900	80	S	32.84601733, -117.219619956	Sideswipe	Unsafe Lane Change	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5493988	02/24/12	2011	0	In Int.	32.85151, -117.21678	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	3	0
5832637	09/20/12	1845	0	In Int.	32.84623, -117.21964	Other	Unsafe Speed	Non-Collision	Injury (Other Visible)	2	0
3837397	08/19/08	550	0	In Int.	32.8515129089, -117.216791863	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Fatal	0	1
3852120	08/06/08	1105	0	In Int.	32.8515129089, -117.216791863	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0

Location: NORTH TORREY PINES RD CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 27

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
3590605	01/24/08	627	0	In Int.	32.8876838684, -117.243741871	Broadside	Traffic Signals and Signs	Bicycle	Injury (Other Visible)	1	0
3796786	06/16/08	640	0	In Int.	32.8808059692, -117.24396187	Other	Other Than Driver (or Pedestrian)	Non-Collision	Injury (Complaint of Pain)	1	0
3807863	07/02/08	1643	0	In Int.	32.8808059692, -117.24396187	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3885838	08/15/08	820	146	N	32.8880729675, -117.243628215	Other	Unknown	Non-Collision	Injury (Complaint of Pain)	1	0
3892280	08/26/08	1400	0	In Int.	32.8861160278, -117.243921871	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3976056	12/01/08	35	0	In Int.	32.8810462952, -117.24395187	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
4023277	12/02/08	1313	86	N	32.8879127502, -117.243674923	Overtaken	Other Than Driver (or Pedestrian)	Non-Collision	Injury (Other Visible)	2	0
4171656	03/11/09	1802	16	W	32.87015726, -117.2424217	Overtaken	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	3	0
4220773	05/05/09	1838	0	In Int.	32.88104, -117.24394	Sideswipe	Automobile Right of Way	Bicycle	Injury (Complaint of Pain)	1	0
4297545	06/27/09	1530	6	W	32.87014947, -117.2423905	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4372456	08/14/09	1306	19	E	32.8701328, -117.2423119	Broadside	Traffic Signals and Signs	Motor Vehicle on Other Roadway	Injury (Complaint of Pain)	2	0
4426309	10/10/09	1158	0	0	32.87014, -117.24236	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4527198	12/03/09	1530	0	In Int.	32.87014, -117.24236	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4579293	01/06/10	1205	12	S	32.88101199, -117.243954214	Head-On	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4781988	06/12/10	1220	100	N	32.881318768, -117.24395025	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	5	0
4815807	07/19/10	1630	0	In Int.	32.870144805, -117.242371869	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Other Visible)	1	0
4961835	11/18/10	1655	27	N	32.904383791, -117.243265944	Vehicle/Pedestrian	Automobile Right of Way	Pedestrian	Injury (Other Visible)	1	0
5039587	12/11/10	920	0	In Int.	32.880804806, -117.24396187	Not Stated	Other Than Driver (or Pedestrian)	Non-Collision	Injury (Other Visible)	1	0
5117987	03/15/11	1735	195	S	32.8855805824, -117.243925034	Rear End	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5117987	03/15/11	1735	195	S	32.8855805824, -117.243925034	Rear End	Not Stated	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5297892	09/01/11	1215	0	In Int.	32.87014, -117.24236	Rear End	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5427600	12/08/11	1746	528	W	32.8877150277, -117.243719748	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5575463	04/09/12	1740	198	S	32.8750323632, -117.24375524	Vehicle/Pedestrian	Pedestrian Violation	Pedestrian	Injury (Other Visible)	1	0
5575829	04/13/12	842	8	N	32.8810667235, -117.243951741	Vehicle/Pedestrian	Traffic Signals and Signs	Pedestrian	Injury (Other Visible)	1	0
5756895	07/22/12	1746	0	In Int.	32.87014, -117.24236	Broadside	Traffic Signals and Signs	Bicycle	Injury (Complaint of Pain)	1	0
5844552	09/22/12	1818	0	In Int.	32.88611, -117.24391	Broadside	Traffic Signals and Signs	Bicycle	Injury (Other Visible)	1	0
5839721	10/19/12	2047	0	In Int.	32.88934, -117.24292	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0

Location: TOWNE CENTRE DR CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 27

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
4095120	02/05/09	1615	290	S	32.87600082, -117.2075585	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	4	0
4197418	04/15/09	1550	18	N	32.87684306, -117.2075398	Other	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	2	0
4413251	09/03/09	1719	54	E	32.87412543, -117.2072683	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Other Visible)	1	0
4424259	09/30/09	1103	0	In Int.	32.87679, -117.20754	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Severe)	1	0
4532187	12/10/09	957	0	In Int.	32.86542, -117.20853	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4573166	02/07/10	1804	66	S	32.873924789, -117.20742186	Head-On	Wrong Side of Road	Other Motor Vehicle	Injury (Other Visible)	2	0
4679643	04/25/10	1234	26	E	32.865377491, -117.208478776	Sideswipe	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4828750	07/07/10	1038	0	In Int.	32.866954807, -117.207561862	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5016736	12/21/10	1525	27	W	32.865476388, -117.20860468	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
5199333	06/06/11	715	0	In Int.	32.86542, -117.20853	Sideswipe	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5453773	12/23/11	1800	0	In Int.	32.8741, -117.20743	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
5514379	01/30/12	603	0	In Int.	32.8741, -117.20743	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
5666759	06/07/12	1208	75	E	32.8741334543, -117.207200759	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5749992	07/27/12	1535	14	S	32.8684867295, -117.207007302	Head-On	Improper Turning	Other Motor Vehicle	Injury (Other Visible)	2	0
5839943	10/04/12	1300	0	In Int.	32.8741, -117.20743	Vehicle/Pedestrian	Pedestrian Right of Way	Pedestrian	Injury (Complaint of Pain)	1	0
5968895	12/26/12	2047	57	E	32.8741265791, -117.207258624	Other	Unsafe Speed	Not Stated	Injury (Complaint of Pain)	1	0
5969105	12/22/12	1356	357	S	32.8690849432, -117.206962692	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Other Visible)	2	0
3622578	02/14/08	1735	0	In Int.	32.8767929077, -117.207551864	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
3622618	02/14/08	1006	0	In Int.	32.8741035461, -117.207441863	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	4	0
3622626	02/14/08	1630	20	E	32.8741111755, -117.207377569	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3627408	02/11/08	1410	0	In Int.	32.8741035461, -117.207441863	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3627427	02/17/08	4	72	W	32.8740768433, -117.207673535	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
3671082	03/26/08	1246	0	In Int.	32.8767929077, -117.207551864	Sideswipe	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
3861476	08/04/08	1307	0	In Int.	32.8767929077, -117.207551864	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0
3972812	11/11/08	1215	333	W	32.8661003113, -117.207943502	Other	Wrong Side of Road	Other Object	Injury (Other Visible)	1	0
3993324	11/23/08	1955	0	In Int.	32.8700561523, -117.207101863	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4061338	12/26/08	1845	21	W	32.8701133728, -117.207112809	Head-On	Automobile Right of Way	Other Motor Vehicle	Injury (Other Visible)	1	0

Location: VILLA LA JOLLA DR CORRIDOR
Date Range: 1/1/08 - 12/31/12
Total Number of Collisions: 42

Report Number	Date	Time	Dist. (ft)	Direction	X-Y Coordinate	Type of Collision	Primary Collision Factor	Involved With	Degree of Injury	Number Injured	Number Killed
4528519	12/23/09	1316	1	S	32.86421212, -117.2362525	Vehicle/Pedestrian	Improper Turning	Pedestrian	Injury (Complaint of Pain)	1	0
3611483	02/20/08	730	200	N	32.8647346497, -117.236448919	Broadside	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3748788	05/21/08	1105	15	E	32.8641738892, -117.236261176	Other	Unsafe Speed	Non-Collision	Injury (Complaint of Pain)	1	0
3788518	06/14/08	1750	0	0	32.8642158508, -117.236251868	Overtaken	Unsafe Speed	Non-Collision	Injury (Other Visible)	1	0
5324195	10/01/11	1010	0	In Int.	32.87029, -117.23395	Broadside	Unknown	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4180724	03/29/09	23	0	In Int.	32.8716, -117.23391	Head-On	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	4	0
4426356	10/11/09	1348	0	In Int.	32.8716, -117.23391	Head-On	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
4714270	05/25/10	2024	0	In Int.	32.871604806, -117.233921868	Sideswipe	Improper Turning	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5043572	01/30/11	1845	0	In Int.	32.8716, -117.23391	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
5117435	03/31/11	1305	30	E	32.8716048056, -117.233824474	Rear End	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
5198854	05/03/11	2159	0	In Int.	32.8716, -117.23391	Broadside	Improper Turning	Bicycle	Injury (Other Visible)	1	0
5575479	04/06/12	1533	62	E	32.8716026029, -117.233720654	Vehicle/Pedestrian	Pedestrian Right of Way	Pedestrian	Injury (Complaint of Pain)	1	0
3861516	08/05/08	2207	0	In Int.	32.8716049194, -117.233921868	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
3972123	11/10/08	953	75	E	32.8716011047, -117.233678506	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Other Visible)	1	0
4419730	10/01/09	2318	0	In Int.	32.86756, -117.23348	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Other Visible)	2	0
4949685	10/24/10	852	22	E	32.867574211, -117.233421324	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5734651	07/06/12	2134	40	E	32.8675819066, -117.233363607	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3802328	06/28/08	839	16	E	32.8675727844, -117.233440564	Rear End	Following Too Closely	Motor Vehicle on Other Roadway	Injury (Complaint of Pain)	1	0
5128501	03/10/11	1406	18	N	32.8703441024, -117.233960362	Other	Automobile Right of Way	Bicycle	Injury (Complaint of Pain)	1	0
4080058	01/14/09	2037	75	S	32.8713994, -117.2339281	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
4115699	02/17/09	132	0	In Int.	32.86756, -117.23348	Broadside	Not Stated	Other Motor Vehicle	Injury (Other Visible)	2	0
4181218	03/25/09	1220	0	In Int.	32.8716, -117.23391	Broadside	Traffic Signals and Signs	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4383631	08/31/09	1157	6	N	32.87031124, -117.2339614	Rear End	Following Too Closely	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4462208	10/24/09	1443	65	N	32.86773897, -117.2335358	Rear End	Automobile Right of Way	Non-Collision	Injury (Complaint of Pain)	1	0
4581317	01/23/10	1820	72	S	32.868401882, -117.233703168	Broadside	Improper Turning	Parked Motor Vehicle	Injury (Other Visible)	1	0
4605223	02/16/10	1800	0	In Int.	32.870294806, -117.233961868	Not Stated	Improper Turning	Bicycle	Injury (Complaint of Pain)	1	0
4692733	05/02/10	1545	125	S	32.871262467, -117.233932321	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	4	0
4733998	05/19/10	1245	18	N	32.864244153, -117.23620491	Sideswipe	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
4781984	06/14/10	1815	174	N	32.868031037, -117.233609556	Sideswipe	Improper Turning	Bicycle	Injury (Other Visible)	1	0
4867521	08/31/10	1720	183	N	32.871103622, -117.233937171	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	3	0
4921034	10/23/10	1730	45	S	32.870171671, -117.233954709	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5081478	01/28/11	1627	105	N	32.8678461521, -117.233562887	Vehicle/Pedestrian	Pedestrian Right of Way	Pedestrian	Injury (Other Visible)	1	0
5104399	01/09/11	1843	0	0	32.86756, -117.23348	Rear End	Other Improper Driving	Other Motor Vehicle	Injury (Other Visible)	1	0
5217227	07/17/11	1830	0	In Int.	32.87029, -117.23395	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5378548	10/18/11	1836	155	E	32.8653799636, -117.233962914	Sideswipe	Improper Turning	Parked Motor Vehicle	Injury (Complaint of Pain)	1	0
5433743	12/09/11	1930	0	In Int.	32.8716, -117.23391	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	2	0
5637446	05/24/12	929	120	S	32.8712761609, -117.233931903	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
5857250	10/16/12	720	0	In Int.	32.8716, -117.23391	Not Stated	Not Stated	Not Stated	Injury (Complaint of Pain)	1	0
3721972	04/23/08	1105	189	N	32.8708114624, -117.233946063	Broadside	Wrong Side of Road	Bicycle	Injury (Other Visible)	1	0
3807885	07/08/08	1310	120	N	32.8689193726, -117.233822978	Rear End	Unsafe Speed	Other Motor Vehicle	Injury (Complaint of Pain)	1	0
3928019	10/06/08	1210	6	N	32.8703117371, -117.233961366	Vehicle/Pedestrian	Pedestrian Right of Way	Pedestrian	Injury (Other Visible)	1	0
3979579	11/21/08	1910	210	S	32.869720459, -117.233928459	Broadside	Automobile Right of Way	Other Motor Vehicle	Injury (Complaint of Pain)	5	0

APPENDIX B

Bus Routes



CASH FARES / Tarifas en efectivo

Exact fare, please / Favor de pagar la cantidad exacta	
Day Pass (Regional) / Pase diario (Regional) Compass Card required (\$2) / Se requiere un Compass Card (\$2)	\$5.00
One-Way Fare / Tarifa de una 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.
Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en The Transit Store, o visita a www.sdmts.com.

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

30

Downtown – UTC / VA Medical Center
via Old Town / Pacific Beach / La Jolla / UCSD

DESTINATIONS

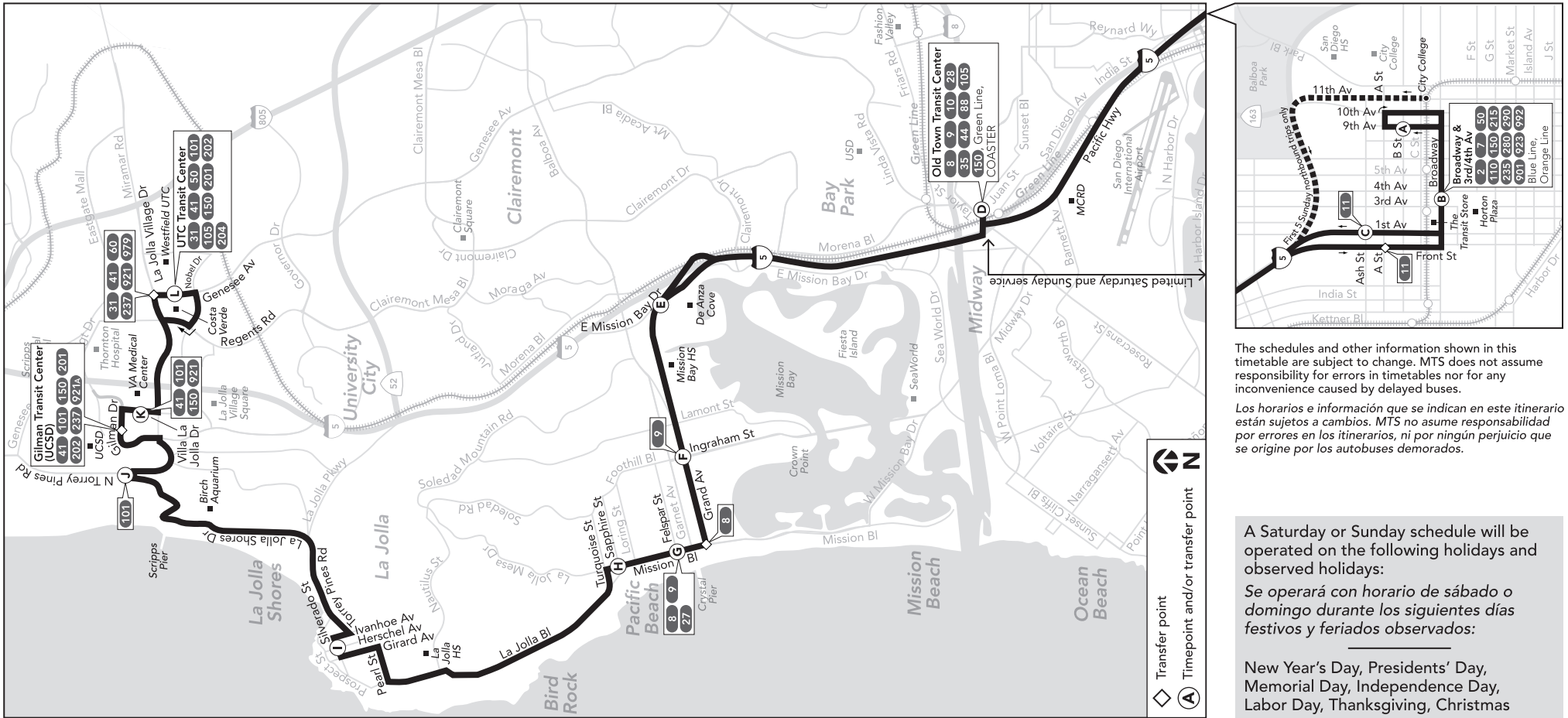
- Birch Aquarium
- Mission Bay High School
- UCSD
- VA Medical Center
- Westfield UTC



Downtown
Old Town



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



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

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays:
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados:
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Route 30 – Saturday / sábado

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

A	C	D	E	G	H	I	J	K	L
9th Ave. & B St.	1st Ave. & Ash St.	Old Town Transit Center	Grand Ave. & Mission Bay Dr.	Mission Bl. & Felspar St.	Mission Bl. & Sapphire St.	Silverado St. & Herschel	N. Torrey Pines & LJ Shores	VA Medical Center	UTC Transit Ctr.
DEPART	DEPART	ARRIVE	DEPART	DEPART	DEPART	DEPART	DEPART	DEPART	ARRIVE
5:24a	5:33a	5:40a	5:43a	5:43a	5:43a	5:43a	5:43a	5:43a	5:43a
5:54	6:03	6:10	6:13	6:22	6:31	6:47	6:58	7:06	7:14
6:24	6:33	6:40	6:43	6:52	7:01	7:17	7:28	7:36	7:44
6:54	7:03	7:10	7:13	7:22	7:32	7:48	7:59	8:07	8:15
			7:30	7:39	7:50	8:07	8:18	8:26	8:34
			7:45	7:55	8:07	8:25	8:38	8:47	8:56
			8:00	8:10	8:22	8:41	8:55	9:04	9:13
			8:15	8:25	8:38	8:57	9:11	9:20	9:29
			8:30	8:40	8:53	9:12	9:26	9:35	9:44
			8:45	8:55	9:08	9:27	9:41	9:50	9:59
			9:00	9:10	9:23	9:42	9:56	10:05	10:14
			9:15	9:25	9:38	9:57	10:11	10:20	10:29
			9:30	9:40	9:53	10:12	10:26	10:35	10:44
			9:45	9:55	10:08	10:27	10:41	10:50	10:59
			10:00	10:10	10:25	10:44	10:58	11:07	11:16
			10:15	10:25	10:40	11:00	11:15	11:24	11:34
			10:30	10:40	10:55	11:15	11:30	11:39	11:49
			10:45	10:55	11:10	11:30	11:45	11:54	12:04p
			11:00	11:10	11:25	11:45	12:00	12:10	12:20p
AND THEN EVERY 15 OR 30 MINUTES AT: / Y LUEGO CADA 15 O 30 MINUTOS A LA:									
			:13	:23	:38	:58	:13	:22	:32
			:28	:38	:53	:13	:22	:32	:42
			:43	:53	:08	:28	:43	:52	:02
			:58	:08	:23	:38	:53	:02	:12
UNTIL: / HASTA:									
			3:43p	3:53p	4:08p	4:28p	4:43p	4:52p	5:02
			4:00	4:10	4:25	4:45	5:00	5:15	5:34
			4:15	4:25	4:40	5:00	5:15	5:24	5:34
			4:30	4:40	4:55	5:15	5:30	5:45	6:04
			4:45	4:55	5:10	5:30	5:45	5:54	6:04
			5:00	5:10	5:25	5:45	6:00	6:15	6:34
			5:15	5:25	5:38	5:57	6:11	6:20	6:30
			5:30	5:40	5:53	6:12	6:26	6:35	6:45
			5:45	5:55	6:08	6:27	6:41	6:50	7:00
			6:00	6:10	6:23	6:42	6:56	7:05	7:15
			6:15	6:25	6:38	6:57	7:11	7:20	7:30
			6:30	6:40	6:52	7:11	7:25	7:34	7:44
			6:45	6:55	7:07	7:26	7:40	7:49	7:59
			7:15	7:25	7:37	7:56	8:10	8:19	8:29
			7:45	7:54	8:05	8:24	8:38	8:47	8:57
			8:15	8:24	8:35	8:54	9:08	9:17	9:27
			8:45	8:54	9:05	9:24	9:38	9:47	9:57
			9:15	9:23	9:33	9:52	10:06	10:15	10:25
			9:45	9:53	10:03	10:22	10:36	10:45	10:55
			10:15	10:23	10:33	10:52	11:06	11:15	11:25
			10:45	10:53	11:03	11:22	11:36	11:45	11:55
			11:15	11:23	11:33	11:52	12:06	12:15	12:25
			12:15a	12:23a	12:33a	12:52	13:06	13:15	13:25

UTC → La Jolla → Pacific Beach → Old Town

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

Route 30 – Monday through Friday / Lunes a viernes

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

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

Trips begin in Old Town. Alternate service from Downtown available on the Green Line.
Viajes comienzan en Old Town. Servicio alterno del centro en la Green Line.

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

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



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

Lost & Found Objetos extraviados	Route 31	Route 921 Weekday
	(619) 234-1060	(619) 409-4601
	Route 921 Weekend	(877) 841-3278

The Transit Store (619) 234-1060
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.
Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en The Transit Store, o visita a www.sdmts.com.

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

31

UTC –
Mira Mesa
via Miramar Rd.

921

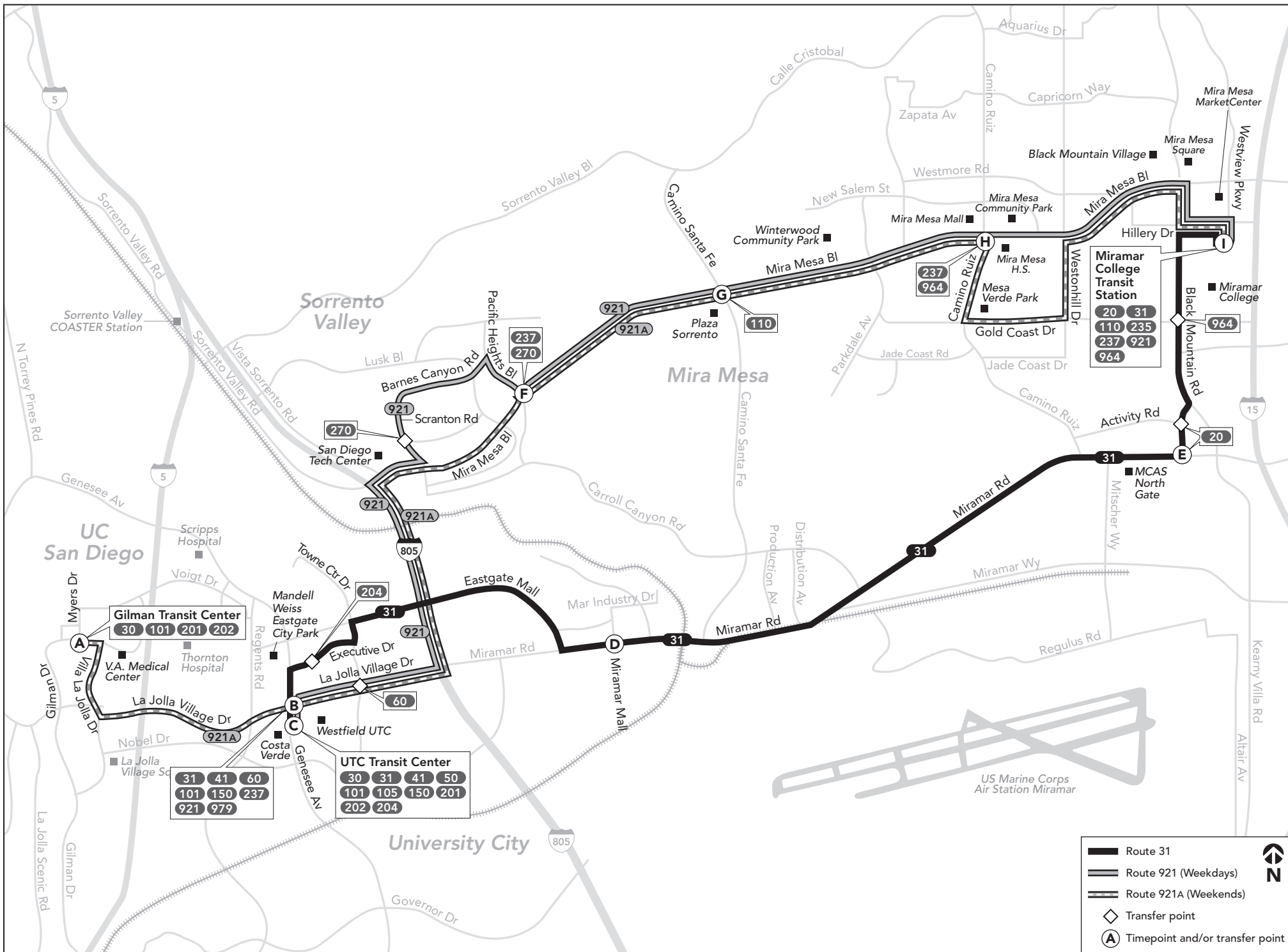
UTC – Mira Mesa
via Mira Mesa Bl.

DESTINATIONS

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



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



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

Plan your trip!

- On the web**
Visit www.sdmts.com and click on *Travel Planner*
- On the phone**
Dial 511 and say "public transportation"
- On the go**
Use the Google Maps app on your smartphone

compass card
now at **Albertsons**

The smart card that stores your transit pass and makes riding transit easy!

Buy/reload your Compass Card at Albertsons. Visit www.511sd.com/compass

Route 31 – Monday through Friday / Lunes a viernes

University City ➔ Miramar ➔ Mira Mesa

UTC Transit Center DEPART	Miramar Rd. & Miramar Mall	Black Mountain Rd. & Miramar Rd.	Miramar College Transit Station ARRIVE
5:37a	5:46a	5:55a	6:04a
6:07	6:16	6:25	6:34
6:37	6:48	6:59	7:08
7:02	7:13	7:24	7:33
7:30	7:41	7:52	8:01
8:00	8:11	8:22	8:31
8:30	8:41	8:52	9:01
2:58p	3:08p	3:19p	3:30p
3:28	3:38	3:49	4:00
3:58	4:08	4:19	4:30
4:30	4:41	4:53	5:04
5:00	5:11	5:23	5:34
5:30	5:41	5:53	6:04
6:00	6:10	6:20	6:31
6:30	6:40	6:50	7:01

Mira Mesa ➔ Miramar ➔ University City

Miramar College Transit Station DEPART	Miramar Rd. & Black Mountain Rd.	Miramar Rd. & Miramar Mall	UTC Transit Center ARRIVE
6:19a	6:25a	6:35a	6:46a
6:44	6:52	7:03	7:15
7:14	7:22	7:33	7:45
7:43	7:51	8:02	8:14
8:13	8:21	8:32	8:44
8:44	8:52	9:03	9:15
9:14	9:22	9:33	9:45
2:14p	2:21p	2:31p	2:43p
2:44	2:51	3:01	3:13
3:11	3:19	3:30	3:43
3:41	3:49	4:00	4:13
4:11	4:19	4:30	4:43
4:41	4:49	5:00	5:13
5:11	5:19	5:30	5:43
5:44	5:52	6:03	6:16

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

Route 921 – Monday through Friday / Lunes a viernes

University City ➔ Sorrento Valley ➔ Mira Mesa

La Jolla Village Dr. & Genesee Av. DEPART	Mira Mesa Bl. & Pacific Heights Bl.	Mira Mesa Bl. & Camino Santa Fe	Mira Mesa Bl. & Camino Ruiz	Miramar College Transit Station ARRIVE
6:10a	6:23a	6:28a	6:34a	6:43a
6:40	6:54	6:59	7:05	7:15
7:10	7:24	7:29	7:35	7:45
7:36	7:53	7:59	8:05	8:15
8:07	8:24	8:30	8:36	8:46
8:37	8:54	9:00	9:06	9:16
9:13	9:27	9:32	9:38	9:48
9:43	9:57	10:02	10:08	10:18
10:13	10:27	10:32	10:38	10:48
10:43	10:57	11:02	11:08	11:18
11:13	11:27	11:32	11:38	11:48
11:43	11:57	12:02p	12:08p	12:18p
12:13p	12:27p	12:32	12:38	12:48
12:45	12:59	1:04	1:10	1:20
1:15	1:29	1:34	1:40	1:50
1:47	2:01	2:06	2:12	2:22
2:18	2:32	2:37	2:43	2:53
2:48	3:02	3:07	3:13	3:23
3:16	3:31	3:36	3:43	3:54
3:46	4:01	4:06	4:13	4:24
4:12	4:28	4:34	4:42	4:54
4:42	4:58	5:04	5:12	5:24
5:12	5:28	5:34	5:42	5:54
5:42	5:58	6:04	6:12	6:24
6:07	6:23	6:28	6:35	6:46
6:37	6:53	6:58	7:04	7:14
7:07	7:23	7:28	7:34	7:44

Mira Mesa ➔ Sorrento Valley ➔ University City

Miramar College Transit Station DEPART	Mira Mesa Bl. & Camino Ruiz	Mira Mesa Bl. & Camino Santa Fe	Pacific Heights Bl. & Mira Mesa Bl.	Genesee Av. & La Jolla Village Dr. ARRIVE
5:45a	5:54a	5:59a	6:04a	6:16a
6:15	6:25	6:31	6:36	6:49
6:45	6:55	7:01	7:06	7:19
7:15	7:25	7:32	7:37	7:52
7:45	7:55	8:02	8:07	8:22
8:15	8:25	8:32	8:37	8:52
8:45	8:55	9:02	9:07	9:22
9:15	9:25	9:32	9:37	9:52
9:43	9:53	9:59	10:04	10:18
10:10	10:20	10:26	10:31	10:45
10:40	10:50	10:56	11:01	11:15
11:10	11:20	11:26	11:31	11:45
11:40	11:50	11:56	12:01p	12:15p
12:10p	12:20p	12:26p	12:31	12:45
12:40	12:50	12:56	1:01	1:15
1:10	1:20	1:26	1:31	1:45
1:40	1:50	1:56	2:01	2:15
2:10	2:20	2:26	2:31	2:45
2:40	2:50	2:56	3:01	3:18
3:08	3:18	3:24	3:29	3:46
3:38	3:48	3:54	3:59	4:20
4:08	4:18	4:24	4:29	4:50
4:38	4:48	4:54	4:59	5:20
5:08	5:18	5:24	5:29	5:50
5:38	5:48	5:54	5:59	6:20
6:08	6:18	6:24	6:29	6:46
6:38	6:48	6:54	6:59	7:16

Route 921A – Saturday and Sunday / sábado y domingo

University City ➔ Sorrento Valley ➔ Mira Mesa

Gilman Transit Center (UCSD) DEPART	La Jolla Village Dr. & Genesee Av.	Mira Mesa Bl. & Pacific Heights Bl.	Mira Mesa Bl. & Camino Santa Fe	Camino Ruiz & Mira Mesa Bl.	Miramar College Transit Station ARRIVE
A 7:11a	7:20a	7:29a	7:31a	7:36a	7:48a
A 8:11	8:20	8:29	8:31	8:36	8:48
A 9:08	9:18	9:27	9:29	9:35	9:48
A 10:09	10:19	10:28	10:30	10:36	10:49
A 11:10	11:20	11:29	11:31	11:37	11:50
A 12:10p	12:20p	12:29p	12:31p	12:37p	12:50p
A 1:10	1:20	1:29	1:31	1:37	1:50
A 2:10	2:20	2:29	2:31	2:37	2:50
A 3:10	3:20	3:29	3:31	3:37	3:50
A 4:10	4:20	4:29	4:31	4:37	4:50
A 5:10	5:20	5:29	5:31	5:37	5:50
A 6:09	6:19	6:28	6:30	6:36	6:49
A 7:08	7:17	7:26	7:28	7:33	7:45

Mira Mesa ➔ Sorrento Valley ➔ University City

Miramar College Transit Station DEPART	Mira Mesa Bl. & Camino Ruiz	Mira Mesa Bl. & Camino Santa Fe	Mira Mesa Bl. & Pacific Heights Bl.	La Jolla Village Dr. & Genesee Av.	Gilman Transit Center (UCSD) ARRIVE
A 7:07a	7:19a	7:24a	7:26a	7:35a	7:43a
A 8:07	8:19	8:24	8:26	8:35	8:43
A 9:07	9:21	9:26	9:29	9:38	9:48
A 10:07	10:21	10:26	10:29	10:38	10:48
A 11:07	11:21	11:26	11:29	11:38	11:48
A 12:07p	12:21p	12:26p	12:29p	12:38p	12:48p
A 1:07	1:21	1:26	1:29	1:38	1:48
A 2:07	2:21	2:26	2:29	2:38	2:48
A 3:07	3:21	3:26	3:29	3:38	3:48
A 4:07	4:21	4:26	4:29	4:38	4:48
A 5:07	5:21	5:26	5:29	5:38	5:48
A 6:07	6:21	6:26	6:29	6:38	6:48
A 7:07	7:20	7:25	7:27	7:36	7:44

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

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas
 Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados



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

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

41

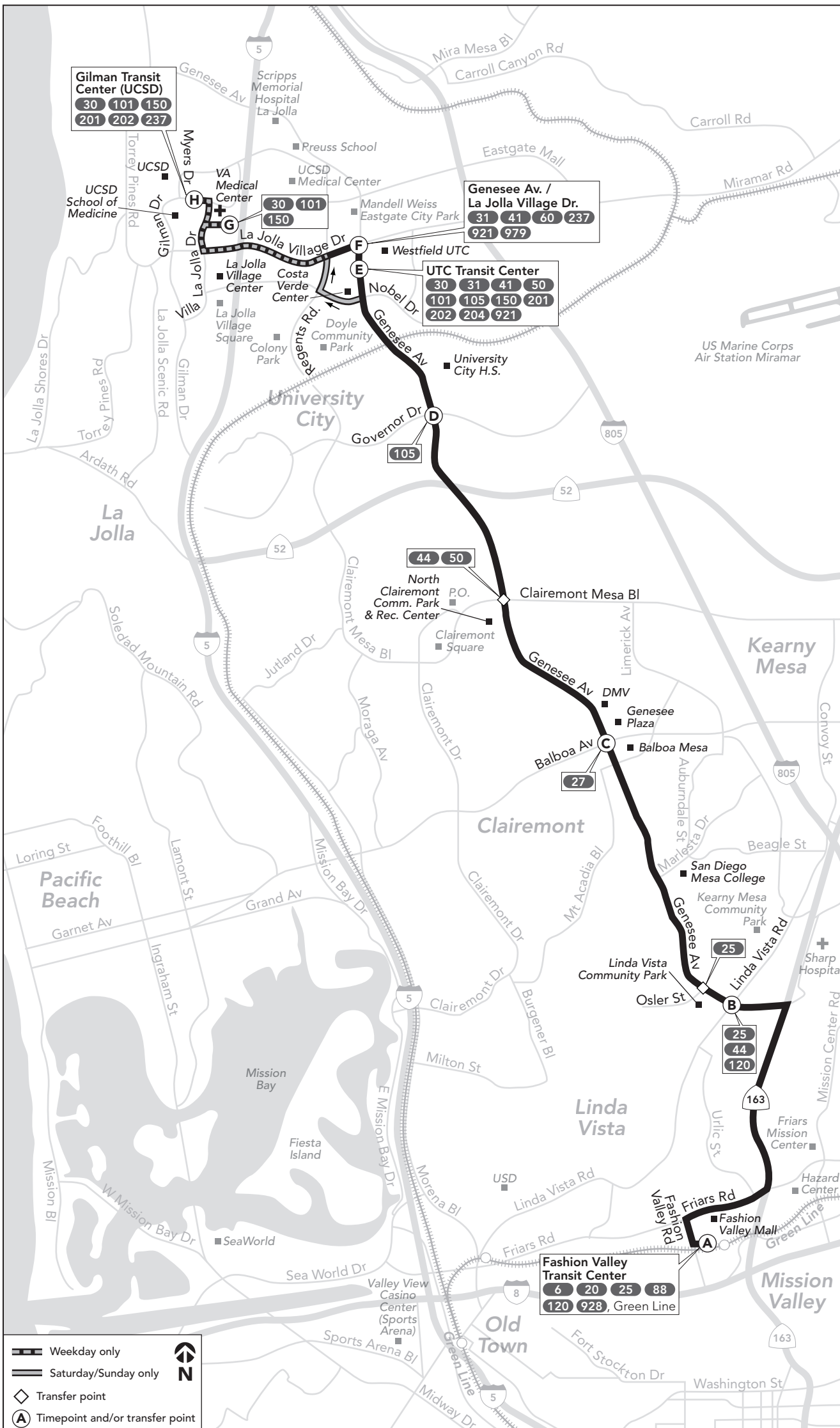
Fashion Valley – UCSD / VA Medical Ctr.
via Genesee Av.

DESTINATIONS

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



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



A Saturday or Sunday schedule will be operated on the following holidays and observed holidays:
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados:
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

compass card
now at **Albertsons**

The smart card that stores your transit pass and makes riding transit easy!
Buy/reload your Compass Card at Albertsons.
Visit www.511sd.com/compass

Plan your trip!

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

On the phone
Dial 511 and say "public transportation"

On the go
Use the Google Maps app on your smartphone

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

CASH FARES / Tarifas en efectivo

Exact fare, please / Favor de pagar la cantidad exacta	
Day Pass (Regional) / Pase diario (Regional) Compass Card required (\$2) / Se requiere un Compass Card (\$2)	\$5.00
One-Way Fare / Tarifa de una dirección	\$2.50
Senior (60+)/Disabled/Medicare Mayores de 60 años/Discapacitados/Medicare	\$1.25*
Children 5 & under / Niños de 5 años o menos Up to two children ride free per paying adult / Máximo dos niños viajan gratis por cada adulto	FREE / GRATIS
MONTHLY PASSES / Pases mensual	
Adult / Adulto	\$72.00
Senior (60+)/Disabled/Medicare Mayores de 60 años/Discapacitados/Medicare	\$18.00*
Youths (18 and under) Jóvenes (18 años o menos)	\$36.00*

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

DAY PASS (REGIONAL) / Pase diario (Regional)
All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for \$2 at select outlets. A \$5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional \$2 fee.
Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por \$2 en selectas sucursales. Un pase de un día por \$5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de \$2.

DIRECTORY / Directorio

Regional Transit Information Información de transporte público regional	511 or/ó (619) 233-3004
TTY/TDD (teletype for hearing impaired) Teletipo para sordos	(619) 234-5005 or/ó (888) 722-4 889
InfoExpress (24-hour info via Touch-Tone phone) Información las 24 horas (vía 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.
Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en The Transit Store, o visita a www.sdmts.com.

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

50

Downtown –
UTC Express
via Clairemont Dr.

150

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

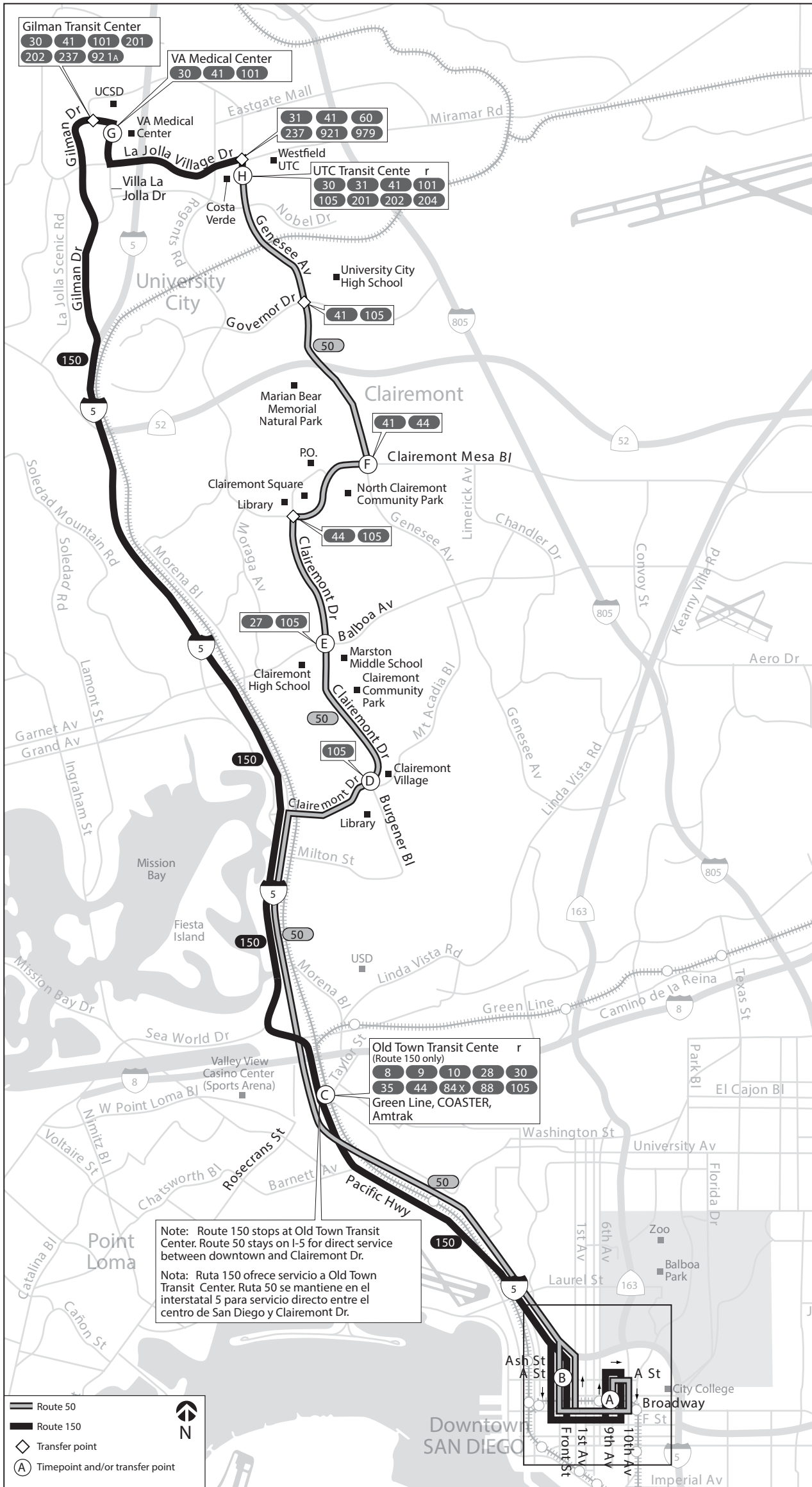
DESTINATIONS

- Clairemont Square (50)
- Costa Verde Shopping Center
- UCSD (150)
- VA Medical Center (150)
- Westfield UTC



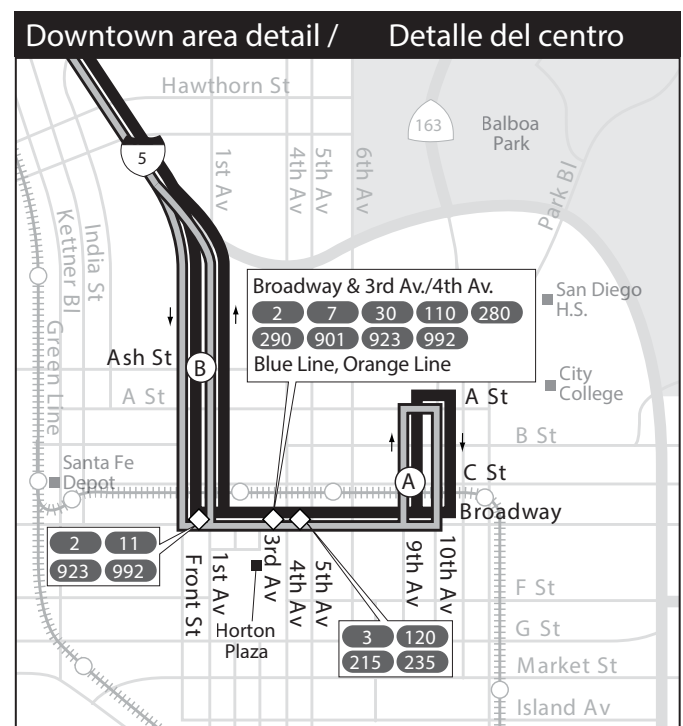
Alternative formats available upon request. Please call: (619) 557-4555 /

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



Plan your trip!

- On the web**
Visit www.sdmts.com and click on Travel Planner
- On the phone**
Dial 511 and say "public transportation"
- On the go**
Use the Google Maps app on your smartphone



Route 50 – Monday through Friday / lunes a viernes

Downtown ➡ Clairemont ➡ University City

(A) 9th Av. & C St. DEPART	(B) 1st Av. & Ash St.	(D) Clairemont Dr. & Burgener Bl.	(E) Clairemont Dr. & Balboa Av.	(F) Genesee Av. & Clairemont Mesa Bl.	(H) UTC Transit Center ARRIVE
4:58a	5:06a	5:16a	5:20a	5:27a	5:35a
5:28	5:36	5:46	5:50	5:57	6:05
5:55	6:05	6:15	6:20	6:27	6:35
6:28	6:39	6:50	6:56	7:04	7:13
6:58	7:10	7:22	7:28	7:36	7:46
7:28	7:40	7:54	8:00	8:09	8:20
7:58	8:10	8:24	8:30	8:39	8:50
8:28	8:40	8:54	9:00	9:09	9:20
8:58	9:10	9:22	9:28	9:37	9:47
9:58	10:10	10:22	10:28	10:37	10:47
10:58	11:10	11:22	11:28	11:37	11:47
11:58	12:10p	12:22p	12:28p	12:37p	12:47p
12:58p	1:10	1:22	1:28	1:37	1:47
1:58	2:10	2:22	2:28	2:37	2:47
2:58	3:11	3:23	3:29	3:38	3:49
3:28	3:41	3:53	3:59	4:08	4:19
3:58	4:11	4:23	4:29	4:38	4:49
4:28	4:41	4:53	4:59	5:08	5:19
4:43	4:56	5:08	5:14	5:23	5:34
5:00	5:13	5:25	5:31	5:40	5:51
5:15	5:28	5:40	5:46	5:55	6:06
5:30	5:43	5:55	6:01	6:10	6:21
6:00	6:12	6:23	6:28	6:36	6:47

University City ➡ Clairemont ➡ Downtown

(H) UTC Transit Center DEPART	(F) Clairemont Mesa Bl. & Genesee Av.	(E) Clairemont Dr. & Balboa Av.	(D) Clairemont Dr. & Burgener Bl.	(B) Front St. & A St.	(A) 9th Av. & C St. ARRIVE
5:43a	5:52a	5:59a	6:04a	6:14a	6:21a
6:13	6:22	6:29	6:34	6:44	6:51
6:28	6:37	6:44	6:49	6:59	7:06
6:43	6:53	7:02	7:07	7:18	7:26
6:58	7:08	7:17	7:22	7:33	7:41
7:13	7:23	7:32	7:37	7:48	7:56
7:28	7:38	7:47	7:52	8:03	8:11
7:43	7:53	8:02	8:07	8:18	8:26
7:58	8:08	8:17	8:22	8:33	8:41
8:28	8:38	8:47	8:52	9:03	9:11
8:58	9:08	9:17	9:22	9:33	9:41
9:58	10:09	10:18	10:24	10:35	10:43
10:58	11:09	11:18	11:24	11:35	11:43
11:58	12:09p	12:18p	12:24p	12:35p	12:43p
12:58p	1:09	1:18	1:24	1:35	1:43
1:58	2:09	2:18	2:24	2:35	2:43
2:28	2:41	2:50	2:56	3:07	3:15
2:58	3:11	3:20	3:26	3:37	3:45
3:28	3:41	3:50	3:56	4:07	4:15
3:58	4:12	4:22	4:28	4:41	4:50
4:28	4:42	4:52	4:58	5:11	5:20
4:58	5:12	5:22	5:28	5:41	5:50
5:28	5:42	5:52	5:58	6:11	6:20
6:28	6:40	6:49	6:53	7:04	7:12

Route 150 – Monday through Friday / lunes a viernes

Downtown ➡ Old Town ➡ University City

(A) 9th Av. & C St. DEPART	(B) 1st Av. & Ash St.	(C) Old Town Transit Center ARRIVE	(G) V.A. Medical Center DEPART	(H) UTC Transit Center ARRIVE
5:55a	6:05a	6:11a	6:13a	6:43a
6:08	6:19	6:26	6:28	7:00
6:23	6:34	6:41	6:43	7:15
6:38	6:49	6:56	6:58	7:30
—	—	6:50	—	—
6:51	7:03	7:11	7:13	7:48
—	—	7:05	—	—
7:06	7:18	7:26	7:28	8:03
—	—	7:20	—	—
7:21	7:33	7:41	7:43	8:18
—	—	7:35	—	—
7:36	7:48	7:56	7:58	8:33
—	—	7:50	—	—
7:51	8:03	8:11	8:13	8:48
—	—	8:05	—	—
8:06	8:18	8:26	8:28	9:03
—	—	8:20	—	—
8:21	8:33	8:41	8:43	9:18
—	—	8:35	—	—
8:36	8:48	8:56	8:58	9:33
—	—	8:50	—	—
8:51	9:03	9:11	9:13	9:46
9:21	9:33	9:41	9:43	10:16
9:51	10:03	10:11	10:13	10:46
10:51	11:03	11:11	11:13	11:46
11:51	12:03p	12:11p	12:13p	12:46p
12:51p	1:03	1:11	1:13	1:46
1:51	2:03	2:11	2:13	2:46
2:21	2:33	2:41	2:43	3:16
2:51	3:03	3:11	3:13	3:46
3:21	3:33	3:41	3:43	4:16
3:51	4:03	4:11	4:13	4:46
4:21	4:34	4:43	4:45	5:19
4:51	5:04	5:13	5:15	5:49
5:21	5:34	5:43	5:45	6:19
5:53	6:05	6:13	6:15	6:48

University City ➡ Old Town ➡ Downtown

(H) UTC Transit Center DEPART	(G) V.A. Medical Center	(C) Old Town Transit Center ARRIVE	(B) Front St. & A St. DEPART	(A) 9th Av. & C St. ARRIVE
5:59a	6:07a	6:26a	6:28a	6:42a
6:29	6:37	6:56	6:58	7:12
6:59	7:08	7:28	7:30	7:44
7:29	7:38	7:58	8:00	8:14
7:59	8:09	8:30	8:32	8:47
8:29	8:39	9:00	9:02	9:17
8:59	9:09	9:30	9:32	9:47
9:59	10:09	10:30	10:32	10:47
10:59	11:09	11:30	11:32	11:47
11:59	12:09p	12:30p	12:32p	12:47p
12:59p	1:09	1:32	1:34	1:50
1:29	1:39	2:02	2:04	2:20
1:59	2:09	2:32	2:34	2:50
—	2:23	2:46	—	—
2:28	2:38	3:01	3:03	3:19
2:43	2:53	3:16	3:18	3:34
2:58	3:08	3:31	3:33	3:49
—	3:01	3:24	—	—
3:13	3:23	3:46	3:48	4:04
—	3:16	3:39	—	—
3:28	3:38	4:01	4:03	4:19
—	3:31	3:54	—	—
3:43	3:53	4:16	4:18	4:34
—	3:46	4:09	—	—
3:58	4:08	4:33	4:35	4:53
—	4:01	4:25	—	—
4:13	4:23	4:48	4:50	5:08
—	4:16	4:41	—	—
4:28	4:38	5:03	5:05	5:23
—	4:31	4:56	—	—
4:43	4:53	5:18	5:20	5:38
—	4:46	5:11	—	—
4:58	5:08	5:33	5:35	5:53
—	5:01	5:26	—	—
5:13	5:23	5:48	5:50	6:08
5:28	5:38	6:03	6:05	6:23
5:43	5:53	6:16	6:18	6:35
5:59	6:09	6:32	6:34	6:51
6:30	6:39	7:01	7:03	7:18

Routes 150 do not operate on Sunday and Rt. 50 doesn't operate on Weekends or on the following holidays and observed holidays.
Las ruta 150 no opera en los domingos, y la ruta 50 no opera los fines de semana ó durante los siguientes días festivos y feriados observados

>>>

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

Route 150 – Saturday / sábado

Old Town ➡ University City

(C) Old Town Transit Center DEPART	(G) VA Medical Center	(H) UTC Transit Center ARRIVE
7:15a	7:37a	7:48a
7:45	8:07	8:18
8:15	8:37	8:48
8:45	9:07	9:18
9:15	9:38	9:49
9:45	10:08	10:19
10:15	10:38	10:49
10:45	11:08	11:19
11:15	11:38	11:50
11:45	12:08p	12:20p
12:15p	12:38	12:50
12:45	1:08	1:20
1:15	1:38	1:50
1:45	2:08	2:20
2:15	2:38	2:50
2:45	3:08	3:20
3:15	3:38	3:50
3:45	4:08	4:20
4:15	4:38	4:50
4:45	5:08	5:20
5:15	5:38	5:50
5:45	6:07	6:18
6:15	6:37	6:48
6:45	7:07	7:18
7:15	7:36	7:47
7:45	8:06	8:17
8:15	8:36	8:47
8:45	9:06	9:17

University City ➡ Old Town

(H) UTC Transit Center DEPART	(G) VA Medical Center	(C) Old Town Transit Center ARRIVE
8:02a	8:10a	8:30a
8:32	8:40	9:00
9:00	9:09	9:30
9:30	9:39	10:00
10:00	10:09	10:30
10:30	10:39	11:00
11:00	11:09	11:30
11:30	11:39	12:00p
12:00p	12:09p	12:30
12:30	12:39	1:00
1:00	1:09	1:30
1:30	1:39	2:00
2:00	2:09	2:30
2:30	2:39	3:00
3:00	3:09	3:30
3:30	3:39	4:00
4:00	4:09	4:30
4:30	4:39	5:00
5:00	5:09	5:30
5:30	5:39	6:00
6:02	6:10	6:30
6:32	6:40	7:00
7:04	7:11	7:30
7:34	7:41	8:00
8:04	8:11	8:30
8:34	8:41	9:00
9:04	9:11	9:30



compass card

now at  Albertsons

The smart card that stores your transit pass and makes riding transit easy!

Buy/reload your Compass Card at Albertsons. Visit www.511sd.com/compass



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



CASH FARES / Tarifas en efectivo

Exact fare, please / Favor de pagar la cantidad exacta

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

MONTHLY PASSES / Pases mensual

Adult / Adulto	\$72.00
Senior (60+)/Disabled/Medicare <small>Mayores de 60 años/Discapacitados/Medicare</small>	\$18.00*
Youths (18 and under) <small>Jóvenes (18 años o menos)</small>	\$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 <small>Información de transporte público regional</small>	511 <small>or/ó</small> (619) 233-3004
TTY/TDD (teletype for hearing impaired) <small>Teletipo para sordos</small>	(619) 234-5005 <small>or/ó</small> (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) <small>Información las 24 horas (via teléfono de teclas)</small>	(619) 685-4900
Customer Service / Suggestions <small>Servicio al cliente / Sugerencias</small>	(619) 557-4555
SafeWatch	(619) 557-4500
The Transit Store / Lost & Found <small>The Transit Store / Objetos extraviados</small>	(619) 234-1060
<small>Articles found on the bus are turned in at The Transit Store</small> <small>Artículos encontrados en los autobuses son entregados a The Transit Store</small>	<small>1st & Broadway Downtown San Diego M-F 9am-5pm</small>
For MTS online trip planning <small>Planificación de viajes por Internet</small>	www.sdmts.com

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

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

60

Euclid Transit Center – UTC

via I-15 Mid City / Kearny Mesa

DESTINATIONS

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



Euclid Av.



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

Route 60 – Monday through Friday / lunes a viernes

Euclid Trolley ➡ City Heights ➡ Kearny Mesa ➡ University City

(A) Euclid Ave. Transit Center DEPART	(B) City Heights Transit Plaza (University Av.)	(C) The Boulevard Transit Plaza (El Cajon Bl.)	(D) Balboa Av. & Ruffin Rd.	(E) Clairemont Mesa Bl. & Shawline St.	(F) Genesee & La Jolla Village Dr. ARRIVE
5:08a	5:15a	5:17a	5:24a	5:34a	5:48a
5:23	5:30	5:32	5:39	5:49	—
5:38	5:45	5:47	5:54	6:04	6:18
5:53	6:01	6:03	6:11	6:21	—
6:08	6:16	6:18	6:26	6:36	6:51
6:23	6:32	6:34	6:43	6:54	—
6:38	6:47	6:49	6:58	7:09	7:25
7:08	7:17	7:19	7:30	7:42	8:00

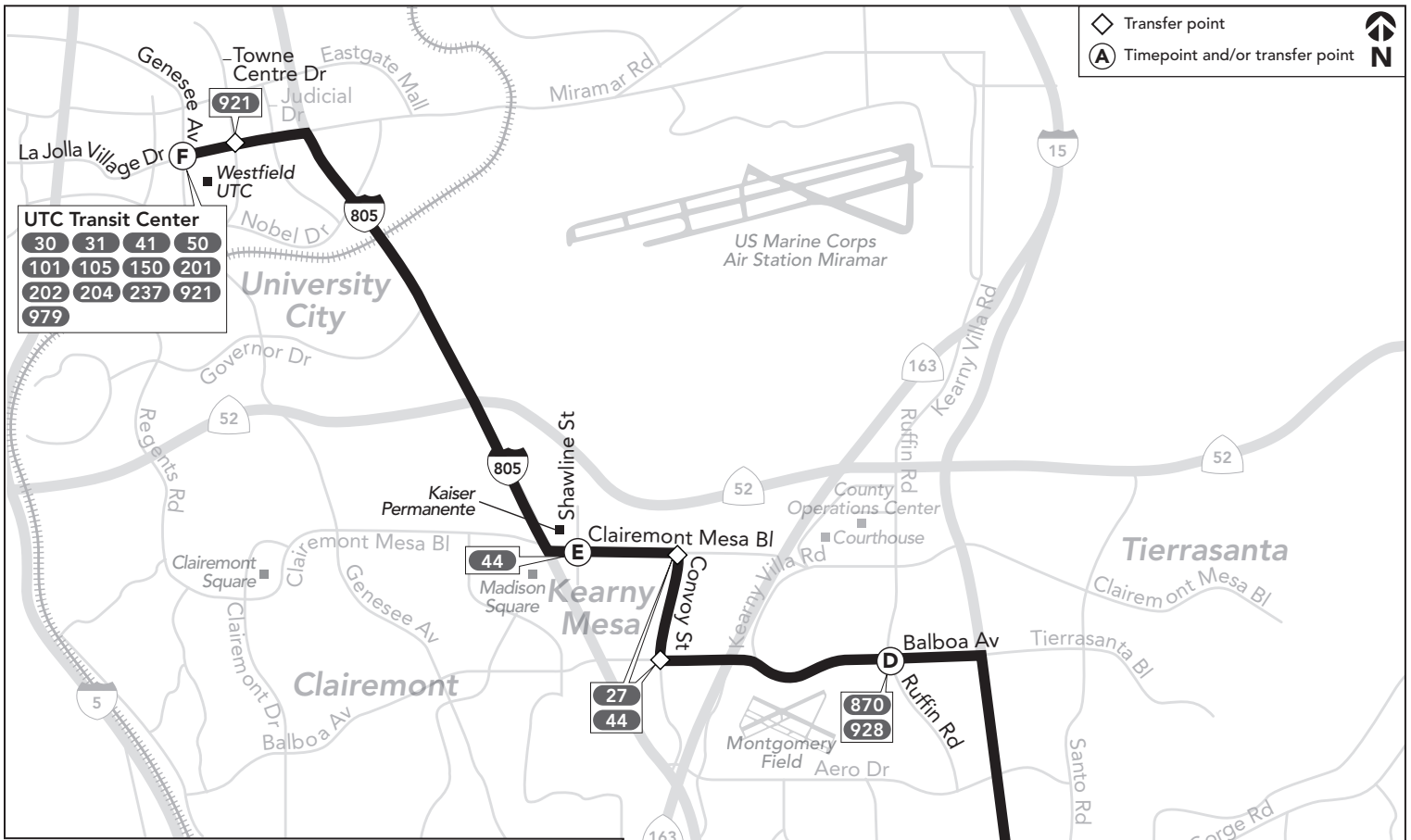
University City ➡ Kearny Mesa ➡ City Heights ➡ Euclid Transit Center

(F) La Jolla Village Dr. & Genesee DEPART	(E) Clairemont Mesa Bl. & Shawline St.	(D) Balboa Av. & Ruffin Rd.	(C) The Boulevard Transit Plaza (El Cajon Bl.)	(B) City Heights Transit Plaza (University Av.)	(A) Euclid Ave. Transit Center ARRIVE
3:26p	3:42p	3:55p	4:04p	4:06p	4:18p
3:54	4:11	4:26	4:35	4:37	4:49
4:25	4:42	4:57	5:06	5:08	5:20
4:57	5:14	5:29	5:38	5:40	5:52
5:27	5:44	5:59	6:08	6:10	6:22
5:58	6:14	6:27	6:36	6:38	6:50

Route 60 does not operate on weekends or on the following holidays and observed holidays
La ruta 60 no ofrece servicio durante el fin de semana ó durante los siguientes días festivos y feriados observados



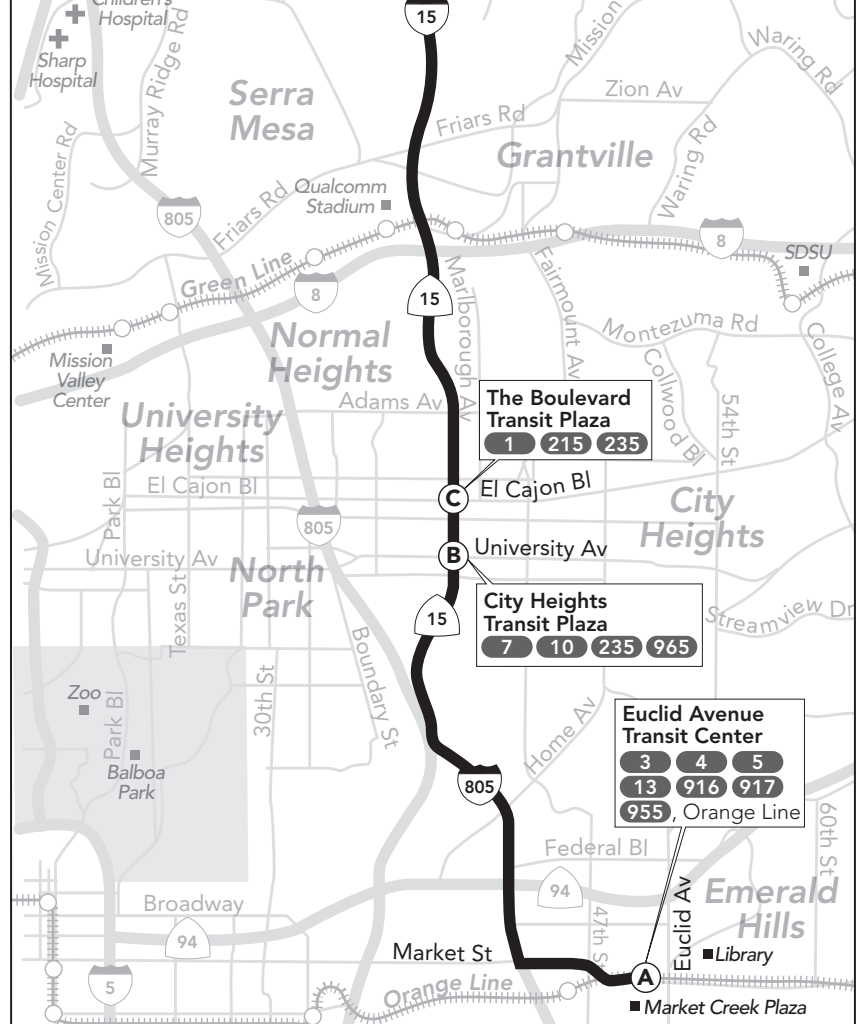
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas



compass card
now at **Albertsons**

The smart card that stores your transit pass and makes riding transit easy!

Buy/reload your Compass Card at Albertsons. Visit www.511sd.com/compass



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

101

Oceanside to V.A./UCSD via Highway 101

M-F • SA • SU • H

Destinations/Destinos

- Coast Hwy. SPRINTER Station
- University of California, San Diego
- V.A. Medical Center
- Scripps Green Hospital

- Carlsbad State Beach
- Del Mar Fairgrounds & Racetrack
- Cedros Design District, Solana Beach
- Birch Aquarium
- Salk Institute

Oceanside Transit Center

302, 303, 313, 318, 392, 395, SPRINTER, COASTER, Amtrak, Metrolink, Greyhound, RTA 202

Oceanside Blvd.

LEGEND/Leyenda

Map not to scale/Mapa no está a escala

- Route/Ruta
- Street/Calle
- Weekday a.m./p.m. Peak Period Only/
Servicio mañanas y tardes durante horas pico solamente
- Time Point/Punto de Tiempo
- Landmark/Serrial
- T Transfer/Transbordo
- COASTER Station/
Estaciones del COASTER
- ◆ SPRINTER Station/
Estaciones del SPRINTER

Coast Hwy. SPRINTER Station

302, 318, SPRINTER (within 2 blocks)

Carlsbad Village Station

325, COASTER

Cannon

Carlsbad Blvd.

Carlsbad Poinsettia Station

444, 445, 446, 373 FLEX, COASTER

Palomar Airport Rd.

(COASTER Station located within 2 blocks of Breakwater Rd.)

Encinitas Station

304, 309, 374 FLEX, COASTER

Encinitas Blvd.

Swami's Beach

Fletcher Cove Beach Park

Solana Beach Station

308, 374 FLEX, COASTER, Amtrak

Lomas Santa Fe

Via De La Valle

Del Mar Fairgrounds

DEL MAR

Torrey Pines State Reserve

Scripps Green Hospital

PACIFIC OCEAN

LA JOLLA

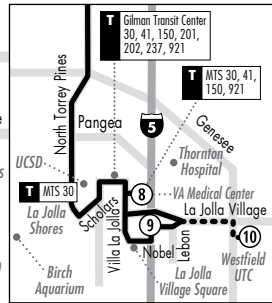
Birch Aquarium

UCSD

V.A. Medical Center

Westfield UTC

MTS 30, 31, 50, 105, 150, 201, 202, 204



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

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



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

101

Oceanside to V.A./UCSD via Highway 101

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

Monday - Friday									
Southbound to V.A. Medical Center/UTC									
Oceanside Transit Center	Carlsbad Village Station	Carlsbad Blvd. & Poinsettia Ln.	Encinitas Station	Highway 101 & Lomas Santa Fe Dr.	Camino Del Mar & 15th St.	Torrey Pines & Scripps	V.A. Medical Center	University Center Ln. & Nobel Dr.	Westfield UTC
1	2	3	4	5	6	7	8	9	10
5:05	5:16	5:30	5:46	5:58	6:07	6:19	6:34	-	6:44a
5:35	5:47	6:01	6:17	6:29	6:38	6:50	7:05	-	7:15
6:05	6:17	6:32	6:48	7:01	7:10	7:22	7:37	-	7:47
6:35	6:47	7:02	7:18	7:31	7:40	7:52	8:07	-	8:17
7:05	7:19	7:35	7:52	8:07	8:16	8:29	8:46	-	8:56
7:37	7:51	8:07	8:24	8:39	8:48	9:01	9:18	9:25	-
8:05	8:19	8:35	8:52	9:07	9:16	9:29	9:46	9:53	-
8:35	8:50	9:05	9:21	9:36	9:47	10:00	10:17	10:24	-
9:05	9:20	9:35	9:51	10:06	10:17	10:30	10:47	10:54	-
9:35	9:50	10:05	10:21	10:36	10:47	11:00	11:17	11:24	-
10:05	10:20	10:35	10:51	11:06	11:17	11:30	11:47	11:54	-
10:35	10:51	11:06	11:22	11:37	11:47	12:00	12:18	12:26p	-
11:05	11:21	11:36	11:52	12:07	12:17	12:30	12:48	12:56	-
11:35	11:51	12:06	12:22	12:37	12:47	1:00	1:18	1:26	-
12:05	12:21	12:36	12:52	1:07	1:17	1:30	1:48	1:56	-
12:35	12:51	1:06	1:22	1:37	1:47	2:00	2:18	-	2:29
1:05	1:21	1:36	1:52	2:07	2:16	2:29	2:47	-	2:59
1:35	1:51	2:06	2:22	2:37	2:46	2:59	3:17	-	3:29
2:05	2:21	2:36	2:52	3:07	3:16	3:29	3:47	-	3:59
2:35	2:51	3:06	3:23	3:38	3:48	4:02	4:22	-	4:34
3:05	3:21	3:36	3:53	4:08	4:18	4:32	4:52	-	5:04
3:35	3:51	4:06	4:23	4:38	4:48	5:02	5:22	-	5:34
4:05	4:21	4:36	4:53	5:08	5:18	5:32	5:52	-	6:04
4:35	4:50	5:06	5:23	5:39	5:50	6:03	6:25	6:33	-
5:05	5:20	5:36	5:53	6:09	6:20	6:33	6:55	7:03	-
5:35	5:50	6:06	6:23	6:39	6:50	7:03	7:25	7:33	-
6:05	6:19	6:34	6:49	7:04	7:15	7:28	7:49	7:57	-
6:35	6:49	7:04	7:19	7:34	7:45	7:58	8:19	8:27	-
7:35	7:48	8:01	8:15	8:30	8:38	8:50	9:08	9:16	-
8:39	8:52	9:05	9:19	9:34	9:42	9:54	10:12	10:20	-
9:54	10:07	10:20	10:34	-	-	-	-	-	-

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

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

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

Saturday, Sunday & Holidays

Southbound to V.A. Medical Center

Oceanside Transit Center	Carlsbad Village Station	Carlsbad Blvd. & Poinsettia Ln.	Encinitas Station	Highway 101 & Lomas Santa Fe Dr.	Camino Del Mar & 15th St.	Torrey Pines & Scripps	V.A. Medical Center	University Center Ln. & Nobel Dr.
1	2	3	4	5	6	7	8	9
5:05	5:13	5:24	5:38	5:50	5:58	6:08	6:19	6:24a
5:40	5:50	6:01	6:15	6:27	6:35	6:45	6:56	7:01
6:35	6:46	6:57	7:12	7:25	7:33	7:44	7:55	8:00
7:05	7:16	7:29	7:44	7:57	8:05	8:16	8:27	8:32
7:35	7:47	8:00	8:15	8:28	8:36	8:47	9:00	9:05
8:05	8:17	8:31	8:46	9:00	9:08	9:19	9:32	9:37
8:35	8:47	9:01	9:16	9:30	9:38	9:49	10:02	10:07
9:05	9:17	9:31	9:46	10:00	10:08	10:19	10:32	10:38
9:35	9:48	10:02	10:17	10:32	10:40	10:52	11:05	11:11
10:05	10:18	10:32	10:47	11:02	11:10	11:22	11:35	11:41
10:35	10:50	11:04	11:20	11:36	11:44	11:56	12:09	12:15p
11:05	11:20	11:35	11:51	12:07	12:15	12:27	12:41	12:47
11:35	11:52	12:07	12:23	12:39	12:47	12:59	1:13	1:19
12:05	12:22	12:38	12:54	1:10	1:18	1:30	1:44	1:50
12:35	12:52	1:08	1:24	1:40	1:48	2:00	2:15	2:21
1:05	1:22	1:38	1:54	2:10	2:18	2:30	2:45	2:51
1:35	1:51	2:07	2:23	2:39	2:47	2:59	3:14	3:20
2:05	2:21	2:37	2:53	3:09	3:18	3:30	3:45	3:51
2:35	2:51	3:07	3:22	3:38	3:47	3:59	4:14	4:20
3:05	3:21	3:37	3:52	4:08	4:17	4:29	4:44	4:50
3:35	3:50	4:06	4:21	4:37	4:46	4:58	5:13	5:19
4:05	4:20	4:35	4:50	5:05	5:14	5:26	5:41	5:47
4:35	4:50	5:05	5:20	5:35	5:44	5:56	6:11	6:17
5:05	5:20	5:35	5:50	6:05	6:14	6:26	6:41	6:47
5:35	5:48	6:03	6:18	6:33	6:42	6:54	7:09	7:15
6:05	6:18	6:32	6:47	7:02	7:11	7:23	7:39	7:45
6:35	6:48	7:02	7:17	7:32	7:42	7:53	8:09	8:15
7:35	7:47	8:01	8:15	8:30	8:40	8:51	9:07	9:13
8:35	8:47	9:00	9:14	9:29	9:39	9:50	10:06	10:12

101

Oceanside to V.A./UCSD via Highway 101

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

Saturday, Sunday & Holidays Northbound to Oceanside								
University Center Ln. & Nobel Dr.	V.A. Medical Center	Torrey Pines & Scripps	Camino Del Mar & 15th St.	Highway 101 & Lomas Santa Fe Dr.	Encinitas Station	Carlsbad Blvd. & Poinsettia Ln.	Carlsbad Village Station	Oceanside Transit Center
9	8	7	6	5	4	3	2	1
-	-	-	-	-	5:49	5:59	6:12	6:25a
-	-	-	-	-	6:45	6:56	7:09	7:22
6:20	6:24	6:36	6:46	6:58	7:15	7:26	7:39	7:52
6:50	6:54	7:06	7:16	7:28	7:45	7:56	8:09	8:22
7:20	7:24	7:36	7:46	7:58	8:15	8:26	8:39	8:52
7:49	7:53	8:05	8:16	8:28	8:45	8:56	9:09	9:22
8:14	8:18	8:30	8:44	8:56	9:13	9:26	9:39	9:52
8:43	8:47	9:00	9:13	9:25	9:42	9:55	10:09	10:22
9:09	9:13	9:26	9:39	9:53	10:11	10:24	10:38	10:52
9:39	9:43	9:56	10:09	10:22	10:40	10:53	11:08	11:22
10:07	10:11	10:24	10:37	10:50	11:08	11:22	11:37	11:52
10:38	10:42	10:55	11:08	11:21	11:38	11:52	12:07	12:22p
11:07	11:11	11:24	11:37	11:50	12:07	12:21	12:36	12:52
11:35	11:40	11:54	12:07	12:20	12:36	12:50	1:06	1:22
12:03	12:08	12:22	12:36	12:50	1:06	1:20	1:36	1:52
12:36	12:41	12:55	1:08	1:20	1:36	1:50	2:06	2:22
1:05	1:10	1:24	1:37	1:49	2:05	2:20	2:36	2:52
1:35	1:40	1:54	2:07	2:19	2:35	2:50	3:06	3:22
2:03	2:08	2:22	2:35	2:49	3:05	3:20	3:36	3:52
2:32	2:37	2:51	3:04	3:18	3:34	3:49	4:06	4:22
3:02	3:07	3:21	3:34	3:48	4:04	4:19	4:36	4:52
3:32	3:37	3:51	4:04	4:18	4:34	4:49	5:06	5:22
4:02	4:07	4:21	4:34	4:48	5:04	5:19	5:36	5:52
4:32	4:37	4:51	5:04	5:18	5:34	5:49	6:06	6:22
5:03	5:08	5:22	5:35	5:49	6:05	6:19	6:36	6:52
5:32	5:37	5:51	6:04	6:18	6:35	6:49	7:06	7:22
6:01	6:06	6:20	6:33	6:48	7:05	7:19	7:36	7:52
7:05	7:10	7:24	7:37	7:50	8:07	8:21	8:37	8:52
8:12	8:17	8:31	8:43	8:53	9:09	9:23	9:38	9:52
9:15	9:19	9:32	9:43	9:53	10:10	10:23	10:38	10:52



CASH FARES / Tarifas en efectivo

Exact fare, please / Favor de pagar la cantidad exacta	
Day Pass (Regional) / Pase diario (Regional)	\$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)

Valid for unlimited travel for one person on Trolley, most MTS buses, NCTD BREEZE and SPRINTER. Valid for a discount on COASTER fares. Not valid on Premium Express, Rural, Access, or special service buses.

Válidos para viajes ilimitados de una sola persona para: el Trolley, la mayoría de los autobuses de MTS, y los servicios del NCTD de BREEZE y SPRINTER. Válidos para acceder a descuentos en el COASTER, pero no para las rutas Premium Express, rurales, Access, ni los servicios especiales.

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

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

105

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

DESTINATIONS

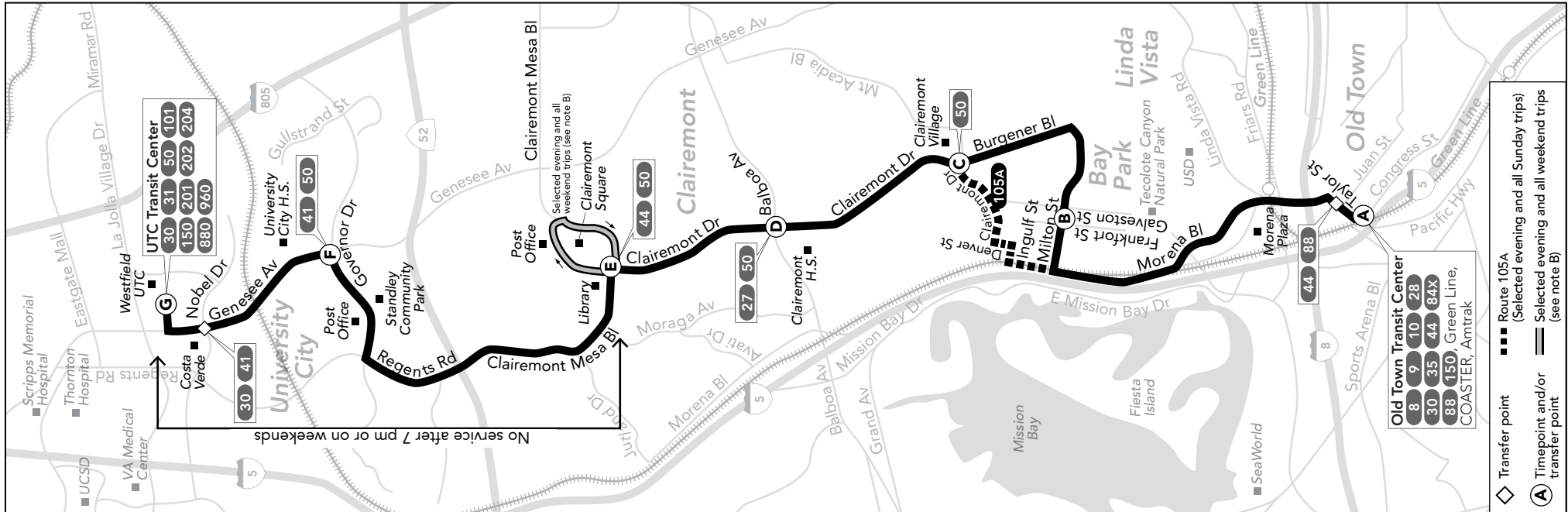
- Bay Park
- Clairemont High School
- Clairemont Square
- University City High School



Old Town



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



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

Route 105 – Monday through Friday / lunes a viernes

Old Town → Clairemont → University City

(A)	(B)	(C)	(D)	(E)	(F)	(G)
Old Town Transit Ctr. DEPART	Milton St. & Galveston St.	Clairemont Dr. & Burgener Bl.	Clairemont Dr. & Balboa Av.	Clairemont Mesa Bl. & Clairemt. Dr.	Genesee Av. & Governor Dr.	UTC Transit Ctr. ARRIVE
5:13a	5:22a	5:28a	5:33a	5:37a	5:43a	5:48a
5:43	5:52	5:58	6:03	6:07	6:13	6:18
6:13	6:23	6:29	6:35	6:40	6:48	6:55
6:43	6:53	6:59	7:05	7:10	7:18	7:25
7:13	7:23	7:29	7:35	7:40	7:48	7:55
7:43	7:53	7:59	8:05	8:10	8:18	8:25
8:13	8:23	8:29	8:35	8:40	8:48	8:55
8:43	8:53	8:59	9:05	9:10	9:18	9:25
9:13	9:23	9:29	9:35	9:40	9:48	9:55
9:43	9:53	9:59	10:04	10:09	10:16	10:22
AND THEN EVERY 30 MINUTES AT / Y LUEGO CADA 30 MINUTOS A LA:						
.13	.23	.29	.34	.39	.46	.52
.43	.53	.59	.04	.09	.16	.22
UNTIL / HASTA:						
1:13p	1:23p	1:29p	1:34p	1:39p	1:46p	1:52p
1:43	1:53	1:59	2:05	2:10	2:18	2:24
2:13	2:23	2:29	2:35	2:40	2:48	2:54
2:43	2:53	2:59	3:05	3:10	3:18	3:24
3:13	3:23	3:29	3:35	3:40	3:48	3:54
3:43	3:53	4:00	4:06	4:12	4:20	4:27
4:13	4:23	4:30	4:36	4:42	4:50	4:57
4:43	4:53	5:00	5:06	5:12	5:20	5:27
5:13	5:23	5:30	5:36	5:42	5:50	5:57
5:43	5:53	6:00	6:06	6:12	6:20	6:27
6:13	6:22	6:29	6:34	6:40	6:47	6:53
6:43	6:52	6:59	7:04	7:10	7:17	7:23
A 7:13	—	7:23	7:28	7:32	—	—
A 8:13	—	8:22	8:26	8:30	—	—
A 9:13	—	9:22	9:26	9:30	—	—
A 10:13	—	10:22	10:26	10:30	—	—

University City → Clairemont → Old Town

(G)	(F)	(E)	(D)	(C)	(B)	(A)
UTC Transit Ctr. DEPART	Genesee Av. & Governor Dr.	Clairemt. Dr. & Clairemont Mesa Bl.	Clairemont Dr. & Balboa Av.	Burgener Bl. & Clairemont Dr.	Milton St. & Galveston St.	Old Town Transit Ctr. ARRIVE
—	—	—	5:11a	5:16a	5:21a	5:31a
5:23a	5:28a	5:37a	5:41	5:46	5:51	6:01
5:53	5:58	6:07	6:11	6:16	6:21	6:31
6:18	6:24	6:35	6:39	6:45	6:50	7:01
6:48	6:54	7:05	7:09	7:15	7:20	7:31
7:18	7:24	7:35	7:39	7:45	7:50	8:01
7:48	7:54	8:05	8:09	8:15	8:20	8:31
8:18	8:24	8:35	8:39	8:45	8:50	9:01
8:48	8:54	9:05	9:09	9:15	9:20	9:31
9:19	9:25	9:35	9:39	9:44	9:49	10:00
9:49	9:55	10:05	10:09	10:14	10:19	10:30
AND THEN EVERY 30 MINUTES AT / Y LUEGO CADA 30 MINUTOS A LA:						
.19	.25	.35	.39	.44	.49	.00
.49	.55	.05	.09	.14	.19	.30
UNTIL / HASTA:						
1:47p	1:54p	2:04p	2:08p	2:14p	2:19p	2:30p
2:17	2:24	2:34	2:38	2:44	2:49	3:00
2:48	2:55	3:05	3:09	3:15	3:20	3:31
3:18	3:25	3:35	3:39	3:45	3:50	4:01
3:46	3:54	4:05	4:09	4:15	4:20	4:32
4:16	4:24	4:35	4:39	4:45	4:50	5:02
4:46	4:54	5:05	5:09	5:15	5:20	5:32
5:16	5:24	5:35	5:39	5:45	5:50	6:02
5:46	5:54	6:05	6:09	6:15	6:20	6:32
6:20	6:27	6:37	6:41	6:46	6:51	7:02
6:53	6:59	7:08	7:12	7:17	7:21	7:31
—	—	AB 7:43	7:47	7:51	—	8:01
—	—	AB 8:43	8:47	8:51	—	9:01
—	—	AB 9:43	9:47	9:51	—	10:01

Route 105 – Saturday / sábado

Old Town → Clairemont

(A)	(B)	(C)	(D)	(E)	(F)	(G)
Old Town Transit Ctr. DEPART	Milton St. & Galveston St.	Clairemont Dr. & Burgener Bl.	Clairemont Dr. & Balboa Av.	Clairemont Mesa Bl. & Clairemt. Dr.	Genesee Av. & Governor Dr.	UTC Transit Ctr. ARRIVE
6:14a	6:22a	6:28a	6:32a	6:36a	—	—
7:13	7:21	7:27	7:31	7:35	—	—
8:13	8:21	8:27	8:31	8:36	—	—
9:13	9:21	9:27	9:31	9:36	—	—
10:13	10:22	10:28	10:33	10:38	—	—
11:13	11:22	11:28	11:33	11:38	—	—
12:13p	12:22p	12:28p	12:33p	12:38p	—	—
1:13	1:22	1:28	1:33	1:38	—	—
2:13	2:22	2:28	2:33	2:38	—	—
3:13	3:22	3:28	3:33	3:38	—	—
4:13	4:22	4:28	4:33	4:38	—	—
5:13	5:22	5:28	5:33	5:37	—	—
6:13	6:22	6:28	6:33	6:37	—	—
A 7:13	—	7:23	7:28	7:32	—	—
A 8:30	—	8:39	8:43	8:47	—	—

Clairemont → Old Town

(G)	(F)	(E)	(D)	(C)	(B)	(A)
UTC Transit Ctr. DEPART	Genesee Av. & Governor Dr.	Clairemt. Dr. & Clairemont Mesa Bl.	Clairemont Dr. & Balboa Av.	Burgener Bl. & Clairemont Dr.	Milton St. & Galveston St.	Old Town Transit Ctr. ARRIVE
—	—	B 6:56a	7:00a	7:04a	7:08a	7:17a
—	—	B 7:56	8:00	8:04	8:08	8:17
—	—	B 8:54	8:58	9:03	9:08	9:17
—	—	B 9:54	9:58	10:03	10:08	10:17
—	—	B 10:54	10:58	11:03	11:08	11:17
—	—	B 11:54	11:58	12:03p	12:08p	12:17p
—	—	B 12:54p	12:58p	1:03	1:08	1:17
—	—	B 1:54	1:58	2:03	2:08	2:17
—	—	B 2:54	2:58	3:03	3:08	3:17
—	—	B 3:53	3:57	4:02	4:07	4:17
—	—	B 4:53	4:57	5:02	5:07	5:17
—	—	B 5:54	5:58	6:03	6:08	6:17
—	—	B 6:54	6:58	7:03	7:08	7:17
—	—	AB 7:59	8:03	8:07	—	8:17

Route 105A – Sunday / domingo

Old Town → Clairemont

(A)	(B)	(C)	(D)	(E)	(F)	(G)
Old Town Transit Ctr. DEPART	Milton St. & Galveston St.	Clairemont Dr. & Burgener Bl.	Clairemont Dr. & Balboa Av.	Clairemont Mesa Bl. & Clairemt. Dr.	Genesee Av. & Governor Dr.	UTC Transit Ctr. ARRIVE
A 7:28a	—	7:37a	7:41a	7:45a	—	—
A 8:28	—	8:37	8:41	8:46	—	—
A 9:28	—	9:37	9:41	9:46	—	—
A 10:28	—	10:38	10:43	10:48	—	—
A 11:28	—	11:38	11:43	11:48	—	—
A 12:28p	—	12:38p	12:43p	12:48p	—	—
A 1:28	—	1:38	1:43	1:48	—	—
A 2:28	—	2:38	2:43	2:48	—	—
A 3:28	—	3:38	3:43	3:48	—	—
A 4:28	—	4:38	4:43	4:48	—	—
A 5:28	—	5:38	5:43	5:47	—	—
A 6:28	—	6:38	6:43	6:47	—	—
A 7:28	—	7:38	7:43	7:47	—	—
A 8:30	—	8:39	8:43	8:47	—	—

Clairemont → Old Town

(G)	(F)	(E)	(D)	(C)	(B)	(A)
UTC Transit Ctr. DEPART	Genesee Av. & Governor Dr.	Clairemt. Dr. & Clairemont Mesa Bl.	Clairemont Dr. & Balboa Av.	Clairemont Dr. & Burgener Bl.	Milton St. & Galveston St.	Old Town Transit Ctr. ARRIVE
—	—	AB 6:59a	7:03a	7:07a	—	7:17a
—	—	AB 7:59	8:03	8:07	—	8:17
—	—	AB 8:57	9:01	9:06	—	9:17
—	—	AB 9:57	10:01	10:06	—	10:17
—	—	AB 10:58	11:02	11:07	—	11:18
—	—	AB 11:58	12:02p	12:07p	—	12:18p
—	—	AB 12:58p	1:02	1:07	—	1:18
—	—	AB 1:58	2:02	2:07	—	2:18
—	—	AB 2:58	3:02	3:07	—	3:18
—	—	AB 3:57	4:01	4:06	—	4:18
—	—	AB 4:57	5:01	5:06	—	5:18
—	—	AB 5:57	6:01	6:06	—	6:17
—	—	AB 6:57	7:01	7:06	—	7:17
—	—	AB 7:59	8:03	8:07	—	8:17

A = Route 105A: Operates via Denver St. Does not serve Milton St. or Burgener Bl. / Ruta 105A: Opera a través de Denver St. No ofrece servicio a Milton St. o Burgener Bl.

B = Trip begins 3 minutes earlier on Clairemont Dr. north of Clairemont Mesa Bl. (Clairemont Square) / Viaje comienza 3 minutos antes en Clairemont Dr. al norte de Clairemont Mesa Bl. (Clairemont Square)

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

>>>

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

CASH FARES / Tarifas en efectivo

Exact fare, please / Favor de pagar la cantidad exacta	
Day Pass (Regional) / Pase diario (Regional) Compass Card required \$2 / Se requiere un Compass Card \$2	\$5.00
One-Way Fare / Tarifa de una direccion	\$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 (vía 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
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.
Para obtener más información sobre el uso de los servicios de MTS, recaja un "Rider's Guide" en un autobús o en The Transit Store, o visita a www.sdmts.com.

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

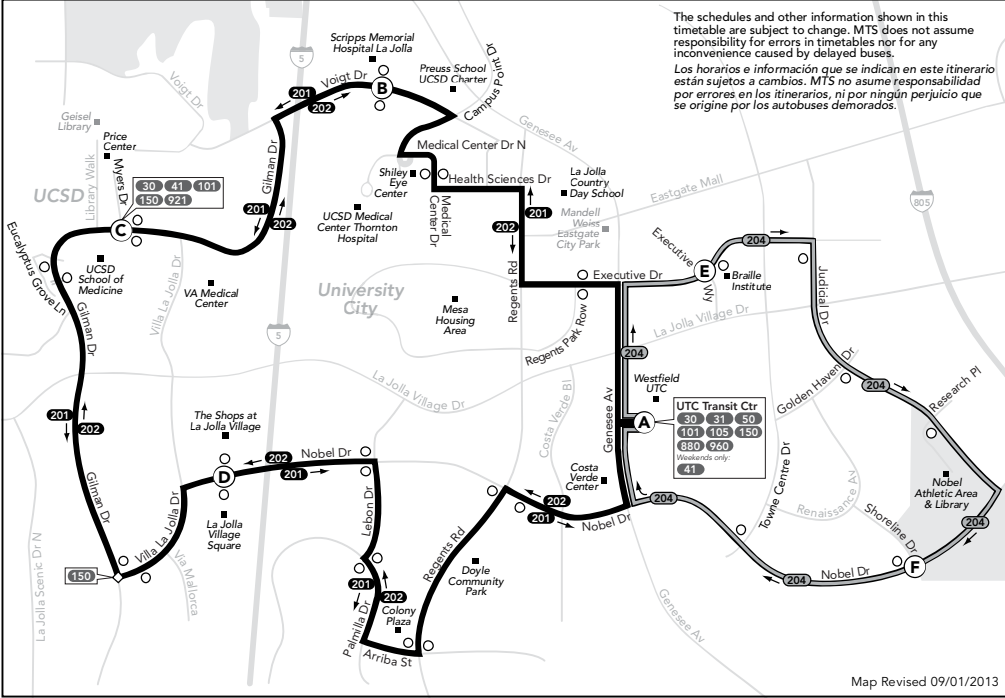
SuperLoop

201/202 204

UTC Transit Center – UCSD
via UCSD Medical Center or Nobel Dr.
UTC East Loop
via Executive Dr. / Judicial Dr. / Nobel Dr.

DESTINATIONS

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



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

AM: Rte 204 to Rte 201

- A UTC Transit Center
- E Braille Institute (Executive Dr. & Executive Wy.)
- F Nobel Dr. & Shoreline Dr.
- A UTC Transit Center
- B Scripps Memorial Hospital
- C UCSD (Gilman Dr. & Myers Dr.)
- D La Jolla Village Square (Nobel Dr. & Villa La Jolla Dr.)
- A UTC Transit Center

PM: Rte 202 to Rte 204

- A UTC Transit Center
- D La Jolla Village Square (Nobel Dr. & Villa La Jolla Dr.)
- C UCSD (Gilman Dr. & Myers Dr.)
- B Scripps Memorial Hospital
- A UTC Transit Center
- E Braille Institute (Executive Dr. & Executive Wy.)
- F Nobel Dr. & Shoreline Dr.
- A UTC Transit Center

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

Route 204 – Monday through Friday / lunes a viernes

UTC → Executive Dr. → Judicial Dr. → Nobel Dr. → UTC

A	E	F	A
UTC Transit Center DEPART	Executive Dr. & Executive Wy.	Nobel Dr. & Shoreline Dr.	UTC Transit Center ARRIVE
5:49a	5:52a	5:57a	6:03a A
6:04	6:07	6:12	6:18 A
6:19	6:22	6:27	6:33 A
6:34	6:37	6:42	6:48 A
6:47	6:51	6:56	7:03 A
AND THEN EVERY 10 MINUTES UNTIL: / Y LUEGO CADA 10 MINUTOS HASTA:			
10:17	10:21	10:26	10:33 A
10:32	10:36	10:41	10:48 A
10:47	10:51	10:56	11:03 A
11:02	11:06	11:11	11:18 A
11:17	11:21	11:26	11:33 A
11:32	11:36	11:41	11:48 A
11:47	11:51	11:56	12:03p A
12:04p	12:08p	12:13p	12:20 A
12:19	12:23	12:28	12:35 A
12:34	12:38	12:43	12:50 A
12:49	12:53	12:58	1:05
AND THEN EVERY 15 MINUTES AT: / Y LUEGO CADA 15 MINUTOS HASTA:			
:04	:08	:13	:20
:19	:23	:28	:35
:34	:38	:43	:50
:49	:53	:58	:05
UNTIL: / HASTA:			
3:06	3:10	3:15	3:22
AND THEN EVERY 10 MINUTES UNTIL: / Y LUEGO CADA 10 MINUTOS HASTA:			
6:06	6:10	6:15	6:22
6:20	6:24	6:29	6:36
6:34	6:38	6:43	6:50
6:49	6:53	6:57	7:03
7:04	7:08	7:12	7:18
7:19	7:23	7:27	7:33
7:31	7:35	7:39	7:45
7:46	7:50	7:54	8:00
8:01	8:05	8:09	8:15
8:16	8:20	8:24	8:30
8:30	8:34	8:38	8:44
8:45	8:49	8:53	8:59
9:00	9:04	9:08	9:14
9:15	9:19	9:23	9:29
9:30	9:34	9:38	9:44
9:45	9:49	9:53	9:59
10:00	10:04	10:08	10:14

Route 204 – Saturday and Sunday / sábado y domingo

UTC → Executive Dr. → Judicial Dr. → Nobel Dr. → UTC

A	E	F	A
UTC Transit Center DEPART	Executive Dr. & Executive Wy.	Nobel Dr. & Shoreline Dr.	UTC Transit Center ARRIVE
5:49a	5:52a	5:57a	6:03a A
6:04	6:07	6:12	6:18 A
6:19	6:22	6:27	6:33 A
6:34	6:37	6:42	6:48 A
6:49	6:52	6:57	7:03 A
7:04	7:07	7:12	7:18 A
7:19	7:22	7:27	7:33 A
7:34	7:37	7:42	7:48 A
7:49	7:52	7:57	8:03 A
8:04	8:07	8:12	8:18 A
8:17	8:21	8:26	8:33 A
8:32	8:36	8:41	8:48 A
8:47	8:51	8:56	9:03 A
9:02	9:06	9:11	9:18 A
9:17	9:21	9:26	9:33 A
9:32	9:36	9:41	9:48 A
9:47	9:51	9:56	10:03 A
10:02	10:06	10:11	10:18 A
10:17	10:21	10:26	10:33 A
10:32	10:36	10:41	10:48 A
10:47	10:51	10:56	11:03 A
11:02	11:06	11:11	11:18 A
11:17	11:21	11:26	11:33 A
11:32	11:36	11:41	11:48 A
11:47	11:51	11:56	12:03p A
AND THEN EVERY 15 MINUTES AT: / Y LUEGO CADA 15 MINUTOS HASTA:			
:04	:08	:13	:20
:19	:23	:28	:35
:34	:38	:43	:50
:49	:53	:58	:05
UNTIL: / HASTA:			
6:49p	6:53p	6:57p	7:03
7:04	7:08	7:12	7:18
7:19	7:23	7:27	7:33
7:31	7:35	7:39	7:45
7:46	7:50	7:54	8:00
8:01	8:05	8:09	8:15
8:16	8:20	8:24	8:30
8:30	8:34	8:38	8:44
8:45	8:49	8:53	8:59
9:00	9:04	9:08	9:14
9:15	9:19	9:23	9:29
9:30	9:34	9:38	9:44
9:45	9:49	9:53	9:59
10:00	10:04	10:08	10:14

A = Trip continues as Route 201, departing UTC Transit Center two minutes after the Route 204 arrival time.
Viaje continúa como la ruta 201, con salida del UTC Transit Center dos minutos después de la llegada de la ruta 204.

Route 201 – Monday through Friday / lunes a viernes

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

(A) UTC Transit Center DEPART	(B) Scripps Memorial Hospital	(C) Gilman Dr. & Myers Dr. (UCSD)	(D) Nobel Dr. & La Jolla Village Square	(A) UTC Transit Center ARRIVE
5:50a	5:58a	6:01a	6:06a	6:15a
6:05	6:13	6:16	6:21	6:30
6:20	6:28	6:31	6:36	6:45
6:35	6:43	6:47	6:52	7:02
6:50	6:58	7:02	7:07	7:17
7:05	7:14	7:18	7:23	7:33
7:15	7:24	7:29	7:35	7:45
7:25	7:34	7:39	7:45	7:55
7:35	7:44	7:49	7:55	8:05
7:45	7:54	7:59	8:05	8:15
7:55	8:04	8:09	8:15	8:25
8:05	8:14	8:19	8:25	8:35
8:15	8:24	8:29	8:35	8:45
8:25	8:34	8:39	8:45	8:55
8:35	8:44	8:49	8:55	9:05
8:45	8:54	8:59	9:05	9:15
8:55	9:04	9:09	9:15	9:25
9:05	9:14	9:19	9:25	9:35
9:15	9:24	9:29	9:35	9:45
9:25	9:34	9:39	9:45	9:55
9:35	9:44	9:49	9:55	10:05
9:45	9:54	9:59	10:05	10:15
9:55	10:04	10:09	10:15	10:25
10:05	10:14	10:19	10:25	10:35
10:15	10:24	10:29	10:35	10:45
10:25	10:34	10:39	10:45	10:55
10:35	10:44	10:49	11:05	11:05
10:50	10:59	11:04	11:20	11:20
11:05	11:14	11:19	11:25	11:36
11:20	11:29	11:34	11:40	11:52
11:35	11:44	11:49	11:55	12:07p
11:50	11:59	12:04	12:10	12:22
12:05p	12:14p	12:19	12:25	12:37
12:20	12:29	12:34	12:40	12:52
12:35	12:44	12:49	12:55	1:07
12:50	12:59	1:04	1:10	1:22
1:05	1:14	1:19	1:25	1:37
1:20	1:29	1:34	1:40	1:52
1:35	1:44	1:49	1:55	2:07
1:50	1:59	2:04	2:10	2:22
2:05	2:14	2:19	2:25	2:37
2:15	2:24	2:29	2:35	2:47
2:25	2:34	2:39	2:45	2:57
2:35	2:44	2:50	2:56	3:08
2:45	2:54	3:00	3:06	3:18
2:55	3:04	3:10	3:16	3:28
3:05	3:14	3:20	3:26	3:38
3:15	3:24	3:30	3:36	3:48
3:25	3:34	3:40	3:46	3:58
3:35	3:44	3:50	3:56	4:08
3:45	3:54	4:00	4:06	4:18
3:55	4:04	4:10	4:16	4:28
4:05	4:14	4:20	4:26	4:38
4:15	4:24	4:30	4:36	4:48
4:25	4:34	4:40	4:46	4:58
4:35	4:44	4:50	4:56	5:08
4:45	4:54	5:00	5:06	5:18
4:55	5:04	5:10	5:16	5:28
5:05	5:14	5:20	5:26	5:38
5:15	5:24	5:30	5:36	5:48
5:25	5:34	5:40	5:46	5:58
5:35	5:44	5:50	5:56	6:08
5:45	5:54	6:00	6:06	6:18
5:55	6:04	6:10	6:16	6:28
6:05	6:14	6:20	6:26	6:38
6:15	6:24	6:30	6:36	6:48
6:25	6:34	6:40	6:46	6:58
6:35	6:44	6:50	6:56	7:08
6:45	6:54	7:00	7:06	7:18
6:55	7:04	7:09	7:15	7:26
7:05	7:14	7:19	7:25	7:36
7:15	7:24	7:34	7:40	7:51
7:25	7:34	7:44	7:54	8:04
7:35	7:44	7:54	8:04	8:19
7:45	7:54	8:04	8:14	8:34
7:55	8:04	8:14	8:24	8:49
8:05	8:13	8:18	8:24	8:34
8:15	8:28	8:33	8:39	8:49
8:25	8:33	8:38	8:44	8:54
8:35	8:43	8:48	8:54	9:04
8:45	8:58	9:02	9:07	9:17
8:55	9:08	9:12	9:17	9:27
9:05	9:13	9:17	9:22	9:32
9:15	9:28	9:32	9:37	9:47
9:25	9:43	9:47	9:52	10:02
9:35	9:58	10:02	10:07	10:17
9:50	10:13	10:17	10:22	10:32

Route 201 – Saturday and Sunday / sábado y domingo

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

(A) UTC Transit Center DEPART	(B) Scripps Memorial Hospital	(C) Gilman Dr. & Myers Dr. (UCSD)	(D) Nobel Dr. & La Jolla Village Square	(A) UTC Transit Center ARRIVE
5:50a	5:58a	6:01a	6:06a	6:15a
6:05	6:13	6:16	6:21	6:30
6:20	6:28	6:31	6:36	6:45
6:35	6:43	6:46	6:51	7:00
6:50	6:58	7:01	7:06	7:15
7:05	7:13	7:16	7:21	7:30
7:20	7:28	7:31	7:36	7:45
7:35	7:43	7:46	7:51	8:00
7:50	7:58	8:01	8:06	8:15
8:05	8:13	8:16	8:21	8:30
8:20	8:28	8:31	8:36	8:45
8:35	8:43	8:46	8:51	9:00
8:50	8:59	9:02	9:08	9:18
9:05	9:14	9:17	9:23	9:33
9:20	9:29	9:32	9:38	9:48
9:35	9:44	9:47	9:53	10:03
9:50	9:59	10:02	10:08	10:18
10:05	10:14	10:17	10:23	10:33
10:20	10:29	10:32	10:38	10:48
10:35	10:44	10:47	10:53	11:03
10:50	10:59	11:02	11:08	11:18
11:05	11:14	11:18	11:24	11:35
11:20	11:29	11:33	11:39	11:50
11:35	11:44	11:48	11:54	12:05p
11:50	11:59	12:03p	12:09p	12:20
12:05p	12:14p	12:18	12:24	12:35
12:20	12:29	12:33	12:39	12:50
12:35	12:44	12:48	12:54	1:05
12:50	12:59	1:03	1:09	1:20
:05	:14	:18	:24	:35
:20	:29	:33	:39	:50
:35	:44	:48	:54	:05
:50	:59	:03	:09	:20
6:50	6:58	UNTIL / HASTA:	7:08	7:19
7:05	7:13	7:17	7:23	7:34
7:20	7:28	7:32	7:38	7:49
7:35	7:43	7:47	7:53	8:04
7:50	7:58	8:02	8:08	8:19
8:05	8:13	8:17	8:23	8:34
8:20	8:28	8:32	8:38	8:49
8:35	8:43	8:47	8:53	9:04
8:50	8:58	9:02	9:07	9:17
9:05	9:13	9:17	9:22	9:32
9:20	9:28	9:32	9:37	9:47
9:35	9:43	9:47	9:52	10:02
9:50	9:58	10:02	10:07	10:17
10:05	10:13	10:17	10:22	10:32

B = Trip continues as Route 204, departing UTC Transit Center two to three minutes after the Route 202 arrival time.
 Viaje continúa como la ruta 204, con salida del UTC Transit Center de dos a tres minutos después de la llegada de la ruta 202.

Route 202 – Monday through Friday / lunes a viernes

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

(A) UTC Transit Center DEPART	(D) Nobel Dr. & La Jolla Village Square	(C) Gilman Dr. & Myers Dr. (UCSD)	(B) Scripps Memorial Hospital	(A) UTC Transit Center ARRIVE
5:45a	5:56a	6:00a	6:03a	6:11a
6:00	6:11	6:15	6:18	6:26
6:15	6:26	6:30	6:33	6:41
6:30	6:42	6:46	6:49	6:58
6:45	6:57	7:02	7:05	7:14
7:00	7:13	7:18	7:21	7:30
7:10	7:23	7:29	7:32	7:42
7:20	7:33	7:39	7:42	7:52
7:30	7:43	7:49	7:52	8:02
7:40	7:53	7:59	8:02	8:12
7:50	8:03	8:09	8:12	8:22
8:00	8:13	8:19	8:22	8:32
8:10	8:23	8:29	8:32	8:42
8:20	8:33	8:39	8:42	8:52
8:30	8:43	8:49	8:52	9:02
8:40	8:53	8:59	9:02	9:12
8:50	9:03	9:09	9:12	9:22
9:00	9:13	9:19	9:22	9:32
9:10	9:23	9:29	9:32	9:42
9:20	9:33	9:39	9:42	9:52
9:30	9:43	9:49	9:52	10:02
9:40	9:53	9:59	10:02	10:12
9:50	10:03	10:09	10:12	10:22
10:00	10:13	10:19	10:22	10:32
10:10	10:23	10:29	10:32	10:42
10:20	10:33	10:39	10:42	10:52
10:30	10:43	10:49	10:52	11:02
10:45	10:58	11:04	11:07	11:17
11:00	11:13	11:19	11:22	11:32
11:15	11:28	11:34	11:37	11:47
11:30	11:43	11:49	11:52	12:02p
11:45	11:58	12:04p	12:07p	12:17
12:00p	12:13p	12:19	12:22	12:32
12:15	12:28	12:34	12:37	12:47
12:30	12:43	12:49	12:52	1:02
1:00	1:13	1:19	1:22	1:32
1:15	1:28	1:34	1:37	1:47
1:30	1:43	1:49	1:52	2:02
1:45	1:58	2:04	2:07	2:17
2:00	2:13	2:19	2:22	2:32
2:15	2:28	2:34	2:37	2:47
2:30	2:43	2:49	2:53	3:04
2:40	2:53	2:59	3:03	3:14
2:50	3:03	3:09	3:13	3:24
3:00	3:13	3:19	3:23	3:34
3:10	3:23	3:29	3:33	3:44
3:20	3:33	3:39	3:43	3:54
3:30	3:43	3:49	3:53	4:04
3:40	3:53	3:59	4:03	4:14
3:50	4:03	4:09	4:13	4:24
4:00	4:13	4:19	4:23	4:34
4:10	4:23	4:29	4:33	4:44
4:20	4:33	4:39	4:43	4:54
4:30	4:43	4:49	4:53	5:04
4:40	4:53	4:59	5:03	5:14
4:50	5:03	5:09	5:13	5:24
5:00	5:13	5:19	5:23	5:34
5:10	5:23	5:29	5:33	5:44
5:20	5:33	5:39	5:43	5:54
5:30	5:43	5:49	5:53	6:04
5:40	5:53	5:59	6:03	6:14
5:50	6:03	6:09	6:13	6:24
6:00	6:13	6:19	6:23	6:34
6:15	6:28	6:34	6:37	6:47
6:30	6:43	6:49	6:52	7:02
6:45	6:58	7:04	7:07	7:17
7:00	7:13	7:19	7:20	7:29
7:15	7:27	7:32	7:35	7:44
7:30	7:42	7:47	7:50	7:59
7:45	7:57	8:02	8:05	8:14
8:00	8:12	8:16	8:19	8:28
8:15	8:27	8:31	8:34	8:43
8:30	8:42	8:46	8:49	8:58
8:45	8:57	9:01	9:04	9:13
9:00	9:12	9:16	9:19	9:28
9:15	9:26	9:30	9:33	9:41
9:30	9:41	9:45	9:48	9:56
9:45	9:56	10:00	10:03	10:11
10:00	10:11	10:15	10:18	10:26

Route 202 – Saturday and Sunday / sábado y domingo

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

(A) UTC Transit Center DEPART	(D) Nobel Dr. & La Jolla Village Square	(C) Gilman Dr. & Myers Dr. (UCSD)	(B) Scripps Memorial Hospital	(A) UTC Transit Center ARRIVE
5:45a	5:56a	6:00a	6:03a	6:10a
6:00	6:10	6:14	6:17	6:25
6:15	6:25	6:29	6:32	6:40
6:30	6:40	6:44	6:47	6:55
6:45	6:55	6:59	7:02	7:10
7:00	7:10			



CASH FARES / Tarifas en efectivo

Exact fare, please / Favor de pagar la cantidad exacta

Day Pass (Regional) / Pase diario (Regional) <small>Compass Card required (\$2) / Se requiere un Compass Card (\$2)</small>	\$5.00
One-Way Fare / Tarifa de una dirección	\$2.50
Senior (60+)/Disabled/Medicare <small>Mayores de 60 años/Discapacitados/Medicare</small>	\$1.25*
Children 5 & under / Niños de 5 años o menos <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

Adult / Adulto	\$72.00
Senior (60+)/Disabled/Medicare <small>Mayores de 60 años/Discapacitados/Medicare</small>	\$18.00*
Youths (18 and under) <small>Jóvenes (18 años o menos)</small>	\$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 <small>Información de transporte público regional</small>	511 <small>or/ó</small> (619) 233-3004
TTY/TDD (teletype for hearing impaired) <small>Teletipo para sordos</small>	(619) 234-5005 <small>or/ó</small> (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) <small>Información las 24 horas (via teléfono de teclas)</small>	(619) 685-4900
Customer Service / Suggestions <small>Servicio al cliente / Sugerencias</small>	(619) 557-4555
SafeWatch	(619) 557-4500
The Transit Store / Lost & Found <small>The Transit Store / Objetos extraviados</small>	(619) 234-1060
<small>Articles found on the bus are turned in at The Transit Store</small> <small>Artículos encontrados en los autobuses son entregados a The Transit Store</small>	<small>1st & Broadway Downtown San Diego M-F 9am-5pm</small>
For MTS online trip planning <small>Planificación de viajes por Internet</small>	www.sdmts.com

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

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

Rapid

237

Rancho Bernardo – UC San Diego
via Mira Mesa Bl.

DESTINATIONS

- Sabre Springs / Peñasquitos Transit Station
- Miramar College Transit Station
- Mira Mesa High School
- Mira Mesa Mall
- Sorrento Mesa
- Westfield UTC



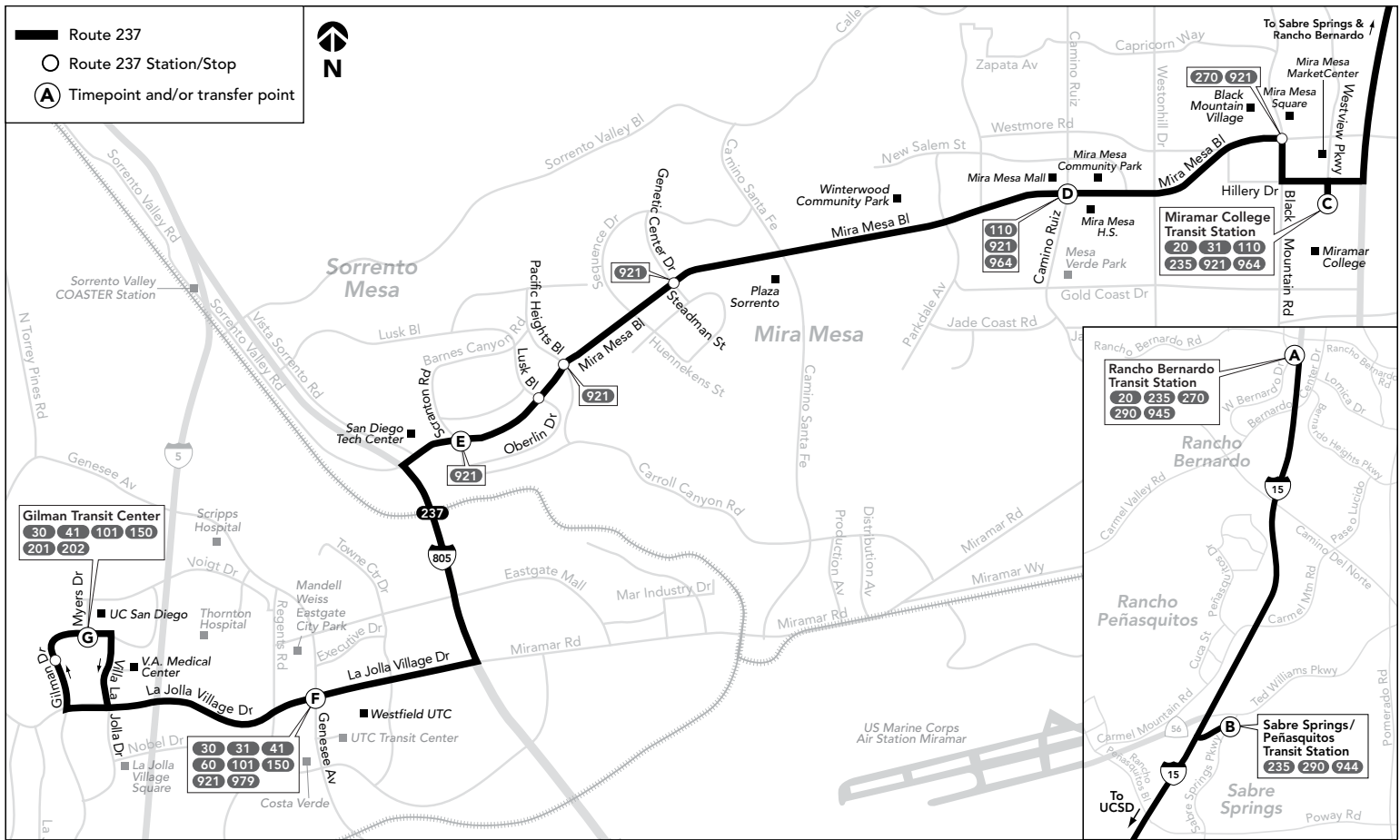
Alternative formats available upon request. Please call: (619) 557-4555 / Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555

 **compass card**
now at  **Albertsons**

The smart card that stores your transit pass and makes riding transit easy!
Buy/reload your Compass Card at Albertsons. Visit www.511sd.com/compass



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



Route 237 – Monday through Friday / Lunes a viernes

Rancho Bernardo ➔ UC San Diego

(A)	(B)	(C)	(D)	(E)	(F)	(G)
R.B. Transit Station	Sabre Springs Transit Station	Miramar College Transit Station	Mira Mesa Bl. & Camino Ruiz	Mira Mesa Bl. & Scranton Rd.	La Jolla Village Dr. & Genesee Av.	Gilman T. C. (UCSD) ARRIVE
DEPART	DEPART	DEPART	DEPART	DEPART	DEPART	ARRIVE
5:27a	5:34a	5:42a	5:49a	5:59a	6:06a	6:13a
5:57	6:04	6:12	6:19	6:29	6:36	6:43
6:12	6:19	6:27	6:34	6:44	6:51	6:58
6:27	6:34	6:42	6:49	6:59	7:06	7:13
6:42	6:49	6:57	7:05	7:16	7:24	7:31
6:57	7:04	7:12	7:20	7:31	7:39	7:46
7:12	7:19	7:27	7:36	7:49	7:57	8:05
7:27	7:34	7:42	7:51	8:04	8:12	8:20
7:42	7:49	7:57	8:06	8:19	8:27	8:35
7:57	8:04	8:12	8:21	8:34	8:42	8:50
8:12	8:19	8:27	8:36	8:49	8:57	9:05
8:27	8:34	8:42	8:51	9:04	9:12	9:20
8:42	8:49	8:57	9:06	9:19	9:27	9:35
8:57	9:04	9:12	9:21	9:34	9:42	9:50
9:27	9:34	9:42	9:50	10:01	10:10	10:18
2:25p	2:32p	2:40p	2:48p	3:01p	3:12p	3:20p
2:55	3:02	3:10	3:18	3:31	3:42	3:50
3:25	3:32	3:40	3:48	4:01	4:12	4:20
3:55	4:02	4:10	4:19	4:32	4:45	4:54
4:10	4:17	4:25	4:34	4:47	5:00	5:09
4:25	4:32	4:40	4:49	5:02	5:15	5:24
4:40	4:47	4:55	5:04	5:17	5:30	5:39
4:55	5:02	5:10	5:19	5:32	5:45	5:54
5:10	5:17	5:25	5:34	5:47	6:00	6:09
5:25	5:32	5:40	5:49	6:02	6:15	6:24
5:57	6:04	6:12	6:20	6:32	6:44	6:52

UC San Diego ➔ Rancho Bernardo

(G)	(F)	(E)	(D)	(C)	(B)	(A)
Gilman T. C. (UCSD) DEPART	La Jolla Village Dr. & Genesee Av.	Mira Mesa Bl. & Scranton Rd.	Mira Mesa Bl. & Camino Ruiz	Miramar College Transit Station	Sabre Springs Transit Station	R.B. Transit Station ARRIVE
DEPART	DEPART	DEPART	DEPART	DEPART	DEPART	ARRIVE
5:57a	6:03a	6:09a	6:19a	6:27a	6:35a	6:42a
6:27	6:33	6:39	6:49	6:57	7:05	7:12
6:57	7:04	7:11	7:22	7:31	7:39	7:46
7:12	7:19	7:26	7:37	7:46	7:54	8:01
7:27	7:34	7:41	7:52	8:01	8:09	8:16
7:42	7:49	7:56	8:07	8:16	8:24	8:31
7:57	8:04	8:11	8:22	8:31	8:39	8:46
8:12	8:19	8:26	8:37	8:46	8:54	9:01
8:27	8:34	8:41	8:52	9:01	9:09	9:16
8:57	9:04	9:11	9:22	9:31	9:39	9:46
2:10p	2:17p	2:23p	2:34p	2:42p	2:50p	2:57p
2:40	2:47	2:53	3:04	3:12	3:20	3:27
3:06	3:13	3:20	3:32	3:42	3:50	3:57
3:21	3:28	3:35	3:47	3:57	4:05	4:12
3:36	3:43	3:50	4:02	4:12	4:20	4:27
3:51	3:58	4:05	4:17	4:27	4:35	4:42
4:06	4:13	4:20	4:34	4:44	4:52	4:59
4:21	4:28	4:35	4:49	5:00	5:08	5:15
4:36	4:43	4:50	5:04	5:15	5:23	5:30
4:51	4:58	5:05	5:19	5:30	5:38	5:45
5:06	5:13	5:20	5:34	5:45	5:53	6:00
5:21	5:28	5:35	5:49	6:00	6:08	6:15
5:36	5:43	5:50	6:04	6:15	6:23	6:30
5:51	5:58	6:05	6:19	6:30	6:38	6:45
6:06	6:13	6:20	6:32	6:42	6:50	6:57
6:22	6:29	6:36	6:48	6:58	7:06	7:13
6:37	6:44	6:51	7:03	7:13	7:21	7:28
7:07	7:13	7:19	7:30	7:39	7:47	7:54

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

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

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

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

Regional Transit Information Información de transporte público regional	511 or/ó (61 9) 233-3004
TTY/TDD (teletype for hearing impaired) Teletipo para sordos	(619) 234-5005 or/ó (88 8) 722-4 889
InfoExpress (24-hour info via Touch-Tone phone) Información las 24 horas (via teléfono de teclas)	(619) 685-4900
Customer Service / Suggestions Servicio al cliente / Sugerencias	(619) 238-0100
SafeWatch	(619) 557-4500
Lost & Found Objetos extraviados	(877) 841-3278
The Transit Store	(619) 234-1060 1st & Broadway, Downtown San Diego M-F 9am-5pm
For MTS online trip planning Planificación de viajes por Internet	www.sdmts.com

Sorrento Valley
COASTER Station



972 Sorrento Mesa

973 Carroll Canyon

978 Torrey Pines

979 North University City

compass card
now at Albertsons

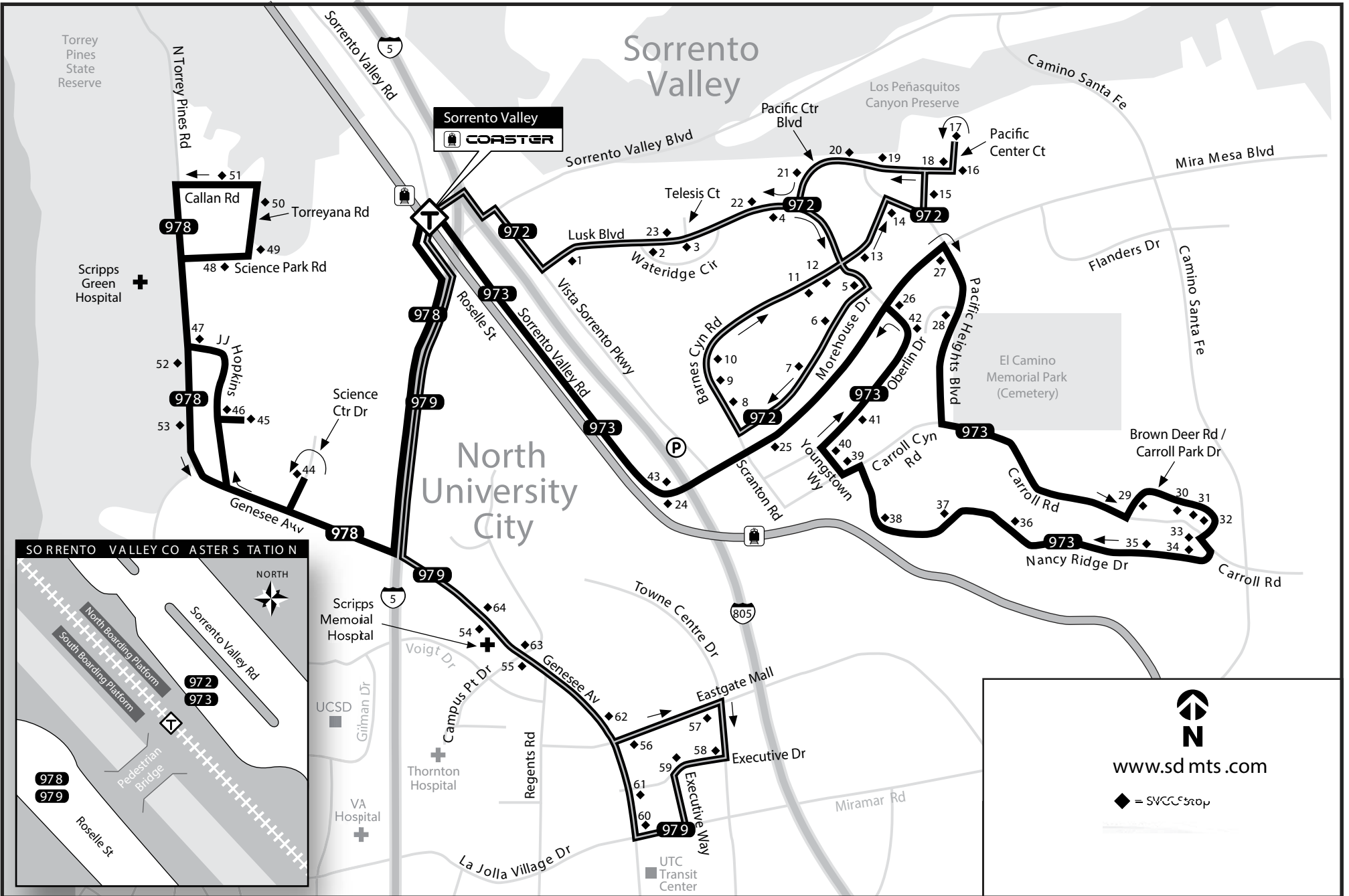
The smart card that stores your transit pass and makes riding transit easy!

Buy/reload your Compass Card at Albertsons. Visit www.511sd.com/compass



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

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



COASTER Monday through Friday / lunes a viernes

Oceanside	Morning (AM)				Afternoon/Evening (PM)		
Oceanside	6:00a	6:41a	7:17a	7:42a	3:34p	5:04p	5:40p
Carlsbad Village	6:05	6:45	7:21	7:47	3:40	5:09	5:45
Carlsbad Poinsettia	6:11	6:51	7:27	7:53	3:47	5:16	5:51
Encinitas	6:17	6:56	7:33	7:58	3:52	5:21	5:57
Solana Beach	6:23	7:02	7:39	8:05	3:58	5:29	6:03
Sorrento Valley	6:32	7:12	7:50	8:15	4:08	5:38	6:17
Old Town	6:53	7:34	8:13	8:38	4:30	6:01	6:42
San Diego	7:00	7:42	8:19	8:45	4:37	6:08	6:49

San Diego	Morning (AM)			Afternoon/Evening (PM)				
San Diego	6:28a	7:46a	8:24a	3:45p	4:27p	4:52p	5:34p	6:25p
Old Town	6:34	7:52	8:30	3:51	4:34	4:58	5:40	6:32
Sorrento Valley	6:55	8:15	8:51	4:12	4:54	5:19	6:02	6:52
Solana Beach	7:04	8:24	9:00	4:23	5:05	5:28	6:12	7:04
Encinitas	7:09	8:29	9:07	4:29	5:11	5:34	6:18	7:10
Carlsbad Poinsettia	7:17	8:35	9:11	4:35	5:17	5:42	6:27	7:16
Carlsbad Village	7:25	8:42	9:17	4:42	5:23	5:50	6:33	7:22
Oceanside	7:30	8:48	9:25	4:48	5:29	5:55	6:39	7:27

PASSENGERS WITH DISABILITIES / Pasajeros con incapacidades

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

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

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

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

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

COASTER schedule shown is effective April 7, 2014 and is subject to change without notice. This may not reflect the most current schedule. Only trips that connect with the Sorrento Valley COASTER Connection are shown. Additional days and times of service can be found at www.gonctd.com. COASTER calendario que se muestra es a partir del 7 de abril de 2014 y está sujeto a cambios sin previo aviso. Esto puede no reflejar el calendario más actual. Sólo los viajes que conectan con el Sorrento Valley COASTER Connection se muestran. Días adicionales y las horas de servicio se pueden encontrar en www.gonctd.com.

*Operated by Amtrak / Operado por Amtrak

Route 972 – Monday through Friday / lunes a viernes

Sorrento Mesa ➔ Sorrento Valley COASTER Station

	Morning (AM)					Afternoon/Evening (PM)				
	6:38a	7:18a	7:52a	8:18a	8:54a		4:04p	4:37p	5:11p	6:06p
◇ Sorrento Valley COASTER Station DEPART*										
1 10525 Vista Sorrento						3:35p				
2 EB Lusk Blvd & Wateridge Circle (after intersection)										
3 EB Lusk Blvd & Telesis Ct. (after intersection)										
4 Across from 6455 Lusk Blvd.	6:45	7:25	7:59	8:25	9:01	3:36	4:13	4:46	5:20	6:15
5 10225 Lusk Blvd. (electrical boxes)										
6 Across from 5525 Morehouse Drive										
7 5510 Morehouse Drive										
8 5424 Scranton Road										
9 9605 Scranton Road										
10 9805 Scranton Road										
11 10055 Barnes Canyon Road										
12 10225 Barnes Canyon Road										
13 EB Barnes Canyon Road & Lusk Blvd. (after intersection)	6:51	7:31	8:05	8:31	9:07	3:42	4:19	4:52	5:26	6:21
14 EB Barnes Canyon Road & Pacific Heights Blvd. (before turn)										
15 10211 Pacific Mesa Blvd.										
16 10309 Pacific Center Ct.										
17 10450 Pacific Center Ct.										
18 5910 Pacific Center Blvd.										
19 5788 Pacific Center Blvd.										
20 5764 Pacific Center Blvd.										
21 WB Pacific Center Blvd & McKellar Ct. (after intersection)										
22 Qualcomm Design Center (45 mph sign)	6:59	7:39	8:13	8:39	9:15	3:50	4:27	5:00	5:34	6:29
23 WB Lush Blvd & Telesis Ct. (after intersection)										
◇ Sorrento Valley COASTER Station ARRIVE	7:05	7:45	8:18	8:44	—	3:59	4:36	5:09	5:45	6:38

Route 973 – Monday through Friday / lunes a viernes

Carroll Canyon ➔ Sorrento Valley COASTER Station

	Morning (AM)					Afternoon/Evening (PM)				
	6:38a	7:18a	7:52a	8:21a	8:54a		4:06p	4:38p	5:14p	6:07p
◇ Sorrento Valley COASTER Station DEPART*										
24 10240 Sorrento Valley Road										
25 EB Mira Mesa Blvd & Scranton Road (after intersection)						3:35p				
26 EB Mira Mesa Blvd & Oberlin Drive (after intersection)										
27 Pacific Heights Blvd & Mira Mesa Blvd. (after turn, electrical boxes)	6:46	7:26	8:00	8:29	9:02	3:36	4:14	4:46	5:22	6:15
28 Pacific Heights Blvd & Cornerstone Ct. (after intersection)										
29 Brown Deer Road & Ferris Square (at pedestrian crossing sign)										
30 9215 Brown Deer Road										
31 9339 Carroll Park Drive										
32 9449 Carroll Park Drive										
33 Nancy Ridge Drive & Carroll Road (after turn, Carroll Ridge Bus. Park)	6:55	7:35	8:08	8:37	9:11	3:45	4:23	4:55	5:31	6:24
34 Phage Biotechnology										
35 6650 Nancy Ridge Drive										
36 6310 Nancy Ridge Drive (electrical boxes in front of Nancy Ridge Technology Park)										
37 6150 Nancy Ridge Drive (Sorrento Ridge Business Park)										
38 5960 Nancy Ridge Drive (Sorrento Vista Industrial Park)										
39 5280 Carroll Canyon Road										
40 Youngstown Way & Oberlin Drive (before turn, at fire hydrant)										
41 5807 Oberlin Drive										
42 5871 Oberlin Drive (mailboxes)	6:59	7:39	8:12	8:41	9:15	3:49	4:27	4:59	5:35	6:28
43 45mph sign across street from Websense										
◇ Sorrento Valley COASTER Station ARRIVE	7:08	7:48	8:21	8:50	—	3:59	4:37	5:09	5:45	6:38

Route 978 – Monday through Friday / lunes a viernes

Torrey Pines ➔ Sorrento Valley COASTER Station

	Morning (AM)				Afternoon/Evening (PM)					
	6:39a	7:19a	7:53a	8:22a		4:10p	4:39p	5:10p	6:02p	
◇ Sorrento Valley COASTER Station DEPART*										
44 10240 Science Center Drive	6:45	7:25	7:59	8:28	3:40p	4:16	4:47	5:20	6:12	
45 General Atomics Court (at end of turnaround)										
46 General Aromics Court & John Hopkins Drive (before turn)										
47 John Hopkins Drive & North Torrey Pines Road (before turn)										
48 3033 Science Park Road (driveway to L3 Communications)										
49 Torreyana Rd & Road to the Cure (before intersection)	6:52	7:32	8:05	8:35	3:47	4:23	4:54	5:27	6:19	
50 Torreyana Rd & Callan Road (before turn)										
51 11099 Callan Road										
52 10666 North Torrey Pines Road	6:55	7:35	8:08	8:38	3:50	4:26	4:57	5:30	6:22	
53 3366 North Torrey Pines Road										
◇ Sorrento Valley COASTER Station ARRIVE	7:13	7:51	8:22	—	3:59	4:37	5:09	5:42	6:33	

Route 979 – Monday through Friday / lunes a viernes

University City ➔ Sorrento Valley COASTER Station

	Morning (AM)				Afternoon/Evening (PM)					
	6:39a	7:19a	7:53a	8:16a		4:12p	4:44p	5:18p	6:09p	
◇ Sorrento Valley COASTER Station DEPART*										
54 SB Genesee Ave & Scripps Driveway (after intersection)										
55 SB Genesee Ave & Campus Point Drive (after intersection)	6:46	7:26	8:00	8:23	3:41p	4:19	4:51	5:25	6:16	
56 EB Eastgate Mall & Easter Way (before intersection)										
57 EB Eastgate Mall & Towne Centre Way (before turn)										
58 Towne Centre Way & Executive Drive (before turn)										
59 Executive Way & Executive Drive (before turn)										
60 NB Genesee Ave & La Jolla Village Drive (after turn)	6:51	7:31	8:05	8:28	3:46	4:24	4:56	5:30	6:21	
61 NB Genesee Ave & Executive Drive (before intersection)										
62 NB Genesee Ave & Eastgate Mall (after intersection)										
63 NB Genesee Ave & Campus Point Drive (after intersection)										
64 NB Genesee Ave & Scripps Driveway (after intersection)										
◇ Sorrento Valley COASTER Station ARRIVE	7:01	7:41	8:15	—	3:59	4:37	5:09	5:43	6:34	

Routes 972, 973, 978, and 979 do not operate on weekends or on the observation of the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas
 Las rutas 972, 973, 978 y 979 no ofrecen servicio durante el fin de semana ó durante los siguientes días festivos: Año Nuevo, Memorial Day, Día de la Independencia (E.E.U.U.), Labor Day, Día de Acción de Gracias, y Navidad
 * = All morning departures from Sorrento Valley COASTER Station wait for the arriving southbound train. Afternoon departures from Sorrento Valley COASTER Station may leave up to ten minutes earlier than shown.
 Todas las salidas de Sorrento Valley COASTER Station en la mañana esperan la llegada del tren hacia el sur. En la tarde, las salidas de Sorrento Valley COASTER Station pueden salir hasta diez minutos antes de lo mostrado.

TSP Intersections Operated by the City

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

TSP Intersections Operated by UCSD

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

TSP Intersections Operated by Caltrans

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

Transit Travelshed Methodology:

Using ArcGIS's Network Analyst tool with SANDAG Series 12 transit demand model data, the transit travelshed was calculated by creating a *network service* area based on a time constraint (30 minutes).

A *network service* area is a region that encompasses all transit routes within a specified impedance (time, distance, etc). For instance, the 30-minute service area for a transit stop (facility) includes all the routes that can be reached within 30 minutes from that facility.

Time values were taken from SANDAG's "trcov2015_arc" road data using the data field "ABTMP," which represents PM peak travel time in minutes along a given line segment. Time is accumulated along the routes until it reaches the impedance limit. This particular service area is a series of linear features that represent the distance that may be traveled from the facility by a vehicle within 30 minutes.

Based on field observations, existing route schedules and google map transit time estimations, time penalties were applied to the routes at each intersection. The time penalties are as follows:

All-Way Stops: 5 seconds
Two Way Stops: 5 seconds
Transit Stops: 30 seconds
Traffic lights: 30 seconds

The location of the bus stop (near side or far side) was not included in the consideration for the applied time penalties.

APPENDIX C

TRAFFIC COUNT SHEETS

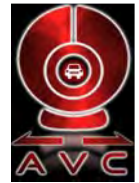
Turn Count Summary

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



Location: Genesee Avenue @ N. Torrey Pines Road
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Genesee Avenue @ N. Torrey Pines Road

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

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

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

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

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

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

U-Turn Count Summary

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



Location: Genesee Avenue @ N. Torrey Pines Road

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

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

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

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

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

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

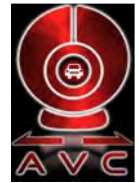
Bike Turn Count Summary

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



Location: Genesee Avenue @ N. Torrey Pines Road
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Genesee Avenue @ N. Torrey Pines Road

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

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

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

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

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

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



Location: Genesee Avenue @ N. Torrey Pines Road

Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Genesee Avenue @ N. Torrey Pines Road

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

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

Intersection PHF : **0.97**

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



Location: Genesee Avenue @ N. Torrey Pines Road

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

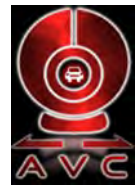
PM Intersection Peak Hour :

3:00 PM - 4:00 PM

Intersection PHF :

#DIV/0!

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



Location: Genesee Avenue @ N. Torrey Pines Road

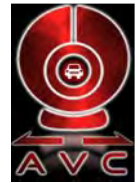
Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Genesee Avenue @ N. Torrey Pines Road

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

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

Intersection PHF : **0.70**

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

Turn Count Summary

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



Location: Genesee Avenue @ John Hopkins Drive (South)
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Genesee Avenue @ John Hopkins Drive (South)

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

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

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

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

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

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

U-Turn Count Summary

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



Location: Genesee Avenue @ John Hopkins Drive (South)

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

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

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

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

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

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

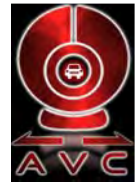
Bike Turn Count Summary

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



Location: Genesee Avenue @ John Hopkins Drive (South)
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Genesee Avenue @ John Hopkins Drive (South)

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

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

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

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

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

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

Turn Count Summary

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



Location: Genesee Avenue @ Science Center Drive

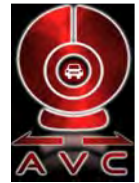
Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Genesee Avenue @ Science Center Drive

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

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

Intersection PHF : **0.95**

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

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

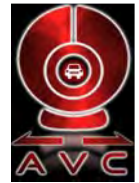
PM Intersection Peak Hour : **4:15 PM - 5:15 PM**

Intersection PHF : **0.95**

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

U-Turn Count Summary

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



Location: Genesee Avenue @ Science Center Drive

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

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

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

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

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

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

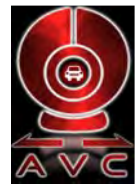
Bike Turn Count Summary

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



Location: Genesee Avenue @ Science Center Drive
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Genesee Avenue @ Science Center Drive

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

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

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

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

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

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

Turn Count Summary

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



Location: Genesee Avenue @ I-5 SB Ramps
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Genesee Avenue @ I-5 SB Ramps

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

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

Intersection PHF : **0.94**

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

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

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

Intersection PHF : **0.99**

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

U-Turn Count Summary

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



Location: Genesee Avenue @ I-5 SB Ramps

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

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

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

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

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

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

Bike Turn Count Summary

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



Location: Genesee Avenue @ I-5 SB Ramps

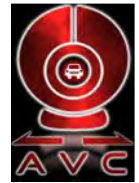
Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Genesee Avenue @ I-5 SB Ramps

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

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

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

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

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

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



Location: Genesee Avenue @ I-5 NB Ramps
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Genesee Avenue @ I-5 NB Ramps

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

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

Intersection PHF : **0.92**

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

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

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

Intersection PHF : **0.98**

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

U-Turn Count Summary

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



Location: Genesee Avenue @ I-5 NB Ramps

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

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

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

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

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

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

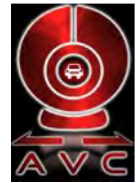
Bike Turn Count Summary

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



Location: Genesee Avenue @ I-5 NB Ramps
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Genesee Avenue @ I-5 NB Ramps

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

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

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

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

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

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

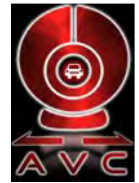
Turn Count Summary

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



Location: Scripps Hospital @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Scripps Hospital @ Genesee Avenue

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

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

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

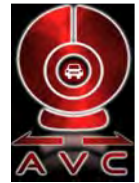
PM Period (4:00 PM - 6:00 PM)								
	Southbound			Northbound		Eastbound		TOTAL
	Right	Thru		Thru	Left	Right	Left	
4:00 PM	30	417		309	22	53	107	938
4:15 PM	28	372		251	12	69	125	857
4:30 PM	19	343		257	21	68	117	825
4:45 PM	22	364		242	19	52	95	794
5:00 PM	16	149		285	16	74	127	667
5:15 PM	20	267	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

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

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

U-Turn Count Summary

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



Location: Scripps Hospital @ Genesee Avenue

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

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

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

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

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

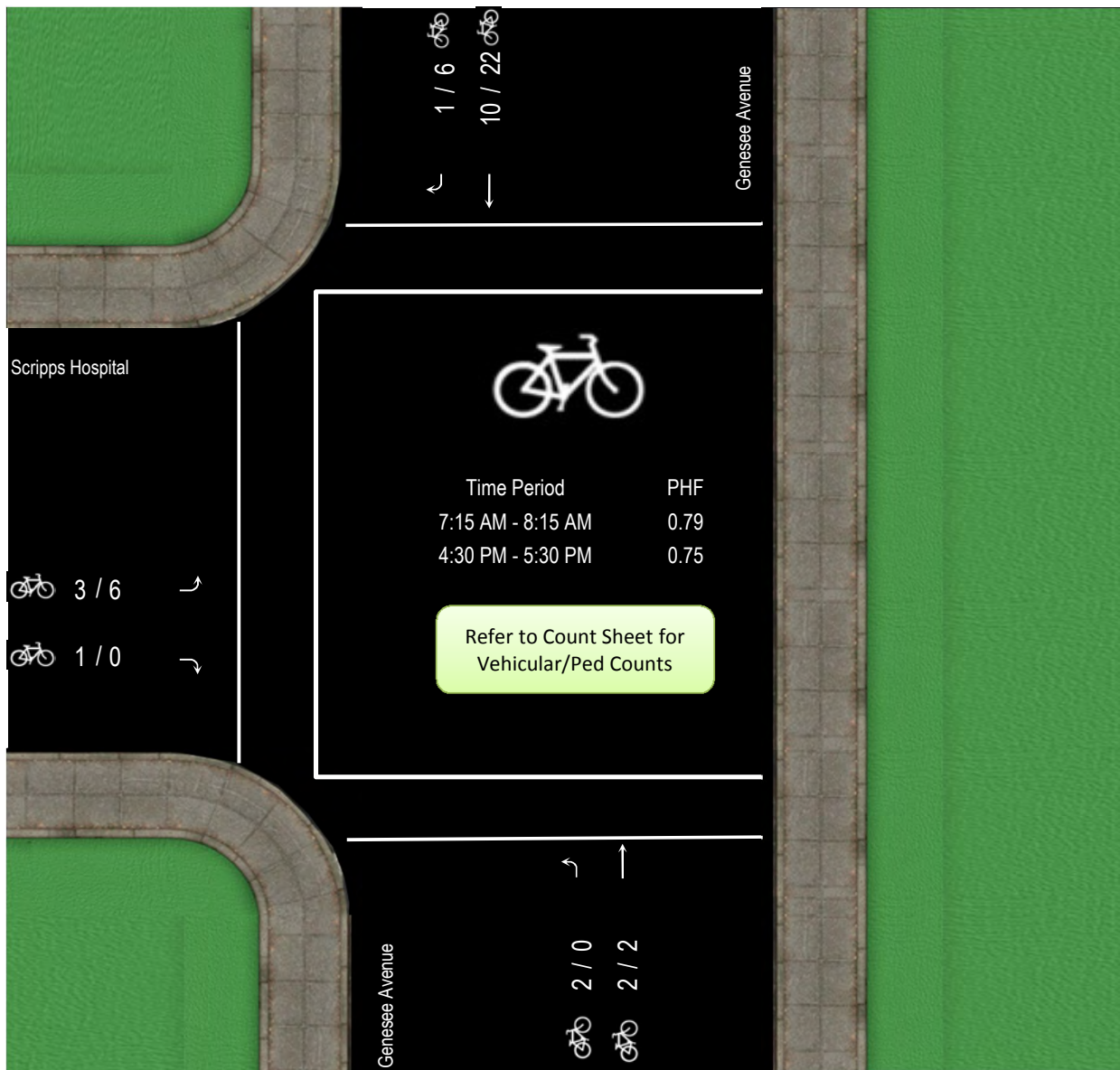
	North Leg U-Turn		South Leg U-Turn	West Leg U-Turn	TOTAL
Volume	7		11	0	18
PHF	0.58		0.6875	#DIV/0!	0.64
Movement PHF	0.58		0.69	#DIV/0!	0.64

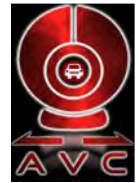
Bike Turn Count Summary

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



Location: Scripps Hospital @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Scripps Hospital @ Genesee Avenue

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

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

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

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

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

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

Turn Count Summary

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



Location: Campus Point Drive @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Campus Point Drive @ Genesee Avenue

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

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

Intersection PHF : **0.85**

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

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	46	405	15	94	5	95	16	137	32	81	1	96	1,023
4:15 PM	32	400	13	60	10	82	6	143	40	75	0	64	925
4:30 PM	32	373	10	66	3	104	11	131	61	97	3	85	976
4:45 PM	29	373	17	63	7	85	8	125	39	86	5	76	913
5:00 PM	29	191	4	83	4	130	7	128	31	102	1	91	801
5:15 PM	41	288	7	62	9	90	3	118	26	122	2	81	849
5:30 PM	38	320	6	46	7	58	12	157	36	81	4	61	826
5:45 PM	29	308	7	54	8	43	8	135	49	60	0	55	756
Total	276	2,658	79	528	53	687	71	1,074	314	704	16	609	7,069

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

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	139	1,551	55	283	25	366	41	536	172	339	9	321	3,837
PHF	0.76	0.957	0.809	0.753	0.625	0.88	0.641	0.937	0.705	0.874	0.45	0.836	0.94
Movement PHF	0.94			0.87			0.92			0.90			0.94

U-Turn Count Summary

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



Location: Campus Point Drive @ Genesee Avenue

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

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

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

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

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

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

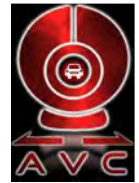
Bike Turn Count Summary

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



Location: Campus Point Drive @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Campus Point Drive @ Genesee Avenue

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

AM Intersection Peak Hour : 7:30 AM - 8:30 AM

Intersection PHF : 0.77

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

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

PM Intersection Peak Hour : 4:45 PM - 5:45 PM

Intersection PHF : 0.85

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

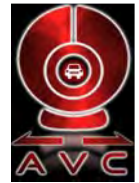
Turn Count Summary

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



Location: Regents Road @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Regents Road @ Genesee Avenue

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

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

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

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

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

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

U-Turn Count Summary

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



Location: Regents Road @ Genesee Avenue

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

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

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

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

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

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

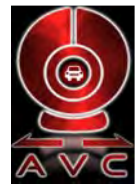
Bike Turn Count Summary

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



Location: Regents Road @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Regents Road @ Genesee Avenue

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

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

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

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

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

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

Turn Count Summary

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



Location: Eastgate Mall @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Eastgate Mall @ Genesee Avenue

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

AM Intersection Peak Hour : 7:30 AM - 8:30 AM

Intersection PHF : 0.79

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

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

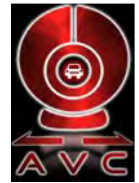
PM Intersection Peak Hour : 4:45 PM - 5:45 PM

Intersection PHF : 0.97

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

U-Turn Count Summary

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



Location: Eastgate Mall @ Genesee Avenue

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

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

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

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

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

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

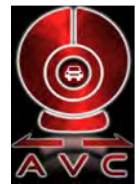
Bike Turn Count Summary

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



Location: Eastgate Mall @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Eastgate Mall @ Genesee Avenue

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

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

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

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

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

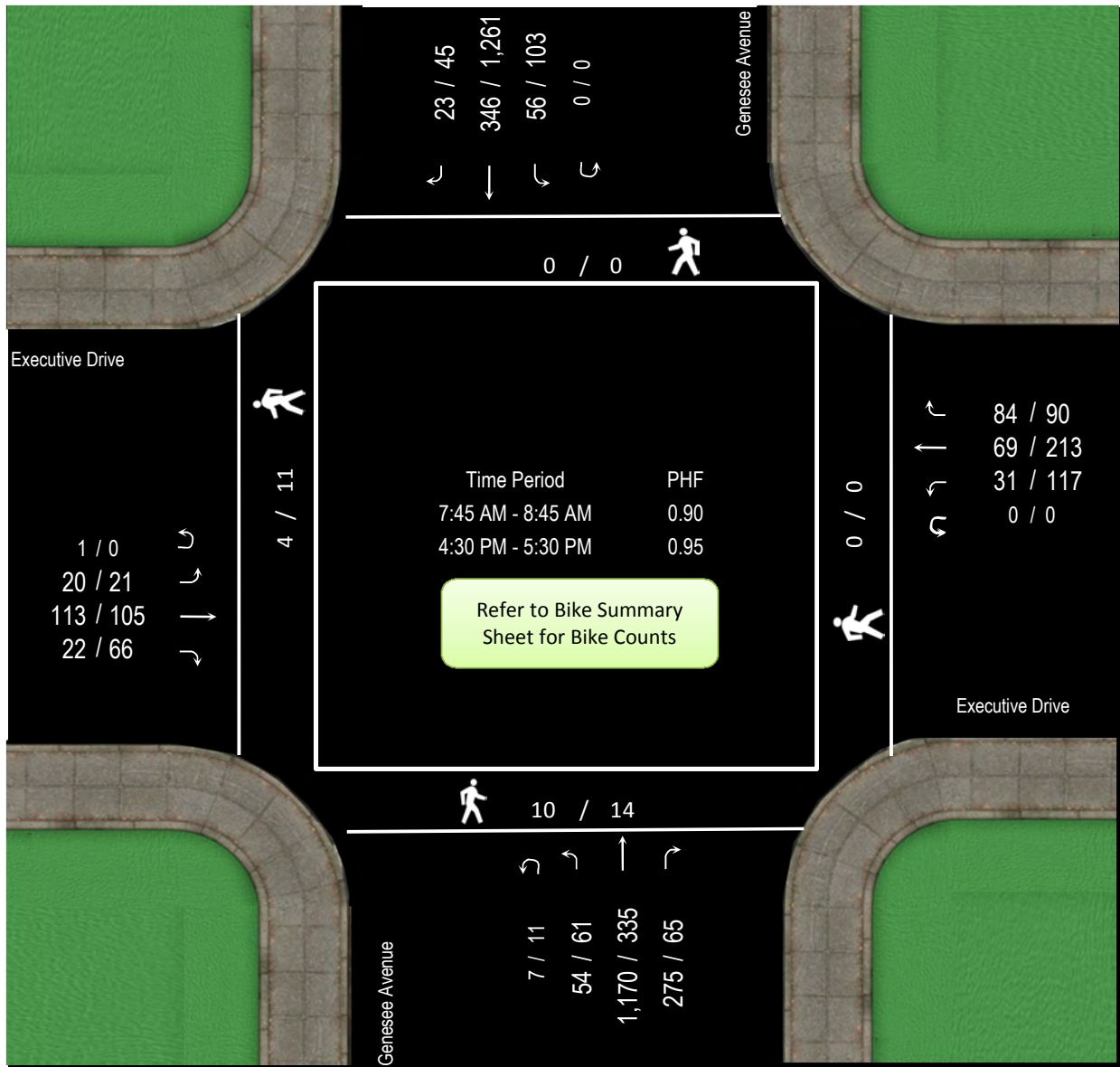
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	6	0	0	0	0	0	3	0	0	0	0	10
PHF	0.25	0.375	#####	#####	#####	#####	#####	0.375	#####	#####	#####	#####	0.50
Movement PHF		0.44			#DIV/0!			0.38			#DIV/0!		0.50

Turn Count Summary

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



Location: Executive Drive @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Executive Drive @ Genesee Avenue

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

AM Intersection Peak Hour : 7:45 AM - 8:45 AM

Intersection PHF : 0.90

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

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

PM Intersection Peak Hour : 4:30 PM - 5:30 PM

Intersection PHF : 0.95

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

U-Turn Count Summary

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



Location: Executive Drive @ Genesee Avenue

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

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

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

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

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

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

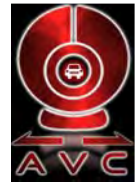
Bike Turn Count Summary

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



Location: Executive Drive @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Executive Drive @ Genesee Avenue

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

AM Intersection Peak Hour : 7:15 AM - 8:15 AM

Intersection PHF : 0.78

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

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

PM Intersection Peak Hour : 4:45 PM - 5:45 PM

Intersection PHF : 0.61

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

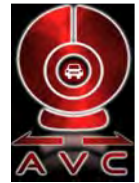
Turn Count Summary

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



Location: Executive Square @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Executive Square @ Genesee Avenue

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

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

Intersection PHF : **0.92**

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

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

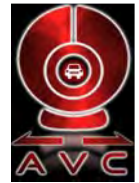
PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.95**

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

U-Turn Count Summary

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



Location: Executive Square @ Genesee Avenue

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

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

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

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

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

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

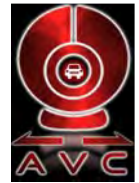
Bike Turn Count Summary

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



Location: Executive Square @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Executive Square @ Genesee Avenue

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

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

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

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

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

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

Turn Count Summary

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



Location: La Jolla Village Drive @ Genesee Avenue
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	9	21	25	85	206	15	28	164	33	19	184	98	887
7:15 AM	7	29	29	86	493	40	27	207	51	18	301	80	1,368
7:30 AM	19	33	44	95	333	28	21	260	34	18	390	83	1,358
7:45 AM	13	61	56	103	433	23	27	285	51	23	427	108	1,610
8:00 AM	13	42	51	81	291	14	29	265	34	20	373	96	1,309
8:15 AM	14	39	21	115	176	33	28	241	36	23	313	129	1,168
8:30 AM	20	50	37	110	323	27	23	287	45	21	304	102	1,349
8:45 AM	25	43	57	135	267	31	27	187	35	35	348	135	1,325
Total	120	318	320	810	2,522	211	210	1,896	319	177	2,640	831	10,374

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

Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	52	165	180	365	1,550	105	104	1,017	170	79	1,491	367	5,645
PHF	0.68	0.68	0.80	0.89	0.79	0.66	0.90	0.89	0.83	0.86	0.87	0.85	0.88
Movement PHF	0.76			0.82			0.89			0.87			0.88

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	61	246	130	23	427	81	25	73	69	40	179	32	1,386
4:15 PM	72	170	151	30	334	86	18	82	50	51	193	33	1,270
4:30 PM	50	246	145	33	220	85	16	54	62	50	367	36	1,364
4:45 PM	51	239	100	26	274	87	19	52	53	47	236	25	1,209
5:00 PM	80	222	115	21	514	84	18	53	68	49	326	20	1,570
5:15 PM	72	249	102	36	165	82	20	71	67	54	259	21	1,198
5:30 PM	51	214	123	35	294	99	23	47	86	46	343	17	1,378
5:45 PM	56	200	111	31	283	99	23	84	85	50	166	14	1,202
Total	493	1786	977	235	2,511	703	162	516	540	387	2,069	198	10,577

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

Intersection PHF : **0.86**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	253	877	511	110	1342	342	71	241	233	197	1122	114	5413
PHF	0.79	0.891	0.846	0.833	0.653	0.983	0.934	0.735	0.857	0.966	0.764	0.792	0.86
Movement PHF	0.93			0.72			0.91			0.79			0.86

U-Turn Count Summary

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



Location: La Jolla Village Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	3	1	1	5
7:15 AM	0	2	0	0	2
7:30 AM	0	2	0	0	2
7:45 AM	0	1	0	0	1
8:00 AM	0	2	0	1	3
8:15 AM	0	0	0	0	0
8:30 AM	0	2	0	0	2
8:45 AM	0	2	0	0	2
Total	0	14	1	2	17

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.67**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	7	0	1	8
PHF	#DIV/0!	0.88	#DIV/0!	0.25	0.67
Movement PHF	#DIV/0!	0.88	#DIV/0!	0.25	0.67

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

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

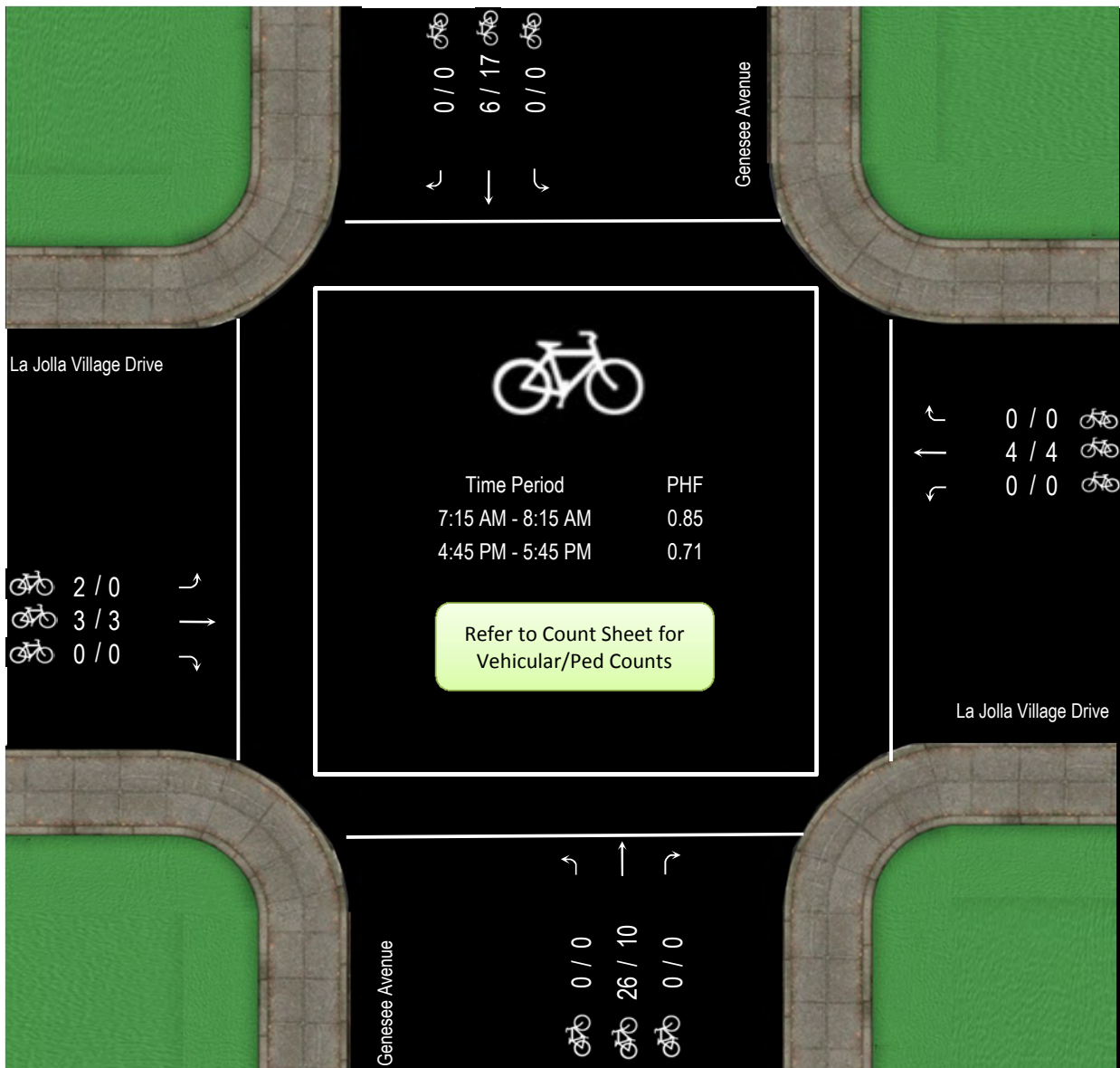
	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	2	0	0	3
PHF	0.25	0.25	#DIV/0!	#DIV/0!	0.25
Movement PHF	0.25	0.25	#DIV/0!	#DIV/0!	0.25

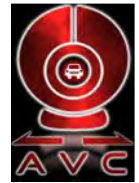
Bike Turn Count Summary

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



Location: La Jolla Village Drive @ Genesee Avenue
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	2	0	0	1	0	0	1	1	0	0	0	5
7:15 AM	0	2	0	0	2	0	0	8	0	0	0	0	12
7:30 AM	0	2	0	0	0	0	0	8	0	0	1	1	12
7:45 AM	0	0	0	0	1	0	0	6	0	0	1	1	9
8:00 AM	0	2	0	0	1	0	0	4	0	0	1	0	8
8:15 AM	0	2	0	0	0	0	0	6	0	0	1	0	9
8:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
8:45 AM	0	1	0	0	0	0	0	1	0	0	2	0	4
Total	0	11	0	0	5	0	0	36	1	0	8	2	63

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

Intersection PHF : **0.85**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	6	0	0	4	0	0	26	0	0	3	2	41
PHF	#####	0.75	#####	#####	0.50	#####	#####	0.81	#####	#####	0.75	0.50	0.85
Movement PHF		0.75			0.50			0.81			0.63		0.85

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	6	0	0	0	1	0	1	0	0	1	0	9
4:15 PM	0	1	0	0	1	0	0	2	0	0	1	0	5
4:30 PM	0	2	0	0	1	0	0	1	0	0	0	0	4
4:45 PM	0	8	0	0	1	0	0	2	0	0	1	0	12
5:00 PM	0	3	0	0	1	0	0	2	0	0	1	0	7
5:15 PM	0	2	0	0	1	0	0	1	0	0	0	0	4
5:30 PM	0	4	0	0	1	0	0	5	0	0	1	0	11
5:45 PM	0	3	0	0	1	0	0	0	0	0	1	0	5
Total	0	29	0	0	7	1	0	14	0	0	6	0	57

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

Intersection PHF : **0.71**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	17	0	0	4	0	0	10	0	0	3	0	34
PHF	#####	0.531	#####	#####	1	#####	#####	0.5	#####	#####	0.75	#####	0.71
Movement PHF		0.53			1.00			0.50			0.75		0.71

Turn Count Summary

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



Location: Esplanade Court @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Esplanade Court @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	7	41	16	28	1	15	18	459	13	5	1	19	623
7:15 AM	14	49	19	15	2	17	25	249	9	5	3	25	432
7:30 AM	7	50	16	27	1	15	17	378	13	4	1	19	548
7:45 AM	18	46	19	22	4	13	23	387	7	9	5	24	577
8:00 AM	23	43	27	16	3	6	21	331	7	6	2	20	505
8:15 AM	13	60	18	32	1	15	26	352	13	6	1	21	558
8:30 AM	16	62	21	35	7	24	23	385	18	5	1	24	621
8:45 AM	26	59	30	25	3	12	30	396	11	13	4	28	637
Total	124	410	166	200	22	117	183	2,937	91	53	18	180	4,501

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

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	78	224	96	108	14	57	100	1,464	49	30	8	93	2,321
PHF	0.75	0.90	0.80	0.77	0.50	0.59	0.83	0.92	0.68	0.58	0.50	0.83	0.91
Movement PHF	0.87			0.68			0.92			0.73			0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	20	258	65	54	10	44	39	125	17	14	9	28	683
4:15 PM	49	203	73	59	8	35	42	124	15	16	3	45	672
4:30 PM	22	213	36	26	4	21	39	112	11	11	4	39	538
4:45 PM	28	185	48	72	7	42	37	162	11	24	9	48	673
5:00 PM	37	226	55	85	12	42	38	119	15	29	7	49	714
5:15 PM	39	210	92	49	8	39	44	179	16	17	8	39	740
5:30 PM	17	266	65	60	12	50	40	59	19	9	5	24	626
5:45 PM	64	329	68	49	7	50	48	130	21	19	11	35	831
Total	276	1890	502	454	68	323	327	1,010	125	139	56	307	5,477

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	157	1031	280	243	39	181	170	487	71	74	31	147	2911
PHF	0.61	0.783	0.761	0.715	0.813	0.905	0.885	0.68	0.845	0.638	0.705	0.75	0.88
Movement PHF	0.80			0.83			0.76			0.74			0.88

U-Turn Count Summary

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



Location: Esplanade Court @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	1	4	5
8:45 AM	0	0	0	0	0
Total	0	0	1	7	8

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.30**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	1	5	6
PHF	#DIV/0!	#DIV/0!	0.25	0.31	0.30
Movement PHF	#DIV/0!	#DIV/0!	0.25	0.31	0.30

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	4	0	0	0	4
5:30 PM	3	0	2	1	6
5:45 PM	1	0	0	0	1
Total	9	0	2	1	12

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.46**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	8	0	2	1	11
PHF	0.50	#DIV/0!	0.25	0.25	0.46
Movement PHF	0.50	#DIV/0!	0.25	0.25	0.46

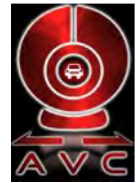
Bike Turn Count Summary

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



Location: Esplanade Court @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Esplanade Court @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	0	0	0	5	0	0	0	0	5
7:15 AM	0	1	1	0	0	0	0	6	0	0	0	0	8
7:30 AM	0	0	0	1	0	0	0	10	0	0	1	0	12
7:45 AM	0	0	0	0	1	0	0	6	0	0	0	0	7
8:00 AM	0	0	0	0	2	0	0	10	0	0	0	0	12
8:15 AM	0	1	0	0	0	0	0	7	0	0	1	0	9
8:30 AM	0	0	0	0	0	0	0	8	0	0	0	0	8
8:45 AM	0	0	0	1	0	0	0	8	0	0	0	0	9
Total	0	2	1	2	3	0	0	60	0	0	2	0	70

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

Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	1	3	0	0	33	0	0	2	0	40
PHF	#####	0.25	#####	0.25	0.38	#####	#####	0.83	#####	#####	0.50	#####	0.83
Movement PHF		0.25			0.50			0.83			0.50		0.83

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	5	1	1	0	0	0	2	0	0	0	0	9
4:30 PM	0	0	1	0	0	0	0	2	0	0	1	0	4
4:45 PM	0	5	0	0	0	1	0	2	0	0	1	0	9
5:00 PM	0	2	1	0	0	1	0	0	0	0	0	0	4
5:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
5:30 PM	0	4	0	0	0	0	0	1	0	0	0	0	5
5:45 PM	0	1	0	0	0	0	0	3	0	0	1	0	5
Total	0	19	3	1	0	3	0	12	0	0	3	0	41

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

Intersection PHF : **0.72**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	12	3	1	0	2	0	6	0	0	2	0	26
PHF	#####	0.6	0.75	0.25	#####	0.5	#####	0.75	#####	#####	0.5	#####	0.72
Movement PHF		0.63			0.75			0.75			0.50		0.72

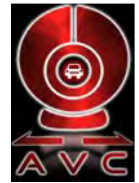
Turn Count Summary

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



Location: Nobel Drive @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	10	43	10	10	32	11	14	465	22	28	38	15	698
7:15 AM	5	65	11	5	101	22	43	258	49	14	98	20	691
7:30 AM	9	92	11	9	75	20	33	375	27	26	105	24	806
7:45 AM	17	41	8	15	68	20	50	376	37	21	150	26	829
8:00 AM	9	49	12	8	54	10	34	331	43	19	95	20	684
8:15 AM	7	46	24	13	66	20	46	342	45	20	116	36	781
8:30 AM	13	49	15	11	45	18	53	391	44	22	83	25	769
8:45 AM	12	38	13	11	46	21	40	389	51	17	94	34	766
Total	82	423	104	82	487	142	313	2,927	318	167	779	200	6,024

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

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	42	228	55	45	263	70	163	1,424	152	86	466	106	3,100
PHF	0.62	0.62	0.57	0.75	0.88	0.88	0.82	0.95	0.84	0.83	0.78	0.74	0.93
Movement PHF	0.73			0.91			0.94			0.84			0.93

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	19	280	29	12	127	115	27	102	29	55	86	67	948
4:15 PM	34	263	26	19	156	103	34	84	50	52	113	76	1,010
4:30 PM	21	251	20	15	113	65	27	77	47	54	80	69	839
4:45 PM	30	221	30	14	154	93	37	113	47	52	106	81	978
5:00 PM	30	289	25	11	70	66	37	115	27	45	50	46	811
5:15 PM	30	252	20	21	174	73	27	150	39	49	84	62	981
5:30 PM	20	333	21	11	165	65	32	64	57	53	104	43	968
5:45 PM	41	356	37	22	145	73	22	124	59	57	85	51	1,072
Total	225	2,245	208	125	1,104	653	243	829	355	417	708	495	7,607

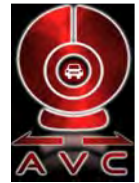
PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	121	1,230	103	65	554	277	118	453	182	204	323	202	3,832
PHF	0.74	0.864	0.696	0.739	0.796	0.949	0.797	0.755	0.771	0.895	0.776	0.815	0.89
Movement PHF	0.84			0.84			0.87			0.91			0.89

U-Turn Count Summary

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



Location: Nobel Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	2	1	0	3
8:00 AM	0	4	0	0	4
8:15 AM	0	2	3	0	5
8:30 AM	0	0	7	0	7
8:45 AM	3	3	1	1	8
Total	3	12	12	2	29

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.65**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	9	4	0	13
PHF	#DIV/0!	0.56	0.33	#DIV/0!	0.65
Movement PHF	#DIV/0!	0.56	0.33	#DIV/0!	0.65

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	2	0	2
4:15 PM	2	0	0	0	2
4:30 PM	1	0	4	0	5
4:45 PM	2	0	2	0	4
5:00 PM	0	0	4	0	4
5:15 PM	6	0	5	0	11
5:30 PM	2	0	0	0	2
5:45 PM	2	0	0	0	2
Total	15	0	17	0	32

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.43**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	10	0	9	0	19
PHF	0.42	#DIV/0!	0.45	#DIV/0!	0.43
Movement PHF	0.42	#DIV/0!	0.45	#DIV/0!	0.43

Bike Turn Count Summary

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



Location: Nobel Drive @ Genesee Avenue

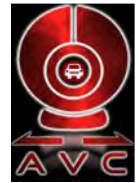
Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Nobel Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	1	0	0	1	0	0	4	1	0	0	1	8
7:15 AM	0	0	0	0	1	0	0	5	0	0	0	1	7
7:30 AM	0	1	0	1	3	1	0	9	0	0	1	0	16
7:45 AM	0	1	0	1	3	0	0	5	0	0	0	0	10
8:00 AM	0	0	0	0	0	0	0	10	0	0	1	0	11
8:15 AM	0	0	0	0	1	0	0	7	0	0	0	0	8
8:30 AM	0	2	0	0	0	0	0	7	2	0	0	1	12
8:45 AM	0	0	0	0	7	0	0	8	0	0	0	0	15
Total	0	5	0	2	16	1	0	55	3	0	2	3	87

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.77**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	8	0	0	32	2	0	1	1	46
PHF	#####	0.25	#####	#####	0.29	#####	#####	0.80	0.25	#####	0.25	0.25	0.77
Movement PHF		0.25			0.29			0.85			0.50		0.77

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	2	0	0	1	0	0	0	0	0	1	0	4
4:15 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
4:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
4:45 PM	0	9	0	0	1	0	0	2	0	0	0	0	12
5:00 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
5:15 PM	0	4	0	0	1	0	0	2	0	1	0	0	8
5:30 PM	1	2	1	0	0	0	0	1	0	0	0	0	5
5:45 PM	0	3	0	0	0	0	0	3	0	0	1	0	7
Total	1	25	1	0	6	0	0	12	0	1	2	0	48

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	17	1	0	5	0	0	5	0	1	0	0	30
PHF	0.25	0.472	0.25	#####	0.417	#####	#####	0.625	#####	0.25	#####	#####	0.63
Movement PHF		0.53			0.42			0.63			0.25		0.63

Turn Count Summary

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



Location: Decoro Street @ Genesee Avenue

Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Decoro Street @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	4	98	0	3	3	14	10	495	25	35	7	2	696
7:15 AM	12	135	0	5	10	12	31	338	54	40	2	6	645
7:30 AM	19	166	3	5	9	15	34	422	31	48	12	7	771
7:45 AM	6	122	2	9	2	12	46	447	39	50	7	8	750
8:00 AM	4	100	4	5	3	10	52	396	49	36	5	6	670
8:15 AM	8	103	1	11	2	5	30	413	20	32	5	11	641
8:30 AM	6	103	2	10	7	10	26	473	37	32	14	11	731
8:45 AM	6	109	3	8	1	3	24	462	19	28	7	10	680
Total	65	936	15	56	37	81	253	3,446	274	301	59	61	5,584

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

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	41	521	5	22	24	53	121	1,702	149	173	28	23	2,862
PHF	0.54	0.78	0.42	0.61	0.60	0.88	0.66	0.86	0.69	0.87	0.58	0.72	0.93
Movement PHF		0.75			0.85			0.93			0.84		0.93

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	19	380	6	1	3	39	12	154	21	49	3	5	692
4:15 PM	13	417	5	4	5	65	10	157	43	45	5	6	775
4:30 PM	10	371	7	2	6	70	8	151	29	40	5	2	701
4:45 PM	14	397	5	3	4	44	10	188	25	54	10	8	762
5:00 PM	15	439	2	1	4	60	2	175	37	62	8	5	810
5:15 PM	12	414	2	1	8	85	6	212	49	49	3	8	849
5:30 PM	9	488	4	10	17	65	12	140	46	56	10	3	860
5:45 PM	13	510	6	3	9	35	9	197	47	41	4	5	879
Total	105	3416	37	25	56	463	69	1,374	297	396	48	42	6,328

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	49	1851	14	15	38	245	29	724	179	208	25	21	3398
PHF	0.82	0.907	0.583	0.375	0.559	0.721	0.604	0.854	0.913	0.839	0.625	0.656	0.97
Movement PHF		0.90			0.79			0.87			0.85		0.97

U-Turn Count Summary

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



Location: Decoro Street @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	1	1	0	0	2
7:15 AM	1	0	0	1	2
7:30 AM	1	1	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	1	1	0	0	2
8:15 AM	1	0	1	0	2
8:30 AM	1	0	0	1	2
8:45 AM	1	0	0	0	1
Total	7	3	1	2	13

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.75**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	2	0	1	6
PHF	0.75	0.50	#DIV/0!	0.25	0.75
Movement PHF	0.75	0.50	#DIV/0!	0.25	0.75

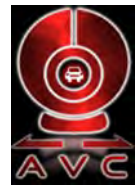
PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	2	0	0	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
Total	3	0	0	0	3

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.25**

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

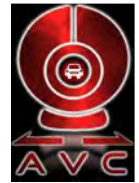
Bike Turn Count Summary

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



Location: Decoro Street @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Decoro Street @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	1	0	0	1	0	0	0	4	0	2	2	0	10
7:15 AM	0	2	0	1	0	0	0	3	0	0	1	1	8
7:30 AM	0	0	0	0	0	0	0	8	0	1	1	1	11
7:45 AM	0	0	0	0	1	0	1	5	0	0	0	0	7
8:00 AM	1	0	0	2	0	0	0	8	1	1	1	0	14
8:15 AM	1	1	0	1	0	0	0	6	0	1	1	0	11
8:30 AM	0	0	0	1	2	0	0	8	0	0	1	0	12
8:45 AM	0	0	0	1	0	0	0	7	0	0	1	0	9
Total	3	3	0	7	3	0	1	49	1	5	8	2	82

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.82**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	1	0	5	2	0	0	29	1	2	4	0	46
PHF	0.50	0.25	#####	0.63	0.25	#####	#####	0.91	0.25	0.50	1.00	#####	0.82
Movement PHF		0.38			0.58			0.83			0.75		0.82

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	1	0	0	0	0	1	0	0	1	0	0	3
4:15 PM	0	5	0	0	0	0	0	2	0	3	2	0	12
4:30 PM	0	2	0	0	0	1	0	2	1	0	3	0	9
4:45 PM	0	8	1	0	0	0	0	2	2	1	1	0	15
5:00 PM	2	2	1	0	1	0	0	0	0	1	6	0	13
5:15 PM	1	7	0	0	0	0	0	2	0	2	0	0	12
5:30 PM	0	5	0	0	0	0	0	1	0	0	0	0	6
5:45 PM	0	4	0	0	0	0	0	2	0	1	1	1	9
Total	3	34	2	0	1	1	1	11	3	9	13	1	79

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.82**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	17	2	0	1	1	0	6	3	5	12	0	49
PHF	0.25	0.531	0.5	#####	0.25	0.25	#####	0.75	0.375	0.417	0.5	#####	0.82
Movement PHF		0.58			0.50			0.56			0.61		0.82

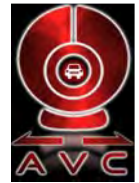
Turn Count Summary

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



Location: Centurion Square @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Centurion Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	74	70	89	0	108	108	438	0	0	0	0	887
7:15 AM	0	107	75	96	0	165	130	322	0	0	0	0	895
7:30 AM	0	216	13	22	0	15	27	465	0	0	0	0	758
7:45 AM	0	181	3	5	0	12	13	527	0	0	0	0	741
8:00 AM	0	139	7	2	0	5	15	495	0	0	0	0	663
8:15 AM	0	129	12	4	0	7	17	460	0	0	0	0	629
8:30 AM	0	141	3	2	0	10	9	533	0	0	0	0	698
8:45 AM	0	139	1	2	0	5	7	503	0	0	0	0	657
Total	0	1,126	184	222	0	327	326	3,743	0	0	0	0	5,928

AM Intersection Peak Hour : 7:00 AM - 8:00 AM

Intersection PHF : 0.92

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	578	161	212	0	300	278	1,752	0	0	0	0	3,281
PHF	#####	0.67	0.54	0.55	#####	0.45	0.53	0.83	#####	#####	#####	#####	0.92
Movement PHF		0.81			0.49			0.93		#DIV/0!			0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	460	8	9	0	19	26	178	0	0	0	0	700
4:15 PM	0	516	8	4	0	18	16	203	0	0	0	0	765
4:30 PM	0	468	7	12	0	29	23	170	0	0	0	0	709
4:45 PM	0	480	12	6	0	26	16	214	0	0	0	0	754
5:00 PM	0	553	5	4	0	19	14	207	0	0	0	0	802
5:15 PM	0	539	7	9	0	13	11	256	0	0	0	0	835
5:30 PM	0	602	7	3	0	24	9	195	0	0	0	0	840
5:45 PM	0	572	10	6	0	27	12	243	0	0	0	0	870
Total	0	4190	64	53	0	175	127	1,666	0	0	0	0	6,275

PM Intersection Peak Hour : 5:00 PM - 6:00 PM

Intersection PHF : 0.96

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2266	29	22	0	83	46	901	0	0	0	0	3347
PHF	#####	0.941	0.725	0.611	#####	0.769	0.821	0.88	#####	#####	#####	#####	0.96
Movement PHF		0.94			0.80			0.89		#DIV/0!			0.96

U-Turn Count Summary

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



Location: Centurion Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	3	0	0	0	3
7:15 AM	5	0	0	0	5
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	0	1	0	1
Total	9	0	1	0	10

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.40**

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

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

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.63**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	12	2	1	0	15
PHF	0.56	#DIV/0!	0.5	#DIV/0!	0.63
Movement PHF	0.56	#DIV/0!	0.50	#DIV/0!	0.63

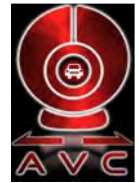
Bike Turn Count Summary

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



Location: Centurion Square @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Centurion Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	1	1	0	0	0	0	4	0	0	0	0	6
7:15 AM	0	1	1	0	0	0	0	3	0	0	0	0	5
7:30 AM	0	1	0	1	0	0	0	7	0	0	0	0	9
7:45 AM	0	0	0	0	0	0	0	6	0	0	0	0	6
8:00 AM	0	1	0	0	0	0	0	9	0	0	0	0	10
8:15 AM	0	2	0	0	0	0	0	6	0	0	0	0	8
8:30 AM	0	0	0	0	0	0	0	8	0	0	0	0	8
8:45 AM	0	0	0	0	0	0	0	7	0	0	0	0	7
Total	0	6	2	1	0	0	0	50	0	0	0	0	59

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

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	1	0	0	0	28	0	0	0	0	33
PHF	#####	0.50	#####	0.25	#####	#####	#####	0.78	#####	#####	#####	#####	0.83
Movement PHF		0.50			0.25			0.78		#DIV/0!			0.83

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	8	0	0	0	0	0	2	0	0	0	0	10
4:30 PM	0	3	0	1	0	0	0	2	0	0	0	0	6
4:45 PM	0	9	0	0	0	0	3	4	0	0	0	0	16
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	9	0	0	0	0	0	2	0	0	0	0	11
5:30 PM	0	4	1	0	0	0	0	1	0	0	0	0	6
5:45 PM	0	4	1	0	0	0	0	2	0	0	0	0	7
Total	0	41	3	1	0	0	3	13	0	0	0	0	61

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.56**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	24	0	1	0	0	3	8	0	0	0	0	36
PHF	#####	0.667	#####	0.25	#####	#####	0.25	0.5	#####	#####	#####	#####	0.56
Movement PHF		0.67			0.25			0.39		#DIV/0!			0.56

Turn Count Summary

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



Location: Governor Drive @ Genesee Avenue

Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Governor Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	38	147	35	78	42	48	24	356	12	16	66	139	1,001
7:15 AM	84	132	59	70	42	52	43	306	8	22	63	118	999
7:30 AM	63	115	51	48	67	41	99	317	10	41	76	68	996
7:45 AM	71	105	35	53	85	99	57	370	24	63	101	122	1,185
8:00 AM	31	97	26	35	45	57	68	349	22	73	88	95	986
8:15 AM	28	130	34	62	49	63	65	320	12	22	48	73	906
8:30 AM	43	89	38	53	37	44	96	346	30	25	68	72	941
8:45 AM	43	94	36	33	40	50	68	381	19	30	57	80	931
Total	401	909	314	432	407	454	520	2,745	137	292	567	767	7,945

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

Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	256	499	180	249	236	240	223	1,349	54	142	306	447	4,181
PHF	0.76	0.85	0.76	0.80	0.69	0.61	0.56	0.91	0.56	0.56	0.76	0.80	0.88
Movement PHF	0.85			0.76			0.90			0.78			0.88

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	79	330	52	14	54	51	43	110	24	22	82	56	917
4:15 PM	72	360	84	40	67	76	48	117	42	32	53	49	1,040
4:30 PM	83	283	76	45	97	68	64	84	43	34	92	56	1,025
4:45 PM	64	333	102	35	81	69	58	127	34	16	60	42	1,021
5:00 PM	110	357	97	22	67	84	49	135	36	31	66	49	1,103
5:15 PM	95	301	86	37	102	79	73	133	45	24	72	57	1,104
5:30 PM	123	399	104	29	77	82	60	132	54	39	63	35	1,197
5:45 PM	136	319	110	26	88	65	68	111	30	24	78	53	1,108
Total	762	2682	711	248	633	574	463	949	308	222	566	397	8,515

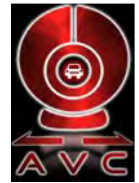
PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	464	1376	397	114	334	310	250	511	165	118	279	194	4512
PHF	0.85	0.862	0.902	0.77	0.819	0.923	0.856	0.946	0.764	0.756	0.894	0.851	0.94
Movement PHF	0.89			0.87			0.92			0.95			0.94

U-Turn Count Summary

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



Location: Governor Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	5	2	7
7:15 AM	1	2	4	0	7
7:30 AM	0	3	4	3	10
7:45 AM	0	2	4	3	9
8:00 AM	3	2	0	0	5
8:15 AM	1	1	0	0	2
8:30 AM	0	1	1	0	2
8:45 AM	0	1	1	0	2
Total	5	12	19	8	44

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.83**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	7	17	8	33
PHF	0.25	0.58	0.85	0.67	0.83
Movement PHF	0.25	0.58	0.85	0.67	0.83

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	1	0	0	0	1
4:15 PM	2	0	1	0	3
4:30 PM	1	1	1	0	3
4:45 PM	3	2	7	0	12
5:00 PM	5	0	8	1	14
5:15 PM	0	4	8	0	12
5:30 PM	0	0	5	0	5
5:45 PM	0	0	3	0	3
Total	12	7	33	1	53

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.61**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	5	4	24	1	34
PHF	0.25	0.25	0.75	0.25	0.61
Movement PHF	0.25	0.25	0.75	0.25	0.61

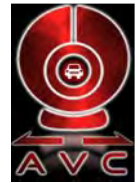
Bike Turn Count Summary

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



Location: Governor Drive @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Governor Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	1	0	1	0	0	0	3	0	0	0	0	5
7:15 AM	0	0	0	1	2	0	0	2	0	0	1	0	6
7:30 AM	0	0	1	1	0	0	0	5	0	0	0	0	7
7:45 AM	0	0	0	2	1	0	0	0	0	0	1	1	5
8:00 AM	1	0	0	2	0	0	0	3	0	0	0	0	6
8:15 AM	0	0	1	1	1	1	0	3	0	0	0	1	8
8:30 AM	0	0	1	0	0	0	0	3	0	0	0	0	4
8:45 AM	1	0	1	0	0	0	0	1	0	0	0	5	8
Total	2	1	4	8	4	1	0	20	0	0	2	7	49

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.81**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	0	2	6	2	1	0	11	0	0	1	2	26
PHF	0.25	#####	0.50	0.75	0.50	0.25	#####	0.55	#####	#####	0.25	0.50	0.81
Movement PHF		0.75			0.75			0.55			0.38		0.81

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	1	0	0	0	0	0	0	0	1	1	3
4:15 PM	2	3	0	0	0	0	2	0	0	0	6	0	13
4:30 PM	2	0	1	0	0	0	0	0	0	0	2	0	5
4:45 PM	0	1	2	0	1	0	0	2	0	0	1	0	7
5:00 PM	0	3	0	0	0	1	0	2	0	0	0	0	6
5:15 PM	0	4	1	0	1	0	0	1	0	0	3	0	10
5:30 PM	0	1	1	1	3	0	0	0	0	0	1	0	7
5:45 PM	1	2	0	1	1	0	1	1	0	0	1	0	8
Total	5	14	6	2	6	1	3	6	0	0	15	1	59

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.60**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	4	7	3	0	1	1	2	4	0	0	9	0	31
PHF	0.50	0.583	0.375	#####	0.25	0.25	0.25	0.5	#####	#####	0.375	#####	0.60
Movement PHF		0.70			0.50			0.75			0.38		0.60

Turn Count Summary

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



Location: SR-52 WB Ramps @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: SR-52 WB Ramps @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	22	153	0	149	0	0	0	319	84	25	0	0	752
7:15 AM	31	185	0	140	0	0	0	206	116	34	0	0	712
7:30 AM	29	225	0	219	0	0	0	264	100	35	0	0	872
7:45 AM	29	272	0	238	0	0	0	291	120	29	0	0	979
8:00 AM	21	228	0	202	0	0	0	153	119	26	0	0	749
8:15 AM	34	162	0	193	0	0	0	234	81	41	0	0	745
8:30 AM	26	138	0	172	0	0	0	235	93	25	0	0	689
8:45 AM	32	173	0	194	0	0	0	341	73	34	0	0	847
Total	224	1,536	0	1,507	0	0	0	2,043	786	249	0	0	6,345

AM Intersection Peak Hour : 7:30 AM - 8:30 AM

Intersection PHF : 0.85

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	113	887	0	852	0	0	0	942	420	131	0	0	3,345
PHF	0.83	0.82	#####	0.89	#####	#####	#####	0.81	0.88	0.80	#####	#####	0.85
Movement PHF		0.83			0.89			0.83			0.80		0.85

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	75	404	0	88	0	0	0	143	54	70	0	0	834
4:15 PM	69	393	0	90	0	0	0	94	69	66	0	0	781
4:30 PM	71	338	0	71	0	0	0	105	69	85	0	0	739
4:45 PM	63	456	0	77	0	0	0	147	68	84	0	0	895
5:00 PM	74	412	0	97	0	0	0	130	74	84	0	0	871
5:15 PM	96	365	0	87	0	0	0	106	74	130	0	0	858
5:30 PM	105	325	0	90	0	0	0	72	115	124	0	0	831
5:45 PM	97	380	0	83	0	0	0	92	79	107	0	0	838
Total	650	3073	0	683	0	0	0	889	602	750	0	0	6,647

PM Intersection Peak Hour : 4:45 PM - 5:45 PM

Intersection PHF : 0.97

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	338	1558	0	351	0	0	0	455	331	422	0	0	3455
PHF	0.80	0.854	#####	0.905	#####	#####	#####	0.774	0.72	0.812	#####	#####	0.97
Movement PHF		0.91			0.90			0.91			0.81		0.97

U-Turn Count Summary

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



Location: SR-52 WB Ramps @ Genesee Avenue

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

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **#DIV/0!**

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

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

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **#DIV/0!**

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

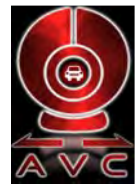
Bike Turn Count Summary

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



Location: SR-52 WB Ramps @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: SR-52 WB Ramps @ Genesee Avenue

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

AM Intersection Peak Hour : 7:00 AM - 8:00 AM

Intersection PHF : 0.45

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	0	0	0	0	8	0	0	0	0	9
PHF	#####	0.25	#####	#####	#####	#####	#####	0.50	#####	#####	#####	#####	0.45
Movement PHF		0.25		#DIV/0!				0.50		#DIV/0!			0.45

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
4:45 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
5:30 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	12	0	0	0	0	0	10	0	0	0	0	22

PM Intersection Peak Hour : 4:30 PM - 5:30 PM

Intersection PHF : 0.75

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	7	0	0	0	0	0	8	0	0	0	0	15
PHF	#####	0.583	#####	#####	#####	#####	#####	0.667	#####	#####	#####	#####	0.75
Movement PHF		0.58		#DIV/0!				0.67		#DIV/0!			0.75

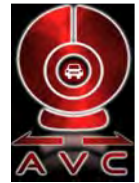
Turn Count Summary

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



Location: SR-52 EB On/Off Ramps @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: SR-52 EB On/Off Ramps @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	91	84	78	0	17	136	322	0	0	0	0	728
7:15 AM	0	112	105	52	0	20	138	268	0	0	0	0	695
7:30 AM	0	126	132	38	0	30	193	324	0	0	0	0	843
7:45 AM	0	179	121	31	0	48	193	379	0	0	0	0	951
8:00 AM	0	143	110	41	0	23	172	230	0	0	0	0	719
8:15 AM	0	133	69	60	0	31	163	254	0	0	0	0	710
8:30 AM	0	88	75	57	0	28	124	271	0	0	0	0	643
8:45 AM	0	135	72	94	0	41	165	320	0	0	0	0	827
Total	0	1,007	768	451	0	238	1,284	2,368	0	0	0	0	6,116

AM Intersection Peak Hour : 7:30 AM - 8:30 AM

Intersection PHF : 0.85

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	581	432	170	0	132	721	1,187	0	0	0	0	3,223
PHF	#####	0.81	0.82	0.71	#####	0.69	0.93	0.78	#####	#####	#####	#####	0.85
Movement PHF		0.84			0.83			0.83		#DIV/0!			0.85

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	276	198	54	0	57	112	143	0	0	0	0	840
4:15 PM	0	286	173	35	0	76	92	128	0	0	0	0	790
4:30 PM	0	260	163	68	0	52	78	106	0	0	0	0	727
4:45 PM	0	301	239	67	0	100	89	148	0	0	0	0	944
5:00 PM	0	308	188	47	0	65	74	157	0	0	0	0	839
5:15 PM	0	311	184	52	0	111	79	128	0	0	0	0	865
5:30 PM	0	300	149	59	0	76	58	128	0	0	0	0	770
5:45 PM	0	327	160	58	0	75	57	113	0	0	0	0	790
Total	0	2369	1454	440	0	612	639	1,051	0	0	0	0	6,565

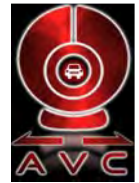
PM Intersection Peak Hour : 4:45 PM - 5:45 PM

Intersection PHF : 0.91

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1220	760	225	0	352	300	561	0	0	0	0	3418
PHF	#####	0.981	0.795	0.84	#####	0.793	0.843	0.893	#####	#####	#####	#####	0.91
Movement PHF		0.92			0.86			0.91		#DIV/0!			0.91

U-Turn Count Summary

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



Location: SR-52 EB On/Off Ramps @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	3	0	0	1	4
7:15 AM	2	0	0	0	2
7:30 AM	2	0	0	0	2
7:45 AM	1	0	0	0	1
8:00 AM	1	0	0	0	1
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
Total	10	0	0	1	11

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

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	5	0	0	0	5
PHF	0.63	#DIV/0!	#DIV/0!	#DIV/0!	0.63
Movement PHF	0.63	#DIV/0!	#DIV/0!	#DIV/0!	0.63

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

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **#DIV/0!**

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

Bike Turn Count Summary

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



Location: SR-52 EB On/Off Ramps @ Genesee Avenue

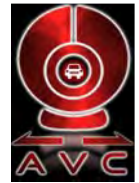
Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: SR-52 EB On/Off Ramps @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:30 AM	0	1	0	0	0	0	0	4	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
8:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	2	0	0	0	0	1	15	0	0	0	0	18

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

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	0	0	0	1	8	0	0	0	0	10
PHF	#####	0.25	#####	#####	#####	#####	0.25	0.50	#####	#####	#####	#####	0.50
Movement PHF		0.25		#DIV/0!				0.56		#DIV/0!			0.50

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
4:45 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
5:30 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	12	0	0	0	0	0	10	0	0	0	0	22

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

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	7	0	0	0	0	0	8	0	0	0	0	15
PHF	#####	0.583	#####	#####	#####	#####	#####	0.667	#####	#####	#####	#####	0.75
Movement PHF		0.58		#DIV/0!				0.67		#DIV/0!			0.75

Turn Count Summary

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



Location: Lehrer Drive @ Genesee Avenue
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Lehrer Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	20	79	9	66	4	6	3	281	1	11	9	111	600
7:15 AM	16	106	10	54	4	7	3	258	7	8	11	94	578
7:30 AM	17	123	16	74	14	9	1	355	4	13	1	88	715
7:45 AM	22	198	7	63	4	5	3	405	1	10	8	104	830
8:00 AM	19	137	10	72	4	6	3	215	2	13	8	115	604
8:15 AM	17	134	13	67	15	11	1	267	3	9	1	83	621
8:30 AM	16	90	10	51	4	6	3	259	7	7	11	85	549
8:45 AM	24	148	4	45	9	2	5	362	20	11	2	78	710
Total	151	1,015	79	492	58	52	22	2,402	45	82	51	758	5,207

AM Intersection Peak Hour : 7:30 AM - 8:30 AM

Intersection PHF : 0.83

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	75	592	46	276	37	31	8	1,242	10	45	18	390	2,770
PHF	0.85	0.75	0.72	0.93	0.62	0.70	0.67	0.77	0.63	0.87	0.56	0.85	0.83
Movement PHF		0.79			0.89			0.77			0.83		0.83

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	68	228	37	20	9	7	3	185	12	9	27	50	655
4:15 PM	53	270	39	15	11	3	7	168	15	11	15	37	644
4:30 PM	74	205	33	15	8	5	4	132	11	10	9	37	543
4:45 PM	51	311	39	13	10	3	7	187	15	14	15	37	702
5:00 PM	64	275	31	21	9	7	3	157	12	9	27	50	665
5:15 PM	62	327	33	16	7	5	5	139	14	13	25	52	698
5:30 PM	70	267	38	13	11	9	2	131	11	8	18	41	619
5:45 PM	94	265	43	14	4	9	3	128	8	12	8	28	616
Total	536	2,148	293	127	69	48	34	1,227	98	86	144	332	5,142

PM Intersection Peak Hour : 4:45 PM - 5:45 PM

Intersection PHF : 0.96

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	247	1,180	141	63	37	24	17	614	52	44	85	180	2,684
PHF	0.88	0.902	0.904	0.75	0.841	0.667	0.607	0.821	0.867	0.786	0.787	0.865	0.96
Movement PHF		0.93			0.84			0.82			0.86		0.96

U-Turn Count Summary

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



Location: Lehrer Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	1	0	0	1
7:15 AM	0	2	1	0	3
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	2	0	0	2
8:15 AM	0	0	1	0	1
8:30 AM	0	2	1	0	3
8:45 AM	0	0	2	0	2
Total	0	7	6	0	13

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

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

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

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.42**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	2	0	0	5
PHF	0.33	0.25	#DIV/0!	#DIV/0!	0.42
Movement PHF	0.33	0.25	#DIV/0!	#DIV/0!	0.42

Bike Turn Count Summary

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



Location: Lehrer Drive @ Genesee Avenue

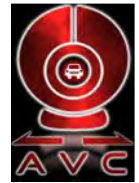
Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Lehrer Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	1	0	1	1	0	0	0	0	3
7:15 AM	0	0	0	0	1	0	0	2	0	0	0	0	3
7:30 AM	0	1	0	1	0	1	1	1	0	0	0	2	7
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
8:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	2	0	1	2	1	2	13	0	0	0	2	23

AM Intersection Peak Hour : 7:00 AM - 8:00 AM

Intersection PHF : 0.50

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	1	2	1	2	5	0	0	0	2	14
PHF	#####	0.25	#####	0.25	0.50	0.25	0.50	0.63	#####	#####	#####	0.25	0.50
Movement PHF		0.25			0.50			0.88			0.25		0.50

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
4:45 PM	0	2	0	0	0	0	0	3	0	0	1	0	6
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
5:30 PM	0	3	0	0	0	0	0	1	0	0	2	0	6
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	12	0	0	0	0	0	10	0	0	3	0	25

PM Intersection Peak Hour : 4:45 PM - 5:45 PM

Intersection PHF : 0.75

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	9	0	0	0	0	0	6	0	0	3	0	18
PHF	#####	0.75	#####	#####	#####	#####	#####	0.5	#####	#####	0.375	#####	0.75
Movement PHF		0.75			#DIV/0!			0.50			0.38		0.75

Turn Count Summary

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



Location: La Jolla Village Drive @ Torrey Pines Road

Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		116	253	131	25	0	39	564
7:15 AM		270	122	181	42	7	33	655
7:30 AM		310	130	252	38	8	42	780
7:45 AM		417	250	285	36	12	83	1,083
8:00 AM		343	239	199	48	11	72	912
8:15 AM		319	267	212	70	9	106	983
8:30 AM		386	248	303	55	15	75	1,082
8:45 AM		353	231	243	72	17	91	1,007
Total		2,514	1,740	1,806	386	79	541	7,066

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

Intersection PHF : **0.94**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1,465	1,004	999	209	47	336	4,060
PHF		0.88	0.94	0.82	0.75	0.78	0.79	0.94
Movement PHF		0.93			0.84		0.83	0.94

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		141	248	209	21	42	342	1,003
4:15 PM		127	197	176	16	58	357	931
4:30 PM		150	232	166	18	71	370	1,007
4:45 PM		231	264	220	28	61	393	1,197
5:00 PM		147	290	185	14	69	411	1,116
5:15 PM		139	252	182	29	78	357	1,037
5:30 PM		144	289	215	25	64	301	1,038
5:45 PM		197	278	212	20	41	308	1,056
Total		1,276	2,050	1,565	171	484	2,839	8,385

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

Intersection PHF : **0.92**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		661	1095	802	96	272	1462	4388
PHF		0.715	0.944	0.911	0.828	0.872	0.889	0.92
Movement PHF		0.89			0.91		0.90	0.92

U-Turn Count Summary

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



Location: La Jolla Village Drive @ Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM		0	0	1	1
7:15 AM		10	0	0	10
7:30 AM		0	0	0	0
7:45 AM		0	0	0	0
8:00 AM		0	0	0	0
8:15 AM		0	1	0	1
8:30 AM		0	0	0	0
8:45 AM		0	0	0	0
Total		10	1	1	12

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

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

PM Period (4:00 PM - 6:00 PM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM		0	3	0	3
4:15 PM		0	3	0	3
4:30 PM		0	1	0	1
4:45 PM		0	3	0	3
5:00 PM		1	0	0	1
5:15 PM		0	0	0	0
5:30 PM		0	2	0	2
5:45 PM		0	0	0	0
Total		1	12	0	13

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

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		1	5	0	6
PHF		0.25	0.416666667	#DIV/0!	0.50
Movement PHF		0.25	0.42	#DIV/0!	0.50

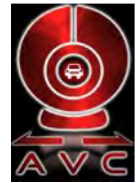
Bike Turn Count Summary

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



Location: La Jolla Village Drive @ Torrey Pines Road
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		1	0	0	0	0	0	1
7:15 AM		1	0	0	0	0	0	1
7:30 AM		1	0	2	1	0	2	6
7:45 AM		0	0	3	2	0	1	6
8:00 AM		0	0	1	0	0	1	2
8:15 AM		3	0	0	0	0	0	3
8:30 AM		1	0	0	2	0	0	3
8:45 AM		1	0	6	3	0	2	12
Total		8	0	12	8	0	6	34

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

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		5	0	7	5	0	3	20
PHF		0.42	#####	0.29	0.42	#####	0.38	0.42
Movement PHF		0.42		0.33		0.38		0.42

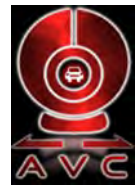
PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		0	0	1	0	0	3	4
4:15 PM		1	0	0	1	1	1	4
4:30 PM		0	0	1	0	1	1	3
4:45 PM		0	0	1	0	1	1	3
5:00 PM		0	0	0	0	0	6	6
5:15 PM		0	0	0	1	3	4	8
5:30 PM		0	0	0	0	0	3	3
5:45 PM		0	0	0	0	1	4	5
Total		1	0	3	2	7	23	36

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.69**

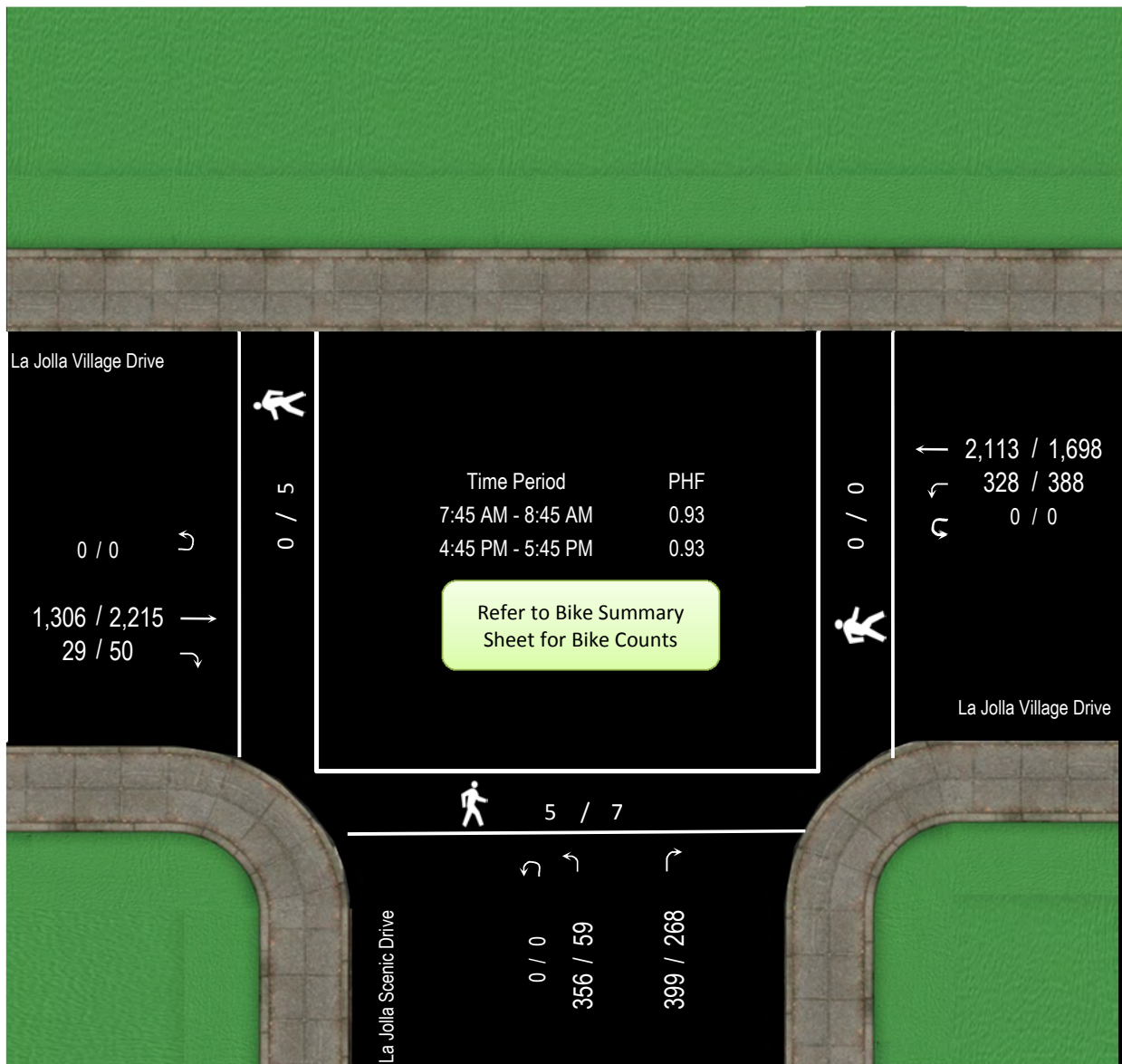
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		0	0	0	1	4	17	22
PHF		#####	#####	#####	0.25	0.333	0.708	0.69
Movement PHF		#DIV/0!		0.25		0.75		0.69

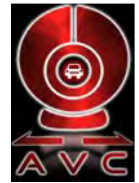
Turn Count Summary

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



Location: La Jolla Village Drive @ La Jolla Scenic Drive
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: La Jolla Village Drive @ La Jolla Scenic Drive

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		327	23	49	42	2	168	611
7:15 AM		337	27	56	65	3	221	709
7:30 AM		351	33	65	89	3	291	832
7:45 AM		586	50	68	81	6	362	1,153
8:00 AM		475	109	77	107	7	264	1,039
8:15 AM		492	116	106	94	10	308	1,126
8:30 AM		560	53	148	74	6	372	1,213
8:45 AM		510	39	70	74	5	329	1,027
Total		3,638	450	639	626	42	2,315	7,710

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.93**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		2,113	328	399	356	29	1,306	4,531
PHF		0.90	0.71	0.67	0.83	0.73	0.88	0.93
Movement PHF		0.96			0.85		0.88	0.93

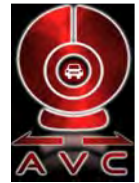
PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		369	58	69	20	12	539	1,067
4:15 PM		318	68	43	6	18	515	968
4:30 PM		371	75	59	11	11	525	1,052
4:45 PM		480	88	60	15	8	605	1,256
5:00 PM		422	104	83	16	12	585	1,222
5:15 PM		380	96	56	11	14	525	1,082
5:30 PM		416	100	69	17	16	500	1,118
5:45 PM		464	81	68	11	8	512	1,144
Total		3,220	670	507	107	99	4,306	8,909

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.93**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1698	388	268	59	50	2215	4678
PHF		0.884	0.933	0.807	0.868	0.781	0.915	0.93
Movement PHF		0.92			0.83		0.92	0.93

U-Turn Count Summary

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



Location: La Jolla Village Drive @ La Jolla Scenic Drive

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

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **#DIV/0!**

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

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

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **#DIV/0!**

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

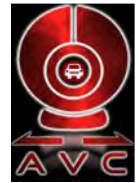
Bike Turn Count Summary

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



Location: La Jolla Village Drive @ La Jolla Scenic Drive
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: La Jolla Village Drive @ La Jolla Scenic Drive

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		1	0	0	0	0	0	1
7:15 AM		0	0	0	1	0	1	2
7:30 AM		1	0	2	0	0	4	7
7:45 AM		1	0	0	0	0	4	5
8:00 AM		1	0	0	0	0	2	3
8:15 AM		3	0	0	0	0	2	5
8:30 AM		1	0	0	0	0	2	3
8:45 AM		1	0	0	0	0	8	9
Total		9	0	2	1	0	23	35

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.71**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		6	0	2	0	0	12	20
PHF		0.50	#####	0.25	#####	#####	0.75	0.71
Movement PHF		0.50			0.25		0.75	0.71

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		0	0	0	0	0	4	4
4:15 PM		1	0	0	0	1	0	2
4:30 PM		1	0	0	0	0	2	3
4:45 PM		0	0	0	0	0	2	2
5:00 PM		0	0	0	0	1	5	6
5:15 PM		0	0	0	0	0	4	4
5:30 PM		1	0	0	0	0	3	4
5:45 PM		0	0	0	0	0	4	4
Total		3	0	0	0	2	24	29

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1	0	0	0	1	16	18
PHF		0.25	#####	#####	#####	0.25	0.8	0.75
Movement PHF		0.25			#DIV/0!		0.71	0.75

Turn Count Summary

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



Location: La Jolla Village Drive EB Ramp @ Gilman Drive

Date of Count: Tuesday, May 05, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive EB Ramp @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	15	7	0	0	0	11	171	0	33	0	7	244
7:15 AM	0	20	13	0	0	0	19	157	0	34	0	7	250
7:30 AM	0	15	12	0	0	0	24	154	1	41	0	10	257
7:45 AM	0	29	16	0	0	0	25	257	0	51	0	14	392
8:00 AM	1	25	15	0	0	0	29	244	0	46	0	6	366
8:15 AM	0	41	7	0	0	0	22	234	0	75	0	9	388
8:30 AM	0	28	7	0	0	0	26	200	0	112	3	14	390
8:45 AM	0	37	8	0	0	0	31	191	0	58	0	15	340
Total	1	210	85	0	0	0	187	1,608	1	450	3	82	2,627

AM Intersection Peak Hour : 7:45 AM - 8:45 AM

Intersection PHF : 0.98

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	123	45	0	0	0	102	935	0	284	3	43	1,536
PHF	0.25	0.75	0.70	#####	#####	#####	0.88	0.91	#####	0.63	0.25	0.77	0.98
Movement PHF		0.88		#DIV/0!				0.92			0.64		0.98

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	181	40	0	0	0	7	58	0	152	0	4	442
4:15 PM	0	171	33	0	0	0	10	77	0	188	2	2	483
4:30 PM	0	184	52	0	0	0	14	106	0	181	0	4	541
4:45 PM	0	204	49	0	0	0	17	87	0	168	1	5	531
5:00 PM	0	184	54	0	0	0	10	82	0	179	0	2	511
5:15 PM	0	176	66	0	0	0	9	75	0	170	3	3	502
5:30 PM	0	156	34	0	0	0	19	83	0	163	0	5	460
5:45 PM	4	109	25	0	0	0	8	67	0	185	2	5	405
Total	4	1365	353	0	0	0	94	635	0	1,386	8	30	3,875

PM Intersection Peak Hour : 4:30 PM - 5:30 PM

Intersection PHF : 0.96

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	748	221	0	0	0	50	350	0	698	4	14	2085
PHF	#####	0.917	0.837	#####	#####	#####	0.735	0.825	#####	0.964	0.333	0.7	0.96
Movement PHF		0.96		#DIV/0!				0.83			0.97		0.96

U-Turn Count Summary

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



Location: La Jolla Village Drive EB Ramp @ Gilman Drive

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

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **#DIV/0!**

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

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

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.25**

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

Bike Turn Count Summary

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



Location: La Jolla Village Drive EB Ramp @ Gilman Drive

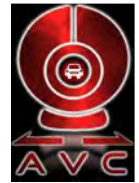
Date of Count: Tuesday, May 05, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive EB Ramp @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	1	0	0	0	0	0	5	0	0	0	0	6
7:15 AM	0	0	0	0	0	0	0	8	0	0	0	0	8
7:30 AM	0	1	0	0	0	0	0	16	0	3	0	0	20
7:45 AM	0	0	0	0	0	0	0	8	0	0	0	0	8
8:00 AM	0	0	0	0	0	0	0	10	0	0	0	0	10
8:15 AM	0	1	0	0	0	0	0	17	0	0	0	0	18
8:30 AM	0	1	0	0	0	0	0	12	0	0	0	0	13
8:45 AM	0	0	1	0	0	0	0	18	0	1	0	0	20
Total	0	4	1	0	0	0	0	94	0	4	0	0	103

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

Intersection PHF : **0.76**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	1	0	0	0	0	57	0	1	0	0	61
PHF	#####	0.50	0.25	#####	#####	#####	#####	0.79	#####	0.25	#####	#####	0.76
Movement PHF		0.75		#DIV/0!				0.79			0.25		0.76

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	5	0	0	0	0	0	4	0	5	1	0	15
4:15 PM	0	5	0	0	0	0	0	2	0	2	0	0	9
4:30 PM	0	7	0	0	0	0	0	5	0	1	0	0	13
4:45 PM	0	7	0	0	0	0	0	3	0	1	0	0	11
5:00 PM	0	6	0	0	0	0	0	3	0	2	0	0	11
5:15 PM	0	4	0	0	0	0	0	2	0	2	0	0	8
5:30 PM	0	19	0	0	0	0	0	2	0	2	0	0	23
5:45 PM	0	15	0	0	0	0	0	1	0	3	0	0	19
Total	0	68	0	0	0	0	0	22	0	18	1	0	109

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.66**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	44	0	0	0	0	0	8	0	9	0	0	61
PHF	#####	0.579	#####	#####	#####	#####	#####	0.667	#####	0.75	#####	#####	0.66
Movement PHF		0.58		#DIV/0!				0.67			0.75		0.66

Turn Count Summary

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



Location: La Jolla Village Drive WB Ramp @ Gilman Drive

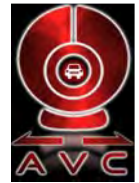
Date of Count: Tuesday, May 05, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive WB Ramp @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	1	14	0	39	0	6	0	80	96	0	0	0	236
7:15 AM	5	21	0	36	0	11	0	96	67	0	0	0	236
7:30 AM	6	24	0	48	0	2	0	92	71	0	0	0	243
7:45 AM	6	35	0	55	0	10	0	178	93	0	0	0	377
8:00 AM	5	35	0	41	0	5	0	125	124	0	0	0	335
8:15 AM	3	27	0	46	0	21	0	122	121	0	0	0	340
8:30 AM	3	22	0	51	0	13	0	139	75	0	0	0	303
8:45 AM	2	40	0	52	0	2	0	137	66	0	0	0	299
Total	31	218	0	368	0	70	0	969	713	0	0	0	2,369

AM Intersection Peak Hour : 7:45 AM - 8:45 AM

Intersection PHF : 0.90

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	17	119	0	193	0	49	0	564	413	0	0	0	1,355
PHF	0.71	0.85	#####	0.88	#####	0.58	#####	0.79	0.83	#####	#####	#####	0.90
Movement PHF		0.83			0.90			0.90			#DIV/0!		0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	10	215	0	22	0	7	0	34	29	0	0	0	317
4:15 PM	10	191	0	14	1	13	0	56	23	0	0	0	308
4:30 PM	5	215	0	20	0	20	0	55	54	0	0	0	369
4:45 PM	7	229	0	28	0	24	0	47	45	0	0	0	380
5:00 PM	12	221	0	28	0	17	0	41	43	0	0	0	362
5:15 PM	7	224	0	19	0	17	0	36	41	0	0	0	344
5:30 PM	9	165	0	20	0	23	0	42	44	0	0	0	303
5:45 PM	11	117	0	23	0	20	0	30	41	0	0	0	242
Total	71	1577	0	174	1	141	0	341	320	0	0	0	2,625

PM Intersection Peak Hour : 4:30 PM - 5:30 PM

Intersection PHF : 0.96

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	31	889	0	95	0	78	0	179	183	0	0	0	1455
PHF	0.65	0.971	#####	0.848	#####	0.813	#####	0.814	0.847	#####	#####	#####	0.96
Movement PHF		0.97			0.83			0.83			#DIV/0!		0.96

U-Turn Count Summary

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



Location: La Jolla Village Drive WB Ramp @ Gilman Drive

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

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.50**

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

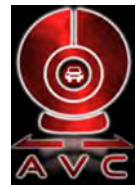
PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	0	0	2	0	2
5:45 PM	0	0	1	0	1
Total	0	0	5	0	5

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

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

Bike Turn Count Summary

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



Location: La Jolla Village Drive WB Ramp @ Gilman Drive

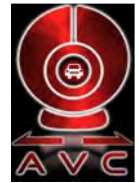
Date of Count: Tuesday, May 05, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive WB Ramp @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	1	0	2	0	0	0	4	1	0	0	0	8
7:15 AM	0	0	0	0	0	0	0	8	0	0	0	0	8
7:30 AM	0	1	0	0	0	0	0	15	1	0	0	1	18
7:45 AM	0	0	0	0	0	0	0	8	0	0	0	0	8
8:00 AM	0	0	0	2	0	0	0	9	1	0	0	0	12
8:15 AM	0	1	0	1	0	0	0	16	1	0	0	0	19
8:30 AM	0	1	0	0	1	0	0	12	0	0	0	0	14
8:45 AM	0	1	0	0	0	0	0	17	1	0	0	0	19
Total	0	5	0	5	1	0	0	89	5	0	0	1	106

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

Intersection PHF : **0.84**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	0	3	1	0	0	54	3	0	0	0	64
PHF	#####	0.75	#####	0.38	0.25	#####	#####	0.79	0.75	#####	#####	#####	0.84
Movement PHF		0.75			0.50			0.79			#DIV/0!		0.84

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	5	0	0	0	0	0	4	0	0	0	0	9
4:15 PM	0	5	0	0	1	0	0	2	0	0	0	0	8
4:30 PM	0	7	0	0	0	0	0	4	1	0	0	0	12
4:45 PM	0	7	0	0	0	0	0	3	0	0	0	0	10
5:00 PM	0	6	0	0	0	0	0	3	0	0	0	0	9
5:15 PM	0	4	0	0	0	0	0	2	0	0	0	0	6
5:30 PM	0	19	0	0	0	0	0	2	0	0	0	0	21
5:45 PM	0	15	0	0	0	0	0	1	0	0	0	0	16
Total	0	68	0	0	1	0	0	21	1	0	0	0	91

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.62**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	44	0	0	0	0	0	8	0	0	0	0	52
PHF	#####	0.579	#####	#####	#####	#####	#####	0.667	#####	#####	#####	#####	0.62
Movement PHF		0.58			#DIV/0!			0.67			#DIV/0!		0.62

Turn Count Summary

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



Location: La Jolla Village Drive @ Villa La Jolla Drive

Date of Count: Wednesday, May 06, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Villa La Jolla Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	6	3	44	131	299	48	14	50	35	5	184	17	836
7:15 AM	0	3	29	88	351	44	36	43	27	11	275	27	934
7:30 AM	3	5	32	53	422	40	30	43	31	8	352	28	1,047
7:45 AM	2	13	48	87	466	63	42	47	53	7	350	29	1,207
8:00 AM	1	26	64	95	380	78	52	50	69	6	351	33	1,205
8:15 AM	4	3	57	91	463	60	60	36	49	3	319	21	1,166
8:30 AM	7	9	63	128	464	108	126	47	81	14	282	32	1,361
8:45 AM	13	12	84	120	484	78	73	34	97	5	251	35	1,286
Total	36	74	421	793	3,329	519	433	350	442	59	2,364	222	9,042

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

Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	25	50	268	434	1,791	324	311	167	296	28	1,203	121	5,018
PHF	0.48	0.48	0.80	0.85	0.93	0.75	0.62	0.84	0.76	0.50	0.86	0.86	0.92
Movement PHF	0.79			0.91			0.76			0.87			0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	23	83	166	56	259	103	140	24	116	20	635	8	1,633
4:15 PM	17	109	242	43	270	135	88	17	66	20	385	10	1,402
4:30 PM	19	93	170	60	267	102	109	33	82	5	468	7	1,415
4:45 PM	21	99	168	76	345	116	114	36	92	12	408	14	1,501
5:00 PM	35	110	177	25	292	114	110	38	118	12	490	3	1,524
5:15 PM	29	103	172	37	273	130	83	22	73	9	425	23	1,379
5:30 PM	37	73	167	48	260	115	109	31	109	7	466	10	1,432
5:45 PM	16	46	104	55	294	145	87	32	69	10	451	7	1,316
Total	197	716	1366	400	2,260	960	840	233	725	95	3,728	82	11,602

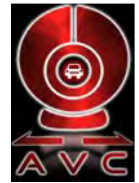
PM Intersection Peak Hour : **4:00 PM - 5:00 PM**

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	80	384	746	235	1141	456	451	110	356	57	1896	39	5951
PHF	0.87	0.881	0.771	0.773	0.827	0.844	0.805	0.764	0.767	0.713	0.746	0.696	0.91
Movement PHF	0.82			0.85			0.82			0.75			0.91

U-Turn Count Summary

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



Location: La Jolla Village Drive @ Villa La Jolla Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	10	0	2	12
7:15 AM	0	0	0	6	6
7:30 AM	0	0	1	8	9
7:45 AM	0	1	0	6	7
8:00 AM	0	0	0	5	5
8:15 AM	0	0	0	2	2
8:30 AM	0	1	0	11	12
8:45 AM	0	0	0	14	14
Total	0	12	1	54	67

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.59**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	32	33
PHF	#DIV/0!	0.25	#DIV/0!	0.57	0.59
Movement PHF	#DIV/0!	0.25	#DIV/0!	0.57	0.59

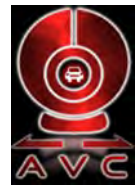
PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	7	7
4:15 PM	0	0	0	21	21
4:30 PM	0	0	0	13	13
4:45 PM	0	0	0	8	8
5:00 PM	0	0	0	17	17
5:15 PM	0	0	0	19	19
5:30 PM	0	0	0	11	11
5:45 PM	0	0	0	15	15
Total	0	0	0	111	111

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

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	49	49
PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.583333333	0.58
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.58	0.58

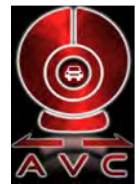
Bike Turn Count Summary

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



Location: La Jolla Village Drive @ Villa La Jolla Drive
Date of Count: Wednesday, May 06, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Villa La Jolla Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
7:30 AM	0	0	0	0	1	0	0	1	1	0	1	0	4
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	1	0	0	1	0	4
8:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
8:45 AM	0	1	0	1	0	0	0	0	1	0	0	0	3
Total	0	3	0	1	5	0	0	5	3	0	2	0	19

AM Intersection Peak Hour : 7:30 AM - 8:30 AM

Intersection PHF : 0.63

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	0	3	0	0	3	1	0	2	0	10
PHF	#####	0.25	#####	#####	0.75	#####	#####	0.75	0.25	#####	0.50	#####	0.63
Movement PHF		0.25			0.75			0.50			0.50		0.63

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
4:15 PM	0	2	0	0	0	0	1	0	0	0	-1	0	2
4:30 PM	0	2	0	0	0	0	0	0	0	0	1	0	3
4:45 PM	0	3	0	0	0	0	0	1	0	0	1	0	5
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	1	4	0	0	0	0	0	0	0	0	1	0	6
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
Total	1	21	0	0	0	0	1	5	0	0	2	0	30

PM Intersection Peak Hour : 4:30 PM - 5:30 PM

Intersection PHF : 0.71

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	12	0	0	0	0	0	1	0	0	3	0	17
PHF	0.25	0.75	#####	#####	#####	#####	#####	0.25	#####	#####	0.75	#####	0.71
Movement PHF		0.65			#DIV/0!			0.25			0.75		0.71

Turn Count Summary

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



Location: La Jolla Village Drive @ I-5 SB Ramps
Date of Count: Wednesday, May 06, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: La Jolla Village Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	285	0	120	90	203	0	0	0	0	46	206	0	950
7:15 AM	273	1	178	101	210	0	0	0	0	42	298	0	1,103
7:30 AM	248	0	148	75	267	0	0	0	0	40	374	0	1,152
7:45 AM	310	0	96	172	307	0	0	0	0	52	389	0	1,326
8:00 AM	254	0	89	117	299	0	0	0	0	65	402	0	1,226
8:15 AM	316	0	146	105	298	0	0	0	0	54	382	0	1,301
8:30 AM	341	0	144	22	360	0	0	0	0	47	425	0	1,339
8:45 AM	355	0	180	70	327	0	0	0	0	55	353	0	1,340
Total	2,382	1	1,101	752	2,271	0	0	0	0	401	2,829	0	9,737

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

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1,266	0	559	314	1,284	0	0	0	0	221	1,562	0	5,206
PHF	0.89	#####	0.78	0.67	0.89	#####	#####	#####	#####	0.85	0.92	#####	0.97
Movement PHF		0.85			0.96			#DIV/0!			0.94		0.97

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	180	0	118	234	238	0	0	0	0	350	591	0	1,711
4:15 PM	153	0	54	289	295	0	0	0	0	219	496	0	1,506
4:30 PM	142	0	177	297	287	0	0	0	0	224	523	0	1,650
4:45 PM	176	0	202	180	361	0	0	0	0	191	499	0	1,609
5:00 PM	129	0	130	279	302	0	0	0	0	213	564	0	1,617
5:15 PM	162	0	155	339	278	0	0	0	0	192	488	0	1,614
5:30 PM	174	0	79	306	249	0	0	0	0	231	511	0	1,550
5:45 PM	225	0	146	230	269	0	0	0	0	187	455	0	1,512
Total	1341	0	1061	2,154	2,279	0	0	0	0	1,807	4,127	0	12,769

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

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	609	0	664	1095	1228	0	0	0	0	820	2074	0	6490
PHF	0.87	#####	0.822	0.808	0.85	#####	#####	#####	#####	0.915	0.919	#####	0.98
Movement PHF		0.84			0.94			#DIV/0!			0.93		0.98

U-Turn Count Summary

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



Location: La Jolla Village Drive @ I-5 SB Ramps

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

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

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

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

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **#DIV/0!**

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

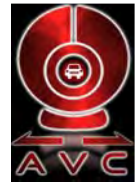
Bike Turn Count Summary

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



Location: La Jolla Village Drive @ I-5 SB Ramps
Date of Count: Wednesday, May 06, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: La Jolla Village Drive @ I-5 SB Ramps

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

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

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	0	0	0	0	0	2	0	5
PHF	#####	#####	#####	#####	0.75	#####	#####	#####	#####	#####	0.50	#####	0.63
Movement PHF	#DIV/0!			0.75			#DIV/0!			0.50			0.63

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

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

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	3	0	3
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	0.75	#####	0.75
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			0.75			0.75

Turn Count Summary

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



Location: La Jolla Village Drive @ I-5 NB Ramp

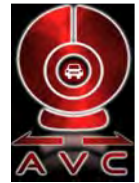
Date of Count: Wednesday, May 06, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive @ I-5 NB Ramp

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	64	150	0	222	0	143	117	209	0	905
7:15 AM	0	0	0	79	193	0	210	0	118	170	306	0	1,076
7:30 AM	0	0	0	103	242	0	176	0	100	198	324	0	1,143
7:45 AM	0	0	0	113	357	0	200	0	122	173	312	0	1,277
8:00 AM	0	0	0	118	306	0	216	0	110	198	293	0	1,241
8:15 AM	0	0	0	124	298	0	185	0	105	234	294	0	1,240
8:30 AM	0	0	0	133	260	0	179	0	122	239	330	0	1,263
8:45 AM	0	0	0	126	276	0	209	0	121	198	335	0	1,265
Total	0	0	0	860	2,082	0	1,597	0	941	1,527	2,403	0	9,410

AM Intersection Peak Hour : 7:45 AM - 8:45 AM

Intersection PHF : 0.98

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	488	1,221	0	780	0	459	844	1,229	0	5,021
PHF	#####	#####	#####	0.92	0.86	#####	0.90	#####	0.94	0.88	0.93	#####	0.98
Movement PHF	#DIV/0!			0.91			0.95			0.91			0.98

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	183	401	0	46	0	71	373	336	0	1,410
4:15 PM	0	0	0	152	512	0	55	0	72	257	293	0	1,341
4:30 PM	0	0	0	122	523	0	62	0	61	357	343	0	1,468
4:45 PM	0	0	0	127	445	0	53	0	96	320	381	0	1,422
5:00 PM	0	0	0	152	512	0	69	0	69	311	383	0	1,496
5:15 PM	0	0	0	143	554	0	74	0	63	260	383	0	1,477
5:30 PM	0	0	0	133	489	0	93	0	66	260	330	0	1,371
5:45 PM	0	0	0	114	437	0	59	0	62	237	364	0	1,273
Total	0	0	0	1,126	3,873	0	511	0	560	2,375	2,813	0	11,258

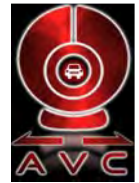
PM Intersection Peak Hour : 4:30 PM - 5:30 PM

Intersection PHF : 0.98

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	544	2034	0	258	0	289	1248	1490	0	5863
PHF	#####	#####	#####	0.895	0.918	#####	0.872	#####	0.753	0.874	0.973	#####	0.98
Movement PHF	#DIV/0!			0.92			0.92			0.98			0.98

U-Turn Count Summary

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



Location: La Jolla Village Drive @ I-5 NB Ramp

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

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **#DIV/0!**

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

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

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **#DIV/0!**

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

Bike Turn Count Summary

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



Location: La Jolla Village Drive @ I-5 NB Ramp

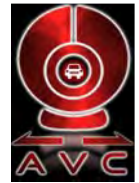
Date of Count: Wednesday, May 06, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive @ I-5 NB Ramp

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

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

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	0	0	0	0	0	2	0	5
PHF	#####	#####	#####	#####	0.75	#####	#####	#####	#####	#####	0.50	#####	0.63
Movement PHF	#DIV/0!			0.75			#DIV/0!			0.50			0.63

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

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

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	3	0	3
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	0.75	#####	0.75
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			0.75			0.75

Turn Count Summary

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



Location: La Jolla Village Drive @ Lebon Drive

Date of Count: Tuesday, May 05, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	3	0	4	2	188	19	39	0	73	22	405	0	755
7:15 AM	0	1	0	1	150	16	28	1	61	8	400	0	666
7:30 AM	1	0	0	0	154	14	31	0	69	15	507	0	791
7:45 AM	7	1	0	0	322	26	54	1	134	22	376	0	943
8:00 AM	5	1	2	0	291	21	53	2	98	34	206	1	714
8:15 AM	5	1	6	4	283	74	26	1	138	32	344	0	914
8:30 AM	6	0	2	2	306	30	40	1	135	40	348	0	910
8:45 AM	7	0	3	5	321	21	51	3	154	37	432	0	1,034
Total	34	4	17	14	2,015	221	322	9	862	210	3,018	1	6,727

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

Intersection PHF : **0.86**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	23	2	13	11	1,201	146	170	7	525	143	1,330	1	3,572
PHF	0.82	0.50	0.54	0.55	0.94	0.49	0.80	0.58	0.85	0.89	0.77	0.25	0.86
Movement PHF		0.79			0.94			0.84			0.79		0.86

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	2	1	5	2	508	52	35	2	83	48	380	3	1,121
4:15 PM	0	0	0	2	500	64	29	1	102	43	458	2	1,201
4:30 PM	0	0	4	4	459	47	25	0	143	52	497	1	1,232
4:45 PM	4	1	3	2	519	106	30	0	150	75	509	3	1,402
5:00 PM	0	1	1	0	403	71	26	5	90	73	517	2	1,189
5:15 PM	2	0	0	0	439	70	33	1	94	67	554	2	1,262
5:30 PM	4	0	2	0	400	96	22	3	86	57	517	6	1,193
5:45 PM	1	0	0	1	246	45	12	0	44	43	526	5	923
Total	13	3	15	11	3,474	551	212	12	792	458	3,958	24	9,523

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

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	6	2	8	6	1820	294	114	6	477	267	2077	8	5085
PHF	0.38	0.5	0.5	0.375	0.877	0.693	0.864	0.3	0.795	0.89	0.937	0.667	0.91
Movement PHF		0.50			0.85			0.83			0.94		0.91

U-Turn Count Summary

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



Location: La Jolla Village Drive @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	1	0	2	3
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1
8:00 AM	1	1	0	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	3	0	0	0	3
Total	6	2	0	2	10

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

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	2	1	0	2	5
PHF	0.33	0.25	#DIV/0!	#DIV/0!	0.42
Movement PHF	0.33	0.25	#DIV/0!	#DIV/0!	0.42

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	2	2
4:15 PM	0	1	0	2	3
4:30 PM	0	0	0	1	1
4:45 PM	1	0	0	0	1
5:00 PM	0	1	0	2	3
5:15 PM	0	0	0	4	4
5:30 PM	2	0	0	1	3
5:45 PM	0	0	0	1	1
Total	3	2	0	13	18

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.56**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	1	0	7	9
PHF	0.25	0.25	#DIV/0!	0.4375	0.56
Movement PHF	0.25	0.25	#DIV/0!	0.44	0.56

Bike Turn Count Summary

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



Location: La Jolla Village Drive @ Lebon Drive

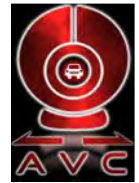
Date of Count: Tuesday, May 05, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Lebon Drive

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

AM Intersection Peak Hour : 7:30 AM - 8:30 AM

Intersection PHF : 1.00

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	0	0	0	3	1	0	0	0	0	3	0	8
PHF	0.25	#####	#####	#####	0.38	0.25	#####	#####	#####	#####	0.75	#####	1.00
Movement PHF		0.25			0.50			#DIV/0!			0.75		1.00

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

PM Intersection Peak Hour : 4:00 PM - 5:00 PM

Intersection PHF : 0.50

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	0	0	0	0	0	1	0	1	4
PHF	#####	0.25	#####	#####	#####	#####	#####	#####	#####	0.25	#####	0.25	0.50
Movement PHF		0.25			#DIV/0!			#DIV/0!			0.50		0.50

Turn Count Summary

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



Location: La Jolla Village Drive @ Regents Road

Date of Count: Tuesday, May 05, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	29	18	17	23	132	9	16	66	37	11	254	184	796
7:15 AM	41	48	29	24	138	20	14	98	46	2	244	182	886
7:30 AM	89	51	37	29	183	22	35	156	60	5	302	231	1,200
7:45 AM	99	36	24	24	166	13	44	150	88	3	247	180	1,074
8:00 AM	28	16	12	6	82	8	15	51	25	3	157	102	505
8:15 AM	67	18	27	23	145	18	32	98	57	11	221	141	858
8:30 AM	58	18	29	20	107	17	35	104	68	6	215	166	843
8:45 AM	60	25	23	35	151	16	28	90	64	15	291	174	972
Total	471	230	198	184	1,104	123	219	813	445	56	1,931	1,360	7,134

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

Intersection PHF : **0.82**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	258	153	107	100	619	64	109	470	231	21	1,047	777	3,956
PHF	0.65	0.75	0.72	0.86	0.85	0.73	0.62	0.75	0.66	0.48	0.87	0.84	0.82
Movement PHF	0.73			0.84			0.72			0.86			0.82

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	194	184	50	24	346	57	12	49	63	15	300	98	1,392
4:15 PM	227	170	57	19	441	52	13	46	84	11	345	127	1,592
4:30 PM	226	158	34	22	445	82	14	89	76	10	391	114	1,661
4:45 PM	200	174	60	13	362	75	16	66	85	27	427	78	1,583
5:00 PM	220	243	48	16	346	113	14	43	42	53	349	137	1,624
5:15 PM	208	201	50	19	333	100	13	44	46	37	421	111	1,583
5:30 PM	173	175	43	22	344	86	9	58	61	23	400	105	1,499
5:45 PM	147	149	48	18	302	91	28	38	73	37	390	104	1,425
Total	1595	1454	390	153	2,919	656	119	433	530	213	3,023	874	12,359

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

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	873	745	199	70	1594	322	57	244	287	101	1512	456	6460
PHF	0.96	0.766	0.829	0.795	0.896	0.712	0.891	0.685	0.844	0.476	0.885	0.832	0.97
Movement PHF	0.89			0.90			0.82			0.96			0.97

U-Turn Count Summary

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



Location: La Jolla Village Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	3	4
8:30 AM	0	0	0	3	3
8:45 AM	0	0	0	6	6
Total	0	0	1	12	13

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

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

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	1	0	7	8
4:15 PM	1	0	0	5	6
4:30 PM	1	0	0	11	12
4:45 PM	0	1	0	10	11
5:00 PM	0	0	0	6	6
5:15 PM	0	1	0	18	19
5:30 PM	0	0	0	13	13
5:45 PM	0	0	1	7	8
Total	2	3	1	77	83

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.73**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	2	1	0	32	35
PHF	0.50	0.25	#DIV/0!	0.727272727	0.73
Movement PHF	0.50	0.25	#DIV/0!	0.73	0.73

Bike Turn Count Summary

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



Location: La Jolla Village Drive @ Regents Road

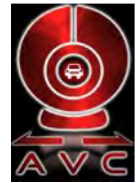
Date of Count: Tuesday, May 05, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	4	0	0	1	0	0	1	0	0	0	0	6
7:15 AM	0	5	0	0	1	0	0	5	0	0	0	0	11
7:30 AM	0	1	0	0	0	0	0	4	0	0	1	0	6
7:45 AM	0	2	0	0	1	0	0	13	0	0	1	0	17
8:00 AM	0	1	0	0	1	0	0	12	0	0	0	0	14
8:15 AM	0	1	0	0	0	0	0	9	0	0	1	0	11
8:30 AM	0	1	0	0	0	0	0	9	0	0	0	0	10
8:45 AM	0	0	0	0	0	0	0	5	0	0	1	0	6
Total	0	15	0	0	4	0	0	58	0	0	4	0	81

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.76**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	5	0	0	2	0	0	43	0	0	2	0	52
PHF	#####	0.63	#####	#####	0.50	#####	#####	0.83	#####	#####	0.50	#####	0.76
Movement PHF		0.63			0.50			0.83			0.50		0.76

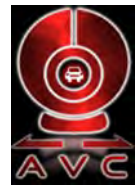
PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	1	0	0	0	0	0	3	0	0	1	0	5
4:15 PM	0	7	0	0	0	0	0	4	0	0	1	0	12
4:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
4:45 PM	0	6	0	0	0	0	0	2	0	0	1	0	9
5:00 PM	0	8	0	0	1	0	0	1	0	0	1	0	11
5:15 PM	0	9	0	0	0	0	0	1	0	0	0	0	10
5:30 PM	0	7	0	0	1	0	0	6	0	0	1	0	15
5:45 PM	0	11	0	0	1	0	0	1	0	0	1	0	14
Total	0	51	0	0	4	0	0	18	0	0	6	0	79

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	35	0	0	3	0	0	9	0	0	3	0	50
PHF	#####	0.795	#####	#####	0.75	#####	#####	0.375	#####	#####	0.75	#####	0.83
Movement PHF		0.80			0.75			0.38			0.75		0.83

Turn Count Summary

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



Location: La Jolla Village Drive @ Executive Way

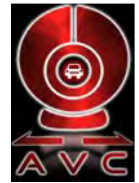
Date of Count: Tuesday, May 05, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Executive Way

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	4	3	8	52	352	17	9	1	4	12	225	9	696
7:15 AM	3	2	5	56	613	8	15	3	3	10	379	10	1,107
7:30 AM	9	1	10	93	452	14	23	5	5	11	452	13	1,088
7:45 AM	4	4	19	80	626	13	20	6	4	15	465	28	1,284
8:00 AM	3	2	10	94	429	20	17	6	5	19	442	10	1,057
8:15 AM	7	2	14	92	381	20	14	9	7	19	329	23	917
8:30 AM	12	7	15	72	506	11	15	4	8	11	375	17	1,053
8:45 AM	9	7	14	59	461	28	17	7	8	25	384	13	1,032
Total	51	28	95	598	3,820	131	130	41	44	122	3,051	123	8,234

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

Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	19	9	44	323	2,120	55	75	20	17	55	1,738	61	4,536
PHF	0.53	0.56	0.58	0.86	0.85	0.69	0.82	0.83	0.85	0.72	0.93	0.54	0.88
Movement PHF	0.67			0.87			0.85			0.91			0.88

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	54	24	111	22	473	42	65	3	32	44	295	25	1,190
4:15 PM	53	13	79	29	386	48	66	3	38	48	321	14	1,098
4:30 PM	49	18	79	20	236	68	63	8	46	45	478	21	1,131
4:45 PM	55	17	68	22	314	77	48	7	34	55	327	13	1,037
5:00 PM	63	28	92	16	571	58	59	5	38	46	425	15	1,416
5:15 PM	49	26	91	16	188	60	59	9	31	48	390	18	985
5:30 PM	43	19	80	16	316	82	56	9	39	51	423	11	1,145
5:45 PM	36	18	64	25	365	57	48	9	35	58	233	15	963
Total	402	163	664	166	2,849	492	464	53	293	395	2,892	132	8,965

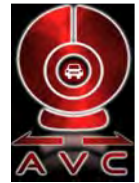
PM Intersection Peak Hour : **4:15 PM - 5:15 PM**

Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	220	76	318	87	1507	251	236	23	156	194	1551	63	4682
PHF	0.87	0.679	0.864	0.75	0.66	0.815	0.894	0.719	0.848	0.882	0.811	0.75	0.83
Movement PHF	0.84			0.72			0.89			0.83			0.83

U-Turn Count Summary

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



Location: La Jolla Village Drive @ Executive Way

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	4	0	0	4
7:30 AM	0	4	0	0	4
7:45 AM	0	1	0	0	1
8:00 AM	0	3	0	1	4
8:15 AM	0	8	0	0	8
8:30 AM	0	4	0	0	4
8:45 AM	0	4	0	2	6
Total	0	28	0	3	31

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.81**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	12	0	1	13
PHF	#DIV/0!	0.75	#DIV/0!	0.25	0.81
Movement PHF	#DIV/0!	0.75	#DIV/0!	0.25	0.81

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	4	0	1	5
4:15 PM	0	2	0	0	2
4:30 PM	0	7	0	1	8
4:45 PM	0	1	0	2	3
5:00 PM	0	0	0	0	0
5:15 PM	0	2	0	1	3
5:30 PM	0	0	0	1	1
5:45 PM	0	1	0	0	1
Total	0	17	0	6	23

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.41**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	10	0	3	13
PHF	#DIV/0!	0.357142857	#DIV/0!	0.375	0.41
Movement PHF	#DIV/0!	0.36	#DIV/0!	0.38	0.41

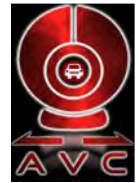
Bike Turn Count Summary

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



Location: La Jolla Village Drive @ Executive Way
Date of Count: Tuesday, May 05, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Executive Way

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	1	0	0	0	1	0	0	2	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	1	5	0	0	2	0	0	10	0	18

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

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	1	2	0	0	1	0	0	7	0	11
PHF	#####	#####	#####	0.25	0.50	#####	#####	0.25	#####	#####	0.58	#####	0.69
Movement PHF	#DIV/0!			0.75			0.25			0.58			0.69

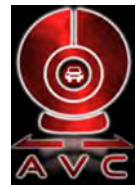
PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	2	0	0	1	0	0	1	0	4
Total	0	1	0	0	12	0	0	1	0	0	6	0	20

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	0	7	0	0	1	0	0	3	0	12
PHF	#####	0.25	#####	#####	0.875	#####	#####	0.25	#####	#####	0.75	#####	0.75
Movement PHF	0.25			0.88			0.25			0.75			0.75

Turn Count Summary

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



Location: La Jolla Village Drive @ Town Center Drive

Date of Count: Tuesday, May 05, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Town Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	4	3	32	256	410	28	39	15	7	6	188	48	1,036
7:15 AM	7	6	43	190	660	28	59	27	14	10	345	48	1,437
7:30 AM	8	4	51	276	522	53	82	91	33	11	334	144	1,609
7:45 AM	9	2	56	253	702	34	97	84	9	18	359	128	1,751
8:00 AM	7	9	44	270	508	55	75	39	31	11	415	46	1,510
8:15 AM	9	6	44	303	472	35	34	59	20	10	307	48	1,347
8:30 AM	7	5	39	322	565	46	45	47	21	12	378	19	1,506
8:45 AM	7	10	69	297	511	59	40	57	34	11	328	80	1,503
Total	58	45	378	2,167	4,350	338	471	419	169	89	2,654	561	11,699

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

Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	31	21	194	989	2,392	170	313	241	87	50	1,453	366	6,307
PHF	0.86	0.58	0.87	0.90	0.85	0.77	0.81	0.66	0.66	0.69	0.88	0.64	0.90
Movement PHF	0.92			0.90			0.78			0.93			0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	24	74	200	55	493	59	129	11	24	12	455	8	1,544
4:15 PM	26	64	217	35	404	61	75	16	35	27	434	7	1,401
4:30 PM	29	57	169	51	271	87	111	17	31	20	591	16	1,450
4:45 PM	26	97	238	52	365	60	118	17	23	24	409	11	1,440
5:00 PM	31	112	188	51	573	79	152	11	41	25	542	9	1,814
5:15 PM	33	99	209	47	193	62	89	15	40	22	513	7	1,329
5:30 PM	25	85	199	69	357	67	80	14	32	30	526	3	1,487
5:45 PM	22	84	224	67	379	85	104	11	47	14	327	5	1,369
Total	216	672	1644	427	3,035	560	858	112	273	174	3,797	66	11,834

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

Intersection PHF : **0.84**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	112	330	812	189	1613	287	456	61	130	96	1976	43	6105
PHF	0.90	0.737	0.853	0.909	0.704	0.825	0.75	0.897	0.793	0.889	0.836	0.672	0.84
Movement PHF	0.87			0.74			0.79			0.84			0.84

U-Turn Count Summary

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



Location: La Jolla Village Drive @ Town Center Drive

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

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.25**

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

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

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.50**

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

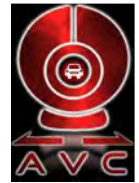
Bike Turn Count Summary

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



Location: La Jolla Village Drive @ Town Center Drive
Date of Count: Tuesday, May 05, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: La Jolla Village Drive @ Town Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:30 AM	0	0	0	0	1	0	0	1	0	0	2	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	6	0	0	2	0	0	10	0	18

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

Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	0	0	2	0	0	7	0	12
PHF	#####	#####	#####	#####	0.75	#####	#####	0.50	#####	#####	0.58	#####	0.75
Movement PHF	#DIV/0!			0.75			0.50			0.58			0.75

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

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	6	0	0	6	0	0	2	0	0	3	0	18
PHF	0.25	0.75	#####	#####	0.75	#####	#####	0.5	#####	#####	0.75	#####	0.75
Movement PHF	0.58			0.75			0.50			0.75			0.75

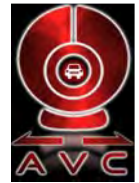
Turn Count Summary

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



Location: Miramar Road @ I-805 SB Ramps
Date of Count: Tuesday, May 05, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Miramar Road @ I-805 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	299	0	143	92	395	0	0	0	0	64	195	0	1,188
7:15 AM	364	0	145	120	515	0	0	0	0	87	361	0	1,592
7:30 AM	360	0	140	110	491	0	0	0	0	128	339	0	1,568
7:45 AM	523	0	209	149	466	0	0	0	0	121	391	0	1,859
8:00 AM	363	0	146	118	470	0	0	0	0	105	429	0	1,631
8:15 AM	380	0	180	96	430	0	0	0	0	81	304	0	1,471
8:30 AM	455	0	160	132	478	0	0	0	0	89	373	0	1,687
8:45 AM	471	0	187	128	396	1	0	0	0	98	339	0	1,620
Total	3,215	0	1,310	945	3,641	1	0	0	0	773	2,731	0	12,616

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

Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1,610	0	640	497	1,942	0	0	0	0	441	1,520	0	6,650
PHF	0.77	#####	0.77	0.83	0.94	#####	#####	#####	#####	0.86	0.89	#####	0.89
Movement PHF		0.77			0.96			#DIV/0!			0.92		0.89

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	63	0	45	145	545	0	0	0	0	267	518	0	1,583
4:15 PM	89	0	53	151	412	0	0	0	0	232	495	0	1,432
4:30 PM	88	0	50	179	322	0	0	0	0	255	617	0	1,511
4:45 PM	122	0	67	184	355	0	0	0	0	253	512	0	1,493
5:00 PM	143	0	33	126	560	0	0	0	0	276	606	0	1,744
5:15 PM	134	0	43	178	168	0	0	0	0	257	554	0	1,334
5:30 PM	178	0	68	168	315	0	0	0	0	238	567	0	1,534
5:45 PM	138	0	54	178	393	0	0	0	0	226	429	0	1,418
Total	955	0	413	1,309	3,070	0	0	0	0	2,004	4,298	0	12,049

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

Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	442	0	203	640	1,649	0	0	0	0	1,016	2,230	0	6,180
PHF	0.77	#####	0.757	0.87	0.736	#####	#####	#####	#####	0.92	0.904	#####	0.89
Movement PHF		0.85			0.83			#DIV/0!			0.92		0.89

U-Turn Count Summary

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



Location: Miramar Road @ I-805 SB Ramps

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

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

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

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

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

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

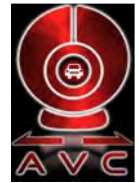
Bike Turn Count Summary

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



Location: Miramar Road @ I-805 SB Ramps
Date of Count: Tuesday, May 05, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Miramar Road @ I-805 SB Ramps

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

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	0	0	0	0	0	7	0	10
PHF	#####	#####	#####	#####	0.75	#####	#####	#####	#####	#####	0.58	#####	0.63
Movement PHF	#DIV/0!			0.75			#DIV/0!			0.58			0.63

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	11	0	0	0	0	0	6	0	17

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	6	0	0	0	0	0	3	0	9
PHF	#####	#####	#####	#####	0.75	#####	#####	#####	#####	#####	0.75	#####	0.75
Movement PHF	#DIV/0!			0.75			#DIV/0!			0.75			0.75

Turn Count Summary

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



Location: Miramar Road @ I-805 NB Ramp

Date of Count: Tuesday, May 05, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Miramar Road @ I-805 NB Ramp

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	90	274	0	118	0	213	108	230	0	1,033
7:15 AM	0	0	0	126	362	0	145	0	273	123	383	0	1,412
7:30 AM	0	0	0	122	344	0	112	0	257	173	306	0	1,314
7:45 AM	0	0	0	121	384	0	115	0	231	255	345	0	1,451
8:00 AM	0	0	0	112	374	0	119	0	214	251	324	0	1,394
8:15 AM	0	0	0	132	305	0	98	0	222	210	275	0	1,242
8:30 AM	0	0	0	136	395	0	87	0	215	241	292	0	1,366
8:45 AM	0	0	0	168	323	0	84	0	202	247	278	1	1,303
Total	0	0	0	1,007	2,761	0	878	0	1,827	1,608	2,433	1	10,515

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

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	481	1,464	0	491	0	975	802	1,358	0	5,571
PHF	#####	#####	#####	0.95	0.95	#####	0.85	#####	0.89	0.79	0.89	#####	0.96
Movement PHF	#DIV/0!			0.96			0.88			0.90			0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	115	571	0	49	0	119	327	236	0	1,417
4:15 PM	0	0	0	90	475	0	36	0	88	324	224	0	1,237
4:30 PM	0	0	0	142	340	0	44	0	161	270	397	0	1,354
4:45 PM	0	0	0	119	409	0	50	0	130	366	213	0	1,287
5:00 PM	0	0	0	95	565	0	64	0	121	411	227	1	1,484
5:15 PM	0	0	0	101	231	0	39	0	115	258	339	0	1,083
5:30 PM	0	0	0	130	335	0	50	0	148	335	299	1	1,298
5:45 PM	0	0	0	110	412	0	34	0	159	287	196	0	1,198
Total	0	0	0	902	3,338	0	366	0	1,041	2,578	2,131	2	10,358

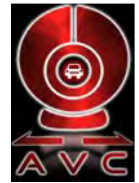
PM Intersection Peak Hour : **4:15 PM - 5:15 PM**

Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	446	1789	0	194	0	500	1371	1061	1	5362
PHF	#####	#####	#####	0.785	0.792	#####	0.758	#####	0.776	0.834	0.668	0.25	0.90
Movement PHF	#DIV/0!			0.85			0.85			0.91			0.90

U-Turn Count Summary

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



Location: Miramar Road @ I-805 NB Ramp

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

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

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

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

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

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

Bike Turn Count Summary

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



Location: Miramar Road @ I-805 NB Ramp

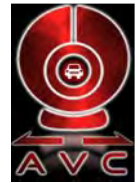
Date of Count: Tuesday, May 05, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Miramar Road @ I-805 NB Ramp

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

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	0	0	0	0	0	7	0	10
PHF	#####	#####	#####	#####	0.75	#####	#####	#####	#####	#####	0.58	#####	0.63
Movement PHF	#DIV/0!			0.75			#DIV/0!			0.58			0.63

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	11	0	0	0	0	0	6	0	17

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	6	0	0	0	0	0	3	0	9
PHF	#####	#####	#####	#####	0.75	#####	#####	#####	#####	#####	0.75	#####	0.75
Movement PHF	#DIV/0!			0.75			#DIV/0!			0.75			0.75

Turn Count Summary

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



Location: Miramar Road @ Noble Drive

Date of Count: Wednesday, May 13, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Miramar Road @ Noble Drive

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		348	50	180	3	20	341	942
7:15 AM		525	78	192	13	24	557	1,389
7:30 AM		502	81	200	14	24	403	1,224
7:45 AM		534	105	166	21	46	465	1,337
8:00 AM		418	90	176	23	39	437	1,183
8:15 AM		415	90	164	21	43	379	1,112
8:30 AM		462	125	179	18	31	391	1,206
8:45 AM		415	126	174	32	68	295	1,110
Total		3,619	745	1,431	145	295	3,268	9,503

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

Intersection PHF : **0.92**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1,979	354	734	71	133	1,862	5,133
PHF		0.93	0.84	0.92	0.77	0.72	0.84	0.92
Movement PHF		0.91		0.94		0.86		0.92

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		643	132	146	21	6	231	1,179
4:15 PM		491	187	173	21	10	228	1,110
4:30 PM		408	153	114	16	10	483	1,184
4:45 PM		440	247	122	35	8	220	1,072
5:00 PM		588	239	128	22	3	285	1,265
5:15 PM		237	273	138	45	5	426	1,124
5:30 PM		372	278	180	40	6	170	1,046
5:45 PM		442	200	189	37	10	203	1,081
Total		3,621	1,709	1,190	237	58	2,246	9,061

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

Intersection PHF : **0.92**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1673	912	502	118	26	1414	4645
PHF		0.711	0.835	0.909	0.656	0.65	0.732	0.92
Movement PHF		0.78		0.85		0.73		0.92

U-Turn Count Summary

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



Location: Miramar Road @ Noble Drive

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

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

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

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

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.25**

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

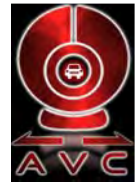
Bike Turn Count Summary

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



Location: Miramar Road @ Noble Drive
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Miramar Road @ Noble Drive

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		2	0	0	0	0	0	2
7:15 AM		2	0	0	0	0	0	2
7:30 AM		0	0	0	0	0	1	1
7:45 AM		1	0	0	0	1	2	4
8:00 AM		2	0	1	0	0	1	4
8:15 AM		0	1	0	0	0	1	2
8:30 AM		1	0	1	0	0	3	5
8:45 AM		0	0	1	0	0	3	4
Total		8	1	3	0	1	11	24

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.75**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		4	1	2	0	1	7	15
PHF		0.50	0.25	0.50	#####	0.25	0.58	0.75
Movement PHF		0.63			0.50		0.67	0.75

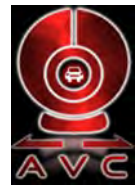
PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		1	0	1	0	0	1	3
4:15 PM		0	1	0	0	1	0	2
4:30 PM		2	0	0	0	0	0	2
4:45 PM		1	0	0	0	0	1	2
5:00 PM		2	0	1	0	0	1	4
5:15 PM		0	0	0	0	0	0	0
5:30 PM		0	2	1	0	0	2	5
5:45 PM		0	1	1	0	0	1	3
Total		6	4	4	0	1	6	21

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.60**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		2	3	3	0	0	4	12
PHF		0.25	0.375	0.75	#####	#####	0.5	0.60
Movement PHF		0.63			0.75		0.50	0.60

Turn Count Summary

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



Location: Miramar Road @ Nobel Drive

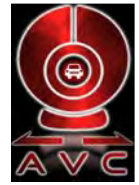
Date of Count: Tuesday, October 21, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Miramar Road @ Nobel Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	402	46	153	0	9	2	328	0	940
11:15 AM	0	0	0	0	396	58	163	0	17	7	299	0	940
11:30 AM	0	0	0	0	355	75	194	0	10	7	278	0	919
11:45 AM	0	0	0	0	412	75	179	0	19	8	292	0	985
12:00 PM	0	0	0	0	371	55	172	0	15	11	329	0	953
12:15 PM	0	0	0	0	378	70	187	0	11	20	295	0	961
12:30 PM	0	0	0	0	404	75	194	0	11	11	308	0	1,003
12:45 PM	0	0	0	0	336	89	205	0	17	11	306	0	964
Total	0	0	0	0	3,054	543	1,447	0	109	77	2,435	0	7,665

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

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	1565	275	732	0	56	50	1224	0	3902
PHF	#####	#####	#####	#####	0.95	0.917	0.943	#####	0.737	0.625	0.93	#####	0.97
Movement PHF	#DIV/0!			0.94			0.96			0.94			0.97

Turn Count Summary

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



Location: Miramar Road @ Eastgate Mall

Date of Count: Wednesday, May 13, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Miramar Road @ Eastgate Mall

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	22	18	157	376		448	73	1,094
7:15 AM	23	32	153	580		682	67	1,537
7:30 AM	23	22	152	560		515	88	1,360
7:45 AM	34	39	166	605		558	73	1,475
8:00 AM	26	28	153	482		547	66	1,302
8:15 AM	22	22	182	483		471	72	1,252
8:30 AM	28	26	176	559		494	76	1,359
8:45 AM	37	34	196	504		415	54	1,240
Total	215	221	1,335	4,149		4,130	569	10,619

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.92**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	106	121	624	2,227		2,302	294	5,674
PHF	0.78	0.78	0.94	0.92		0.84	0.84	0.92
Movement PHF	0.78		0.92			0.87		0.92

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	107	156	47	668		340	37	1,355
4:15 PM	74	176	43	604		363	38	1,298
4:30 PM	34	69	156	527		505	92	1,383
4:45 PM	106	150	43	581		311	31	1,222
5:00 PM	63	150	41	764		375	38	1,431
5:15 PM	37	68	130	473		484	80	1,272
5:30 PM	53	142	64	598		307	44	1,208
5:45 PM	56	141	40	586		355	37	1,215
Total	530	1052	564	4,801		3,040	397	10,384

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.93**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	277	545	283	2476		1554	199	5334
PHF	0.65	0.774	0.454	0.81		0.769	0.541	0.93
Movement PHF	0.80		0.86			0.73		0.93

U-Turn Count Summary

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



Location: Miramar Road @ Eastgate Mall

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

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.38**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	3		0	3
PHF	#DIV/0!	0.38		#DIV/0!	0.38
Movement PHF	#DIV/0!	0.38		#DIV/0!	0.38

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

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.50**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	8		0	8
PHF	#DIV/0!	0.5		#DIV/0!	0.50
Movement PHF	#DIV/0!	0.50		#DIV/0!	0.50

Bike Turn Count Summary

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



Location: Miramar Road @ Eastgate Mall

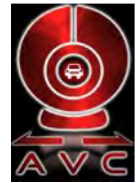
Date of Count: Wednesday, May 13, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Miramar Road @ Eastgate Mall

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	0	0	2	2		0	0	4
7:15 AM	0	0	0	2		0	0	2
7:30 AM	0	0	0	0		1	0	1
7:45 AM	0	0	0	1		2	0	3
8:00 AM	0	0	3	2		1	0	6
8:15 AM	0	0	0	1		1	0	2
8:30 AM	0	0	0	1		3	0	4
8:45 AM	0	0	1	0		3	0	4
Total	0	0	6	9		11	0	26

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.67**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	0	4	4		8	0	16
PHF	#####	#####	0.33	0.50		0.67	#####	0.67
Movement PHF	#DIV/0!		0.40			0.67		0.67

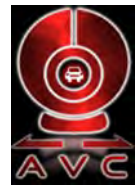
PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	0	0	0	1		1	0	2
4:15 PM	0	1	0	1		0	0	2
4:30 PM	0	0	0	2		0	0	2
4:45 PM	0	0	0	1		1	0	2
5:00 PM	0	1	0	2		1	0	4
5:15 PM	0	2	1	0		0	0	3
5:30 PM	0	0	0	2		1	1	4
5:45 PM	0	1	0	1		1	0	3
Total	0	5	1	10		5	1	22

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.88**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	4	1	5		3	1	14
PHF	#####	0.5	0.25	0.625		0.75	0.25	0.88
Movement PHF	0.50		0.75			0.50		0.88

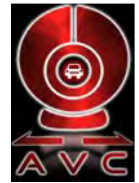
Turn Count Summary

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



Location: Miramar Road @ Miramar Mall
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Miramar Road @ Miramar Mall

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	23	7	11	561		493	20	1,115
7:15 AM	17	8	7	764		733	24	1,553
7:30 AM	13	10	15	745		559	19	1,361
7:45 AM	12	6	18	809		629	19	1,493
8:00 AM	10	5	15	669		592	24	1,315
8:15 AM	7	7	15	697		472	12	1,210
8:30 AM	13	8	17	777		469	11	1,295
8:45 AM	17	12	15	730		439	18	1,231
Total	112	63	113	5,752		4,386	147	10,573

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.92**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	52	29	55	2,987		2,513	86	5,722
PHF	0.76	0.73	0.76	0.92		0.86	0.90	0.92
Movement PHF	0.81		0.92			0.86		0.92

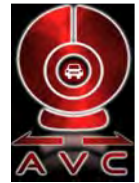
PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	22	27	17	694		475	4	1,239
4:15 PM	20	16	23	683		532	8	1,282
4:30 PM	21	20	13	713		621	5	1,393
4:45 PM	18	20	22	636		479	13	1,188
5:00 PM	26	16	15	829		571	5	1,462
5:15 PM	24	18	15	628		571	4	1,260
5:30 PM	22	20	15	689		444	3	1,193
5:45 PM	14	9	6	589		513	5	1,136
Total	167	146	126	5,461		4,206	47	10,153

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

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	85	72	73	2861		2203	31	5325
PHF	0.82	0.9	0.793	0.863		0.887	0.596	0.91
Movement PHF	0.93		0.87			0.89		0.91

U-Turn Count Summary

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



Location: Miramar Road @ Miramar Mall

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	0	6		4	10
7:15 AM	0	12		2	14
7:30 AM	0	3		7	10
7:45 AM	0	3		2	5
8:00 AM	0	6		6	12
8:15 AM	0	5		2	7
8:30 AM	0	3		2	5
8:45 AM	0	0		2	2
Total	0	38		27	65

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.73**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	24		17	41
PHF	#DIV/0!	0.50		0.61	0.73
Movement PHF	#DIV/0!	0.50		0.61	0.73

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

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.50**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	3	1		0	4
PHF	0.38	0.25		#DIV/0!	0.50
Movement PHF	0.38	0.25		#DIV/0!	0.50

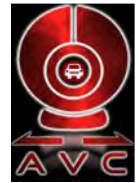
Bike Turn Count Summary

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



Location: Miramar Road @ Miramar Mall
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Miramar Road @ Miramar Mall

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	0	0	0	1		0	0	1
7:15 AM	0	0	0	1		0	0	1
7:30 AM	0	0	0	1		3	0	4
7:45 AM	0	0	0	0		1	0	1
8:00 AM	0	0	0	1		2	0	3
8:15 AM	0	0	1	1		1	0	3
8:30 AM	0	0	0	1		1	1	3
8:45 AM	0	0	0	0		2	0	2
Total	0	0	1	6		10	1	18

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.69**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	0	1	3		7	0	11
PHF	#####	#####	0.25	0.75		0.58	#####	0.69
Movement PHF	#DIV/0!		0.50			0.58		0.69

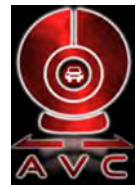
PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	0	1	0	2		1	0	4
4:15 PM	0	0	0	1		2	0	3
4:30 PM	0	0	0	1		0	0	1
4:45 PM	0	0	0	2		2	0	4
5:00 PM	0	0	0	1		1	0	2
5:15 PM	0	0	0	0		2	0	2
5:30 PM	0	0	1	0		2	0	3
5:45 PM	0	0	0	3		1	0	4
Total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

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.75**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	1	0	6		5	0	12
PHF	#####	0.25	#####	0.75		0.625	#####	0.75
Movement PHF	0.25		0.75			0.63		0.75

Turn Count Summary

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



Location: Miramar Road @ Miramar Place
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Miramar Road @ Miramar Place

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	15	20	26	513		476	30	1,080
7:15 AM	25	30	34	713		700	53	1,555
7:30 AM	2	4	15	702		555	16	1,294
7:45 AM	11	12	17	768		610	28	1,446
8:00 AM	10	7	22	700		577	26	1,342
8:15 AM	8	10	17	657		455	29	1,176
8:30 AM	19	22	29	779		466	14	1,329
8:45 AM	21	39	22	713		434	16	1,245
Total	111	144	182	5,545		4,273	212	10,467

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.91**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	48	53	88	2,883		2,442	123	5,637
PHF	0.48	0.44	0.65	0.94		0.87	0.58	0.91
Movement PHF	0.46		0.95			0.85		0.91

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	13	25	11	670		482	20	1,221
4:15 PM	19	26	13	709		538	11	1,316
4:30 PM	16	19	8	762		633	7	1,445
4:45 PM	3	25	17	708		493	6	1,252
5:00 PM	18	29	9	773		585	2	1,416
5:15 PM	9	9	13	688		574	14	1,307
5:30 PM	6	16	14	748		455	9	1,248
5:45 PM	8	14	12	641		518	4	1,197
Total	92	163	97	5,699		4,278	73	10,402

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.94**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	56	99	47	2952		2249	26	5429
PHF	0.74	0.853	0.691	0.955		0.888	0.591	0.94
Movement PHF	0.82		0.96			0.89		0.94

U-Turn Count Summary

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



Location: Miramar Road @ Miramar Place

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	0	11		0	11
7:15 AM	0	5		0	5
7:30 AM	0	7		1	8
7:45 AM	0	9		0	9
8:00 AM	0	1		0	1
8:15 AM	0	6		0	6
8:30 AM	0	4		0	4
8:45 AM	0	1		1	2
Total	0	44		2	46

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.64**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	22		1	23
PHF	#DIV/0!	0.61		0.25	0.64
Movement PHF	#DIV/0!	0.61		0.25	0.64

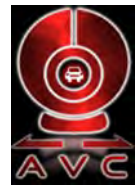
PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
4:00 PM	0	2		0	2
4:15 PM	0	2		0	2
4:30 PM	0	2		1	3
4:45 PM	0	3		0	3
5:00 PM	0	1		0	1
5:15 PM	0	3		1	4
5:30 PM	0	0		0	0
5:45 PM	0	0		0	0
Total	0	13		2	15

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.75**

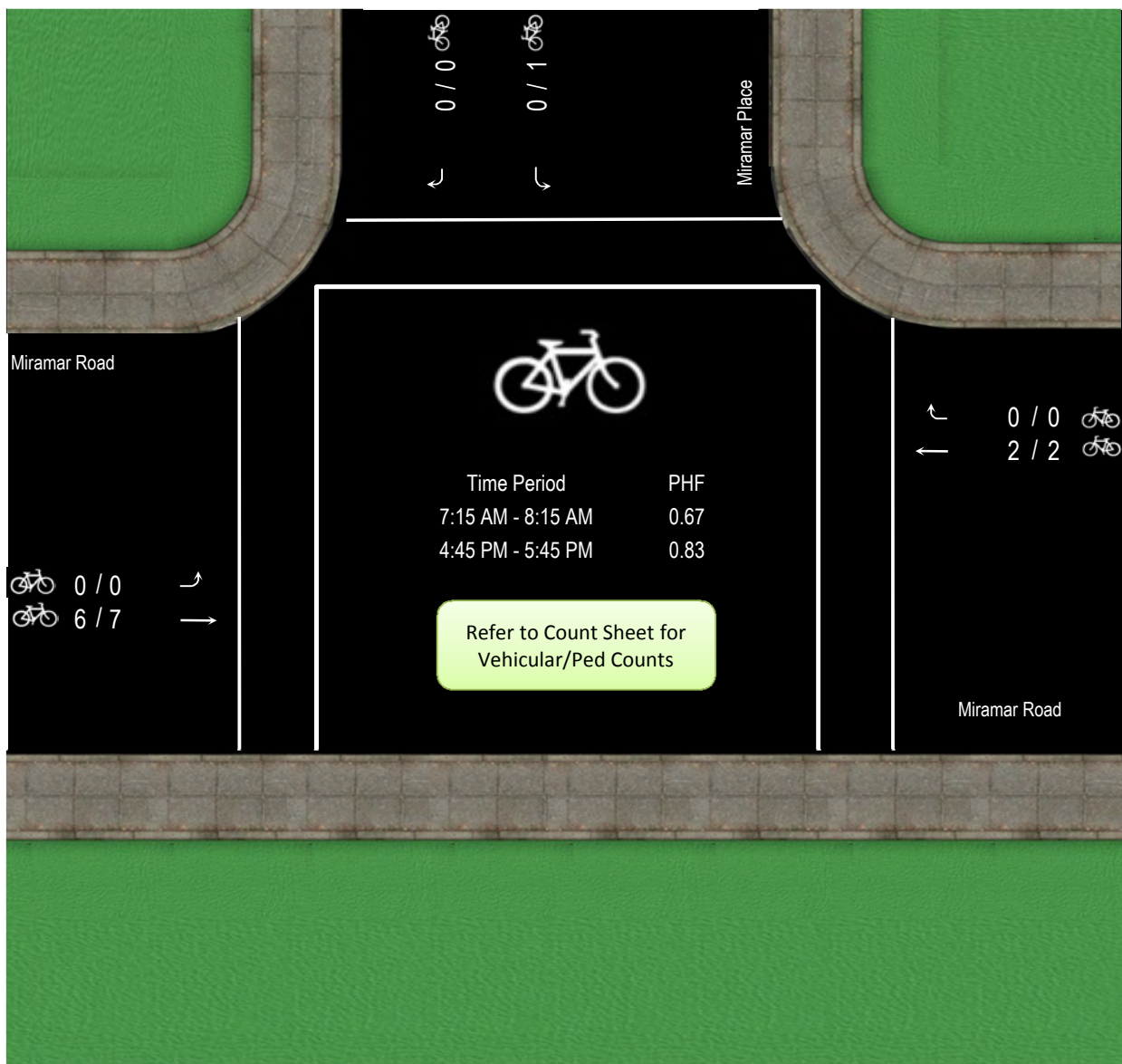
	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	8		1	9
PHF	#DIV/0!	0.666666667		0.25	0.75
Movement PHF	#DIV/0!	0.67		0.25	0.75

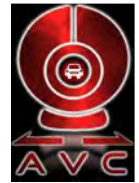
Bike Turn Count Summary

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



Location: Miramar Road @ Miramar Place
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Miramar Road @ Miramar Place

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	0	0	0	1		0	0	1
7:15 AM	0	0	0	1		0	0	1
7:30 AM	0	0	0	0		3	0	3
7:45 AM	0	0	0	0		1	0	1
8:00 AM	0	0	0	1		2	0	3
8:15 AM	0	0	0	0		1	0	1
8:30 AM	1	0	0	0		1	0	2
8:45 AM	0	0	0	0		2	0	2
Total	1	0	0	3		10	0	14

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.67**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	0	0	2		6	0	8
PHF	#####	#####	#####	0.50		0.50	#####	0.67
Movement PHF	#DIV/0!		0.50			0.50		0.67

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	0	0	0	2		2	0	4
4:15 PM	0	0	0	0		1	1	2
4:30 PM	0	0	0	1		0	0	1
4:45 PM	0	0	0	0		2	0	2
5:00 PM	0	1	0	1		1	0	3
5:15 PM	0	0	0	0		2	0	2
5:30 PM	0	0	0	1		2	0	3
5:45 PM	0	0	0	0		1	0	1
Total	0	1	0	5		11	1	18

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.83**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	1	0	2		7	0	10
PHF	#####	0.25	#####	0.5		0.875	#####	0.83
Movement PHF	0.25		0.50			0.88		0.83

Turn Count Summary

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



Location: Miramar Road @ Camino Santa Fe

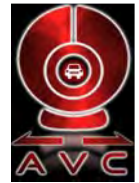
Date of Count: Wednesday, May 13, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Miramar Road @ Camino Santa Fe

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	111	2	6	31	439	5	2	2	1	8	229	165	1,001
7:15 AM	173	8	11	25	388	7	1	4	5	13	230	184	1,049
7:30 AM	119	1	10	32	437	2	1	1	2	7	241	173	1,026
7:45 AM	173	1	17	27	438	3	1	2	5	5	229	152	1,053
8:00 AM	116	1	10	34	477	2	1	1	2	8	257	156	1,065
8:15 AM	136	2	9	30	456	6	2	2	2	9	221	190	1,065
8:30 AM	133	1	14	35	483	2	1	1	3	8	255	153	1,089
8:45 AM	181	1	17	27	468	3	1	2	5	5	241	169	1,120
Total	1,142	17	94	241	3,586	30	10	15	25	63	1,903	1,342	8,468

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

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	566	5	50	126	1,884	13	5	6	12	30	974	668	4,339
PHF	0.78	0.63	0.74	0.90	0.98	0.54	0.63	0.75	0.60	0.83	0.95	0.88	0.97
Movement PHF	0.78			0.97			0.72			0.99			0.97

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	297	0	45	24	403	5	3	2	20	27	411	173	1,410
4:15 PM	334	0	49	21	342	1	1	4	3	10	451	196	1,412
4:30 PM	347	2	44	18	368	6	5	3	21	15	473	188	1,490
4:45 PM	375	1	40	17	313	11	3	7	16	26	430	239	1,478
5:00 PM	385	0	43	15	395	7	3	9	30	18	374	185	1,464
5:15 PM	403	0	55	16	335	14	1	2	8	14	354	203	1,405
5:30 PM	351	0	38	10	338	3	3	2	16	18	308	180	1,267
5:45 PM	298	0	38	17	300	11	3	5	7	11	339	226	1,255
Total	2,790	3	352	138	2,794	58	22	34	121	139	3,140	1,590	11,181

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

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1441	3	176	71	1418	25	12	23	70	69	1728	808	5844
PHF	0.94	0.375	0.898	0.845	0.897	0.568	0.6	0.639	0.583	0.663	0.913	0.845	0.98
Movement PHF	0.95			0.91			0.63			0.94			0.98

U-Turn Count Summary

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



Location: Miramar Road @ Camino Santa Fe

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	2	0	0	2
7:15 AM	5	0	0	0	5
7:30 AM	3	0	0	0	3
7:45 AM	12	1	0	0	13
8:00 AM	2	1	0	0	3
8:15 AM	5	3	0	0	8
8:30 AM	4	3	0	0	7
8:45 AM	0	0	0	0	0
Total	31	10	0	0	41

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.56**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	11	7	0	0	18
PHF	0.55	0.58	#DIV/0!	#DIV/0!	0.56
Movement PHF	0.55	0.58	#DIV/0!	#DIV/0!	0.56

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

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

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

Bike Turn Count Summary

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



Location: Miramar Road @ Camino Santa Fe

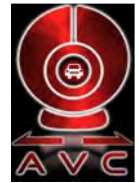
Date of Count: Wednesday, May 13, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Miramar Road @ Camino Santa Fe

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

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

Intersection PHF : **0.42**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	2	0	0	1	0	0	4	3	10
PHF	#####	#####	#####	#####	0.50	#####	#####	0.25	#####	#####	0.33	0.38	0.42
Movement PHF	#DIV/0!			0.50			0.25			0.35			0.42

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	1	3
5:15 PM	0	0	0	0	0	0	0	1	0	1	2	0	4
5:30 PM	0	0	0	1	1	0	0	1	0	0	1	1	5
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
Total	0	1	0	1	2	0	0	3	0	2	9	2	20

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

Intersection PHF : **0.70**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	1	2	0	0	2	0	1	6	2	14
PHF	#####	#####	#####	0.25	0.5	#####	#####	0.5	#####	0.25	0.75	0.5	0.70
Movement PHF	#DIV/0!			0.38			0.50			0.75			0.70

Turn Count Summary

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



Location: Nobel Drive @ Villa La Jolla Drive

Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Nobel Drive @ Villa La Jolla Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	17	8	55	1	11	21	58	0	0	0	1	172
7:15 AM	0	18	10	62	3	21	22	61	0	3	1	0	201
7:30 AM	1	24	32	74	0	25	23	70	1	2	4	2	258
7:45 AM	1	21	18	81	0	26	28	68	0	1	1	5	250
8:00 AM	1	28	23	80	0	20	33	91	0	0	2	4	282
8:15 AM	2	35	26	62	0	18	36	72	1	2	3	3	260
8:30 AM	1	41	26	74	1	14	24	81	3	0	2	2	269
8:45 AM	2	29	27	83	1	14	33	96	0	3	0	5	293
Total	8	213	170	571	6	149	220	597	5	11	13	22	1,985

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

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	6	133	102	299	2	66	126	340	4	5	7	14	1,104
PHF	0.75	0.81	0.94	0.90	0.50	0.83	0.88	0.89	0.33	0.42	0.58	0.70	0.94
Movement PHF	0.89			0.92			0.91			0.81			0.94

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	7	100	97	64	2	45	43	70	0	0	0	4	432
4:15 PM	3	83	83	62	2	32	53	62	0	0	0	0	380
4:30 PM	3	94	124	94	1	48	69	75	0	0	1	0	509
4:45 PM	0	86	130	80	5	49	52	83	0	1	3	1	490
5:00 PM	2	108	95	70	5	51	65	56	0	1	0	2	455
5:15 PM	4	99	97	66	4	63	89	73	2	0	3	1	501
5:30 PM	1	92	82	80	3	49	56	74	1	0	5	2	445
5:45 PM	3	88	76	68	3	64	77	65	3	4	2	1	454
Total	23	750	784	584	25	401	504	558	6	6	14	11	3,666

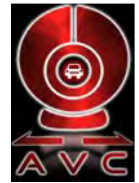
PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	9	387	446	310	15	211	275	287	2	2	7	4	1955
PHF	0.56	0.896	0.858	0.824	0.75	0.837	0.772	0.864	0.25	0.5	0.583	0.5	0.96
Movement PHF	0.95			0.94			0.86			0.65			0.96

U-Turn Count Summary

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



Location: Nobel Drive @ Villa La Jolla Drive

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

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.65**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	7	6	13
PHF	#DIV/0!	#DIV/0!	0.58	0.50	0.65
Movement PHF	#DIV/0!	#DIV/0!	0.58	0.50	0.65

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	2	3	5
4:15 PM	0	0	1	5	6
4:30 PM	0	0	0	2	2
4:45 PM	0	0	0	6	6
5:00 PM	0	0	0	4	4
5:15 PM	1	0	0	2	3
5:30 PM	0	0	0	8	8
5:45 PM	0	0	0	4	4
Total	1	0	3	34	38

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.63**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	0	14	15
PHF	0.25	#DIV/0!	#DIV/0!	0.583333333	0.63
Movement PHF	0.25	#DIV/0!	#DIV/0!	0.58	0.63

Bike Turn Count Summary

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



Location: Nobel Drive @ Villa La Jolla Drive

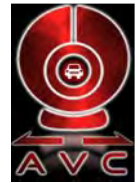
Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Nobel Drive @ Villa La Jolla Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	1	0	0	0	2	0	0	0	0	4
7:45 AM	0	1	1	0	0	0	1	1	0	1	1	0	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	4	0	0	0	3	0	0	0	0	7
8:30 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
8:45 AM	0	0	0	6	1	2	2	2	0	0	0	0	13
Total	0	1	2	11	1	2	3	13	0	1	2	0	36

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

Intersection PHF : **0.48**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	10	1	2	2	9	0	0	1	0	25
PHF	#####	#####	#####	0.42	0.25	0.25	0.25	0.56	#####	#####	0.25	#####	0.48
Movement PHF	#DIV/0!			0.36			0.69			0.25			0.48

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	2	3
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	1	3
4:30 PM	0	1	2	0	0	1	0	0	2	0	0	0	6
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	3	5
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	2	0	2	0	0	0	1	0	0	0	5
5:30 PM	0	1	0	0	2	0	0	1	0	0	0	6	10
5:45 PM	0	0	0	0	1	0	0	0	1	0	0	7	9
Total	0	2	9	0	5	2	0	2	4	0	0	19	43

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.65**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	4	0	5	0	0	1	2	0	0	13	26
PHF	#####	0.25	0.5	#####	0.625	#####	#####	0.25	0.5	#####	#####	0.464	0.65
Movement PHF	0.63			0.63			0.75			0.46			0.65

Turn Count Summary

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



Location: Nobel Drive @ Villa la Jolla Drive
Date of Count: Tuesday, October 21, 2014
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0429





Location: Nobel Drive @ Villa la Jolla Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	1	61	62	68	1	31	38	61	1	0	1	0	325
11:15 AM	1	56	55	71	1	33	40	58	1	2	0	2	320
11:30 AM	1	48	63	62	1	28	40	64	0	1	4	1	313
11:45 AM	0	62	75	72	1	31	49	58	1	0	1	1	351
12:00 PM	1	66	92	66	0	31	42	68	0	1	1	3	371
12:15 PM	1	84	80	74	1	35	52	64	4	0	1	2	398
12:30 PM	4	62	74	88	1	33	53	69	2	3	3	1	393
12:45 PM	2	72	62	94	1	23	45	59	1	1	2	1	363
Total	11	511	563	595	7	245	359	501	10	8	13	11	2,834

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

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	8	284	308	322	3	122	192	260	7	5	7	7	1525
PHF	0.50	0.845	0.837	0.856	0.75	0.871	0.906	0.942	0.438	0.417	0.583	0.583	0.96
Movement PHF	0.91			0.92			0.93			0.68			0.96

Turn Count Summary

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



Location: Nobel Drive @ La Jolla Village Square Drwy
Date of Count: Tuesday, May 05, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ La Jolla Village Square Drwy

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	1	13	38	64	24	13	3	2	6	28	4	196
7:15 AM	0	3	20	46	68	21	13	0	3	6	30	2	212
7:30 AM	0	2	29	65	77	21	16	6	0	5	44	2	267
7:45 AM	1	3	20	53	103	37	15	1	1	11	41	0	286
8:00 AM	0	4	27	64	76	34	13	1	2	7	41	1	270
8:15 AM	0	3	22	38	74	36	20	1	3	8	52	6	263
8:30 AM	0	2	27	68	90	38	14	1	1	6	47	3	297
8:45 AM	0	8	37	78	93	26	12	9	7	9	57	3	339
Total	1	26	195	450	645	237	116	22	19	58	340	21	2,130

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

Intersection PHF : **0.86**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	17	113	248	333	134	59	12	13	30	197	13	1,169
PHF	#####	0.53	0.76	0.79	0.90	0.88	0.74	0.33	0.46	0.83	0.86	0.54	0.86
Movement PHF		0.72			0.91			0.75			0.87		0.86

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	2	24	60	77	70	63	57	8	23	23	86	5	498
4:15 PM	4	20	68	94	64	69	76	8	18	29	110	8	568
4:30 PM	5	13	69	77	78	66	60	10	25	27	110	4	544
4:45 PM	2	24	67	66	93	79	40	14	26	18	120	11	560
5:00 PM	0	19	65	78	90	63	62	8	17	27	148	2	579
5:15 PM	0	13	66	106	91	93	64	7	20	19	110	5	594
5:30 PM	2	21	84	93	73	98	70	26	13	26	109	6	621
5:45 PM	1	17	82	80	108	69	75	16	22	27	86	4	587
Total	16	151	561	671	667	600	504	97	164	196	879	45	4,551

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	3	70	297	357	362	323	271	57	72	99	453	17	2381
PHF	0.38	0.833	0.884	0.842	0.838	0.824	0.903	0.548	0.818	0.917	0.765	0.708	0.96
Movement PHF		0.86			0.90			0.88			0.80		0.96

U-Turn Count Summary

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



Location: Nobel Drive @ La Jolla Village Square Drwy

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

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

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

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

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.30**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	5	1	0	0	6
PHF	0.25	0.25	#DIV/0!	#DIV/0!	0.30
Movement PHF	0.25	0.25	#DIV/0!	#DIV/0!	0.30

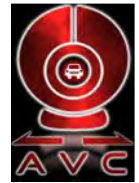
Bike Turn Count Summary

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



Location: Nobel Drive @ La Jolla Village Square Drwy
Date of Count: Tuesday, May 05, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ La Jolla Village Square Drwy

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	1	0	2	0	1	0	0	0	0	0	0	4
7:15 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
7:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	3
7:45 AM	0	1	0	5	1	0	0	0	0	0	0	0	7
8:00 AM	0	3	0	1	1	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	7	0	0	0	0	0	1	0	8
8:30 AM	0	0	0	7	5	0	0	0	0	0	2	0	14
8:45 AM	0	0	0	4	2	0	0	0	0	0	0	0	6
Total	0	10	0	20	16	1	0	1	0	0	3	0	51

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.61**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	13	14	0	0	0	0	0	3	0	34
PHF	#####	0.33	#####	0.46	0.50	#####	#####	#####	#####	#####	0.38	#####	0.61
Movement PHF		0.33			0.56		#DIV/0!				0.38		0.61

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
4:30 PM	0	0	0	0	3	0	0	0	0	0	5	0	8
4:45 PM	0	1	0	0	0	0	0	0	0	0	3	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
5:15 PM	0	0	2	0	0	0	0	0	0	0	3	0	5
5:30 PM	0	1	1	1	0	0	0	0	0	0	5	0	8
5:45 PM	0	2	0	0	1	0	0	0	0	0	8	0	11
Total	0	4	3	1	4	0	0	0	0	0	33	0	45

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.68**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	3	1	1	0	0	0	0	0	22	0	30
PHF	#####	0.375	0.375	0.25	0.25	#####	#####	#####	#####	#####	0.688	#####	0.68
Movement PHF		0.75			0.50		#DIV/0!				0.69		0.68

Turn Count Summary

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



Location: Nobel Drive @ La Jolla Village Square

Date of Count: Tuesday, October 21, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Nobel Drive @ La Jolla Village Square

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	11	13	54	58	53	54	46	8	27	39	52	10	425
11:15 AM	9	21	50	59	70	78	59	7	23	48	29	18	471
11:30 AM	8	17	64	61	59	68	54	9	25	38	56	13	472
11:45 AM	10	18	45	73	66	87	59	9	20	49	69	7	512
12:00 PM	13	17	62	89	52	92	52	13	27	49	67	19	552
12:15 PM	13	16	76	76	64	94	61	12	34	36	75	22	579
12:30 PM	10	19	86	77	65	86	69	11	30	50	67	13	583
12:45 PM	12	12	88	52	59	72	63	21	43	40	52	17	531
Total	86	133	525	545	488	631	463	90	229	349	467	119	4,125

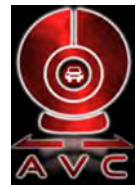
PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	48	64	312	294	240	344	245	57	134	175	261	71	2245
PHF	0.92	0.842	0.886	0.826	0.923	0.915	0.888	0.679	0.779	0.875	0.87	0.807	0.96
Movement PHF	0.92			0.94			0.86			0.94			0.96

Turn Count Summary

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



Location: Nobel Drive @ I-5 SB On Ramp
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ I-5 SB On Ramp

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		114	38	0	0	24	37	213
7:15 AM		152	60	0	0	18	34	264
7:30 AM		180	60	0	0	28	57	325
7:45 AM		197	83	0	0	25	62	367
8:00 AM		179	69	0	0	32	46	326
8:15 AM		164	56	0	0	42	63	325
8:30 AM		191	71	0	0	29	67	358
8:45 AM		185	51	0	0	25	67	328
Total		1,362	488	0	0	223	433	2,506

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.94**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		731	279	0	0	128	238	1,376
PHF		0.93	0.84	#####	#####	0.76	0.89	0.94
Movement PHF		0.90		#DIV/0!			0.87	0.94

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		220	150	0	0	97	144	611
4:15 PM		232	172	0	0	108	123	635
4:30 PM		243	186	0	0	96	166	691
4:45 PM		281	173	0	0	105	163	722
5:00 PM		261	182	0	0	106	183	732
5:15 PM		259	219	0	0	91	170	739
5:30 PM		257	175	0	0	111	173	716
5:45 PM		255	151	0	0	74	190	670
Total		2,008	1,408	0	0	788	1,312	5,516

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.98**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1058	749	0	0	413	689	2909
PHF		0.941	0.855	#####	#####	0.93	0.941	0.98
Movement PHF		0.95		#DIV/0!			0.95	0.98

U-Turn Count Summary

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



Location: Nobel Drive @ I-5 SB On Ramp

AM Period (7:00 AM - 9:00 AM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM		0	0	3	3
7:15 AM		2	0	6	8
7:30 AM		1	0	8	9
7:45 AM		3	0	6	9
8:00 AM		1	0	3	4
8:15 AM		0	0	8	8
8:30 AM		0	0	4	4
8:45 AM		1	0	23	24
Total		8	0	61	69

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

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		4	0	21	25
PHF		0.33	#DIV/0!	0.66	0.69
Movement PHF		0.33	#DIV/0!	0.66	0.69

PM Period (4:00 PM - 6:00 PM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM		3	0	0	3
4:15 PM		2	0	1	3
4:30 PM		2	0	5	7
4:45 PM		5	0	4	9
5:00 PM		12	0	4	16
5:15 PM		12	0	3	15
5:30 PM		7	0	2	9
5:45 PM		9	0	2	11
Total		52	0	21	73

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

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		36	0	13	49
PHF		0.75	#DIV/0!	0.8125	0.77
Movement PHF		0.75	#DIV/0!	0.81	0.77

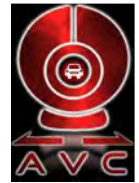
Bike Turn Count Summary

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



Location: Nobel Drive @ I-5 SB On Ramp
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ I-5 SB On Ramp

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		3	0	0	0	0	0	3
7:15 AM		0	0	0	0	0	0	0
7:30 AM		1	0	0	0	0	0	1
7:45 AM		6	0	0	0	0	0	6
8:00 AM		2	0	0	0	0	0	2
8:15 AM		7	0	0	0	0	1	8
8:30 AM		12	0	0	0	0	2	14
8:45 AM		6	0	0	0	0	0	6
Total		37	0	0	0	0	3	40

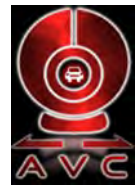
AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.54**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		27	0	0	0	0	3	30
PHF		0.56	#####	#####	#####	#####	0.38	0.54
Movement PHF		0.56		#DIV/0!			0.38	0.54

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		0	0	0	0	0	0	0
4:15 PM		0	0	0	0	0	3	3
4:30 PM		3	0	0	0	0	5	8
4:45 PM		0	0	0	0	0	3	3
5:00 PM		0	0	0	0	0	6	6
5:15 PM		0	0	0	0	0	5	5
5:30 PM		1	0	0	0	0	6	7
5:45 PM		1	0	0	0	0	8	9
Total		5	0	0	0	0	36	41

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		2	0	0	0	0	25	27
PHF		0.5	#####	#####	#####	#####	0.781	0.75
Movement PHF		0.50		#DIV/0!			0.78	0.75



Location: Nobel Drive @ I-5 Southbound Ramp

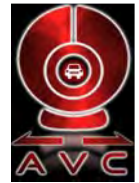
Date of Count: Tuesday, October 21, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Nobel Drive @ I-5 Southbound Ramp

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	165	47	0	0	0	43	109	0	364
11:15 AM	0	0	0	0	199	55	0	0	0	47	91	0	392
11:30 AM	0	0	0	0	188	52	0	0	0	59	115	0	414
11:45 AM	0	0	0	0	226	59	0	0	0	56	117	0	458
12:00 PM	0	0	0	0	232	63	0	0	0	55	126	0	476
12:15 PM	0	0	0	0	234	56	0	0	0	67	145	0	502
12:30 PM	0	0	0	0	228	72	0	0	0	81	141	0	522
12:45 PM	0	0	0	0	183	43	0	0	0	60	143	0	429
Total	0	0	0	0	1,655	447	0	0	0	468	987	0	3,557

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

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	920	250	0	0	0	259	529	0	1958
PHF	#####	#####	#####	#####	0.983	0.868	#####	#####	#####	0.799	0.912	#####	0.94
Movement PHF	#DIV/0!			0.98			#DIV/0!			0.89			0.94

Turn Count Summary

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



Location: Nobel Drive @ University Center Lane

Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Nobel Drive @ University Center Lane

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	10	0	0	1	73	0	80	28	69	0	35	2	298
7:15 AM	12	0	0	3	119	0	88	28	83	0	36	0	369
7:30 AM	16	0	0	6	142	0	89	31	83	0	58	0	425
7:45 AM	19	0	0	7	203	0	81	46	61	0	65	0	482
8:00 AM	24	0	0	2	152	0	86	42	73	0	47	0	426
8:15 AM	13	0	0	3	145	0	88	31	62	0	63	0	405
8:30 AM	27	0	0	7	154	0	83	40	81	0	67	0	459
8:45 AM	23	0	0	5	136	0	87	24	78	0	67	1	421
Total	144	0	0	34	1,124	0	682	270	590	0	438	3	3,285

AM Intersection Peak Hour : 7:45 AM - 8:45 AM

Intersection PHF : 0.92

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	83	0	0	19	654	0	338	159	277	0	242	0	1,772
PHF	0.77	#####	#####	0.68	0.81	#####	0.96	0.86	0.85	#####	0.90	#####	0.92
Movement PHF		0.77			0.80			0.95			0.90		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	53	0	0	1	256	0	64	10	64	0	147	0	595
4:15 PM	58	0	0	3	282	0	60	14	66	0	125	0	608
4:30 PM	70	0	0	3	286	0	56	12	75	0	168	0	670
4:45 PM	53	0	0	2	322	0	51	13	84	0	167	1	693
5:00 PM	75	0	0	3	309	0	59	15	71	0	195	0	727
5:15 PM	70	0	0	2	338	0	88	10	82	0	181	1	772
5:30 PM	55	0	0	3	315	0	72	12	69	0	180	0	706
5:45 PM	49	0	0	2	298	0	65	10	68	0	199	0	691
Total	483	0	0	19	2,406	0	515	96	579	0	1,362	2	5,462

PM Intersection Peak Hour : 4:45 PM - 5:45 PM

Intersection PHF : 0.94

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	253	0	0	10	1284	0	270	50	306	0	723	2	2898
PHF	0.84	#####	#####	0.833	0.95	#####	0.767	0.833	0.911	#####	0.927	0.5	0.94
Movement PHF		0.84			0.95			0.87			0.93		0.94

U-Turn Count Summary

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



Location: Nobel Drive @ University Center Lane

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

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

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

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

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **#DIV/0!**

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

Bike Turn Count Summary

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



Location: Nobel Drive @ University Center Lane

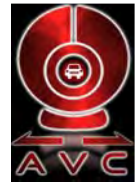
Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Nobel Drive @ University Center Lane

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	6	0	0	0	0	0	0	0	6
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	7	0	0	0	0	0	1	0	8
8:30 AM	0	0	0	0	12	0	0	0	0	0	2	0	14
8:45 AM	0	0	0	0	6	0	0	0	0	0	0	0	6
Total	0	0	0	0	37	0	0	0	0	0	3	0	40

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.54**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	27	0	0	0	0	0	3	0	30
PHF	#####	#####	#####	#####	0.56	#####	#####	#####	#####	#####	0.38	#####	0.54
Movement PHF	#DIV/0!			0.56			#DIV/0!			0.38			0.54

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
4:30 PM	0	0	0	0	3	0	0	0	0	0	5	0	8
4:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	5
5:30 PM	0	0	0	0	1	0	0	0	0	0	6	0	7
5:45 PM	0	0	0	0	1	0	0	0	0	0	8	0	9
Total	0	0	0	0	5	0	0	0	0	0	36	0	41

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	2	0	0	0	0	0	25	0	27
PHF	#####	#####	#####	#####	0.5	#####	#####	#####	#####	#####	0.781	#####	0.75
Movement PHF	#DIV/0!			0.50			#DIV/0!			0.78			0.75

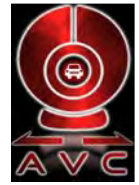
Turn Count Summary

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



Location: Nobel Drive @ University Center Ln and I 5 Northbound
Date of Count: Tuesday, October 21, 2014
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0429





Location: Nobel Drive @ University Center Ln and I 5 North

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	28	0	0	3	127	0	47	18	57	0	108	1	389
11:15 AM	34	0	0	5	159	0	43	9	61	0	90	1	402
11:30 AM	27	0	0	2	151	0	44	16	62	0	115	0	417
11:45 AM	40	0	0	3	165	0	39	10	80	0	117	0	454
12:00 PM	47	0	0	9	180	0	42	13	68	0	125	1	485
12:15 PM	27	0	0	9	186	0	46	12	77	0	145	0	502
12:30 PM	34	0	0	11	188	0	32	19	78	0	141	0	503
12:45 PM	26	0	0	9	137	0	48	19	63	0	142	1	445
Total	263	0	0	51	1,293	0	341	116	546	0	983	4	3,597

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

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	148	0	0	32	719	0	159	54	303	0	528	1	1944
PHF	0.79	#####	#####	0.727	0.956	#####	0.864	0.711	0.947	#####	0.91	0.25	0.97
Movement PHF		0.79			0.94			0.96			0.91		0.97

Turn Count Summary

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



Location: Nobel Drive @ Caminito Plaza Centro

Date of Count: Wednesday, October 21, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0428





Location: Nobel Drive @ Caminito Plaza Centro

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	6	0	1	0	88	5	3	0	1	2	91	9	206
7:15 AM	7	0	0	2	114	2	1	0	1	9	111	6	253
7:30 AM	7	1	0	4	127	8	3	0	10	7	90	11	268
7:45 AM	6	2	1	6	115	13	3	0	7	19	130	11	313
8:00 AM	9	2	1	5	149	8	5	0	7	24	121	12	343
8:15 AM	6	0	0	5	149	15	4	0	11	10	135	13	348
8:30 AM	16	0	1	4	134	16	1	0	5	18	122	6	323
8:45 AM	5	2	1	1	135	7	5	1	8	18	145	10	338
Total	62	7	5	27	1,011	74	25	1	50	107	945	78	2,392

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

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	36	4	3	15	567	46	15	1	31	70	523	41	1,352
PHF	0.56	0.50	0.75	0.75	0.95	0.72	0.75	0.25	0.70	0.73	0.90	0.79	0.97
Movement PHF		0.63			0.93			0.78			0.92		0.97

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	3	0	3	3	208	3	8	2	15	7	199	8	459
4:15 PM	12	1	5	6	236	4	9	1	13	10	219	11	527
4:30 PM	9	0	2	5	279	1	17	0	21	6	214	13	567
4:45 PM	6	3	2	3	285	9	10	1	16	11	210	15	571
5:00 PM	14	0	1	6	277	3	13	4	23	7	240	15	603
5:15 PM	14	1	2	12	293	4	16	3	16	8	219	16	604
5:30 PM	7	0	1	8	281	6	14	0	19	9	242	15	602
5:45 PM	6	1	3	6	272	7	13	0	10	11	241	18	588
Total	71	6	19	49	2,131	37	100	11	133	69	1,784	111	4,521

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.99**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	41	2	7	32	1123	20	56	7	68	35	942	64	2397
PHF	0.73	0.5	0.583	0.667	0.958	0.714	0.875	0.438	0.739	0.795	0.973	0.889	0.99
Movement PHF		0.74			0.95			0.82			0.96		0.99

Turn Count Summary

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



Location: Nobel Drive @ Caminito Plaza

Date of Count: Tuesday, October 21, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0428





Location: Nobel Drive @ Caminito Plaza

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	4	0	1	3	121	9	8	1	5	11	138	6	307
11:15 AM	7	2	4	4	148	4	5	2	9	5	116	12	318
11:30 AM	5	0	1	3	139	3	15	1	9	7	143	9	335
11:45 AM	7	1	3	4	149	5	11	1	12	9	135	12	349
12:00 PM	10	2	4	9	170	2	10	0	9	7	139	21	383
12:15 PM	10	0	3	4	180	3	7	1	5	7	169	15	404
12:30 PM	11	0	2	1	175	14	6	0	13	9	145	19	395
12:45 PM	7	0	4	7	132	13	5	0	7	11	156	23	365
Total	61	5	22	35	1,214	53	67	6	69	66	1,141	117	2,856

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

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	38	2	13	21	657	32	28	1	34	34	609	78	1547
PHF	0.86	0.25	0.813	0.583	0.913	0.571	0.7	0.25	0.654	0.773	0.901	0.848	0.96
Movement PHF		0.83			0.93			0.83			0.94		0.96

Turn Count Summary

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



Location: Nobel Drive @ Lebon Drive

Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Nobel Drive @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	4	25	7	18	59	12	23	48	24	13	91	6	330
7:15 AM	5	15	8	15	76	1	15	50	25	12	108	4	334
7:30 AM	8	15	4	18	86	3	25	106	36	14	115	9	439
7:45 AM	13	16	9	27	125	5	24	80	38	8	116	6	467
8:00 AM	13	14	9	26	94	12	25	70	32	11	98	11	415
8:15 AM	13	23	14	22	94	14	23	43	37	10	112	8	413
8:30 AM	14	21	11	27	111	17	24	94	37	21	118	13	508
8:45 AM	14	33	4	18	87	12	17	65	32	16	103	4	405
Total	84	162	66	171	732	76	176	556	261	105	861	61	3,311

AM Intersection Peak Hour : 7:45 AM - 8:45 AM

Intersection PHF : 0.89

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	53	74	43	102	424	48	96	287	144	50	444	38	1,803
PHF	0.95	0.80	0.77	0.94	0.85	0.71	0.96	0.76	0.95	0.60	0.94	0.73	0.89
Movement PHF	0.85			0.91			0.85			0.88			0.89

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	11	49	27	20	173	19	18	41	34	30	155	18	595
4:15 PM	11	37	13	17	139	29	15	24	22	31	117	16	471
4:30 PM	6	41	12	17	179	20	26	35	37	31	156	27	587
4:45 PM	10	56	26	16	193	24	22	37	27	19	123	13	566
5:00 PM	24	66	28	13	164	16	17	41	30	42	169	23	633
5:15 PM	20	72	28	17	196	37	12	38	27	29	178	21	675
5:30 PM	119	65	29	23	179	33	14	43	31	37	157	16	746
5:45 PM	5	46	22	21	134	19	12	35	33	27	129	15	498
Total	206	432	185	144	1,357	197	136	294	241	246	1,184	149	4,771

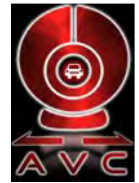
PM Intersection Peak Hour : 4:45 PM - 5:45 PM

Intersection PHF : 0.88

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	173	259	111	69	732	110	65	159	115	127	627	73	2620
PHF	0.36	0.899	0.957	0.75	0.934	0.743	0.739	0.924	0.927	0.756	0.881	0.793	0.88
Movement PHF	0.64			0.91			0.96			0.88			0.88

U-Turn Count Summary

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



Location: Nobel Drive @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	9	0	0	9
7:15 AM	0	5	0	0	5
7:30 AM	0	2	0	0	2
7:45 AM	0	5	0	0	5
8:00 AM	0	5	0	0	5
8:15 AM	0	3	0	0	3
8:30 AM	0	5	0	0	5
8:45 AM	0	5	0	0	5
Total	0	39	0	0	39

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

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	18	0	0	18
PHF	#DIV/0!	0.90	#DIV/0!	#DIV/0!	0.90
Movement PHF	#DIV/0!	0.90	#DIV/0!	#DIV/0!	0.90

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	6	0	0	6
4:15 PM	0	9	0	0	9
4:30 PM	0	7	0	0	7
4:45 PM	0	6	0	0	6
5:00 PM	0	0	0	0	0
5:15 PM	0	6	0	0	6
5:30 PM	0	5	0	0	5
5:45 PM	0	3	0	0	3
Total	0	42	0	0	42

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.71**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	17	0	0	17
PHF	#DIV/0!	0.708333333	#DIV/0!	#DIV/0!	0.71
Movement PHF	#DIV/0!	0.71	#DIV/0!	#DIV/0!	0.71

Bike Turn Count Summary

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



Location: Nobel Drive @ Lebon Drive

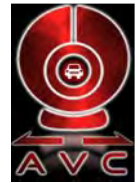
Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Nobel Drive @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	1	0	0	1	0	2	0	0	0	1	0	5
7:15 AM	0	0	0	0	2	0	0	2	0	0	3	0	7
7:30 AM	0	1	0	0	4	0	1	2	0	0	1	0	9
7:45 AM	0	0	0	0	1	0	0	0	1	0	1	0	3
8:00 AM	0	0	0	0	2	0	0	0	4	0	2	0	8
8:15 AM	0	0	0	1	1	0	0	0	2	0	1	0	5
8:30 AM	0	1	0	0	0	0	0	1	6	0	0	0	8
8:45 AM	0	0	0	0	11	0	1	0	6	0	1	0	19
Total	0	3	0	1	22	0	4	5	19	0	10	0	64

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.53**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	1	14	0	1	1	18	0	4	0	40
PHF	#####	0.25	#####	0.25	0.32	#####	0.25	0.25	0.75	#####	0.50	#####	0.53
Movement PHF		0.25			0.34			0.71			0.50		0.53

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	1	0	0	1	0	1	1	0	4
4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	1	1	1	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	1	1	0	0	0	1	3	0	6
5:00 PM	0	0	0	2	0	0	0	0	0	5	3	0	10
5:15 PM	0	1	0	0	0	0	0	0	2	3	1	0	7
5:30 PM	0	0	0	0	1	0	0	0	0	1	5	0	7
5:45 PM	0	1	0	1	1	0	0	0	0	2	7	0	12
Total	0	2	0	4	7	2	0	1	2	13	20	0	51

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	3	2	0	0	0	2	11	16	0	36
PHF	#####	0.5	#####	0.375	0.5	#####	#####	#####	0.25	0.55	0.571	#####	0.75
Movement PHF		0.50			0.63			0.25			0.75		0.75

Turn Count Summary

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



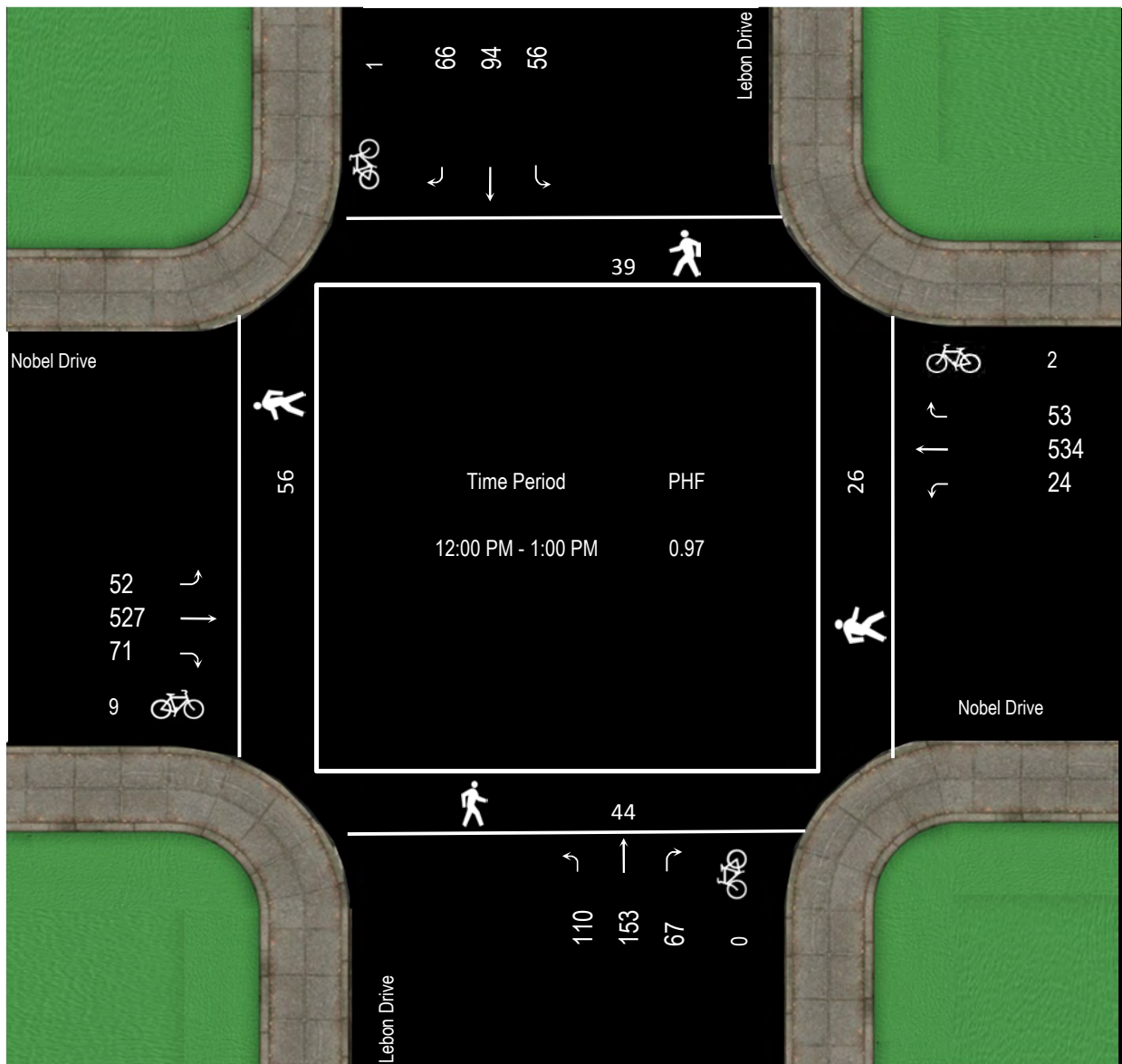
Location: Nobel Drive @ Lebon Drive

Date of Count: Tuesday, October 21, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Nobel Drive @ Lebon Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	25	21	11	17	87	6	13	39	21	13	127	7	387
11:15 AM	10	29	7	12	131	6	12	31	15	9	101	15	378
11:30 AM	14	38	18	6	108	12	5	37	23	11	131	17	420
11:45 AM	13	18	9	16	127	13	17	28	18	13	129	7	408
12:00 PM	17	20	10	7	132	6	22	33	32	21	125	7	432
12:15 PM	12	18	11	18	146	8	14	32	29	19	143	17	467
12:30 PM	17	26	17	12	145	5	19	41	28	10	129	14	463
12:45 PM	20	30	18	16	111	5	12	47	21	21	130	14	445
Total	128	200	101	104	987	61	114	288	187	117	1,015	98	3,400

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

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	66	94	56	53	534	24	67	153	110	71	527	52	1807
PHF	0.83	0.783	0.778	0.736	0.914	0.75	0.761	0.814	0.859	0.845	0.921	0.765	0.97
Movement PHF		0.79			0.89			0.94			0.91		0.97

Turn Count Summary

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



Location: Nobel Drive @ Regents Road

Date of Count: Wednesday, May 06, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Nobel Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	4	24	13	13	55	24	15	23	4	9	97	25	306
7:15 AM	7	84	10	20	68	53	30	45	17	19	97	36	486
7:30 AM	15	56	9	43	87	44	65	96	19	11	104	42	591
7:45 AM	10	31	17	30	96	17	53	87	25	6	114	42	528
8:00 AM	12	24	13	32	97	22	18	47	13	6	114	44	442
8:15 AM	17	21	9	28	84	11	18	63	1	3	88	33	376
8:30 AM	20	21	15	33	95	13	27	67	8	11	90	41	441
8:45 AM	14	20	8	30	117	18	26	63	10	10	109	44	469
Total	99	281	94	229	699	202	252	491	97	75	813	307	3,639

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

Intersection PHF : **0.87**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	44	195	49	125	348	136	166	275	74	42	429	164	2,047
PHF	0.73	0.58	0.72	0.73	0.90	0.64	0.64	0.72	0.74	0.55	0.94	0.93	0.87
Movement PHF		0.71			0.88			0.72			0.97		0.87

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	49	71	61	20	134	45	13	26	8	14	129	30	600
4:15 PM	59	75	50	26	181	48	15	32	16	27	171	30	730
4:30 PM	66	94	52	28	188	38	33	35	10	11	155	27	737
4:45 PM	63	98	58	24	160	50	23	44	16	16	134	33	719
5:00 PM	72	118	50	15	189	43	27	31	9	17	158	48	777
5:15 PM	67	126	104	28	220	37	22	24	18	17	138	29	830
5:30 PM	61	147	57	20	182	53	27	28	17	13	167	36	808
5:45 PM	37	87	48	19	171	62	26	37	9	19	168	38	721
Total	474	816	480	180	1,425	376	186	257	103	134	1,220	271	5,922

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	237	478	259	82	762	195	102	120	53	66	631	151	3136
PHF	0.82	0.813	0.623	0.732	0.866	0.786	0.944	0.811	0.736	0.868	0.939	0.786	0.94
Movement PHF		0.82			0.91			0.95			0.94		0.94

U-Turn Count Summary

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



Location: Nobel Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	1	2	1	4
7:15 AM	2	2	2	0	6
7:30 AM	4	3	0	0	7
7:45 AM	2	1	0	2	5
8:00 AM	1	3	1	1	6
8:15 AM	0	5	1	1	7
8:30 AM	1	1	1	1	4
8:45 AM	1	0	4	1	6
Total	11	16	11	7	45

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.86**

	North Leg U-Turn	East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume	9	9	3	3	24
PHF	0.56	0.75	0.38	0.38	0.86
Movement PHF	0.56	0.75	0.38	0.38	0.86

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	2	1	8	2	13
4:15 PM	2	2	6	1	11
4:30 PM	5	4	3	0	12
4:45 PM	0	4	6	0	10
5:00 PM	9	2	5	5	21
5:15 PM	2	0	4	4	10
5:30 PM	3	4	7	6	20
5:45 PM	7	2	7	0	16
Total	30	19	46	18	113

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.80**

	North Leg U-Turn	East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume	21	8	23	15	67
PHF	0.58	0.5	0.821428571	0.625	0.80
Movement PHF	0.58	0.50	0.82	0.63	0.80

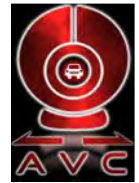
Bike Turn Count Summary

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



Location: Nobel Drive @ Regents Road
Date of Count: Wednesday, May 06, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	2	3	0	0	3	0	0	0	0	8
7:15 AM	0	3	0	0	0	0	0	1	0	1	2	0	7
7:30 AM	0	2	0	0	2	0	0	10	1	0	1	2	18
7:45 AM	0	1	0	2	1	0	0	14	1	0	0	1	20
8:00 AM	0	3	0	0	3	1	0	4	1	0	1	2	15
8:15 AM	0	0	0	1	1	0	0	4	0	0	0	1	7
8:30 AM	0	0	0	1	1	0	1	7	1	0	1	1	13
8:45 AM	0	1	0	2	7	0	0	3	0	0	0	0	13
Total	0	10	0	8	18	1	1	46	4	1	5	7	101

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

Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	9	0	2	6	1	0	29	3	1	4	5	60
PHF	#####	0.75	#####	0.25	0.50	0.25	#####	0.52	0.75	0.25	0.50	0.63	0.75
Movement PHF		0.75			0.56			0.53			0.83		0.75

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	1	0	0	0	0	0	0	0	0	0	3	0	4
4:15 PM	0	3	0	0	0	2	0	3	0	0	0	1	9
4:30 PM	0	2	1	0	1	0	0	2	0	0	0	0	6
4:45 PM	1	6	0	0	0	0	0	0	0	1	0	0	8
5:00 PM	1	4	3	1	1	0	0	0	0	0	1	0	11
5:15 PM	1	9	0	0	1	0	1	1	0	0	5	1	19
5:30 PM	1	9	1	0	2	0	0	0	0	0	4	0	17
5:45 PM	0	7	4	0	0	0	0	0	0	0	2	0	13
Total	5	40	9	1	5	2	1	6	0	1	15	2	87

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.79**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	3	29	8	1	4	0	1	1	0	0	12	1	60
PHF	0.75	0.806	0.5	0.25	0.5	#####	0.25	0.25	#####	#####	0.6	0.25	0.79
Movement PHF		0.91			0.63			0.25			0.54		0.79

Turn Count Summary

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



Location: Nobel Drive @ Regents Road

Date of Count: Tuesday, October 21, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Nobel Drive @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	19	26	14	22	96	32	16	27	11	10	113	15	401
11:15 AM	19	48	21	18	114	41	14	27	9	10	114	16	451
11:30 AM	20	55	5	12	102	46	20	21	10	20	111	16	438
11:45 AM	39	55	17	26	100	36	79	52	10	7	103	20	544
12:00 PM	34	50	29	24	117	23	49	46	12	15	125	13	537
12:15 PM	30	56	14	22	134	27	28	33	10	11	130	19	514
12:30 PM	38	46	20	24	132	28	27	57	13	12	122	33	552
12:45 PM	26	39	11	22	118	19	32	43	7	7	138	53	515
Total	225	375	131	170	913	252	265	306	82	92	956	185	3,952

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

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	141	207	80	96	483	114	183	188	45	45	480	85	2147
PHF	0.90	0.924	0.69	0.923	0.901	0.792	0.579	0.825	0.865	0.75	0.923	0.644	0.97
Movement PHF	0.95			0.94			0.74			0.91			0.97

Turn Count Summary

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



Location: Nobel Drive @ Costa Verde Boulevard
Date of Count: Thursday, May 07, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ Costa Verde Boulevard

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	14	9	19	11	59	3	8	10	9	7	83	31	263
7:15 AM	23	6	16	12	122	12	10	10	8	12	108	34	373
7:30 AM	21	11	15	10	107	14	20	13	10	9	113	40	383
7:45 AM	22	7	21	23	112	13	5	8	8	6	113	34	372
8:00 AM	17	3	22	25	106	12	7	4	9	2	83	32	322
8:15 AM	17	7	14	15	120	7	6	6	14	6	117	40	369
8:30 AM	23	6	19	22	123	13	4	10	10	3	113	24	370
8:45 AM	20	13	19	18	106	6	21	25	21	10	120	25	404
Total	157	62	145	136	855	80	81	86	89	55	850	260	2,856

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

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	77	29	74	80	455	38	38	45	54	21	433	121	1,465
PHF	0.84	0.56	0.84	0.80	0.92	0.73	0.45	0.45	0.64	0.53	0.90	0.76	0.91
Movement PHF	0.87			0.91			0.51			0.88			0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	31	17	22	16	151	20	10	9	10	16	125	31	458
4:15 PM	31	21	24	21	177	29	9	6	9	21	144	36	528
4:30 PM	27	15	27	15	142	20	12	10	16	17	127	31	459
4:45 PM	32	15	27	30	151	16	8	13	11	6	146	45	500
5:00 PM	25	7	26	32	166	15	11	5	15	6	136	58	502
5:15 PM	31	13	26	15	156	19	17	14	17	17	163	39	527
5:30 PM	29	15	32	16	173	22	14	10	18	22	151	36	538
5:45 PM	20	18	23	22	196	25	14	15	9	20	159	44	565
Total	226	121	207	167	1,312	166	95	82	105	125	1,151	320	4,077

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	105	53	107	85	691	81	56	44	59	65	609	177	2132
PHF	0.85	0.736	0.836	0.664	0.881	0.81	0.824	0.733	0.819	0.739	0.934	0.763	0.94
Movement PHF	0.87			0.88			0.83			0.95			0.94

U-Turn Count Summary

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



Location: Nobel Drive @ Costa Verde Boulevard

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	1	0	0	2
8:00 AM	2	0	0	0	2
8:15 AM	4	0	0	0	4
8:30 AM	1	1	0	0	2
8:45 AM	0	0	0	0	0
Total	8	2	0	0	10

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

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	7	1	0	0	8
PHF	0.44	0.25	#DIV/0!	#DIV/0!	0.50
Movement PHF	0.44	0.25	#DIV/0!	#DIV/0!	0.50

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	5	0	2	7
4:15 PM	2	9	0	0	11
4:30 PM	0	6	0	1	7
4:45 PM	4	4	0	1	9
5:00 PM	2	9	0	0	11
5:15 PM	2	6	0	1	9
5:30 PM	0	3	0	1	4
5:45 PM	0	4	0	0	4
Total	10	46	0	6	62

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.64**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	4	22	0	2	28
PHF	0.50	0.6111111111	#DIV/0!	0.5	0.64
Movement PHF	0.50	0.61	#DIV/0!	0.50	0.64

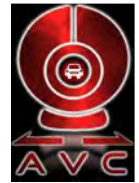
Bike Turn Count Summary

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



Location: Nobel Drive @ Costa Verde Boulevard
Date of Count: Thursday, May 07, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ Costa Verde Boulevard

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	1	0	0	2	0	1	1	3	1	0	0	9
7:15 AM	1	0	0	0	0	0	0	1	2	0	2	0	6
7:30 AM	0	2	0	1	2	0	0	1	2	1	1	0	10
7:45 AM	0	0	0	0	2	0	0	2	1	1	0	0	6
8:00 AM	0	0	1	0	1	1	0	1	1	0	1	1	7
8:15 AM	0	0	1	1	2	0	0	0	0	1	1	0	6
8:30 AM	0	1	0	0	1	0	0	2	4	0	0	0	8
8:45 AM	0	0	0	1	8	0	0	3	3	0	2	0	17
Total	1	4	2	3	18	1	1	11	16	4	7	1	69

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

Intersection PHF : **0.56**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	2	2	12	1	0	6	8	1	4	1	38
PHF	#####	0.25	0.50	0.50	0.38	0.25	#####	0.50	0.50	0.25	0.50	0.25	0.56
Movement PHF		0.75			0.42			0.58			0.75		0.56

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

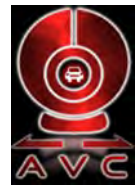
PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.67**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	1	0	6	2	1	0	0	1	5	0	16
PHF	#####	#####	0.25	#####	0.375	0.5	0.25	#####	#####	0.25	0.625	#####	0.67
Movement PHF		0.25			0.40			0.25			0.75		0.67

Turn Count Summary

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



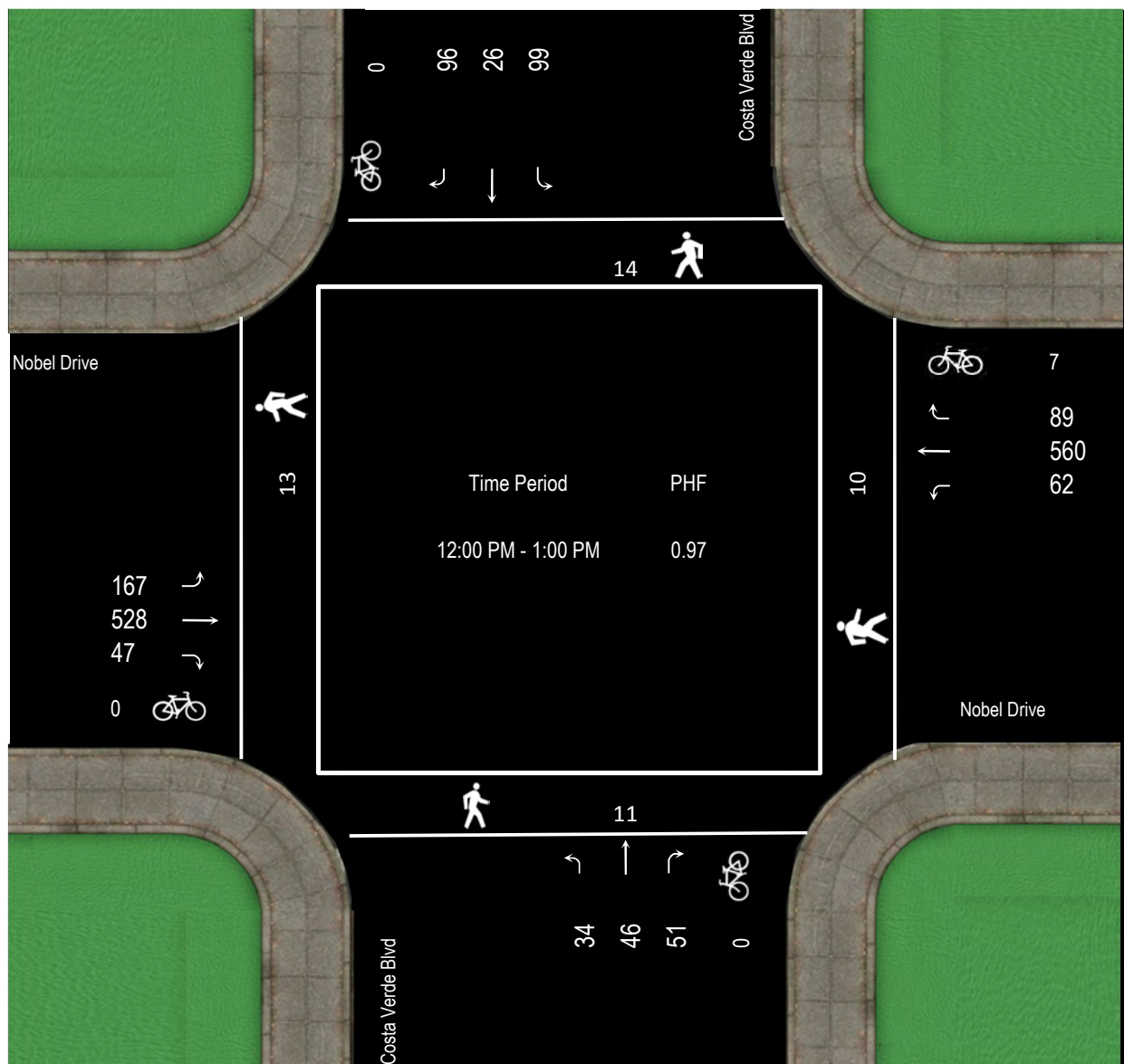
Location: Nobel Drive @ Costa Verde Blvd

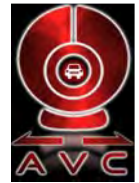
Date of Count: Tuesday, October 21, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Nobel Drive @ Costa Verde Blvd

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	29	9	22	19	107	6	11	4	14	7	103	29	360
11:15 AM	25	9	18	22	141	12	9	6	7	5	103	31	388
11:30 AM	14	9	17	24	139	13	7	13	7	11	87	26	367
11:45 AM	20	5	25	22	131	11	8	17	11	9	138	40	437
12:00 PM	22	5	22	25	136	13	17	5	6	12	144	40	447
12:15 PM	30	8	30	21	142	20	12	22	11	14	108	48	466
12:30 PM	17	9	22	21	159	14	10	13	8	6	127	40	446
12:45 PM	27	4	25	22	123	15	12	6	9	15	149	39	446
Total	184	58	181	176	1,078	104	86	86	73	79	959	293	3,357

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

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	96	26	99	89	560	62	51	46	34	47	528	167	1805
PHF	0.80	0.722	0.825	0.89	0.881	0.775	0.75	0.523	0.773	0.783	0.886	0.87	0.97
Movement PHF		0.81			0.92			0.73			0.91		0.97

Turn Count Summary

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



Location: Nobel Drive @ Lombard Place

Date of Count: Wednesday, October 21, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0428





Location: Nobel Drive @ Lombard Place

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	10	0	3	4	99	3	4	0	6	4	100	12	245
7:15 AM	16	0	6	12	164	1	5	0	10	3	137	20	374
7:30 AM	13	0	6	5	114	2	2	0	8	1	175	7	333
7:45 AM	6	0	4	3	95	2	4	0	4	7	259	14	398
8:00 AM	6	0	9	5	91	2	7	0	10	3	181	14	328
8:15 AM	12	0	10	8	95	3	5	0	6	1	178	15	333
8:30 AM	13	0	6	6	73	1	5	0	9	4	168	9	294
8:45 AM	8	0	9	7	114	0	3	0	6	0	180	27	354
Total	84	0	53	50	845	14	35	0	59	23	1,378	118	2,659

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

Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	41	0	25	25	464	7	18	0	32	14	752	55	1,433
PHF	0.64	#####	0.69	0.52	0.71	0.88	0.64	#####	0.80	0.50	0.73	0.69	0.90
Movement PHF		0.75			0.70			0.74			0.73		0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	38	1	21	17	197	1	2	0	5	6	119	44	451
4:15 PM	30	1	11	20	235	7	2	1	3	5	132	40	487
4:30 PM	57	0	19	27	250	3	4	0	7	2	102	48	519
4:45 PM	47	0	8	24	300	3	2	0	4	7	143	54	592
5:00 PM	62	0	26	16	262	6	2	4	5	6	109	51	549
5:15 PM	37	0	17	18	322	5	0	0	4	7	122	51	583
5:30 PM	44	0	14	19	258	7	3	1	8	9	118	46	527
5:45 PM	41	1	18	25	225	5	6	0	0	8	128	53	510
Total	356	3	134	166	2,049	37	21	6	36	50	973	387	4,218

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

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	190	0	65	77	1142	21	7	5	21	29	492	202	2251
PHF	0.77	#####	0.625	0.802	0.887	0.75	0.583	0.313	0.656	0.806	0.86	0.935	0.95
Movement PHF		0.72			0.90			0.69			0.89		0.95

Turn Count Summary

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



Location: Nobel Drive @ Lombard Place

Date of Count: Tuesday, October 21, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0428





Location: Nobel Drive @ Lombard Place

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	30	0	17	18	108	1	1	0	2	4	102	32	315
11:15 AM	47	0	9	25	133	4	1	0	6	4	115	38	382
11:30 AM	32	0	19	28	162	1	0	0	6	4	126	48	426
11:45 AM	19	0	21	24	144	1	2	1	6	7	140	46	411
12:00 PM	38	0	19	30	135	3	1	0	3	5	133	44	411
12:15 PM	34	1	22	26	130	0	4	0	1	0	152	61	431
12:30 PM	37	1	25	25	128	5	3	0	0	2	143	66	435
12:45 PM	57	0	29	23	118	3	1	0	2	3	161	38	435
Total	294	2	161	199	1,058	18	13	1	26	29	1,072	373	3,246

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

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	166	2	95	104	511	11	9	0	6	10	589	209	1712
PHF	0.73	0.5	0.819	0.867	0.946	0.55	0.563	#####	0.5	0.5	0.915	0.792	0.98
Movement PHF		0.76			0.93			0.75			0.95		0.98

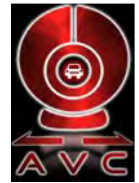
Turn Count Summary

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



Location: Nobel Drive @ Towne Center Drive
Date of Count: Thursday, May 07, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	25	11	4	11	36	1	8	10	2	1	66	33	208
7:15 AM	52	16	1	13	52	5	9	16	2	3	72	38	279
7:30 AM	55	9	8	15	51	3	16	32	8	7	121	59	384
7:45 AM	42	11	3	18	39	3	27	45	1	4	138	106	437
8:00 AM	42	4	6	22	52	1	20	26	0	0	122	74	369
8:15 AM	46	7	4	21	48	0	24	23	7	0	119	91	390
8:30 AM	52	3	3	12	46	0	18	22	6	3	115	94	374
8:45 AM	32	7	6	16	36	1	20	31	7	2	90	104	352
Total	346	68	35	128	360	14	142	205	33	20	843	599	2,793

AM Intersection Peak Hour : 7:30 AM - 8:30 AM

Intersection PHF : 0.90

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	185	31	21	76	190	7	87	126	16	11	500	330	1,580
PHF	0.84	0.70	0.66	0.86	0.91	0.58	0.81	0.70	0.50	0.39	0.91	0.78	0.90
Movement PHF	0.82			0.91			0.78			0.85			0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	111	32	12	6	136	15	8	8	3	4	67	47	449
4:15 PM	99	36	15	10	154	30	1	9	4	6	84	51	499
4:30 PM	102	40	13	15	134	25	4	11	5	5	51	54	459
4:45 PM	92	35	14	16	156	20	5	5	3	10	69	68	493
5:00 PM	166	56	19	10	179	27	4	8	2	3	88	82	644
5:15 PM	148	55	18	15	192	54	8	6	6	10	57	73	642
5:30 PM	119	63	15	15	159	39	4	6	1	5	76	73	575
5:45 PM	111	39	16	15	174	29	1	10	6	5	83	67	556
Total	948	356	122	102	1,284	239	35	63	30	48	575	515	4,317

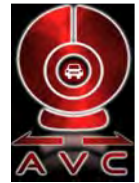
PM Intersection Peak Hour : 5:00 PM - 6:00 PM

Intersection PHF : 0.94

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	544	213	68	55	704	149	17	30	15	23	304	295	2417
PHF	0.82	0.845	0.895	0.917	0.917	0.69	0.531	0.75	0.625	0.575	0.864	0.899	0.94
Movement PHF	0.86			0.87			0.78			0.90			0.94

U-Turn Count Summary

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



Location: Nobel Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	4	0	4
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	0	1	0	1
8:15 AM	0	0	1	0	1
8:30 AM	0	0	1	0	1
8:45 AM	1	0	1	0	2
Total	1	0	9	1	11

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.75**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	2	1	3
PHF	#DIV/0!	#DIV/0!	0.75	#DIV/0!	0.75
Movement PHF	#DIV/0!	#DIV/0!	0.75	#DIV/0!	0.75

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	1	0	1
4:15 PM	0	1	2	0	3
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	1	0	1
5:15 PM	0	1	0	0	1
5:30 PM	0	0	4	0	4
5:45 PM	0	0	0	0	0
Total	0	2	9	0	11

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.38**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	5	0	6
PHF	#DIV/0!	0.25	0.3125	#DIV/0!	0.38
Movement PHF	#DIV/0!	0.25	0.31	#DIV/0!	0.38

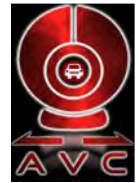
Bike Turn Count Summary

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



Location: Nobel Drive @ Towne Center Drive
Date of Count: Thursday, May 07, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ Towne Center Drive

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

AM Intersection Peak Hour : 7:45 AM - 8:45 AM

Intersection PHF : 0.75

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	1	2	0	3	0	1	0	5	0	12
PHF	#####	#####	#####	0.25	0.25	#####	0.38	#####	0.25	#####	0.42	#####	0.75
Movement PHF	#DIV/0!			0.38			0.50			0.42			0.75

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	1	1	0	0	0	0	0	1	0	3
5:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
Total	0	3	0	1	6	0	1	0	1	0	3	1	16

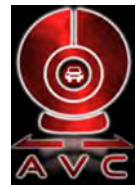
PM Intersection Peak Hour : 4:45 PM - 5:45 PM

Intersection PHF : 0.83

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	1	5	0	0	0	1	0	1	0	10
PHF	#####	0.5	#####	0.25	0.625	#####	#####	#####	0.25	#####	0.25	#####	0.83
Movement PHF	0.50			0.75			0.25			0.25			0.83

Turn Count Summary

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



Location: Nobel Drive @ Towne Center Drive

Date of Count: Tuesday, October 21, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Nobel Drive @ Towne Center Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	65	2	11	13	59	3	4	4	2	4	70	52	289
11:15 AM	67	8	10	27	80	3	6	9	7	7	78	51	353
11:30 AM	87	16	14	31	97	4	6	8	4	2	86	63	418
11:45 AM	80	8	4	25	94	3	6	9	2	5	85	80	401
12:00 PM	70	21	11	26	64	2	9	8	3	2	80	81	377
12:15 PM	82	12	23	29	68	4	7	16	3	8	80	79	411
12:30 PM	61	14	19	25	73	1	4	7	6	2	91	99	402
12:45 PM	60	9	26	20	72	3	8	10	2	0	93	96	399
Total	572	90	118	196	607	23	50	71	29	30	663	601	3,050

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

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	319	57	52	111	323	13	28	41	12	17	331	303	1607
PHF	0.92	0.679	0.565	0.895	0.832	0.813	0.778	0.641	0.75	0.531	0.962	0.935	0.96
Movement PHF		0.91			0.85			0.78			0.96		0.96

Turn Count Summary

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



Location: Nobel Drive @ Shoreline Drive

Date of Count: Wednesday, May 13, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Nobel Drive @ Shoreline Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	5	0	22	7	45	1	12	0	6	0	80	1	179
7:15 AM	9	1	26	5	61	0	12	0	9	1	125	3	252
7:30 AM	4	1	38	4	61	0	20	1	5	0	142	4	280
7:45 AM	6	0	41	14	40	0	12	4	4	1	171	2	295
8:00 AM	5	1	30	7	56	2	9	0	11	1	138	2	262
8:15 AM	5	0	31	11	55	3	17	2	6	2	158	1	291
8:30 AM	7	0	42	12	51	1	18	0	8	2	152	4	297
8:45 AM	6	0	38	2	84	1	7	0	6	2	114	3	263
Total	47	3	268	62	453	8	107	7	55	9	1,080	20	2,119

AM Intersection Peak Hour : 7:45 AM - 8:45 AM

Intersection PHF : 0.96

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	23	1	144	44	202	6	56	6	29	6	619	9	1,145
PHF	0.82	0.25	0.86	0.79	0.90	0.50	0.78	0.38	0.66	0.75	0.90	0.56	0.96
Movement PHF		0.86			0.91			0.88			0.91		0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	11	0	15	32	148	4	5	1	5	6	60	7	294
4:15 PM	4	1	14	26	186	6	0	2	3	3	81	17	343
4:30 PM	9	1	7	28	200	9	3	0	5	10	55	9	336
4:45 PM	7	2	10	30	187	5	1	2	7	9	72	9	341
5:00 PM	5	1	11	46	216	6	2	0	4	5	65	14	375
5:15 PM	5	4	15	56	236	8	1	3	3	8	74	17	430
5:30 PM	13	1	27	56	203	12	5	1	1	9	62	14	404
5:45 PM	15	1	15	47	156	10	2	1	3	10	76	7	343
Total	69	11	114	321	1,532	60	19	10	31	60	545	94	2,866

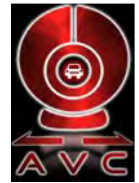
PM Intersection Peak Hour : 5:00 PM - 6:00 PM

Intersection PHF : 0.90

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	38	7	68	205	811	36	10	5	11	32	277	52	1552
PHF	0.63	0.438	0.63	0.915	0.859	0.75	0.5	0.417	0.688	0.8	0.911	0.765	0.90
Movement PHF		0.69			0.88			0.93			0.91		0.90

U-Turn Count Summary

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



Location: Nobel Drive @ Shoreline Drive

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

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

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

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

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.45**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	4	4	9
PHF	#DIV/0!	0.25	0.4375	0.25	0.45
Movement PHF	#DIV/0!	0.25	0.44	0.25	0.45

Bike Turn Count Summary

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



Location: Nobel Drive @ Shoreline Drive

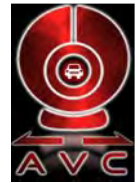
Date of Count: Wednesday, May 13, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Nobel Drive @ Shoreline Drive

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

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

Intersection PHF : **0.50**

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

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

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.56**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	8	0	0	0	0	0	1	0	9
PHF	#####	#####	#####	#####	0.667	#####	#####	#####	#####	#####	0.25	#####	0.56
Movement PHF	#DIV/0!			0.67			#DIV/0!			0.25			0.56

Turn Count Summary

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



Location: Nobel Drive @ Shoreline Drive

Date of Count: Tuesday, October 21, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Nobel Drive @ Shoreline Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	6	0	14	7	67	1	2	0	2	2	79	4	184
11:15 AM	4	0	18	8	104	9	3	1	2	3	86	5	243
11:30 AM	9	1	20	14	114	1	3	1	9	4	95	7	278
11:45 AM	7	0	22	27	114	2	6	0	1	3	88	4	274
12:00 PM	6	0	17	17	85	2	1	3	1	3	87	10	232
12:15 PM	3	1	26	20	97	7	6	0	1	3	103	4	271
12:30 PM	10	0	22	23	86	4	7	0	3	3	106	5	269
12:45 PM	4	0	21	16	86	5	1	2	5	0	122	5	267
Total	49	2	160	132	753	31	29	7	24	21	766	44	2,018

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

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	25	2	85	78	410	12	16	4	12	13	373	25	1055
PHF	0.69	0.5	0.817	0.722	0.899	0.429	0.667	0.333	0.333	0.813	0.905	0.625	0.95
Movement PHF	0.93			0.87			0.62			0.93			0.95

Turn Count Summary

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



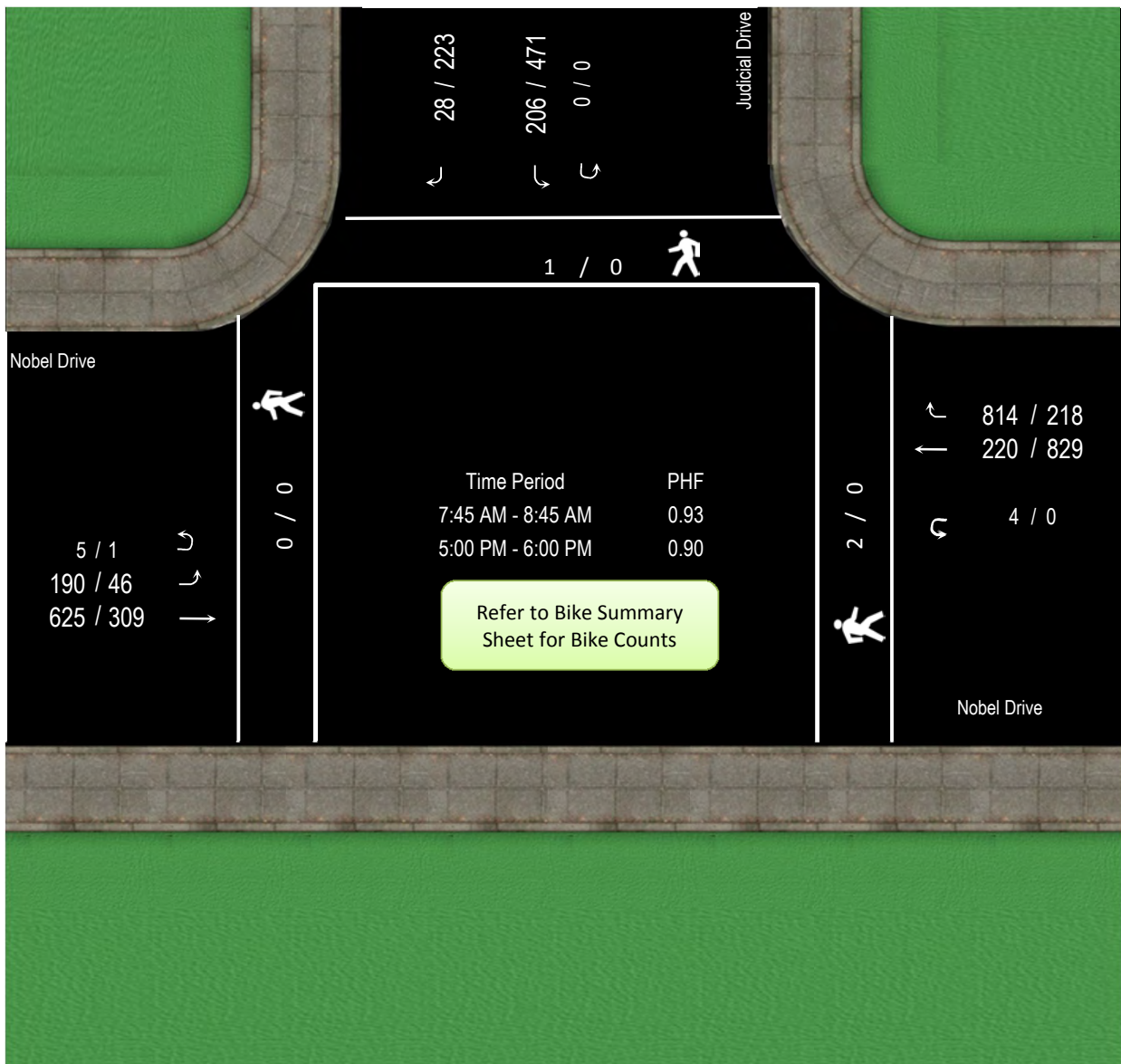
Location: Nobel Drive @ Judicial Drive

Date of Count: Wednesday, May 13, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Nobel Drive @ Judicial Drive

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	4	28	136	49		104	10	331
7:15 AM	10	33	157	56		136	27	419
7:30 AM	14	53	152	51		167	33	470
7:45 AM	7	43	241	47		168	56	562
8:00 AM	6	53	193	59		130	47	488
8:15 AM	5	53	188	61		159	44	510
8:30 AM	10	57	192	53		168	43	523
8:45 AM	2	48	197	84		123	35	489
Total	58	368	1,456	460		1,155	295	3,792

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.93**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	28	206	814	220		625	190	2,083
PHF	0.70	0.90	0.84	0.90		0.93	0.85	0.93
Movement PHF	0.87		0.90			0.91		0.93

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	41	91	47	143		69	11	402
4:15 PM	30	79	43	188		86	9	435
4:30 PM	48	98	37	189		54	11	437
4:45 PM	46	88	43	177		71	13	438
5:00 PM	53	133	55	215		66	12	534
5:15 PM	71	135	57	228		80	9	580
5:30 PM	54	99	54	217		81	13	518
5:45 PM	45	104	52	169		82	12	464
Total	388	827	388	1,526		589	90	3,808

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.90**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	223	471	218	829		309	46	2096
PHF	0.79	0.872	0.956	0.909		0.942	0.885	0.90
Movement PHF	0.84		0.92			0.94		0.90

U-Turn Count Summary

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



Location: Nobel Drive @ Judicial Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	0	0		0	0
7:15 AM	0	0		0	0
7:30 AM	0	0		0	0
7:45 AM	0	0		0	0
8:00 AM	0	2		0	2
8:15 AM	0	1		4	5
8:30 AM	0	1		1	2
8:45 AM	0	0		2	2
Total	0	4		7	11

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.45**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	4		5	9
PHF	#DIV/0!	0.50		0.31	0.45
Movement PHF	#DIV/0!	0.50		0.31	0.45

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

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.25**

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

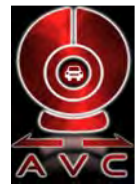
Bike Turn Count Summary

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



Location: Nobel Drive @ Judicial Drive
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ Judicial Drive

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

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

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	0	0	0		3	1	4
PHF	#####	#####	#####	#####		0.75	0.25	0.50
Movement PHF	#DIV/0!		#DIV/0!			0.50		0.50

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

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.69**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	2	2	0	6		1	0	11
PHF	0.50	0.5	#####	0.5		0.25	#####	0.69
Movement PHF		0.50		0.50		0.25		0.69

Turn Count Summary

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



Location: Nobel Drive @ Judicial Drive

Date of Count: Tuesday, October 21, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Nobel Drive @ Judicial Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	7	0	46	32	68	0	0	0	0	92	3		248
11:15 AM	18	0	44	43	103	0	0	0	0	97	10		315
11:30 AM	17	0	59	34	112	0	0	0	0	106	12		340
11:45 AM	22	0	66	55	121	0	0	0	0	105	11		380
12:00 PM	19	0	59	47	85	0	0	0	0	93	12		315
12:15 PM	19	0	54	52	105	0	0	0	0	113	22		365
12:30 PM	18	0	67	56	95	0	0	0	0	115	20		371
12:45 PM	10	0	49	85	97	0	0	0	0	105	39		385
Total	130	0	444	404	786	0	0	0	0	826	129		2,719

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

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	66	0	229	240	382	0	0	0	0	426	93		1436
PHF	0.87	#####	0.854	0.706	0.91	#####	#####	#####	#####	#####	0.926	0.596	0.93
Movement PHF		0.87			0.85		#DIV/0!			0.90			0.93

Turn Count Summary

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



Location: Nobel Drive @ I-805 SB On-Ramp
Date of Count: Wednesday, May 06, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ I-805 SB On-Ramp

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		212	40	0	0	76	86	414
7:15 AM		237	33	0	0	133	73	476
7:30 AM		232	37	0	0	149	70	488
7:45 AM		258	49	0	0	139	93	539
8:00 AM		261	38	0	0	102	77	478
8:15 AM		226	36	0	0	124	58	444
8:30 AM		212	34	0	0	141	59	446
8:45 AM		248	26	0	0	89	61	424
Total		1,886	293	0	0	953	577	3,709

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.92**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		988	157	0	0	523	313	1,981
PHF		0.95	0.80	#####	#####	0.88	0.84	0.92
Movement PHF		0.93		#DIV/0!			0.90	0.92

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		219	87	0	0	101	85	492
4:15 PM		259	79	0	0	98	97	533
4:30 PM		252	57	0	0	91	90	490
4:45 PM		244	63	0	0	95	97	499
5:00 PM		236	57	0	0	113	77	483
5:15 PM		261	49	0	0	125	87	522
5:30 PM		243	46	0	0	136	74	499
5:45 PM		190	40	0	0	141	58	429
Total		1,904	478	0	0	900	665	3,947

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

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		974	286	0	0	385	369	2014
PHF		0.94	0.822	#####	#####	0.953	0.951	0.94
Movement PHF		0.93		#DIV/0!			0.97	0.94

U-Turn Count Summary

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



Location: Nobel Drive @ I-805 SB On-Ramp

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

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

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

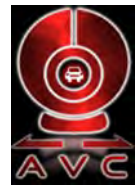
PM Period (4:00 PM - 6:00 PM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM		0	0	0	0
4:15 PM		0	0	0	0
4:30 PM		0	0	0	0
4:45 PM		0	0	0	0
5:00 PM		1	0	0	1
5:15 PM		0	0	0	0
5:30 PM		0	0	0	0
5:45 PM		0	0	0	0
Total		1	0	0	1

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

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

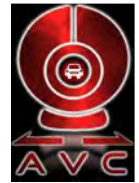
Bike Turn Count Summary

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



Location: Nobel Drive @ I-805 SB On-Ramp
Date of Count: Wednesday, May 06, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ I-805 SB On-Ramp

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

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.75**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		0	0	0	0	0	3	3
PHF		#####	#####	#####	#####	#####	0.75	0.75
Movement PHF		#DIV/0!		#DIV/0!			0.75	0.75

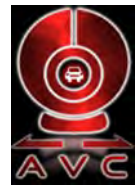
PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		1	0	0	0	0	1	2
4:15 PM		0	0	0	0	0	0	0
4:30 PM		0	0	0	0	0	0	0
4:45 PM		1	0	0	0	0	0	1
5:00 PM		1	0	0	0	0	1	2
5:15 PM		1	0	0	0	0	0	1
5:30 PM		1	0	0	0	0	1	2
5:45 PM		3	0	0	0	0	1	4
Total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

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.56**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		6	0	0	0	0	3	9
PHF		0.5	#####	#####	#####	#####	0.75	0.56
Movement PHF		0.50		#DIV/0!			0.75	0.56

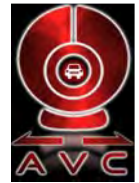
Turn Count Summary

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



Location: Nobel Drive @ I-805 Southbound Ramp
Date of Count: Tuesday, October 21, 2014
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0429





Location: Nobel Drive @ I-805 Southbound Ramp

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	100	33	0	0	0	107	31	0	271
11:15 AM	0	0	0	0	146	30	0	0	0	93	48	0	317
11:30 AM	0	0	0	0	146	50	0	0	0	115	50	0	361
11:45 AM	0	0	0	0	176	33	0	0	0	108	63	0	380
12:00 PM	0	0	0	0	132	43	0	0	0	111	41	0	327
12:15 PM	0	0	0	0	157	40	0	0	0	120	47	0	364
12:30 PM	0	0	0	0	151	58	0	0	0	125	57	0	391
12:45 PM	0	0	0	0	182	37	0	0	0	101	53	0	373
Total	0	0	0	0	1,190	324	0	0	0	880	390	0	2,784

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

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	616	174	0	0	0	464	208	0	1462
PHF	#####	#####	#####	#####	0.875	0.75	#####	#####	#####	0.928	0.825	#####	0.93
Movement PHF	#DIV/0!			0.94			#DIV/0!			0.92			0.93

Turn Count Summary

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



Location: Nobel Drive @ I-805 N Off-Ramp
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ I-805 N Off-Ramp

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		61	0	171	191	0	86	509
7:15 AM		75	0	159	195	0	73	502
7:30 AM		109	0	177	160	0	70	516
7:45 AM		124	0	161	183	0	93	561
8:00 AM		110	0	169	189	0	77	545
8:15 AM		127	0	150	135	0	58	470
8:30 AM		136	0	135	110	0	59	440
8:45 AM		134	0	126	140	0	61	461
Total		876	0	1,248	1,303	0	577	4,004

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.95**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		418	0	666	727	0	313	2,124
PHF		0.84	#####	0.94	0.93	#####	0.84	0.95
Movement PHF		0.84			0.97		0.84	0.95

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		178	0	110	128	0	85	501
4:15 PM		165	0	113	173	0	97	548
4:30 PM		195	0	106	114	0	90	505
4:45 PM		170	0	107	137	0	97	511
5:00 PM		189	0	101	105	0	78	473
5:15 PM		240	0	105	70	0	87	502
5:30 PM		148	0	133	141	0	74	496
5:45 PM		172	0	126	58	0	58	414
Total		1,457	0	901	926	0	666	3,950

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

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		708	0	436	552	0	369	2065
PHF		0.908	#####	0.965	0.798	#####	0.951	0.94
Movement PHF		0.91			0.86		0.95	0.94

U-Turn Count Summary

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



Location: Nobel Drive @ I-805 N Off-Ramp

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

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

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

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

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

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

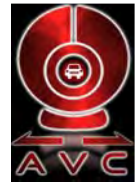
Bike Turn Count Summary

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



Location: Nobel Drive @ I-805 N Off-Ramp
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Nobel Drive @ I-805 N Off-Ramp

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

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.75**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		0	0	0	0	0	3	3
PHF		#####	#####	#####	#####	#####	0.75	0.75
Movement PHF		#DIV/0!		#DIV/0!			0.75	0.75

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

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.56**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		6	0	0	0	0	3	9
PHF		0.5	#####	#####	#####	#####	0.75	0.56
Movement PHF		0.50		#DIV/0!			0.75	0.56

Turn Count Summary

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



Location: Nobel Drive @ I-805 Southbound Ramp
Date of Count: Tuesday, October 21, 2014
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0429





Location: Nobel Drive @ I-805 Southbound Ramp

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	48	0	131	0	85	0	31	0	295
11:15 AM	0	0	0	0	65	0	132	0	111	0	48	0	356
11:30 AM	0	0	0	0	82	0	154	0	114	0	50	0	400
11:45 AM	0	0	0	0	83	0	135	0	126	0	63	0	407
12:00 PM	0	0	0	0	66	0	146	0	109	0	41	0	362
12:15 PM	0	0	0	0	90	0	151	0	107	0	47	0	395
12:30 PM	0	0	0	0	86	0	148	0	123	0	57	0	414
12:45 PM	0	0	0	0	100	0	169	0	119	0	53	0	441
Total	0	0	0	0	620	0	1,166	0	894	0	390	0	3,070

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

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	342	0	614	0	458	0	198	0	1612
PHF	#####	#####	#####	#####	0.855	#####	0.908	#####	0.931	#####	0.868	#####	0.91
Movement PHF	#DIV/0!			0.86			0.93			0.87			0.91

Turn Count Summary

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



Location: Nobel Drive @ Avenue of Flags
Date of Count: Wednesday, October 21, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0428





Location: Nobel Drive @ Avenue of Flags

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		71	3	0	0	0	243	317
7:15 AM		70	3	0	0	0	194	267
7:30 AM		79	2	0	1	1	241	324
7:45 AM		126	0	0	0	2	268	396
8:00 AM		118	1	0	0	1	252	372
8:15 AM		130	0	1	1	2	216	350
8:30 AM		129	1	0	0	0	205	335
8:45 AM		136	0	1	1	2	206	346
Total		859	10	2	3	8	1,825	2,707

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

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		503	2	1	1	5	941	1,453
PHF		0.97	0.50	0.25	0.25	0.63	0.88	0.92
Movement PHF		0.97		0.25		0.88		0.92

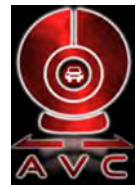
PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		158	3	3	0	2	193	359
4:15 PM		161	1	4	3	1	194	364
4:30 PM		154	1	3	4	1	213	376
4:45 PM		192	1	1	1	0	212	407
5:00 PM		177	2	1	1	1	197	379
5:15 PM		197	2	1	1	1	248	450
5:30 PM		175	2	1	2	1	244	425
5:45 PM		132	1	2	2	0	203	340
Total		1,346	13	16	14	7	1,704	3,100

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.92**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		741	7	4	5	3	901	1661
PHF		0.94	0.875	1	0.625	0.75	0.908	0.92
Movement PHF		0.94		0.75		0.91		0.92

Turn Count Summary

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



Location: Nobel Drive @ Avenue of Flags

Date of Count: Tuesday, October 21, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0428





Location: Nobel Drive @ Avenue of Flags

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	44	2	3	0	4	5	157	0	215
11:15 AM	0	0	0	0	61	3	2	0	4	3	177	0	250
11:30 AM	0	0	0	0	80	0	1	0	2	14	190	0	287
11:45 AM	0	0	0	0	79	5	8	0	4	3	195	0	294
12:00 PM	0	0	0	0	61	7	3	0	5	9	178	0	263
12:15 PM	0	0	0	0	87	7	2	0	3	13	185	0	297
12:30 PM	0	0	0	0	81	2	6	0	5	10	195	0	299
12:45 PM	0	0	0	0	92	3	4	0	8	4	218	0	329
Total	0	0	0	0	585	29	29	0	35	61	1,495	0	2,234

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

Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	321	19	15	0	21	36	776	0	1188
PHF	#####	#####	#####	#####	0.872	0.679	0.625	#####	0.656	0.692	0.89	#####	0.90
Movement PHF	#DIV/0!			0.89			0.75			0.91			0.90

Turn Count Summary

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



Location: Health Center Drive @ Regents Road

Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Health Center Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	18	12	1	0	0	0	2	35	101	5	2	7	183
7:15 AM	19	13	2	1	0	0	5	65	141	15	0	3	264
7:30 AM	42	23	3	1	0	2	14	94	168	15	0	6	368
7:45 AM	30	42	4	0	0	0	11	71	194	18	0	4	374
8:00 AM	20	13	7	0	0	0	2	21	153	14	0	7	237
8:15 AM	20	5	1	0	0	0	1	61	142	23	0	2	255
8:30 AM	17	6	0	0	0	0	1	45	107	19	0	7	202
8:45 AM	19	10	1	0	0	0	0	34	163	28	0	4	259
Total	185	124	19	2	0	2	36	426	1,169	137	2	40	2,142

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

Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	111	91	16	2	0	2	32	251	656	62	0	20	1,243
PHF	0.66	0.54	0.57	0.50	#####	0.25	0.57	0.67	0.85	0.86	#####	0.71	0.83
Movement PHF		0.72			0.33			0.85			0.93		0.83

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	4	191	1	0	0	1	0	27	49	45	0	17	335
4:15 PM	6	129	0	1	0	3	5	20	32	103	0	11	310
4:30 PM	6	202	3	1	0	1	4	29	64	40	2	13	365
4:45 PM	3	144	2	1	0	0	1	32	45	123	0	10	361
5:00 PM	1	109	6	1	0	2	4	33	30	105	0	14	305
5:15 PM	6	127	7	3	0	0	4	29	25	77	0	26	304
5:30 PM	6	122	4	2	0	1	4	47	39	106	0	14	345
5:45 PM	7	110	2	1	0	1	4	25	36	97	0	12	295
Total	39	1134	25	10	0	9	26	242	320	696	2	117	2,620

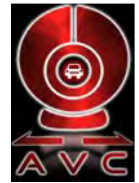
PM Intersection Peak Hour : **4:00 PM - 5:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	19	666	6	3	0	5	10	108	190	311	2	51	1371
PHF	0.79	0.824	0.5	0.75	#####	0.417	0.5	0.844	0.742	0.632	0.25	0.75	0.94
Movement PHF		0.82			0.50			0.79			0.68		0.94

U-Turn Count Summary

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



Location: Health Center Drive @ Regents Road

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

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

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

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

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

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

Bike Turn Count Summary

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



Location: Health Center Drive @ Regents Road

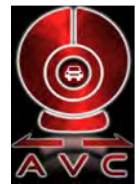
Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Health Center Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	1	0	0	0	0	0	3	0	3	0	0	7
7:15 AM	0	1	0	0	0	0	0	2	0	1	0	0	4
7:30 AM	0	1	0	0	0	0	0	4	2	0	0	0	7
7:45 AM	0	0	0	0	1	0	0	3	11	2	0	0	17
8:00 AM	0	0	1	0	0	0	0	2	6	0	1	0	10
8:15 AM	0	0	0	0	0	0	0	3	7	1	1	0	12
8:30 AM	0	1	0	0	0	0	0	2	4	3	0	0	10
8:45 AM	0	1	0	0	0	0	0	2	1	2	0	0	6
Total	0	5	1	0	1	0	0	21	31	12	2	0	73

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.72**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	1	0	1	0	0	10	28	6	2	0	49
PHF	#####	0.25	0.25	#####	0.25	#####	#####	0.83	0.64	0.50	0.50	#####	0.72
Movement PHF		0.50			0.25			0.68			0.67		0.72

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	1	4	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	3	3	0	0	6
4:45 PM	0	0	0	0	0	0	0	3	0	6	0	0	9
5:00 PM	0	0	0	0	0	0	0	1	1	7	0	0	9
5:15 PM	0	0	0	0	0	0	0	0	2	3	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	4	5	2	0	11
5:45 PM	0	2	0	0	0	0	0	0	1	9	0	0	12
Total	0	2	0	0	0	0	0	4	13	39	2	0	60

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.77**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	0	0	0	1	8	24	2	0	37
PHF	#####	0.25	#####	#####	#####	#####	#####	0.25	0.5	0.667	0.25	#####	0.77
Movement PHF		0.25			#DIV/0!			0.56			0.72		0.77

Turn Count Summary

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



Location: County Day Ln and Health Science @ Regents Road

Date of Count: Wednesday, October 22, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: nty Day Ln and Health Science Dr. @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	10	18	0	0	1	1	0	19	45	65	0	9	168
11:15 AM	13	27	0	0	0	0	0	21	69	73	0	10	213
11:30 AM	16	32	0	0	0	0	0	17	50	60	0	13	188
11:45 AM	17	28	0	0	0	0	0	25	66	54	0	7	197
12:00 PM	15	27	0	0	0	0	0	23	81	66	0	9	221
12:15 PM	20	31	0	0	1	0	1	33	57	60	0	12	215
12:30 PM	13	19	0	0	0	1	0	22	62	80	0	12	209
12:45 PM	17	24	0	0	0	0	0	44	59	94	0	19	257
Total	121	206	0	0	2	2	1	204	489	552	0	91	1,668

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

Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	65	101	0	0	1	1	1	122	259	300	0	52	902
PHF	0.81	0.815	#####	#####	0.25	0.25	0.25	0.693	0.799	0.798	#####	0.684	0.88
Movement PHF		0.81			0.50			0.92			0.78		0.88

Turn Count Summary

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



Location: Eastgate Mall @ Regents Road
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Eastgate Mall @ Regents Road

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
7:00 AM	27	4	10	7	26	122		196
7:15 AM	36	5	30	28	39	177		315
7:30 AM	39	16	76	41	55	211		438
7:45 AM	32	19	78	56	67	179		431
8:00 AM	38	7	47	32	47	84		255
8:15 AM	21	9	30	18	41	157		276
8:30 AM	28	5	24	9	49	149		264
8:45 AM	38	4	47	20	58	148		315
Total	259	69	342	211	382	1,227		2,490

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

Intersection PHF : **0.82**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	145	47	231	157	208	651		1,439
PHF	0.93	0.62	0.74	0.70	0.78	0.77		0.82
Movement PHF	0.87		0.72		0.81			0.82

PM Period (4:00 PM - 6:00 PM)									
	Southbound			Westbound		Northbound			TOTAL
	Right	Thru	Left	Right	Left	Right	Thru		
4:00 PM	0	221	35	12	58	20	49		395
4:15 PM	0	218	28	8	51	29	36		370
4:30 PM	0	216	39	15	64	20	88		442
4:45 PM	0	254	31	14	41	23	62		425
5:00 PM	0	202	38	8	83	16	62		409
5:15 PM	0	200	24	16	75	28	48		391
5:30 PM	0	185	42	23	64	34	56		404
5:45 PM	0	195	36	5	45	20	55		356
Total	0	1691	273	101	481	190	456		3,192

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

Intersection PHF : **0.94**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	872	132	53	263	87	260		1667
PHF	0.858	0.846	0.828	0.792	0.777	0.739		0.94
Movement PHF	0.88		0.87		0.80			0.94

U-Turn Count Summary

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



Location: Eastgate Mall @ Regents Road

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

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

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

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

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **#DIV/0!**

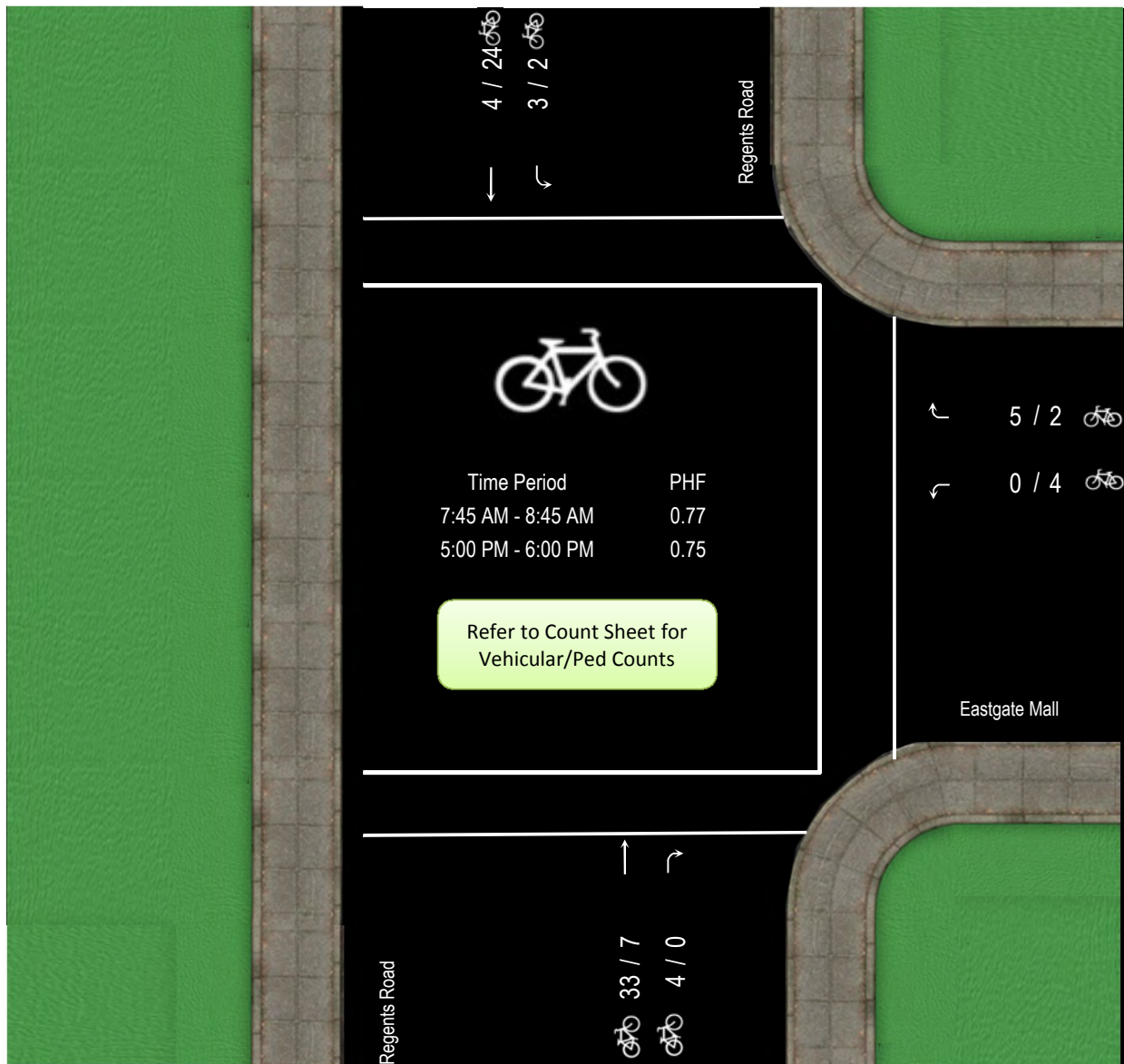
	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	0	0	0		0
PHF	#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!

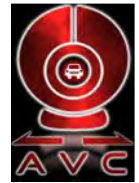
Bike Turn Count Summary

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



Location: Eastgate Mall @ Regents Road
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Eastgate Mall @ Regents Road

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
7:00 AM	3	1	0	0	1	0	5
7:15 AM	0	2	0	0	0	2	4
7:30 AM	1	0	1	0	1	5	8
7:45 AM	2	0	0	0	0	14	16
8:00 AM	0	0	1	0	1	7	9
8:15 AM	1	0	2	0	0	8	11
8:30 AM	1	3	2	0	3	4	13
8:45 AM	2	1	1	0	1	2	7
Total	10	7	7	0	7	42	73

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.77**

	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
Volume	4	3	5	0	4	33	49
PHF	0.50	0.25	0.63	#####	0.33	0.59	0.77
Movement PHF	0.44		0.63		0.66		0.77

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
4:00 PM	0	2	1	0	0	0	3
4:15 PM	4	0	0	1	0	1	6
4:30 PM	2	1	2	0	0	1	6
4:45 PM	5	1	0	1	0	1	8
5:00 PM	7	0	1	0	0	1	9
5:15 PM	3	0	0	1	0	2	6
5:30 PM	4	1	1	2	0	3	11
5:45 PM	10	1	0	1	0	1	13
Total	35	6	5	6	0	10	62

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
Volume	24	2	2	4	0	7	39
PHF	0.6	0.5	0.5	0.5	#####	0.583	0.75
Movement PHF	0.59		0.50		0.58		0.75

Turn Count Summary

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



Location: Eastgate Mall @ Regents Road

Date of Count: Wednesday, October 22, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Eastgate Mall @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	72	23	10	0	8	14	58	0	0	0	0	185
11:15 AM	0	88	10	16	0	16	10	71	0	0	0	0	211
11:30 AM	0	87	7	7	0	24	26	65	0	0	0	0	216
11:45 AM	0	79	7	17	0	21	21	77	0	0	0	0	222
12:00 PM	0	85	12	17	0	20	21	85	0	0	0	0	240
12:15 PM	0	74	15	14	0	22	19	78	0	0	0	0	222
12:30 PM	0	83	16	11	0	25	20	73	0	0	0	0	228
12:45 PM	0	98	20	23	0	16	19	84	0	0	0	0	260
Total	0	666	110	115	0	152	150	591	0	0	0	0	1,784

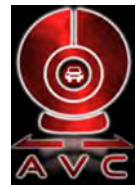
PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	340	63	65	0	83	79	320	0	0	0	0	950
PHF	#####	0.867	0.788	0.707	#####	0.83	0.94	0.941	#####	#####	#####	#####	0.91
Movement PHF		0.85			0.95			0.94			#DIV/0!		0.91

Turn Count Summary

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



Location: Executive Drive @ Regents Road

Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Executive Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	29	4	9	0	4	15	153	0	1	0	0	215
7:15 AM	1	47	7	8	1	5	21	209	2	2	0	0	303
7:30 AM	1	67	4	17	0	3	25	243	2	1	1	0	364
7:45 AM	1	82	5	9	0	9	27	249	0	1	0	0	383
8:00 AM	1	55	9	13	0	10	28	103	0	1	1	1	222
8:15 AM	0	32	4	11	0	14	39	197	0	1	0	0	298
8:30 AM	0	27	7	14	2	18	38	177	0	1	0	0	284
8:45 AM	0	48	10	19	0	11	30	206	0	1	2	0	327
Total	4	387	50	100	3	74	223	1,537	4	9	4	1	2,396

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

Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	4	251	25	47	1	27	101	804	4	5	2	1	1,272
PHF	1.00	0.77	0.69	0.69	0.25	0.68	0.90	0.81	0.50	0.63	0.50	0.25	0.83
Movement PHF		0.80			0.82			0.82			0.67		0.83

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	5	244	10	20	3	47	16	54	1	2	3	3	408
4:15 PM	8	274	9	7	3	48	17	75	0	2	1	2	446
4:30 PM	11	240	8	11	2	58	13	105	1	4	3	6	462
4:45 PM	13	272	14	13	1	47	17	59	0	0	1	6	443
5:00 PM	2	286	11	19	5	68	19	69	5	4	3	2	493
5:15 PM	7	270	13	11	5	57	16	65	0	3	1	3	451
5:30 PM	4	211	15	27	3	58	17	67	0	3	1	2	408
5:45 PM	6	252	3	18	5	37	17	51	1	4	2	3	399
Total	56	2049	83	126	27	420	132	545	8	22	15	27	3,510

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

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	33	1068	46	54	13	230	65	298	6	11	8	17	1849
PHF	0.63	0.934	0.821	0.711	0.65	0.846	0.855	0.71	0.3	0.688	0.667	0.708	0.94
Movement PHF		0.96			0.81			0.78			0.69		0.94

U-Turn Count Summary

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



Location: Executive Drive @ Regents Road

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

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

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

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

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **#DIV/0!**

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

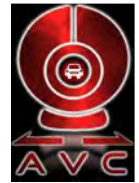
Bike Turn Count Summary

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



Location: Executive Drive @ Regents Road
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Executive Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	3	0	0	2	0	0	1	0	0	0	0	6
7:15 AM	0	0	0	0	1	0	1	2	2	0	0	0	6
7:30 AM	0	1	0	2	0	0	0	4	0	0	0	0	7
7:45 AM	0	2	0	1	0	0	1	12	0	0	2	1	19
8:00 AM	0	0	0	0	1	0	0	8	4	0	0	0	13
8:15 AM	0	1	0	1	1	0	0	7	2	0	0	0	12
8:30 AM	0	1	0	1	0	0	2	6	1	0	0	0	11
8:45 AM	0	1	1	0	0	0	0	3	0	0	0	0	5
Total	0	9	1	5	5	0	4	43	9	0	2	1	79

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

Intersection PHF : **0.72**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	3	2	0	3	33	7	0	2	1	55
PHF	#####	0.50	#####	0.75	0.50	#####	0.38	0.69	0.44	#####	0.25	0.25	0.72
Movement PHF		0.50			0.63			0.83			0.25		0.72

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
4:15 PM	0	5	0	0	0	2	0	1	2	0	0	0	10
4:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
4:45 PM	0	5	1	0	0	1	0	1	1	0	1	0	10
5:00 PM	0	7	0	0	0	1	0	1	0	0	1	0	10
5:15 PM	0	4	0	1	0	2	0	1	0	3	0	0	11
5:30 PM	0	6	0	0	0	0	1	3	0	0	0	0	10
5:45 PM	0	10	1	0	0	0	0	1	0	1	1	0	14
Total	0	39	2	1	1	6	1	9	3	5	3	0	70

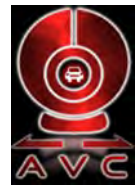
PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.80**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	27	1	1	0	3	1	6	0	4	2	0	45
PHF	#####	0.675	0.25	0.25	#####	0.375	0.25	0.5	#####	0.333	0.5	#####	0.80
Movement PHF		0.64			0.33			0.44			0.50		0.80

Turn Count Summary

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



Location: Executive Drive @ Regents Road

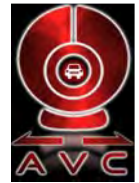
Date of Count: Wednesday, October 22, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Executive Drive @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	68	3	12	1	14	7	56	4	2	2	0	169
11:15 AM	4	90	8	10	1	13	14	73	2	2	0	0	217
11:30 AM	1	92	17	18	0	13	12	72	4	5	2	0	236
11:45 AM	2	84	6	14	5	36	13	86	5	1	3	0	255
12:00 PM	7	82	10	8	2	28	13	92	3	3	2	1	251
12:15 PM	0	88	6	8	2	24	19	82	5	1	2	2	239
12:30 PM	3	92	4	12	1	22	27	82	2	5	0	1	251
12:45 PM	2	88	17	8	3	19	24	89	3	2	4	0	259
Total	19	684	71	90	15	169	129	632	28	21	15	4	1,877

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

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	12	350	37	36	8	93	83	345	13	11	8	4	1000
PHF	0.43	0.951	0.544	0.75	0.667	0.83	0.769	0.938	0.65	0.55	0.5	0.5	0.97
Movement PHF		0.93			0.90			0.95			0.96		0.97

Turn Count Summary

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



Location: Miramar Street @ Regents Road

Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Miramar Street @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	3	29	6	15	1	16	42	169	13	15	1	4	314
7:15 AM	7	50	5	22	2	8	45	187	26	56	1	7	416
7:30 AM	6	74	9	20	3	9	56	263	44	44	1	9	538
7:45 AM	6	68	14	16	4	16	55	223	42	35	1	19	499
8:00 AM	9	45	15	20	1	19	69	84	50	44	0	11	367
8:15 AM	8	48	6	14	9	30	48	206	38	40	4	13	464
8:30 AM	2	48	3	5	2	13	54	175	27	44	0	18	391
8:45 AM	4	68	4	13	1	24	59	230	32	51	0	13	499
Total	45	430	62	125	23	135	428	1,537	272	329	8	94	3,488

AM Intersection Peak Hour : 7:30 AM - 8:30 AM

Intersection PHF : 0.87

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	29	235	44	70	17	74	228	776	174	163	6	52	1,868
PHF	0.81	0.79	0.73	0.88	0.47	0.62	0.83	0.74	0.87	0.93	0.38	0.68	0.87
Movement PHF	0.87			0.76			0.81			0.97			0.87

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	8	297	14	8	0	39	19	82	16	39	2	3	527
4:15 PM	4	337	9	15	1	28	22	91	29	32	1	2	571
4:30 PM	10	268	7	13	1	46	20	114	40	47	0	6	572
4:45 PM	7	322	8	9	1	23	20	72	37	45	1	3	548
5:00 PM	5	370	6	4	1	36	20	101	19	50	1	4	617
5:15 PM	2	339	9	6	2	44	10	82	35	27	0	4	560
5:30 PM	5	271	11	12	4	39	12	88	38	33	2	3	518
5:45 PM	2	295	11	3	2	37	24	82	32	28	1	3	520
Total	43	2499	75	70	12	292	147	712	246	301	8	28	4,433

PM Intersection Peak Hour : 4:15 PM - 5:15 PM

Intersection PHF : 0.94

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	26	1297	30	41	4	133	82	378	125	174	3	15	2308
PHF	0.65	0.876	0.833	0.683	1	0.723	0.932	0.829	0.781	0.87	0.75	0.625	0.94
Movement PHF	0.89			0.74			0.84			0.87			0.94

U-Turn Count Summary

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



Location: Miramar Street @ Regents Road

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

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **#DIV/0!**

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

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

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

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

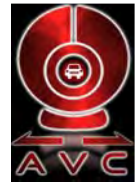
Bike Turn Count Summary

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



Location: Miramar Street @ Regents Road
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Miramar Street @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	3	0	0	0	0	0	1	0	1	0	0	5
7:15 AM	1	0	1	0	0	0	0	5	0	0	0	0	7
7:30 AM	0	1	0	0	0	0	0	4	0	0	0	0	5
7:45 AM	0	2	0	0	2	0	0	13	0	0	0	0	17
8:00 AM	0	0	0	0	0	0	0	12	0	1	0	0	13
8:15 AM	0	1	0	0	0	0	0	9	0	0	0	0	10
8:30 AM	0	1	0	0	0	0	0	9	0	0	0	0	10
8:45 AM	3	0	0	0	0	0	0	3	2	0	0	0	8
Total	4	8	1	0	2	0	0	56	2	2	0	0	75

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

Intersection PHF : **0.74**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	0	2	0	0	43	0	1	0	0	50
PHF	#####	0.50	#####	#####	0.25	#####	#####	0.83	#####	0.25	#####	#####	0.74
Movement PHF		0.50			0.25			0.83			0.25		0.74

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	7	0	0	0	0	0	3	1	0	0	0	11
4:30 PM	0	2	0	1	1	0	0	0	0	0	0	0	4
4:45 PM	0	6	0	0	1	0	0	2	0	0	0	0	9
5:00 PM	0	8	0	0	0	0	0	1	0	0	0	0	9
5:15 PM	0	9	0	0	0	0	0	1	0	0	0	0	10
5:30 PM	0	6	0	0	1	0	1	4	1	1	0	0	14
5:45 PM	0	11	0	0	1	0	0	1	0	0	0	0	13
Total	0	50	0	1	4	0	1	12	2	1	0	0	71

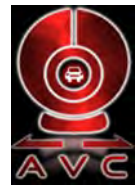
PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.82**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	34	0	0	2	0	1	7	1	1	0	0	46
PHF	#####	0.773	#####	#####	0.5	#####	0.25	0.438	0.25	0.25	#####	#####	0.82
Movement PHF		0.77			0.50			0.38			0.25		0.82

Turn Count Summary

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



Location: Regents Park Row and Miramar St @ Regents Road

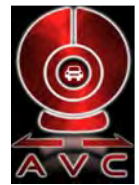
Date of Count: Wednesday, October 22, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Regents Park Row and Miramar St. @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	4	79	14	9	0	20	24	69	15	14	1	4	253
11:15 AM	6	95	12	10	2	42	34	75	15	18	1	9	319
11:30 AM	4	78	25	10	2	23	56	85	27	20	1	6	337
11:45 AM	9	124	16	17	2	28	23	91	14	13	0	3	340
12:00 PM	7	98	19	18	3	35	42	109	16	23	1	4	375
12:15 PM	7	99	23	22	1	39	20	83	16	12	1	3	326
12:30 PM	8	117	14	25	1	34	28	106	10	16	1	7	367
12:45 PM	11	92	11	21	2	35	36	89	19	22	2	10	350
Total	56	782	134	132	13	256	263	707	132	138	8	46	2,667

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

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	33	406	67	86	7	143	126	387	61	73	5	24	1418
PHF	0.75	0.868	0.728	0.86	0.583	0.917	0.75	0.888	0.803	0.793	0.625	0.6	0.95
Movement PHF		0.91			0.95			0.86			0.75		0.95

Turn Count Summary

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



Location: Mahaile Ave/Plaza De Palmas @ Regents Road

Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Mahaile Ave/Plaza De Palmas @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	2	33	3	20	0	5	1	86	4	0	1	10	165
7:15 AM	1	85	0	30	1	6	1	92	8	4	3	10	241
7:30 AM	3	68	3	24	3	13	4	155	3	6	3	20	305
7:45 AM	1	34	3	38	0	2	6	216	3	7	2	14	326
8:00 AM	4	43	4	30	2	5	2	133	3	3	1	15	245
8:15 AM	2	35	6	42	2	8	5	148	1	4	2	13	268
8:30 AM	5	47	6	31	3	6	3	141	1	1	5	9	258
8:45 AM	1	55	3	40	0	6	3	151	2	5	1	9	276
Total	19	400	28	255	11	51	25	1,122	25	30	18	100	2,084

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

Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	10	180	16	134	7	28	17	652	10	20	8	62	1,144
PHF	0.63	0.66	0.67	0.80	0.58	0.54	0.71	0.75	0.83	0.71	0.67	0.78	0.88
Movement PHF		0.70			0.81			0.75			0.78		0.88

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	7	148	9	23	4	8	5	44	2	6	0	9	265
4:15 PM	9	197	14	32	6	4	7	66	3	7	2	11	358
4:30 PM	16	228	10	24	2	7	3	81	6	2	3	4	386
4:45 PM	13	237	14	25	4	9	12	74	2	3	3	6	402
5:00 PM	12	261	22	11	2	6	1	51	3	3	2	10	384
5:15 PM	28	249	24	14	4	8	1	67	6	3	3	7	414
5:30 PM	19	273	16	14	2	7	0	64	2	1	5	3	406
5:45 PM	17	299	16	20	5	10	3	89	2	2	3	7	473
Total	121	1892	125	163	29	59	32	536	26	27	21	57	3,088

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	76	1082	78	59	13	31	5	271	13	9	13	27	1677
PHF	0.68	0.905	0.813	0.738	0.65	0.775	0.417	0.761	0.542	0.75	0.65	0.675	0.89
Movement PHF		0.93			0.74			0.77			0.82		0.89

U-Turn Count Summary

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



Location: Mahaile Ave/Plaza De Palmas @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	0	0	5	0	5
7:30 AM	0	0	1	0	1
7:45 AM	0	0	3	0	3
8:00 AM	0	0	4	0	4
8:15 AM	0	0	2	0	2
8:30 AM	0	0	4	0	4
8:45 AM	0	0	3	0	3
Total	0	0	23	0	23

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

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	10	0	10
PHF	#DIV/0!	#DIV/0!	0.63	#DIV/0!	0.63
Movement PHF	#DIV/0!	#DIV/0!	0.63	#DIV/0!	0.63

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	4	0	4
4:15 PM	3	0	2	0	5
4:30 PM	0	0	11	0	11
4:45 PM	0	0	4	0	4
5:00 PM	0	0	4	0	4
5:15 PM	0	0	5	0	5
5:30 PM	3	0	6	0	9
5:45 PM	0	0	1	0	1
Total	6	0	37	0	43

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.53**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	0	16	0	19
PHF	0.25	#DIV/0!	0.666666667	#DIV/0!	0.53
Movement PHF	0.25	#DIV/0!	0.67	#DIV/0!	0.53

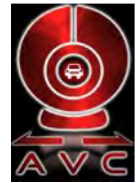
Bike Turn Count Summary

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



Location: Mahaile Ave/Plaza De Palmas @ Regents Road
Date of Count: Tuesday, May 12, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Mahaile Ave/Plaza De Palmas @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	1	1	0	0	0	0	0	1	0	0	0	0	3
7:15 AM	0	5	0	1	0	1	0	1	0	0	0	0	8
7:30 AM	0	2	0	0	0	0	0	6	0	0	0	0	8
7:45 AM	0	2	0	0	0	0	0	15	0	0	2	0	19
8:00 AM	1	0	0	0	0	0	0	4	0	0	0	0	5
8:15 AM	0	1	0	0	0	0	0	5	0	0	0	0	6
8:30 AM	0	0	0	0	0	0	0	12	0	0	0	0	12
8:45 AM	0	2	0	3	0	0	0	7	0	0	0	2	14
Total	2	13	0	4	0	1	0	51	0	0	2	2	75

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

Intersection PHF : **0.55**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	3	0	0	0	0	0	36	0	0	2	0	42
PHF	0.25	0.38	#####	#####	#####	#####	#####	0.60	#####	#####	0.25	#####	0.55
Movement PHF		0.50		#DIV/0!				0.60			0.25		0.55

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
4:15 PM	0	3	0	0	0	0	0	4	0	0	0	1	8
4:30 PM	0	3	0	0	0	0	1	3	0	0	1	0	8
4:45 PM	0	9	0	0	0	0	0	4	0	0	1	0	14
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	1	5	0	0	0	0	0	3	0	1	1	1	12
5:45 PM	0	7	0	0	0	0	0	3	0	0	1	0	11
Total	1	39	0	0	0	0	1	20	0	1	4	2	68

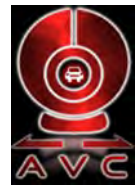
PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.64**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	24	0	0	0	0	0	7	0	1	2	1	36
PHF	0.25	0.667	#####	#####	#####	#####	#####	0.438	#####	0.25	0.5	0.25	0.64
Movement PHF		0.69		#DIV/0!				0.44			0.33		0.64

Turn Count Summary

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



Location: Plaza de Palmas and Mahaile Ave @ Regents Road

Date of Count: Wednesday, October 22, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Plaza de Palmas and Mahaile Ave. @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	7	53	9	16	4	9	3	57	3	3	4	5	173
11:15 AM	5	80	11	20	0	6	12	50	6	2	2	7	201
11:30 AM	6	68	12	24	1	7	10	58	2	5	1	7	201
11:45 AM	6	97	11	36	1	4	10	80	3	1	2	1	252
12:00 PM	6	94	13	23	8	3	11	81	1	2	0	10	252
12:15 PM	5	83	13	30	6	7	4	99	5	1	1	8	262
12:30 PM	8	103	17	30	4	9	8	83	4	2	2	7	277
12:45 PM	5	92	9	24	3	4	10	75	5	3	2	9	241
Total	48	670	95	203	27	49	68	583	29	19	14	54	1,859

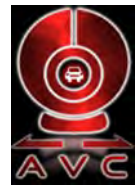
PM Intersection Peak Hour : **11:45 AM - 12:45 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	25	377	54	119	19	23	33	343	13	6	5	26	1043
PHF	0.78	0.915	0.794	0.826	0.594	0.639	0.75	0.866	0.65	0.75	0.625	0.65	0.94
Movement PHF	0.89			0.94			0.90			0.77			0.94

Turn Count Summary

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



Location: Berino Court @ Regents Road

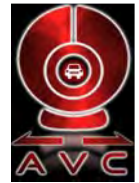
Date of Count: Wednesday, May 13, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Berino Court @ Regents Road

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
7:00 AM	28	19	4	2	12	19		84
7:15 AM	41	57	29	8	47	42		224
7:30 AM	59	52	18	19	39	80		267
7:45 AM	50	47	35	44	32	73		281
8:00 AM	31	7	7	2	5	48		100
8:15 AM	42	3	3	10	2	37		97
8:30 AM	36	8	1	2	7	55		109
8:45 AM	33	3	1	1	3	40		81
Total	320	196	98	88	147	394		1,243

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

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	181	163	89	73	123	243		872
PHF	0.77	0.71	0.64	0.41	0.65	0.76		0.78
Movement PHF	0.77			0.51		0.77		0.78

PM Period (4:00 PM - 6:00 PM)									
	Southbound			Westbound		Northbound			TOTAL
	Right	Thru	Left	Right	Left	Right	Thru		
4:00 PM	0	83	4	2	5	6	51		151
4:15 PM	0	98	5	3	2	2	38		148
4:30 PM	0	102	7	0	5	2	42		158
4:45 PM	0	111	9	3	7	6	47		183
5:00 PM	0	151	11	1	3	8	51		225
5:15 PM	0	150	5	3	9	5	34		206
5:30 PM	0	130	22	4	10	3	48		217
5:45 PM	0	120	16	6	7	11	52		212
Total	0	945	79	22	48	43	363		1,500

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.96**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	551	54	14	29	27	185		860
PHF	0.912	0.614	0.583	0.725	0.614	0.889		0.96
Movement PHF	0.93			0.77		0.84		0.96

U-Turn Count Summary

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



Location: Berino Court @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
7:00 AM	13	0	0		13
7:15 AM	33	0	0		33
7:30 AM	9	1	0		10
7:45 AM	22	0	0		22
8:00 AM	17	0	0		17
8:15 AM	31	0	0		31
8:30 AM	37	0	0		37
8:45 AM	32	0	0		32
Total	194	1	0		195

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.62**

	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	81	1	0		82
PHF	0.61	0.25	#DIV/0!		0.62
Movement PHF	0.61	0.25	#DIV/0!		0.62

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
4:00 PM	19	0	0		19
4:15 PM	18	0	0		18
4:30 PM	15	0	0		15
4:45 PM	25	0	0		25
5:00 PM	23	0	1		24
5:15 PM	24	0	0		24
5:30 PM	26	0	0		26
5:45 PM	22	0	0		22
Total	172	0	1		173

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.92**

	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	95	0	1		96
PHF	0.91	#DIV/0!	0.25		0.92
Movement PHF	0.91	#DIV/0!	0.25		0.92

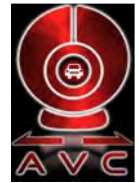
Bike Turn Count Summary

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



Location: Berino Court @ Regents Road
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Berino Court @ Regents Road

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
7:00 AM	0	0	0	0	0	6	6
7:15 AM	0	0	0	0	1	0	1
7:30 AM	2	0	0	0	1	2	5
7:45 AM	1	0	0	0	1	2	4
8:00 AM	0	0	0	0	0	4	4
8:15 AM	1	0	0	0	0	4	5
8:30 AM	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	1	1
Total	4	0	0	0	4	19	27

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

Intersection PHF : **0.90**

	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
Volume	4	0	0	0	2	12	18
PHF	0.50	#####	#####	#####	0.50	0.75	0.90
Movement PHF	0.50		#DIV/0!			0.88	0.90

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
4:00 PM	3	0	0	0	0	0	3
4:15 PM	1	0	0	0	0	0	1
4:30 PM	1	0	0	0	0	0	1
4:45 PM	2	0	0	0	0	0	2
5:00 PM	3	1	0	0	0	0	4
5:15 PM	3	1	0	0	0	1	5
5:30 PM	5	0	0	6	0	0	11
5:45 PM	5	0	0	0	0	0	5
Total	23	2	0	6	0	1	32

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.57**

	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
Volume	16	2	0	6	0	1	25
PHF	0.8	0.5	#####	0.25	#####	0.25	0.57
Movement PHF	0.90		0.25			0.25	0.57



Location: Berino Court @ Regents Road

Date of Count: Wednesday, October 22, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Berino Court @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	42	21	1	0	3	5	26	1	0	0	0	99
11:15 AM	0	46	20	1	0	1	1	26	0	0	0	0	95
11:30 AM	0	57	13	0	0	2	4	39	0	0	0	0	115
11:45 AM	0	60	11	1	0	5	3	29	0	0	0	0	109
12:00 PM	0	58	19	0	0	3	2	36	0	0	0	0	118
12:15 PM	0	62	18	1	0	2	0	34	0	0	0	0	117
12:30 PM	0	73	15	1	0	3	3	40	0	0	0	0	135
12:45 PM	0	68	25	0	0	3	0	37	0	0	0	0	133
Total	0	466	142	5	0	22	18	267	1	0	0	0	921

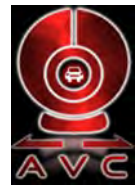
PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	261	77	2	0	11	5	147	0	0	0	0	503
PHF	#####	0.894	0.77	0.5	#####	0.917	0.417	0.919	#####	#####	#####	#####	0.93
Movement PHF		0.91			0.81			0.88		#DIV/0!			0.93

Turn Count Summary

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



Location: Arriba Street @ Regents Road

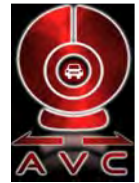
Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Arriba Street @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	7	0	19	8	26	1	3	3	1	1	23	19	111
7:15 AM	21	0	15	39	29	0	1	2	1	3	13	57	181
7:30 AM	25	4	37	38	35	3	8	5	1	1	28	39	224
7:45 AM	26	2	24	21	41	0	3	5	3	3	25	19	172
8:00 AM	12	1	14	14	28	0	1	5	1	1	12	14	103
8:15 AM	21	0	13	13	25	0	2	8	1	3	17	15	118
8:30 AM	16	2	14	15	29	0	2	8	4	5	21	24	140
8:45 AM	17	3	16	15	21	4	6	7	2	2	20	16	129
Total	145	12	152	163	234	8	26	43	14	19	159	203	1,178

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

Intersection PHF : **0.77**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	79	6	95	106	131	4	15	15	6	8	89	134	688
PHF	0.76	0.38	0.64	0.68	0.80	0.33	0.47	0.75	0.50	0.67	0.79	0.59	0.77
Movement PHF		0.68			0.79			0.64			0.79		0.77

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	57	3	30	10	39	6	2	4	2	3	29	25	210
4:15 PM	61	7	29	2	29	3	4	4	3	1	28	16	187
4:30 PM	62	9	30	14	25	5	9	6	3	3	22	10	198
4:45 PM	65	12	30	10	33	0	6	4	2	1	28	16	207
5:00 PM	99	9	27	7	22	4	5	2	4	6	27	11	223
5:15 PM	82	11	46	4	31	4	5	5	4	2	35	22	251
5:30 PM	66	8	57	12	37	2	4	5	4	2	39	15	251
5:45 PM	56	11	34	11	35	2	7	3	3	7	40	14	223
Total	548	70	283	70	251	26	42	33	25	25	248	129	1,750

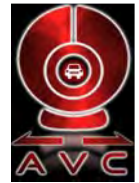
PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	303	39	164	34	125	12	21	15	15	17	141	62	948
PHF	0.77	0.886	0.719	0.708	0.845	0.75	0.75	0.75	0.938	0.607	0.881	0.705	0.94
Movement PHF		0.91			0.84			0.91			0.90		0.94

U-Turn Count Summary

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



Location: Arriba Street @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	6	0	0	0	6
7:15 AM	7	0	0	0	7
7:30 AM	65	0	0	0	65
7:45 AM	12	0	0	0	12
8:00 AM	18	0	0	0	18
8:15 AM	8	0	0	0	8
8:30 AM	14	0	0	0	14
8:45 AM	10	0	0	1	11
Total	140	0	0	1	141

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.35**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	90	0	0	0	90
PHF	0.35	#DIV/0!	#DIV/0!	#DIV/0!	0.35
Movement PHF	0.35	#DIV/0!	#DIV/0!	#DIV/0!	0.35

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	12	0	1	0	13
4:15 PM	12	0	0	0	12
4:30 PM	15	0	0	0	15
4:45 PM	11	0	1	0	12
5:00 PM	15	0	0	0	15
5:15 PM	19	0	0	0	19
5:30 PM	26	0	0	0	26
5:45 PM	18	0	0	0	18
Total	128	0	2	0	130

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	78	0	0	0	78
PHF	0.75	#DIV/0!	#DIV/0!	#DIV/0!	0.75
Movement PHF	0.75	#DIV/0!	#DIV/0!	#DIV/0!	0.75

Bike Turn Count Summary

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



Location: Arriba Street @ Regents Road

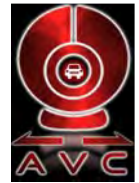
Date of Count: Tuesday, May 12, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Arriba Street @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	0	0	0	0	1	1	1	4	7
7:15 AM	0	0	0	1	0	0	0	0	0	0	2	2	5
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	1	2
7:45 AM	1	1	0	1	1	0	0	1	0	1	0	1	7
8:00 AM	0	0	0	0	1	0	0	1	0	0	0	2	4
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	3	5
8:30 AM	1	0	0	0	3	0	0	0	0	0	0	3	7
8:45 AM	0	0	0	0	3	0	0	0	0	0	0	2	5
Total	2	1	0	3	10	0	0	2	1	2	3	18	42

AM Intersection Peak Hour : 7:45 AM - 8:45 AM

Intersection PHF : 0.82

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	1	0	1	7	0	0	2	0	1	0	9	23
PHF	0.50	0.25	#####	0.25	0.58	#####	#####	0.50	#####	0.25	#####	0.75	0.82
Movement PHF		0.38			0.67			0.50			0.83		0.82

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	1	1	1	0	0	0	0	0	0	0	0	1	4
5:30 PM	9	0	0	0	6	0	0	0	0	0	1	0	16
5:45 PM	3	0	0	0	2	0	0	0	0	0	3	0	8
Total	14	2	1	1	9	0	0	0	0	0	6	2	35

PM Intersection Peak Hour : 5:00 PM - 6:00 PM

Intersection PHF : 0.45

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	13	2	1	0	8	0	0	0	0	0	4	1	29
PHF	0.36	0.5	0.25	#####	0.333	#####	#####	#####	#####	#####	0.333	0.25	0.45
Movement PHF		0.44			0.33			#DIV/0!			0.42		0.45

Turn Count Summary

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



Location: Arriba Street @ Regents Road

Date of Count: Wednesday, October 22, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Arriba Street @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	9	3	28	7	17	1	2	1	2	5	18	12	105
11:15 AM	14	2	25	8	17	3	1	3	3	5	15	12	108
11:30 AM	14	4	29	6	21	2	2	5	3	2	10	11	109
11:45 AM	16	3	25	11	23	2	1	2	0	4	19	10	116
12:00 PM	21	5	26	10	28	0	1	3	1	4	29	11	139
12:15 PM	13	4	26	5	16	0	2	3	1	2	19	14	105
12:30 PM	15	9	37	5	19	2	3	0	1	2	19	16	128
12:45 PM	19	6	38	6	17	0	3	1	2	4	15	14	125
Total	121	36	234	58	158	10	15	18	13	28	144	100	935

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

Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	68	24	127	26	80	2	9	7	5	12	82	55	497
PHF	0.81	0.667	0.836	0.65	0.714	0.25	0.75	0.583	0.625	0.75	0.707	0.859	0.89
Movement PHF	0.87			0.71			0.88			0.85			0.89

Turn Count Summary

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



Location: Governor Drive @ Regents Road

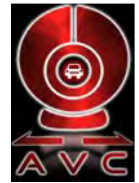
Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Governor Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	1	8	3	3	16	55	79	9	6	16	52	2	250
7:15 AM	3	9	3	4	19	63	71	18	7	14	32	4	247
7:30 AM	4	13	7	1	20	75	61	21	10	9	69	2	292
7:45 AM	3	6	21	0	62	83	118	20	14	10	43	3	383
8:00 AM	5	15	5	1	49	104	73	16	10	10	39	3	330
8:15 AM	6	7	1	0	22	71	55	11	8	12	46	5	244
8:30 AM	1	6	4	1	20	63	67	14	6	14	56	6	258
8:45 AM	4	9	5	1	36	84	119	24	12	14	67	13	388
Total	27	73	49	11	244	598	643	133	73	99	404	38	2,392

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

Intersection PHF : **0.82**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	15	43	36	6	150	325	323	75	41	43	183	12	1,252
PHF	0.75	0.72	0.43	0.38	0.60	0.78	0.68	0.89	0.73	0.77	0.66	0.75	0.82
Movement PHF		0.78			0.78			0.72			0.74		0.82

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	14	3	0	47	94	82	21	11	5	47	6	330
4:15 PM	0	9	5	2	56	91	87	17	14	12	49	6	348
4:30 PM	1	8	4	1	53	71	82	22	12	8	33	2	297
4:45 PM	1	15	3	3	61	108	97	16	11	3	32	6	356
5:00 PM	1	5	8	1	69	82	77	21	23	9	40	3	339
5:15 PM	0	8	3	2	52	102	84	30	14	11	51	2	359
5:30 PM	0	8	4	1	45	96	91	14	6	11	27	1	304
5:45 PM	0	6	1	3	59	71	72	23	16	10	36	1	298
Total	3	73	31	13	442	715	672	164	107	69	315	27	2,631

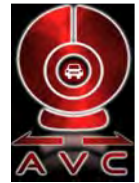
PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	36	18	7	227	388	349	81	54	34	150	12	1358
PHF	0.50	0.6	0.563	0.583	0.822	0.898	0.899	0.675	0.587	0.773	0.735	0.5	0.95
Movement PHF		0.74			0.90			0.95			0.77		0.95

U-Turn Count Summary

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



Location: Governor Drive @ Regents Road

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

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.42**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	4	0	0	5
PHF	0.25	0.33	#DIV/0!	#DIV/0!	0.42
Movement PHF	0.25	0.33	#DIV/0!	#DIV/0!	0.42

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

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

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

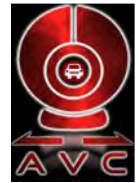
Bike Turn Count Summary

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



Location: Governor Drive @ Regents Road
Date of Count: Tuesday, April 28, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Governor Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
7:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
7:45 AM	0	0	0	0	1	0	2	0	0	0	1	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	1	1	1	0	0	1	1	0	5
Total	0	0	0	0	3	1	4	0	0	1	9	0	18

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

Intersection PHF : **0.69**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	2	0	3	0	0	0	6	0	11
PHF	#####	#####	#####	#####	0.50	#####	0.38	#####	#####	#####	0.75	#####	0.69
Movement PHF	#DIV/0!			0.50			0.38			0.75			0.69

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	1	1	0	0	0	0	1	0	3
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	0	2	0	0	0	1	0	5
5:15 PM	0	0	0	0	1	0	1	0	0	0	2	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	8	1	3	0	0	0	7	0	19

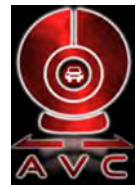
PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.60**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	5	0	3	0	0	0	4	0	12
PHF	#####	#####	#####	#####	0.625	#####	0.375	#####	#####	#####	0.5	#####	0.60
Movement PHF	#DIV/0!			0.63			0.38			0.50			0.60

Turn Count Summary

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



Location: Governor Drive @ Regents Road

Date of Count: Wednesday, October 22, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: Governor Drive @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	6	4	2	19	53	33	17	6	6	12	3	161
11:15 AM	0	9	4	4	29	47	55	18	8	7	21	3	205
11:30 AM	0	6	4	1	27	57	53	18	12	6	23	5	212
11:45 AM	1	8	5	0	44	64	55	27	9	11	24	3	251
12:00 PM	5	3	6	3	31	65	50	15	12	2	29	2	223
12:15 PM	1	10	5	2	30	43	43	17	8	12	24	3	198
12:30 PM	0	4	5	6	31	78	45	20	3	7	22	1	222
12:45 PM	3	5	6	1	36	53	45	18	15	4	32	2	220
Total	10	51	39	19	247	460	379	150	73	55	187	22	1,692

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

Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	7	25	21	11	136	250	193	79	32	32	99	9	894
PHF	0.35	0.625	0.875	0.458	0.773	0.801	0.877	0.731	0.667	0.667	0.853	0.75	0.89
Movement PHF	0.83			0.86			0.84			0.90			0.89

Turn Count Summary

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



Location: SR-52 WB Ramps @ Regents Road

Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: SR-52 WB Ramps @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	81	55	0	11	0	31	0	124	105	0	0	0	407
7:15 AM	71	63	0	28	0	61	0	130	132	0	0	0	485
7:30 AM	90	87	0	37	0	53	0	148	139	0	0	0	554
7:45 AM	101	68	0	37	1	48	0	183	120	0	0	0	558
8:00 AM	112	100	0	54	0	146	0	170	104	0	0	0	686
8:15 AM	114	83	0	38	0	52	0	161	145	0	0	0	593
8:30 AM	111	83	0	32	0	42	0	129	109	0	0	0	506
8:45 AM	93	91	0	51	1	74	0	138	115	0	0	0	563
Total	773	630	0	288	2	507	0	1,183	969	0	0	0	4,352

AM Intersection Peak Hour : 7:30 AM - 8:30 AM

Intersection PHF : 0.87

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	417	338	0	166	1	299	0	662	508	0	0	0	2,391
PHF	0.91	0.85	#####	0.77	0.25	0.51	#####	0.90	0.88	#####	#####	#####	0.87
Movement PHF		0.89			0.58			0.96		#DIV/0!			0.87

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	87	97	0	90	0	91	0	118	81	0	0	0	564
4:15 PM	97	104	0	56	1	136	0	109	47	0	0	0	550
4:30 PM	68	89	0	51	0	120	0	92	75	0	0	0	495
4:45 PM	63	88	0	56	0	148	0	125	82	0	0	0	562
5:00 PM	55	76	0	45	0	138	0	124	64	0	0	0	502
5:15 PM	53	113	0	57	0	106	0	135	61	0	0	0	525
5:30 PM	60	109	0	63	0	143	0	92	83	0	0	0	550
5:45 PM	34	93	0	40	0	151	0	80	74	0	0	0	472
Total	517	769	0	458	1	1,033	0	875	567	0	0	0	4,220

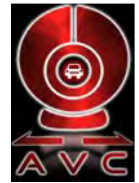
PM Intersection Peak Hour : 4:00 PM - 5:00 PM

Intersection PHF : 0.96

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	315	378	0	253	1	495	0	444	285	0	0	0	2171
PHF	0.81	0.909	#####	0.703	0.25	0.836	#####	0.888	0.869	#####	#####	#####	0.96
Movement PHF		0.86			0.92			0.88		#DIV/0!			0.96

U-Turn Count Summary

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



Location: SR-52 WB Ramps @ Regents Road

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

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.25**

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

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

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.25**

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

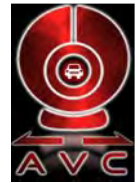
Bike Turn Count Summary

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



Location: SR-52 WB Ramps @ Regents Road
Date of Count: Tuesday, April 28, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: SR-52 WB Ramps @ Regents Road

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

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	0	0	0	1	0	0	0	0	3
PHF	#####	0.50	#####	#####	#####	#####	#####	0.25	#####	#####	#####	#####	0.75
Movement PHF		0.50		#DIV/0!				0.25		#DIV/0!			0.75

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

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.25**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	0	0	0	0	0	0	0	0	0	0	3
PHF	#####	0.25	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	0.25
Movement PHF		0.25		#DIV/0!				#DIV/0!		#DIV/0!			0.25



Location: SR-52 WB Ramp @ Regents Road

Date of Count: Wednesday, October 22, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: SR-52 WB Ramp @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	51	64	0	22	0	57	0	54	86	0	0	0	334
11:15 AM	59	49	0	29	0	79	0	100	73	0	0	0	389
11:30 AM	48	67	0	35	0	51	0	88	74	0	0	0	363
11:45 AM	53	77	0	29	0	68	0	97	82	0	0	0	406
12:00 PM	60	74	0	47	0	71	0	90	60	0	0	0	402
12:15 PM	38	83	0	30	0	84	0	88	76	0	0	0	399
12:30 PM	56	90	0	26	2	72	0	89	66	0	0	0	401
12:45 PM	50	55	0	44	0	63	0	95	101	0	0	0	408
Total	415	559	0	262	2	545	0	701	618	0	0	0	3,102

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

Intersection PHF : **0.99**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	204	302	0	147	2	290	0	362	303	0	0	0	1610
PHF	0.85	0.839	#####	0.782	0.25	0.863	#####	0.953	0.75	#####	#####	#####	0.99
Movement PHF		0.87			0.93			0.85			#DIV/0!		0.99

Turn Count Summary

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



Location: SR-52 EB Ramps @ Regents Road

Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: SR-52 EB Ramps @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	48	38	0	0	0	90	199	0	22	0	30	427
7:15 AM	0	94	30	0	0	0	118	221	0	24	0	41	528
7:30 AM	0	87	53	0	0	0	138	239	0	23	0	48	588
7:45 AM	0	58	58	0	0	0	139	248	0	46	0	55	604
8:00 AM	0	120	126	0	0	0	108	208	0	46	0	66	674
8:15 AM	0	73	62	0	0	0	113	216	0	44	0	90	598
8:30 AM	0	60	66	0	0	0	99	191	0	44	1	48	509
8:45 AM	0	101	64	0	0	0	137	197	0	52	0	56	607
Total	0	641	497	0	0	0	942	1,719	0	301	1	434	4,535

AM Intersection Peak Hour : 7:30 AM - 8:30 AM

Intersection PHF : 0.91

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	338	299	0	0	0	498	911	0	159	0	259	2,464
PHF	#####	0.70	0.59	#####	#####	#####	0.90	0.92	#####	0.86	#####	0.72	0.91
Movement PHF		0.65			#DIV/0!			0.91			0.78		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	146	45	0	0	0	70	115	0	139	1	87	603
4:15 PM	0	185	55	0	0	0	62	74	0	159	1	82	618
4:30 PM	0	178	31	0	0	0	61	98	0	156	4	69	597
4:45 PM	0	202	34	0	0	0	51	136	0	166	3	71	663
5:00 PM	0	180	34	0	0	0	64	106	0	158	2	82	626
5:15 PM	0	193	26	0	0	0	58	101	0	189	0	95	662
5:30 PM	0	217	35	0	0	0	46	94	0	164	1	81	638
5:45 PM	0	220	24	0	0	0	56	79	0	153	0	75	607
Total	0	1521	284	0	0	0	468	803	0	1,284	12	642	5,014

PM Intersection Peak Hour : 4:45 PM - 5:45 PM

Intersection PHF : 0.98

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	792	129	0	0	0	219	437	0	677	6	329	2589
PHF	#####	0.912	0.921	#####	#####	#####	0.855	0.803	#####	0.896	0.5	0.866	0.98
Movement PHF		0.91			#DIV/0!			0.88			0.89		0.98

U-Turn Count Summary

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



Location: SR-52 EB Ramps @ Regents Road

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

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **#DIV/0!**

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

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

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **#DIV/0!**

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

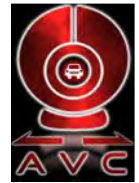
Bike Turn Count Summary

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



Location: SR-52 EB Ramps @ Regents Road
Date of Count: Tuesday, April 28, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: SR-52 EB Ramps @ Regents Road

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

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	0	0	0	1	0	0	0	0	3
PHF	#####	0.50	#####	#####	#####	#####	#####	0.25	#####	#####	#####	#####	0.75
Movement PHF		0.50		#DIV/0!				0.25		#DIV/0!			0.75

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

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.25**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	0	0	0	0	0	0	0	0	0	0	3
PHF	#####	0.25	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	0.25
Movement PHF		0.25		#DIV/0!				#DIV/0!		#DIV/0!			0.25



Location: SR-52 EB Ramp @ Regents Road

Date of Count: Wednesday, October 22, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0429





Location: SR-52 EB Ramp @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	84	37	0	0	0	77	93	0	61	0	47	399
11:15 AM	0	105	23	0	0	0	72	101	0	76	1	72	450
11:30 AM	0	87	31	0	0	0	65	94	0	72	1	68	418
11:45 AM	0	108	37	0	0	0	54	111	0	80	0	68	458
12:00 PM	0	115	30	0	0	0	64	87	0	66	1	63	426
12:15 PM	0	133	34	0	0	0	98	111	0	77	2	53	508
12:30 PM	0	119	43	0	0	0	102	101	0	79	0	54	498
12:45 PM	0	85	33	0	0	0	99	131	0	75	0	65	488
Total	0	836	268	0	0	0	631	829	0	586	5	490	3,645

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

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	452	140	0	0	0	363	430	0	297	3	235	1920
PHF	#####	0.85	0.814	#####	#####	#####	0.89	0.821	#####	0.94	0.375	0.904	0.94
Movement PHF		0.89		#DIV/0!				0.86			0.96		0.94

Turn Count Summary

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



Location: Luna Avenue @ Regents Road

Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Luna Avenue @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	33	40	0	22	2	4	2	157	13	21	1	111	406
7:15 AM	56	61	1	26	3	1	2	200	12	20	1	120	503
7:30 AM	58	50	1	33	4	2	4	216	29	18	0	132	547
7:45 AM	51	55	1	13	1	0	0	210	37	15	2	165	550
8:00 AM	86	79	5	19	4	2	0	186	27	29	1	114	552
8:15 AM	40	67	2	12	3	3	0	199	29	32	4	120	511
8:30 AM	44	56	0	10	0	3	0	148	23	31	3	140	458
8:45 AM	80	74	5	15	0	1	2	190	29	33	3	137	569
Total	448	482	15	150	17	16	10	1,506	199	199	15	1,039	4,096

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

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	235	251	9	77	12	7	4	811	122	94	7	531	2,160
PHF	0.68	0.79	0.45	0.58	0.75	0.58	0.25	0.94	0.82	0.73	0.44	0.80	0.98
Movement PHF		0.73			0.62			0.94			0.87		0.98

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	74	202	4	3	3	2	1	80	52	22	2	105	550
4:15 PM	129	208	7	3	2	1	1	49	41	33	6	82	562
4:30 PM	109	208	15	5	4	1	2	69	52	40	3	91	599
4:45 PM	124	229	11	5	5	2	1	88	33	45	2	98	643
5:00 PM	119	209	5	3	5	2	0	63	28	35	5	107	581
5:15 PM	137	224	12	6	0	1	1	61	31	36	3	88	600
5:30 PM	122	231	18	6	2	2	1	73	32	34	2	61	584
5:45 PM	142	210	15	5	3	2	1	65	48	36	3	65	595
Total	956	1721	87	36	24	13	8	548	317	281	26	697	4,714

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

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	489	870	43	19	14	6	4	281	144	156	13	384	2423
PHF	0.89	0.95	0.717	0.792	0.7	0.75	0.5	0.798	0.692	0.867	0.65	0.897	0.94
Movement PHF		0.94			0.81			0.87			0.94		0.94

U-Turn Count Summary

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



Location: Luna Avenue @ Regents Road

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

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **#DIV/0!**

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

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

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.38**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	0	0	0	3
PHF	0.38	#DIV/0!	#DIV/0!	#DIV/0!	0.38
Movement PHF	0.38	#DIV/0!	#DIV/0!	#DIV/0!	0.38

Bike Turn Count Summary

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



Location: Luna Avenue @ Regents Road

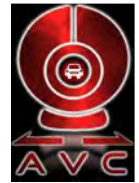
Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Luna Avenue @ Regents Road

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

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.67**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	0	0	0	1	0	0	2	0	1	2	0	8
PHF	0.50	#####	#####	#####	0.25	#####	#####	0.50	#####	0.25	0.50	#####	0.67
Movement PHF		0.50			0.25			0.50			0.38		0.67

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

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.67**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	1	0	0	1	2	1	0	0	0	0	2	8
PHF	0.25	0.25	#####	#####	0.25	0.25	0.25	#####	#####	#####	#####	0.5	0.67
Movement PHF		0.50			0.38			0.25			0.50		0.67

Turn Count Summary

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



Location: USCD Northpoint Driveway @ N. Torrey Pines Road

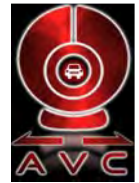
Date of Count: Wednesday, April 29, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: USCD Northpoint Driveway @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	10	73	21	7	6	3	6	98	11	1	5	0	241
7:15 AM	15	86	58	7	7	4	17	110	13	1	4	2	324
7:30 AM	15	91	33	14	5	7	28	149	13	3	2	1	361
7:45 AM	24	110	44	12	2	4	25	171	17	4	4	3	420
8:00 AM	16	111	34	9	4	5	17	155	16	1	5	3	376
8:15 AM	12	112	27	14	3	11	18	123	10	5	5	0	340
8:30 AM	6	111	40	17	5	9	24	170	9	1	6	2	400
8:45 AM	12	124	57	7	4	8	14	139	9	3	3	2	382
Total	110	818	314	87	36	51	149	1,115	98	19	34	13	2,844

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

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	58	444	145	52	14	29	84	619	52	11	20	8	1,536
PHF	0.60	0.99	0.82	0.76	0.70	0.66	0.84	0.90	0.76	0.55	0.83	0.67	0.91
Movement PHF		0.91			0.77			0.89			0.89		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	8	280	25	38	4	23	8	126	1	17	5	25	560
4:15 PM	3	261	28	27	3	14	12	160	2	16	7	9	542
4:30 PM	5	335	32	47	3	20	15	128	3	29	10	31	658
4:45 PM	3	293	44	38	3	18	27	137	8	8	3	10	592
5:00 PM	0	367	39	47	3	42	11	96	1	14	6	8	634
5:15 PM	1	391	27	35	2	22	8	113	2	5	4	8	618
5:30 PM	1	400	19	37	2	16	9	107	4	6	2	10	613
5:45 PM	2	305	36	27	2	21	11	129	0	8	4	3	548
Total	23	2632	250	296	22	176	101	996	21	103	41	104	4,765

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

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	9	1386	142	167	11	102	61	474	14	56	23	57	2502
PHF	0.45	0.886	0.807	0.888	0.917	0.607	0.565	0.865	0.438	0.483	0.575	0.46	0.95
Movement PHF		0.92			0.76			0.80			0.49		0.95

U-Turn Count Summary

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



Location: USCD Northpoint Driveway @ N. Torrey Pines Road

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

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

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

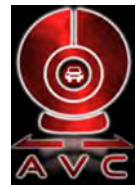
PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	2	1	0	0	3
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
Total	3	1	0	0	4

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.33**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	1	0	0	4
PHF	0.38	0.25	#DIV/0!	#DIV/0!	0.33
Movement PHF	0.38	0.25	#DIV/0!	#DIV/0!	0.33

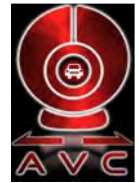
Bike Turn Count Summary

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



Location: USCD Northpoint Driveway @ N. Torrey Pines Road
Date of Count: Wednesday, April 29, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: USCSD Northpoint Driveway @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	1	0	1	0	0	4	0	0	0	0	6
7:15 AM	0	1	2	1	1	1	0	4	0	0	0	0	10
7:30 AM	0	2	0	0	0	0	0	4	0	0	0	0	6
7:45 AM	0	2	0	0	0	0	0	4	0	0	0	0	6
8:00 AM	0	2	1	0	0	0	0	5	0	0	0	0	8
8:15 AM	0	1	3	0	0	0	0	7	0	0	0	0	11
8:30 AM	0	3	0	1	2	0	0	7	0	0	0	0	13
8:45 AM	0	7	1	0	0	0	0	11	0	0	0	0	19
Total	0	18	8	2	4	1	0	46	0	0	0	0	79

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

Intersection PHF : **0.67**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	13	5	1	2	0	0	30	0	0	0	0	51
PHF	#####	0.46	0.42	0.25	0.25	#####	#####	0.68	#####	#####	#####	#####	0.67
Movement PHF		0.56			0.25			0.68		#DIV/0!			0.67

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	2	0	0	1	1	0	1	0	0	1	0	6
4:15 PM	0	1	0	0	0	0	0	2	0	0	0	2	5
4:30 PM	0	5	0	0	0	0	0	2	0	0	0	0	7
4:45 PM	0	6	0	0	0	1	0	1	0	0	1	0	9
5:00 PM	0	4	1	1	0	0	0	1	0	0	0	0	7
5:15 PM	0	7	1	1	0	0	0	4	0	0	0	0	13
5:30 PM	1	4	0	0	0	0	0	0	0	0	2	0	7
5:45 PM	0	6	0	0	1	0	0	1	0	0	1	0	9
Total	1	35	2	2	2	2	0	12	0	0	5	2	63

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

Intersection PHF : **0.69**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	22	2	2	0	1	0	8	0	0	1	0	36
PHF	#####	0.786	0.5	0.5	#####	0.25	#####	0.5	#####	#####	0.25	#####	0.69
Movement PHF		0.75			0.75			0.50			0.25		0.69

Turn Count Summary

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



Location: Pangea Drive @ N. Torrey Pines Road

Date of Count: Wednesday, April 29, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Pangea Drive @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	1	44	3	7	0	2	9	156	1	1	0	1	225
7:15 AM	3	56	4	2	0	0	14	180	5	2	0	5	271
7:30 AM	2	60	9	6	0	4	19	219	4	10	0	6	339
7:45 AM	1	73	7	1	0	4	11	226	0	2	0	2	327
8:00 AM	1	79	6	5	0	3	17	231	3	3	0	2	350
8:15 AM	1	86	3	4	0	4	11	181	5	3	0	3	301
8:30 AM	2	84	8	2	0	3	23	236	5	1	0	1	365
8:45 AM	3	71	12	4	0	11	11	180	2	4	0	6	304
Total	14	553	52	31	0	31	115	1,609	25	26	0	26	2,482

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

Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	5	322	24	12	0	14	62	874	13	9	0	8	1,343
PHF	0.63	0.94	0.75	0.60	#####	0.88	0.67	0.93	0.65	0.75	#####	0.67	0.92
Movement PHF		0.93			0.81			0.90			0.71		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	5	331	9	16	1	32	7	125	4	2	0	0	532
4:15 PM	8	349	11	12	2	30	9	140	1	6	1	7	576
4:30 PM	2	338	9	12	0	25	19	95	1	3	0	0	504
4:45 PM	6	362	20	5	0	28	11	122	7	1	0	1	563
5:00 PM	2	419	9	5	1	24	17	93	8	10	0	1	589
5:15 PM	8	380	12	7	0	10	19	99	6	3	0	4	548
5:30 PM	5	381	3	14	0	20	16	92	9	5	1	3	549
5:45 PM	9	314	5	8	1	14	19	95	14	5	2	5	491
Total	45	2874	78	79	5	183	117	861	50	35	4	21	4,352

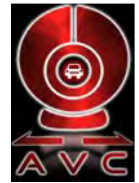
PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	21	1542	44	31	1	82	63	406	30	19	1	9	2249
PHF	0.66	0.92	0.55	0.554	0.25	0.732	0.829	0.832	0.833	0.475	0.25	0.563	0.95
Movement PHF		0.93			0.84			0.89			0.66		0.95

U-Turn Count Summary

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



Location: Pangea Drive @ N. Torrey Pines Road

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

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.75**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	2	0	1	0	3
PHF	0.50	#DIV/0!	0.25	#DIV/0!	0.75
Movement PHF	0.50	#DIV/0!	0.25	#DIV/0!	0.75

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

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.25**

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

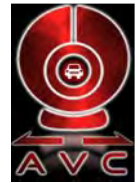
Bike Turn Count Summary

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



Location: Pangea Drive @ N. Torrey Pines Road
Date of Count: Wednesday, April 29, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Pangea Drive @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	1	0	0	0	0	3	0	0	0	0	4
7:15 AM	0	2	0	0	0	0	0	5	0	0	0	0	7
7:30 AM	0	1	0	0	0	0	0	3	0	0	0	1	5
7:45 AM	0	2	0	0	0	0	0	3	0	0	0	0	5
8:00 AM	0	5	0	0	0	0	0	7	0	0	0	0	12
8:15 AM	0	5	0	0	0	0	1	6	0	0	0	0	12
8:30 AM	0	3	0	0	0	0	0	9	0	0	0	0	12
8:45 AM	0	11	1	0	0	0	0	12	0	0	0	0	24
Total	0	29	2	0	0	0	1	48	0	0	0	1	81

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

Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	24	1	0	0	0	1	34	0	0	0	0	60
PHF	#####	0.55	0.25	#####	#####	#####	0.25	0.71	#####	#####	#####	#####	0.63
Movement PHF		0.52		#DIV/0!				0.73		#DIV/0!			0.63

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	5	0	0	0	0	0	3	0	0	0	0	8
4:15 PM	0	1	0	0	0	0	0	5	0	0	0	0	6
4:30 PM	0	4	0	0	0	0	0	1	0	0	0	0	5
4:45 PM	0	7	0	0	0	0	0	1	0	0	0	0	8
5:00 PM	0	9	1	0	0	0	0	6	0	0	0	0	16
5:15 PM	0	9	0	0	0	0	0	3	0	0	1	0	13
5:30 PM	1	2	0	0	0	0	0	1	0	1	0	0	5
5:45 PM	0	5	0	0	0	0	0	1	0	0	0	0	6
Total	1	42	1	0	0	0	0	21	0	1	1	0	67

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

Intersection PHF : **0.66**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	29	1	0	0	0	0	11	0	0	1	0	42
PHF	#####	0.806	0.25	#####	#####	#####	#####	0.458	#####	#####	0.25	#####	0.66
Movement PHF		0.75		#DIV/0!				0.46			0.25		0.66

Turn Count Summary

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



Location: La Jolla Shores Drive @ N. Torrey Pines Road
Date of Count: Wednesday, April 29, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: La Jolla Shores Drive @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	19	13	2	12	3	1	11	66	30	10	3	21	191
7:15 AM	23	19	3	14	3	2	12	229	39	15	4	29	392
7:30 AM	20	37	10	16	3	5	17	250	40	21	7	52	478
7:45 AM	31	36	8	15	8	7	21	315	31	21	4	58	555
8:00 AM	37	54	3	17	4	1	10	277	35	20	3	59	520
8:15 AM	41	70	10	8	6	1	10	287	30	30	4	39	536
8:30 AM	32	40	10	24	5	9	9	304	43	21	4	66	567
8:45 AM	25	47	10	21	4	5	21	272	47	20	7	70	549
Total	228	316	56	127	36	31	111	2,000	295	158	36	394	3,788

AM Intersection Peak Hour : 7:45 AM - 8:45 AM

Intersection PHF : 0.96

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	141	200	31	64	23	18	50	1,183	139	92	15	222	2,178
PHF	0.86	0.71	0.78	0.67	0.72	0.50	0.60	0.94	0.81	0.77	0.94	0.84	0.96
Movement PHF	0.77			0.69			0.93			0.90			0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	46	284	39	14	10	16	13	112	28	38	2	50	652
4:15 PM	66	344	35	12	5	7	27	79	15	47	5	47	689
4:30 PM	47	318	31	12	13	23	17	102	31	36	5	32	667
4:45 PM	44	367	31	9	13	11	24	169	37	29	14	29	777
5:00 PM	80	363	40	11	13	29	10	82	26	23	19	52	748
5:15 PM	89	367	42	12	8	21	10	114	41	20	2	25	751
5:30 PM	57	317	25	11	6	10	17	105	34	25	6	28	641
5:45 PM	72	285	32	12	3	14	11	131	44	27	6	43	680
Total	501	2645	275	93	71	131	129	894	256	245	59	306	5,605

PM Intersection Peak Hour : 4:30 PM - 5:30 PM

Intersection PHF : 0.95

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	260	1415	144	44	47	84	61	467	135	108	40	138	2943
PHF	0.73	0.964	0.857	0.917	0.904	0.724	0.635	0.691	0.823	0.75	0.526	0.663	0.95
Movement PHF	0.91			0.83			0.72			0.76			0.95

U-Turn Count Summary

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



Location: La Jolla Shores Drive @ N. Torrey Pines Road

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

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

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

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

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.33**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	0	5	0	8
PHF	0.25	#DIV/0!	0.416666667	#DIV/0!	0.33
Movement PHF	0.25	#DIV/0!	0.42	#DIV/0!	0.33

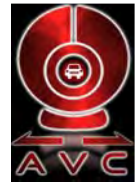
Bike Turn Count Summary

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



Location: La Jolla Shores Drive @ N. Torrey Pines Road
Date of Count: Wednesday, April 29, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: La Jolla Shores Drive @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	1	0	1	1	2	0	1	0	0	0	1	1	8
7:15 AM	0	0	0	0	2	0	0	1	0	0	1	2	6
7:30 AM	0	1	1	0	3	0	1	0	0	0	2	3	11
7:45 AM	1	2	0	3	0	0	0	0	0	0	3	3	12
8:00 AM	1	2	1	0	0	0	0	2	0	0	7	3	16
8:15 AM	1	0	0	0	1	0	0	6	0	0	3	5	16
8:30 AM	1	0	1	2	2	0	2	2	0	1	1	1	13
8:45 AM	2	3	1	2	4	0	1	1	0	0	2	1	17
Total	7	8	5	8	14	0	5	12	0	1	20	19	99

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	5	5	3	4	7	0	3	11	0	1	13	10	62
PHF	0.63	0.42	0.75	0.50	0.44	#####	0.38	0.46	#####	0.25	0.46	0.50	0.91
Movement PHF		0.54			0.46			0.58			0.60		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	1	2	0	1	0	0	1	0	0	1	0	6
4:15 PM	0	2	1	0	2	0	0	1	0	0	1	0	7
4:30 PM	0	3	0	0	2	0	1	0	1	0	0	0	7
4:45 PM	3	4	0	0	2	0	0	0	0	0	1	1	11
5:00 PM	0	3	1	0	0	0	0	2	0	0	4	0	10
5:15 PM	0	4	0	0	4	0	0	2	0	0	2	0	12
5:30 PM	1	2	0	0	6	0	0	2	0	0	4	0	15
5:45 PM	0	5	0	0	1	0	0	0	0	0	1	0	7
Total	4	24	4	0	18	0	1	8	1	0	14	1	75

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.80**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	4	13	1	0	12	0	0	6	0	0	11	1	48
PHF	0.33	0.813	0.25	#####	0.5	#####	#####	0.75	#####	#####	0.688	0.25	0.80
Movement PHF		0.64			0.50			0.75			0.75		0.80

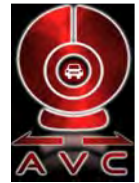
Turn Count Summary

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



Location: Expedition Way/Revelle C.Dr @ N. Torrey Pines Road
Date of Count: Wednesday, April 29, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Expedition Way/Revelle C.Dr @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	1	23	1	0	0	1	3	106	5	11	5	2	158
7:15 AM	0	35	1	2	1	1	24	278	34	10	5	0	391
7:30 AM	2	57	4	3	5	0	22	304	43	11	2	0	453
7:45 AM	1	62	1	0	4	3	48	367	54	15	2	0	557
8:00 AM	2	70	4	1	2	6	22	322	73	13	7	0	522
8:15 AM	2	93	6	0	3	4	27	327	55	15	6	0	538
8:30 AM	1	61	8	2	7	5	40	353	67	16	5	1	566
8:45 AM	3	68	2	4	0	3	50	336	61	16	6	1	550
Total	12	469	27	12	22	23	236	2,393	392	107	38	4	3,735

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

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	6	286	19	3	16	18	137	1,369	249	59	20	1	2,183
PHF	0.75	0.77	0.59	0.38	0.57	0.75	0.71	0.93	0.85	0.92	0.71	0.25	0.96
Movement PHF		0.77			0.66			0.94			0.91		0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	3	334	2	6	3	24	17	146	20	43	3	2	603
4:15 PM	2	387	8	2	0	13	13	116	23	35	2	2	603
4:30 PM	2	375	1	3	0	31	21	146	25	61	4	2	671
4:45 PM	0	402	6	3	1	30	28	221	30	39	5	7	772
5:00 PM	0	410	5	4	4	27	9	109	27	62	4	5	666
5:15 PM	5	398	7	3	4	22	14	161	18	36	2	3	673
5:30 PM	4	344	3	2	3	14	12	148	28	26	4	5	593
5:45 PM	3	321	2	2	10	17	13	184	42	29	0	0	623
Total	19	2971	34	25	25	178	127	1,231	213	331	24	26	5,204

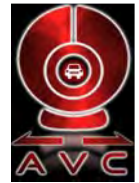
PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	7	1585	19	13	9	110	72	637	100	198	15	17	2782
PHF	0.35	0.966	0.679	0.813	0.563	0.887	0.643	0.721	0.833	0.798	0.75	0.607	0.90
Movement PHF		0.97			0.94			0.72			0.81		0.90

U-Turn Count Summary

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



Location: Expedition Way/Revelle C.Dr @ N. Torrey Pines Road

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

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

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

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	1	0	1
4:15 PM	1	0	3	0	4
4:30 PM	0	0	2	0	2
4:45 PM	0	0	1	0	1
5:00 PM	0	0	2	0	2
5:15 PM	1	0	0	0	1
5:30 PM	1	0	8	0	9
5:45 PM	0	0	4	0	4
Total	3	0	21	0	24

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

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	5	0	6
PHF	0.25	#DIV/0!	0.625	#DIV/0!	0.75
Movement PHF	0.25	#DIV/0!	0.63	#DIV/0!	0.75

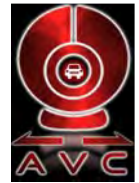
Bike Turn Count Summary

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



Location: Expedition Way/Revelle C.Dr @ N. Torrey Pines Road
Date of Count: Wednesday, April 29, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Expedition Way/Revelle C.Dr @ N. Torrey Pines Road

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

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

Intersection PHF : **0.72**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	5	0	0	2	0	0	14	1	0	1	0	23
PHF	#####	0.42	#####	#####	0.25	#####	#####	0.58	0.25	#####	0.25	#####	0.72
Movement PHF		0.42			0.25			0.63			0.25		0.72

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	1	0	0	0	0	0	1	1	0	0	0	3
4:15 PM	0	2	0	0	1	0	0	1	0	1	1	0	6
4:30 PM	0	3	0	0	0	1	0	2	0	1	2	0	9
4:45 PM	0	4	0	0	0	0	0	0	0	1	0	0	5
5:00 PM	0	3	0	0	1	0	0	2	0	2	0	0	8
5:15 PM	0	4	0	0	0	0	0	2	0	0	0	0	6
5:30 PM	0	2	0	0	0	0	1	2	0	1	0	0	6
5:45 PM	0	5	0	0	0	1	0	0	0	2	0	0	8
Total	0	24	0	0	2	2	1	10	1	8	3	0	51

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

Intersection PHF : **0.78**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	12	0	0	2	1	0	5	0	5	3	0	28
PHF	#####	0.75	#####	#####	0.5	0.25	#####	0.625	#####	0.625	0.375	#####	0.78
Movement PHF		0.75			0.75			0.63			0.67		0.78

Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Villa La Jolla Drive @ Gilman Drive
Date of Count: Thursday, April 30, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Villa La Jolla Drive @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
7:00 AM	37	12	24	12	29	184		298
7:15 AM	54	9	19	9	31	174		296
7:30 AM	54	17	29	14	20	174		308
7:45 AM	61	15	33	10	25	204		348
8:00 AM	24	5	10	3	9	79		130
8:15 AM	101	50	38	16	27	169		401
8:30 AM	106	54	25	15	22	164		386
8:45 AM	52	27	19	12	34	129		273
Total	489	189	197	91	197	1,277		2,440

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.79**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	292	124	106	44	83	616		1,265
PHF	0.69	0.57	0.70	0.69	0.77	0.75		0.79
Movement PHF	0.65		0.69		0.76			0.79

PM Period (4:00 PM - 6:00 PM)									
	Southbound			Westbound		Northbound			TOTAL
	Right	Thru	Left	Right	Left	Right	Thru		
4:00 PM	0	297	51	19	60	18	104		549
4:15 PM	0	278	33	32	61	24	61		489
4:30 PM	0	314	46	25	55	24	76		540
4:45 PM	0	324	43	25	43	32	81		548
5:00 PM	0	294	69	43	51	32	83		572
5:15 PM	0	365	66	40	56	31	87		645
5:30 PM	0	303	51	22	49	40	87		552
5:45 PM	0	246	55	42	39	16	67		465
Total	0	2421	414	248	414	217	646		4,360

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.90**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	1286	229	130	199	135	338		2317
PHF	0.881	0.83	0.756	0.888	0.844	0.971		0.90
Movement PHF	0.88		0.86		0.93			0.90

U-Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-1536



Location: Villa La Jolla Drive @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
7:00 AM	6	0	6		12
7:15 AM	1	0	11		12
7:30 AM	0	0	7		7
7:45 AM	0	0	0		0
8:00 AM	5	0	0		5
8:15 AM	12	4	6		22
8:30 AM	9	1	2		12
8:45 AM	13	0	3		16
Total	46	5	35		86

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.44**

	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	26	5	8		39
PHF	0.54	0.31	0.33		0.44
Movement PHF	0.54	0.31	0.33		0.44

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
4:00 PM	1	0	0		1
4:15 PM	1	0	0		1
4:30 PM	0	0	0		0
4:45 PM	0	0	0		0
5:00 PM	0	0	1		1
5:15 PM	2	0	0		2
5:30 PM	0	0	0		0
5:45 PM	0	0	0		0
Total	4	0	1		5

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.38**

	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	2	0	1		3
PHF	0.25	#DIV/0!	0.25		0.38
Movement PHF	0.25	#DIV/0!	0.25		0.38

Bike Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



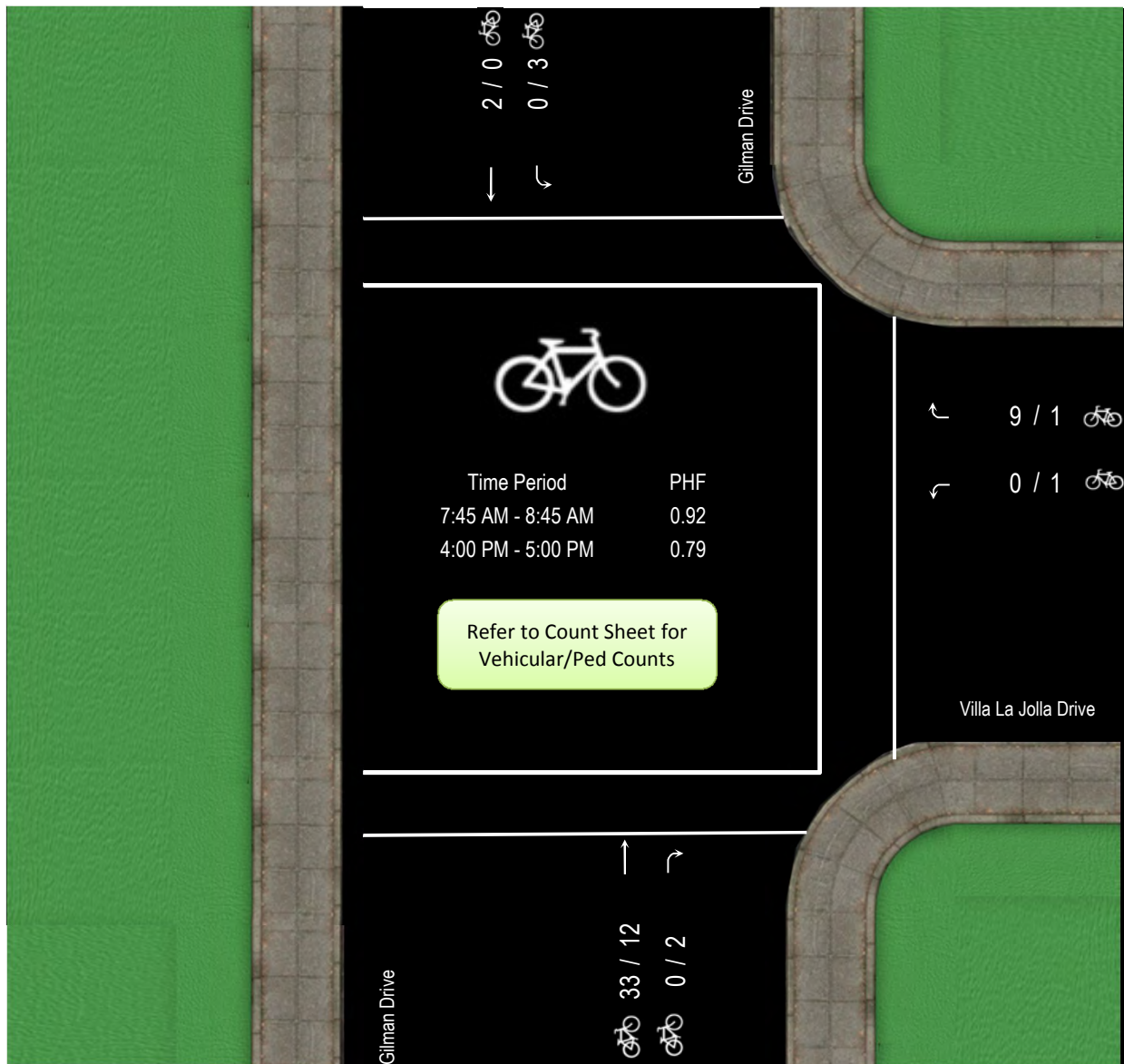
Location: Villa La Jolla Drive @ Gilman Drive

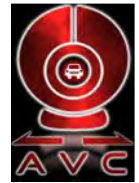
Date of Count: Thursday, April 30, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Villa La Jolla Drive @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
7:00 AM	0	1	1	0	0	2	4
7:15 AM	1	0	1	0	0	6	8
7:30 AM	1	0	3	0	0	7	11
7:45 AM	0	0	3	0	0	9	12
8:00 AM	0	0	1	0	0	9	10
8:15 AM	0	0	3	0	0	7	10
8:30 AM	2	0	2	0	0	8	12
8:45 AM	1	0	1	1	0	9	12
Total	5	1	15	1	0	57	79

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.92**

	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
Volume	2	0	9	0	0	33	44
PHF	0.25	#####	0.75	#####	#####	0.92	0.92
Movement PHF	0.25		0.75			0.92	0.92

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
4:00 PM	0	0	0	1	0	3	4
4:15 PM	0	2	0	0	0	3	5
4:30 PM	0	1	0	0	0	3	4
4:45 PM	0	0	1	0	2	3	6
5:00 PM	0	0	1	1	0	2	4
5:15 PM	0	1	0	0	0	3	4
5:30 PM	0	1	1	0	0	2	4
5:45 PM	1	1	0	1	0	1	4
Total	1	6	3	3	2	20	35

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.79**

	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
Volume	0	3	1	1	2	12	19
PHF	#####	0.375	0.25	0.25	0.25	1	0.79
Movement PHF	0.38		0.50			0.70	0.79

Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Gilman Drive @ I-5 SB Ramps

Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Gilman Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	5	0	145	44	0	0	0	63	13	0	270
7:15 AM	1	1	5	0	165	69	0	0	0	70	16	0	327
7:30 AM	7	0	4	0	162	86	0	0	0	103	12	0	374
7:45 AM	5	0	2	0	172	87	0	0	0	124	21	0	411
8:00 AM	6	0	1	0	180	74	0	0	0	84	13	0	358
8:15 AM	8	0	0	0	148	65	0	0	0	112	20	0	353
8:30 AM	6	0	4	0	146	65	0	0	0	125	26	0	372
8:45 AM	5	0	2	0	142	58	0	0	0	105	19	0	331
Total	38	1	23	0	1,260	548	0	0	0	786	140	0	2,796

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	26	0	7	0	662	312	0	0	0	423	66	0	1,496
PHF	0.81	#####	0.44	#####	0.92	0.90	#####	#####	#####	0.85	0.79	#####	0.91
Movement PHF		0.75			0.94			#DIV/0!			0.84		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	3	0	5	0	103	71	0	0	0	337	7	0	526
4:15 PM	4	0	2	0	75	84	0	0	0	291	51	0	507
4:30 PM	3	1	6	0	100	118	0	0	0	316	59	0	603
4:45 PM	6	1	4	0	108	141	0	0	0	254	53	0	567
5:00 PM	1	0	6	0	82	139	0	0	0	266	56	0	550
5:15 PM	2	3	2	0	115	114	0	0	0	267	68	0	571
5:30 PM	0	0	1	0	99	143	0	0	0	216	37	0	496
5:45 PM	1	0	0	0	102	115	0	0	0	313	43	0	574
Total	20	5	26	0	784	925	0	0	0	2,260	374	0	4,394

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	12	5	18	0	405	512	0	0	0	1103	236	0	2291
PHF	0.50	0.417	0.75	#####	0.88	0.908	#####	#####	#####	0.873	0.868	#####	0.95
Movement PHF		0.80			0.92			#DIV/0!			0.89		0.95

U-Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-1536



Location: Gilman Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
Total	0	0	0	0	0

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
Total	0	0	0	0	0

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

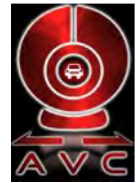
Bike Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Gilman Drive @ I-5 SB Ramps
Date of Count: Tuesday, April 28, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Gilman Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:30 AM	0	0	0	0	4	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	6	0	0	0	0	0	2	0	8
8:00 AM	0	0	0	0	6	0	0	0	0	0	1	0	7
8:15 AM	0	0	0	0	12	0	0	0	0	0	3	0	15
8:30 AM	0	0	0	0	11	0	0	0	0	0	1	0	12
8:45 AM	0	0	0	0	6	0	0	0	0	0	2	0	8
Total	0	0	0	0	48	0	0	0	0	0	10	0	58

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.70**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	35	0	0	0	0	0	7	0	42
PHF	#####	#####	#####	#####	0.73	#####	#####	#####	#####	#####	0.58	#####	0.70
Movement PHF	#DIV/0!			0.73			#DIV/0!			0.58			0.70

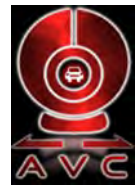
PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
4:15 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	8
5:00 PM	0	0	0	0	2	0	0	0	0	0	7	0	9
5:15 PM	0	0	0	0	5	0	0	0	0	0	4	0	9
5:30 PM	0	0	0	0	3	0	0	0	0	0	6	0	9
5:45 PM	0	0	0	0	3	0	0	0	0	0	7	0	10
Total	0	0	0	0	16	0	0	0	0	0	43	0	59

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	13	0	0	0	0	0	24	0	37
PHF	#####	#####	#####	#####	0.65	#####	#####	#####	#####	#####	0.857	#####	0.93
Movement PHF	#DIV/0!			0.65			#DIV/0!			0.86			0.93

Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Gilman Drive @ I-5 NB Ramps

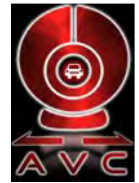
Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Gilman Drive @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	8	52	0	31	0	137	0	13	5	246
7:15 AM	0	0	0	18	74	0	43	0	160	0	9	12	316
7:30 AM	0	0	0	21	89	0	30	0	159	0	5	11	315
7:45 AM	0	0	0	24	102	0	24	0	157	0	7	16	330
8:00 AM	0	0	0	12	82	0	24	0	172	0	3	11	304
8:15 AM	0	0	0	15	76	0	25	0	137	0	5	15	273
8:30 AM	0	0	0	15	74	0	35	0	137	0	10	20	291
8:45 AM	0	0	0	15	71	0	29	0	129	0	7	14	265
Total	0	0	0	128	620	0	241	0	1,188	0	59	104	2,340

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	75	347	0	121	0	648	0	24	50	1,265
PHF	#####	#####	#####	0.78	0.85	#####	0.70	#####	0.94	#####	0.67	0.78	0.96
Movement PHF	#DIV/0!			0.84			0.95			0.80			0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	7	76	0	56	1	98	0	3	9	250
4:15 PM	0	0	0	3	66	0	55	1	82	0	17	25	249
4:30 PM	0	0	0	1	78	0	58	0	114	0	23	16	290
4:45 PM	0	0	0	3	95	0	57	0	119	0	18	4	296
5:00 PM	0	0	0	4	116	0	61	1	80	0	27	10	299
5:15 PM	0	0	0	2	93	0	71	0	99	0	23	10	298
5:30 PM	0	0	0	1	123	0	69	0	109	0	23	5	330
5:45 PM	0	0	0	2	99	0	70	0	110	0	25	10	316
Total	0	0	0	23	746	0	497	3	811	0	159	89	2,328

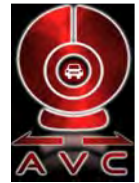
PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	9	431	0	271	1	398	0	98	35	1243
PHF	#####	#####	#####	0.563	0.876	#####	0.954	0.25	0.905	#####	0.907	0.875	0.94
Movement PHF	#DIV/0!			0.89			0.93			0.90			0.94

U-Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-1536



Location: Gilman Drive @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
Total	0	0	0	0	0

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	11	11
4:30 PM	0	0	0	26	26
4:45 PM	0	0	0	35	35
5:00 PM	0	0	0	25	25
5:15 PM	0	0	0	37	37
5:30 PM	0	0	0	10	10
5:45 PM	0	0	0	8	8
Total	0	0	0	152	152

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.54**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	80	80
PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.540540541	0.54
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.54	0.54

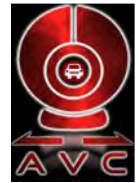
Bike Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Gilman Drive @ I-5 NB Ramps
Date of Count: Tuesday, April 28, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Gilman Drive @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:30 AM	0	0	0	0	4	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	6	0	0	0	0	0	2	0	8
8:00 AM	0	0	0	0	6	0	0	0	0	0	1	0	7
8:15 AM	0	0	0	0	12	0	0	0	0	0	3	0	15
8:30 AM	0	0	0	0	11	0	0	0	0	0	1	0	12
8:45 AM	0	0	0	0	6	0	0	0	0	0	2	0	8
Total	0	0	0	0	48	0	0	0	0	0	10	0	58

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.70**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	35	0	0	0	0	0	7	0	42
PHF	#####	#####	#####	#####	0.73	#####	#####	#####	#####	#####	0.58	#####	0.70
Movement PHF	#DIV/0!			0.73			#DIV/0!			0.58			0.70

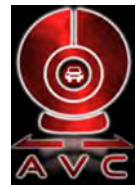
PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
4:15 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	8
5:00 PM	0	0	0	0	2	0	0	0	0	0	7	0	9
5:15 PM	0	0	0	0	5	0	0	0	0	0	4	0	9
5:30 PM	0	0	0	0	3	0	0	0	0	0	6	0	9
5:45 PM	0	0	0	0	3	0	0	0	0	0	7	0	10
Total	0	0	0	0	16	0	0	0	0	0	43	0	59

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	13	0	0	0	0	0	24	0	37
PHF	#####	#####	#####	#####	0.65	#####	#####	#####	#####	#####	0.857	#####	0.93
Movement PHF	#DIV/0!			0.65			#DIV/0!			0.86			0.93

Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Palmilla Drive/Charmant Dr. @ Lebon Drive
Date of Count: Wednesday, April 29, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Palmilla Drive/Charmant Dr. @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	14	18	28	2		15	36	113
7:15 AM	20	20	60	6		16	42	164
7:30 AM	14	11	52	6		9	58	150
7:45 AM	12	11	53	6		4	57	143
8:00 AM	11	12	50	5		11	55	144
8:15 AM	8	15	47	3		5	59	137
8:30 AM	15	15	66	4		8	57	165
8:45 AM	10	20	76	1		2	70	179
Total	104	122	432	33		70	434	1,195

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.87**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	44	62	239	13		26	241	625
PHF	0.73	0.78	0.79	0.65		0.59	0.86	0.87
Movement PHF	0.88		0.82			0.93		0.87

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	7	6	7	1		0	7	28
4:15 PM	26	28	45	10		5	22	136
4:30 PM	25	32	41	6		6	22	132
4:45 PM	29	42	56	7		8	29	171
5:00 PM	24	42	38	11		4	17	136
5:15 PM	26	38	25	3		3	25	120
5:30 PM	29	40	44	5		5	22	145
5:45 PM	29	35	40	8		4	28	144
Total	195	263	296	51		35	172	1,012

PM Intersection Peak Hour : **4:15 PM - 5:15 PM**

Intersection PHF : **0.84**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	104	144	180	34		23	90	575
PHF	0.90	0.857	0.804	0.773		0.719	0.776	0.84
Movement PHF	0.87		0.85			0.76		0.84

U-Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-1536



Location: Palmilla Drive/Charmant Dr. @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	1	0		0	1
7:15 AM	0	0		0	0
7:30 AM	0	0		0	0
7:45 AM	0	0		0	0
8:00 AM	0	0		0	0
8:15 AM	4	1		0	5
8:30 AM	3	0		0	3
8:45 AM	0	0		0	0
Total	8	1		0	9

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.40**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	7	1		0	8
PHF	0.44	0.25		#DIV/0!	0.40
Movement PHF	0.44	0.25		#DIV/0!	0.40

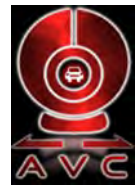
PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
4:00 PM	0	0		0	0
4:15 PM	1	0		0	1
4:30 PM	1	0		0	1
4:45 PM	0	0		0	0
5:00 PM	0	0		0	0
5:15 PM	0	0		0	0
5:30 PM	0	0		0	0
5:45 PM	0	0		0	0
Total	2	0		0	2

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.50**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	2	0		0	2
PHF	0.50	#DIV/0!		#DIV/0!	0.50
Movement PHF	0.50	#DIV/0!		#DIV/0!	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



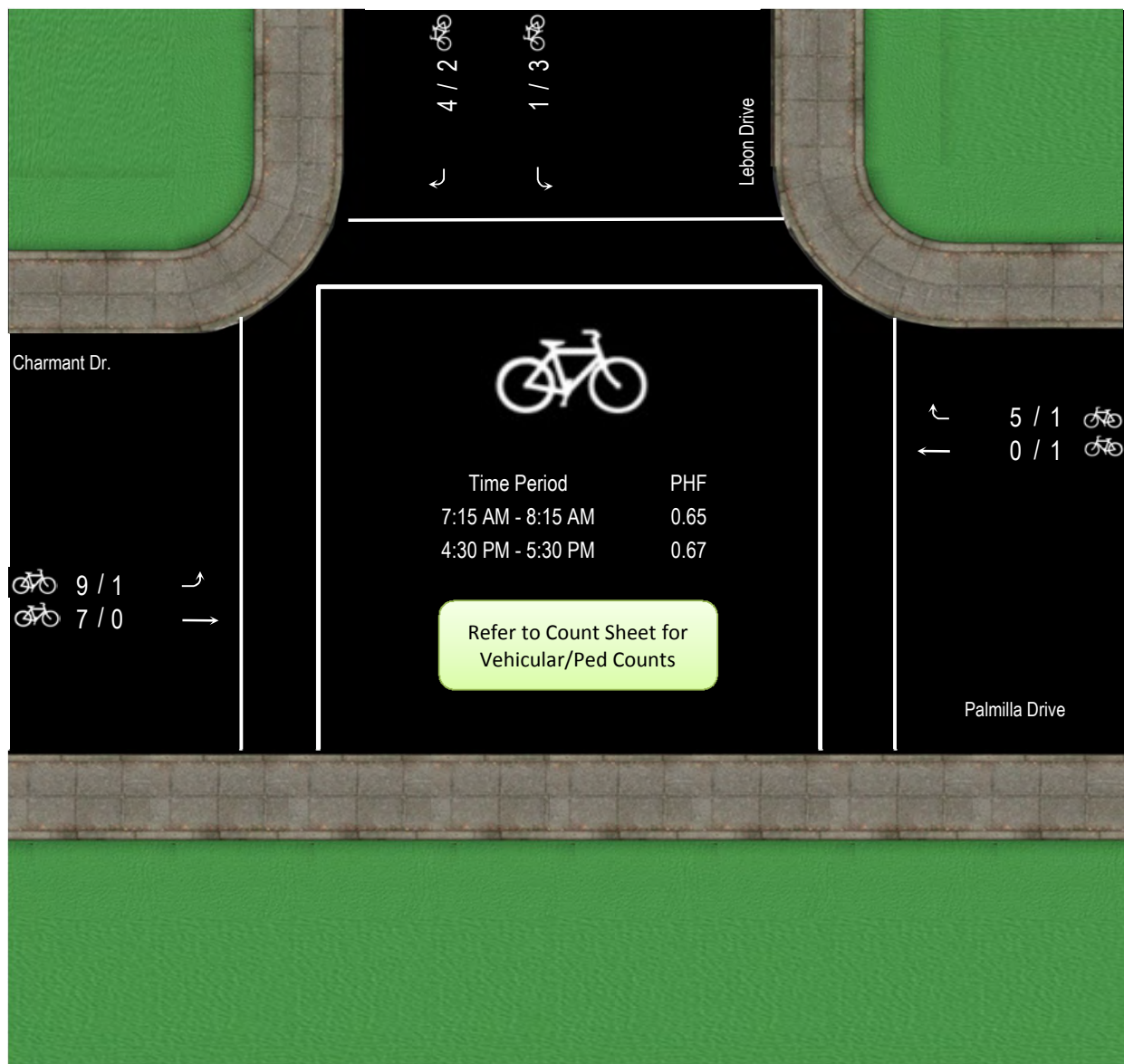
Location: Palmilla Drive/Charmant Dr. @ Lebon Drive

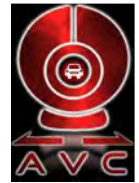
Date of Count: Wednesday, April 29, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Palmilla Drive/Charmant Dr. @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	0	0	0	0		0	0	0
7:15 AM	1	0	1	0		1	1	4
7:30 AM	2	1	2	0		2	3	10
7:45 AM	1	0	1	0		2	3	7
8:00 AM	0	0	1	0		2	2	5
8:15 AM	0	0	0	0		0	3	3
8:30 AM	0	0	3	0		0	2	5
8:45 AM	0	0	2	0		0	1	3
Total	4	1	10	0		7	15	37

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.65**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	4	1	5	0		7	9	26
PHF	0.50	0.25	0.63	#####		0.88	0.75	0.65
Movement PHF		0.42		0.63		0.80		0.65

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	0	1	0	0		0	0	1
4:15 PM	0	1	0	0		1	0	2
4:30 PM	1	0	0	0		0	0	1
4:45 PM	0	2	0	0		0	0	2
5:00 PM	0	1	0	1		0	0	2
5:15 PM	1	0	1	0		0	1	3
5:30 PM	0	0	0	0		0	0	0
5:45 PM	0	1	0	0		1	0	2
Total	2	6	1	1		2	1	13

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.67**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	2	3	1	1		0	1	8
PHF	0.50	0.375	0.25	0.25		#####	0.25	0.67
Movement PHF		0.63		0.50		0.25		0.67

Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Arriba Street @ Palmilla Drive

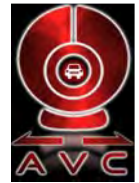
Date of Count: Tuesday, May 05, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Arriba Street @ Palmilla Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	13	12	8	0	29	34	9	0	0	0	0	105
7:15 AM	0	12	26	21	0	26	39	21	0	0	0	0	145
7:30 AM	0	18	22	32	0	32	51	12	0	0	0	0	167
7:45 AM	0	8	7	20	0	38	30	17	0	0	0	0	120
8:00 AM	0	9	13	18	0	25	25	16	0	0	0	0	106
8:15 AM	0	10	7	14	0	17	40	13	0	0	0	0	101
8:30 AM	0	9	9	16	0	16	42	16	0	0	0	0	108
8:45 AM	0	11	7	17	0	28	17	18	0	0	0	0	98
Total	0	90	103	146	0	211	278	122	0	0	0	0	950

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.81**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	47	68	91	0	121	145	66	0	0	0	0	538
PHF	#####	0.65	0.65	0.71	#####	0.80	0.71	0.79	#####	#####	#####	#####	0.81
Movement PHF		0.72			0.83			0.84		#DIV/0!			0.81

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	13	16	20	0	40	24	20	0	0	0	0	133
4:15 PM	0	17	16	18	0	68	18	26	0	0	0	0	163
4:30 PM	0	24	8	20	0	64	27	17	0	0	0	0	160
4:45 PM	0	21	16	20	0	73	33	25	0	0	0	0	188
5:00 PM	0	23	10	25	0	63	26	32	0	0	0	0	179
5:15 PM	0	30	15	35	0	91	38	30	0	0	0	0	239
5:30 PM	0	22	15	27	0	78	29	18	0	0	0	0	189
5:45 PM	0	23	15	28	0	68	22	43	0	0	0	0	199
Total	0	173	111	193	0	545	217	211	0	0	0	0	1,450

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.84**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	98	55	115	0	300	115	123	0	0	0	0	806
PHF	#####	0.817	0.917	0.821	#####	0.824	0.757	0.715	#####	#####	#####	#####	0.84
Movement PHF		0.85			0.82			0.88		#DIV/0!			0.84

U-Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-1536



Location: Arriba Street @ Palmilla Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
Total	0	0	0	0	0

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

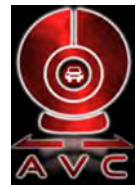
PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
Total	0	0	0	0	0

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

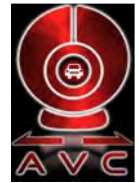
Bike Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Arriba Street @ Palmilla Drive
Date of Count: Tuesday, May 05, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Arriba Street @ Palmilla Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	1	0	0	1	2	0	0	0	0	0	4
7:15 AM	0	1	0	0	0	3	0	1	0	0	0	0	5
7:30 AM	0	1	0	0	0	2	2	0	0	0	0	0	5
7:45 AM	0	2	1	1	0	4	2	0	0	0	0	0	10
8:00 AM	0	0	1	0	0	0	4	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	4	1	1	0	0	0	0	6
8:30 AM	0	0	0	2	0	1	1	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	2	2	0	0	0	0	0	4
Total	0	4	3	3	0	17	14	2	0	0	0	0	43

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.65**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	2	1	0	10	9	1	0	0	0	0	26
PHF	#####	0.38	0.50	0.25	#####	0.63	0.56	0.25	#####	#####	#####	#####	0.65
Movement PHF		0.42			0.55			0.63		#DIV/0!			0.65

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	2	0	0	1	1	2	0	0	0	0	6
4:15 PM	0	0	0	0	0	2	1	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	2	2	1	0	0	0	0	5
4:45 PM	0	1	0	0	0	1	2	2	0	0	0	0	6
5:00 PM	0	4	0	0	0	1	0	0	0	0	0	0	5
5:15 PM	0	1	0	0	0	2	1	0	0	0	0	0	4
5:30 PM	0	4	0	0	0	9	2	0	0	0	0	0	15
5:45 PM	0	3	0	0	0	5	6	2	0	0	0	0	16
Total	0	13	2	0	0	23	15	7	0	0	0	0	60

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	12	0	0	0	17	9	2	0	0	0	0	40
PHF	#####	0.75	#####	#####	#####	0.472	0.375	0.25	#####	#####	#####	#####	0.63
Movement PHF		0.75			0.47			0.34		#DIV/0!			0.63

Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Eastgate Mall @ Towne Center Drive
Date of Count: Thursday, May 14, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Eastgate Mall @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	4	5	1	12	74	11	33	85	25	12	37	19	318
7:15 AM	2	5	3	15	103	9	33	105	38	15	43	28	399
7:30 AM	1	8	6	25	111	10	26	95	50	22	59	28	441
7:45 AM	1	14	4	20	119	9	45	135	48	22	63	38	518
8:00 AM	2	9	2	20	119	5	43	101	53	33	53	29	469
8:15 AM	5	7	2	22	109	11	35	83	40	17	72	27	430
8:30 AM	1	7	3	22	118	13	50	103	46	32	46	29	470
8:45 AM	5	13	6	33	124	12	47	97	47	15	53	34	486
Total	21	68	27	169	877	80	312	804	347	168	426	232	3,531

AM Intersection Peak Hour : 7:45 AM - 8:45 AM

Intersection PHF : 0.91

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	9	37	11	84	465	38	173	422	187	104	234	123	1,887
PHF	0.45	0.66	0.69	0.95	0.98	0.73	0.87	0.78	0.88	0.79	0.81	0.81	0.91
Movement PHF	0.75			0.96			0.86			0.94			0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	24	95	33	3	49	50	23	12	18	62	80	1	450
4:15 PM	19	94	28	2	49	37	7	13	40	68	125	6	488
4:30 PM	13	116	52	1	51	54	13	16	24	67	87	6	500
4:45 PM	26	86	21	1	64	27	13	17	18	82	112	10	477
5:00 PM	41	146	51	0	60	36	20	12	30	67	107	3	573
5:15 PM	32	109	43	1	59	33	21	15	18	71	94	2	498
5:30 PM	14	76	32	1	53	31	12	4	23	89	105	2	442
5:45 PM	22	73	34	0	69	31	15	10	28	60	79	2	423
Total	191	795	294	9	454	299	124	99	199	566	789	32	3,851

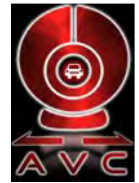
PM Intersection Peak Hour : 4:30 PM - 5:30 PM

Intersection PHF : 0.89

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	112	457	167	3	234	150	67	60	90	287	400	21	2048
PHF	0.68	0.783	0.803	0.75	0.914	0.694	0.798	0.882	0.75	0.875	0.893	0.525	0.89
Movement PHF	0.77			0.91			0.88			0.87			0.89

U-Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-1536



Location: Eastgate Mall @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	6	0	6
7:15 AM	0	0	2	0	2
7:30 AM	0	0	8	0	8
7:45 AM	0	1	7	0	8
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	1	4	0	5
8:45 AM	0	0	5	1	6
Total	0	2	33	1	36

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.44**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	2	12	0	14
PHF	#DIV/0!	0.50	0.43	#DIV/0!	0.44
Movement PHF	#DIV/0!	0.50	0.43	#DIV/0!	0.44

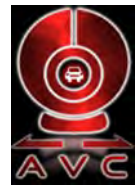
PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	1	3	0	4
4:15 PM	0	0	5	0	5
4:30 PM	0	1	3	2	6
4:45 PM	0	0	4	0	4
5:00 PM	0	1	4	1	6
5:15 PM	0	1	2	1	4
5:30 PM	0	0	2	1	3
5:45 PM	0	0	4	1	5
Total	0	4	27	6	37

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.83**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	3	13	4	20
PHF	#DIV/0!	0.75	0.8125	0.5	0.83
Movement PHF	#DIV/0!	0.75	0.81	0.50	0.83

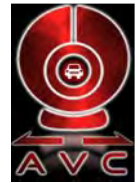
Bike Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Eastgate Mall @ Towne Center Drive
Date of Count: Thursday, May 14, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Eastgate Mall @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	1	0	0	2	0	1	0	0	0	1	0	5
7:15 AM	0	1	0	0	2	0	0	0	0	0	1	0	4
7:30 AM	1	0	0	0	0	0	0	2	0	0	2	1	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	3
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	1	3
8:15 AM	0	0	0	0	4	0	0	0	0	0	2	0	6
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	5	1	6
Total	1	4	0	0	12	0	1	2	0	0	13	4	37

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.79**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	8	0	0	0	0	0	7	2	19
PHF	#####	0.25	#####	#####	0.50	#####	#####	#####	#####	#####	0.35	0.50	0.79
Movement PHF		0.25			0.50			#DIV/0!			0.38		0.79

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	1	0	0	0	3	0	0	0	0	0	2	0	6
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:30 PM	1	1	0	0	0	0	0	0	0	0	1	0	3
4:45 PM	0	1	0	0	2	0	0	0	0	0	1	0	4
5:00 PM	1	1	0	0	1	0	0	0	0	0	3	0	6
5:15 PM	1	0	0	0	4	0	0	0	0	0	1	0	6
5:30 PM	1	0	0	0	2	0	0	1	0	0	0	0	4
5:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	5	3	0	0	13	0	0	2	0	0	10	0	33

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	3	2	0	0	9	0	0	1	0	0	5	0	20
PHF	0.75	0.5	#####	#####	0.563	#####	#####	0.25	#####	#####	0.417	#####	0.83
Movement PHF		0.63			0.56			0.25			0.42		0.83

Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Executive Drive @ Towne Center Drive
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Executive Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	6	16	1	3	9	3	96	141	29	6	17	6	333
7:15 AM	4	24	2	1	11	13	99	183	27	8	16	9	397
7:30 AM	4	48	2	2	9	6	121	201	41	10	26	17	487
7:45 AM	2	23	2	3	15	17	104	171	49	5	29	13	433
8:00 AM	9	52	3	2	11	8	91	215	43	8	39	12	493
8:15 AM	5	34	1	3	18	7	98	183	57	6	26	8	446
8:30 AM	8	36	4	4	15	9	99	181	38	11	22	16	443
8:45 AM	9	32	3	3	17	17	95	180	48	8	24	20	456
Total	47	265	18	21	105	80	803	1,455	332	62	199	101	3,488

AM Intersection Peak Hour : 7:30 AM - 8:30 AM

Intersection PHF : 0.94

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	20	157	8	10	53	38	414	770	190	29	120	50	1,859
PHF	0.56	0.75	0.67	0.83	0.74	0.56	0.86	0.90	0.83	0.73	0.77	0.74	0.94
Movement PHF		0.72			0.72			0.95			0.84		0.94

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	12	221	2	3	49	53	12	39	25	29	12	6	463
4:15 PM	12	160	10	7	35	70	10	49	27	25	9	2	416
4:30 PM	12	262	5	7	49	61	18	28	28	35	3	6	514
4:45 PM	5	204	2	2	30	63	15	48	19	24	9	6	427
5:00 PM	17	236	2	3	47	67	19	30	40	28	15	9	513
5:15 PM	11	234	1	4	39	70	17	28	31	30	20	5	490
5:30 PM	14	193	4	4	25	53	23	51	28	35	8	6	444
5:45 PM	9	99	3	3	12	33	6	12	9	15	6	6	213
Total	92	1609	29	33	286	470	120	285	207	221	82	46	3,480

PM Intersection Peak Hour : 4:30 PM - 5:30 PM

Intersection PHF : 0.95

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	45	936	10	16	165	261	69	134	118	117	47	26	1944
PHF	0.66	0.893	0.5	0.571	0.842	0.932	0.908	0.698	0.738	0.836	0.588	0.722	0.95
Movement PHF		0.89			0.94			0.90			0.86		0.95

U-Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-1536



Location: Executive Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	2	0	2
7:15 AM	0	0	1	0	1
7:30 AM	2	0	0	0	2
7:45 AM	1	1	3	0	5
8:00 AM	1	0	4	0	5
8:15 AM	0	1	0	0	1
8:30 AM	1	1	0	0	2
8:45 AM	0	0	3	1	4
Total	5	3	13	1	22

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.65**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	4	1	8	0	13
PHF	0.50	0.50	0.44	#DIV/0!	0.65
Movement PHF	0.50	0.50	0.44	#DIV/0!	0.65

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	9	0	9
4:15 PM	0	0	12	0	12
4:30 PM	0	0	8	0	8
4:45 PM	1	0	15	0	16
5:00 PM	0	0	12	0	12
5:15 PM	0	0	11	1	12
5:30 PM	0	0	5	0	5
5:45 PM	0	0	0	0	0
Total	1	0	72	1	74

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.75**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	47	0	48
PHF	0.25	#DIV/0!	0.766666667	0.25	0.75
Movement PHF	0.25	#DIV/0!	0.77	0.25	0.75

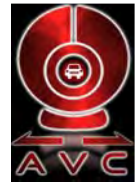
Bike Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Executive Drive @ Towne Center Drive
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Executive Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	1	3
7:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	1	0	2	0	3
8:30 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	2	0	0	2	0	2	3	1	0	6	1	17

AM Intersection Peak Hour : 7:00 AM - 8:00 AM

Intersection PHF : 0.75

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	2	0	1	1	0	0	2	1	9
PHF	#####	0.25	#####	#####	0.50	#####	0.25	0.25	#####	#####	0.25	0.25	0.75
Movement PHF		0.25			0.50			0.50			0.38		0.75

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	1	0	3	0	1	2	0	11

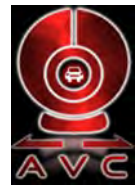
PM Intersection Peak Hour : 4:45 PM - 5:45 PM

Intersection PHF : 0.67

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	0	2	1	0	2	0	0	2	0	8
PHF	#####	0.25	#####	#####	0.5	0.25	#####	0.5	#####	#####	0.5	#####	0.67
Movement PHF		0.25			0.38			0.50			0.50		0.67

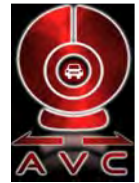
Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Golden Haven Drive @ Towne Center Drive
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Golden Haven Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
7:00 AM	12	20	31	19	11	48		141
7:15 AM	17	20	59	31	28	71		226
7:30 AM	18	19	87	18	26	73		241
7:45 AM	15	32	78	6	36	114		281
8:00 AM	28	48	87	14	37	77		291
8:15 AM	23	40	87	18	25	80		273
8:30 AM	25	41	99	15	32	90		302
8:45 AM	33	52	99	22	46	94		346
Total	171	272	627	143	241	647		2,101

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.88**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	109	181	372	69	140	341		1,212
PHF	0.83	0.87	0.94	0.78	0.76	0.91		0.88
Movement PHF	0.85		0.91		0.86			0.88

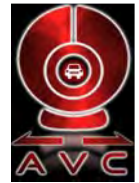
PM Period (4:00 PM - 6:00 PM)									
	Southbound			Westbound		Northbound			TOTAL
	Right	Thru	Left	Right	Left	Right	Thru		
4:00 PM	0	100	43	76	33	18	46		316
4:15 PM	0	93	49	79	28	17	47		313
4:30 PM	0	119	47	85	39	15	41		346
4:45 PM	0	118	44	67	26	12	60		327
5:00 PM	0	142	45	82	45	18	44		376
5:15 PM	0	167	46	85	29	19	63		409
5:30 PM	0	157	43	81	31	17	57		386
5:45 PM	0	148	42	78	28	16	45		357
Total	0	1044	359	633	259	132	403		2,830

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.93**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	614	176	326	133	70	209		1528
PHF	0.919	0.957	0.959	0.739	0.921	0.829		0.93
Movement PHF	0.93		0.90		0.85			0.93

U-Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-1536



Location: Golden Haven Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
7:00 AM	0	0	0		0
7:15 AM	0	0	0		0
7:30 AM	0	0	0		0
7:45 AM	0	1	0		1
8:00 AM	0	1	0		1
8:15 AM	0	1	0		1
8:30 AM	0	0	0		0
8:45 AM	0	0	0		0
Total	0	3	0		3

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	0	2	0		2
PHF	#DIV/0!	0.50	#DIV/0!		0.50
Movement PHF	#DIV/0!	0.50	#DIV/0!		0.50

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
4:00 PM	0	2	0		2
4:15 PM	0	0	0		0
4:30 PM	0	0	0		0
4:45 PM	0	0	0		0
5:00 PM	0	0	0		0
5:15 PM	0	0	0		0
5:30 PM	0	1	0		1
5:45 PM	0	0	0		0
Total	0	3	0		3

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.25**

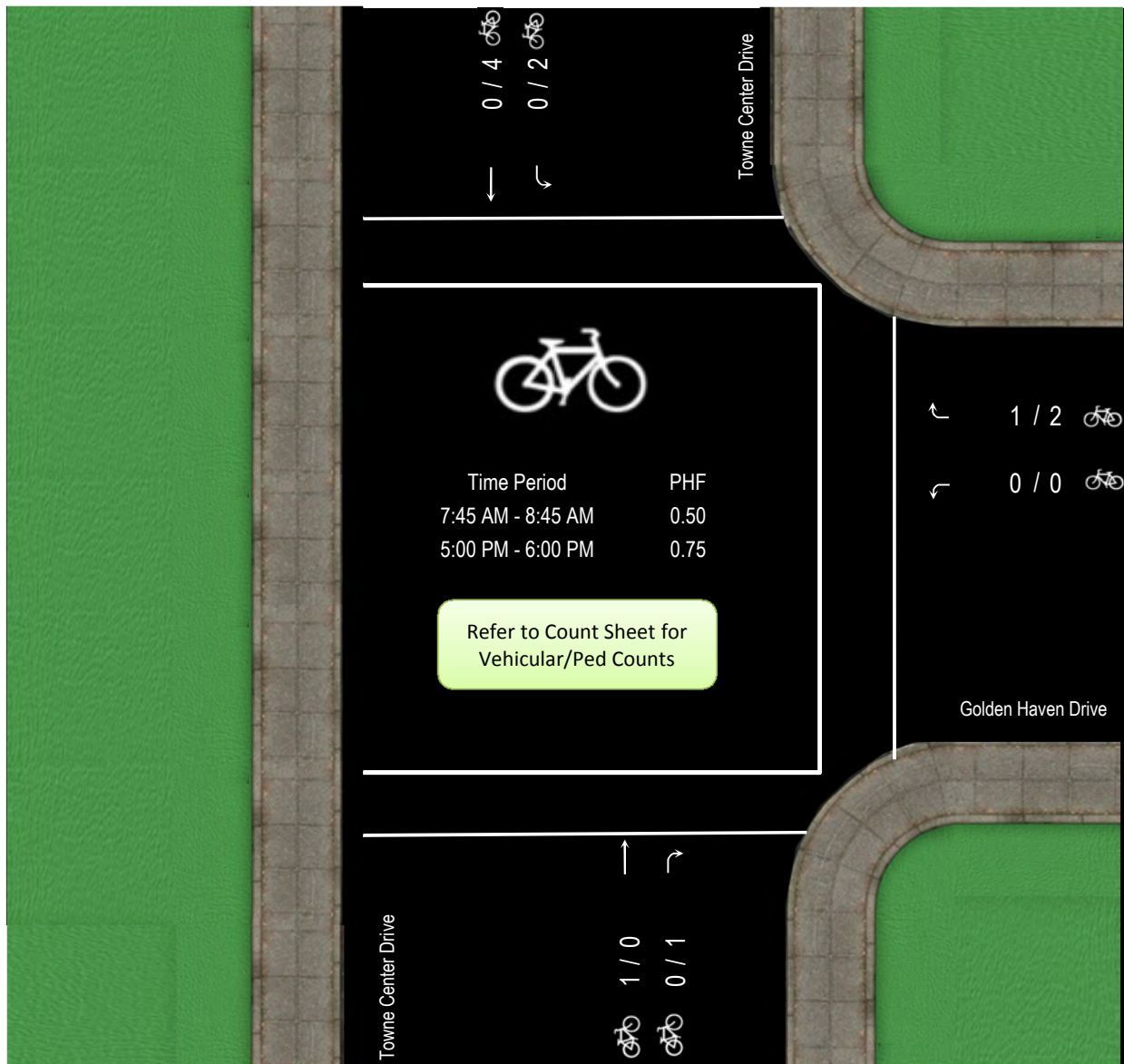
	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	0	1	0		1
PHF	#DIV/0!	0.25	#DIV/0!		0.25
Movement PHF	#DIV/0!	0.25	#DIV/0!		0.25

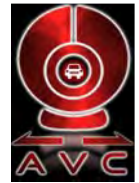
Bike Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Golden Haven Drive @ Towne Center Drive
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Golden Haven Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	1
8:30 AM	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0
Total	0	0	1	0	0	1	2

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.50**

	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
Volume	0	0	1	0	0	1	2
PHF	#####	#####	0.25	#####	#####	0.25	0.50
Movement PHF	#DIV/0!		0.25			0.25	0.50

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
4:00 PM	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	1	1	0	0	0	2
5:15 PM	2	0	0	0	0	0	2
5:30 PM	1	0	0	0	1	0	2
5:45 PM	1	1	1	0	0	0	3
Total	4	3	2	0	2	0	11

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

	Southbound		Westbound		Northbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
Volume	4	2	2	0	1	0	9
PHF	0.5	0.5	0.5	#####	0.25	#####	0.75
Movement PHF	0.75		0.50			0.25	0.75

Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Executive Drive @ Executive Way

Date of Count: Wednesday, May 13, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Executive Drive @ Executive Way

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	1	3	28	5	7	11	25	3	30	4	117
7:15 AM	2	3	1	2	34	7	7	13	44	2	31	10	156
7:30 AM	4	2	2	1	33	1	11	15	59	8	41	10	187
7:45 AM	0	6	1	3	40	3	22	8	49	9	46	10	197
8:00 AM	15	6	3	7	38	4	14	17	44	7	41	14	210
8:15 AM	5	4	1	8	46	9	13	26	57	7	50	10	236
8:30 AM	5	8	6	4	45	6	17	16	41	11	43	11	213
8:45 AM	4	7	3	8	45	7	25	22	56	15	40	26	258
Total	35	36	18	36	309	42	116	128	375	62	322	95	1,574

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	29	25	13	27	174	26	69	81	198	40	174	61	917
PHF	0.48	0.78	0.54	0.84	0.95	0.72	0.69	0.78	0.87	0.67	0.87	0.59	0.89
Movement PHF		0.70			0.90			0.84			0.85		0.89

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	13	23	5	2	37	45	8	3	9	78	29	8	260
4:15 PM	11	13	1	1	40	39	3	7	13	65	32	2	227
4:30 PM	10	18	1	3	43	52	5	7	12	103	34	2	290
4:45 PM	15	13	2	1	36	39	7	8	6	81	26	3	237
5:00 PM	13	24	6	1	45	69	6	8	11	136	43	4	366
5:15 PM	9	13	2	1	64	47	11	6	18	82	49	6	308
5:30 PM	8	11	2	0	54	29	5	7	11	69	37	3	236
5:45 PM	4	8	0	0	45	35	8	6	6	59	35	3	209
Total	83	123	19	9	364	355	53	52	86	673	285	31	2,133

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.82**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	47	68	11	6	188	207	29	29	47	402	152	15	1201
PHF	0.78	0.708	0.458	0.5	0.734	0.75	0.659	0.906	0.653	0.739	0.776	0.625	0.82
Movement PHF		0.73			0.87			0.75			0.78		0.82

U-Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-1536



Location: Executive Drive @ Executive Way

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	1	2
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	1	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
Total	0	2	1	2	5

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	1	2
PHF	#DIV/0!	0.25	#DIV/0!	0.25	0.25
Movement PHF	#DIV/0!	0.25	#DIV/0!	0.25	0.25

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	1	0	1
Total	0	0	1	1	2

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

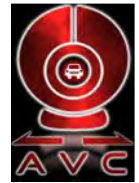
Bike Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Executive Drive @ Executive Way
Date of Count: Wednesday, May 13, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Executive Drive @ Executive Way

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	1	0	1	0	3
7:30 AM	0	0	0	0	1	0	0	1	1	0	0	0	3
7:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
8:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	5	0	1	1	2	0	7	0	16

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.67**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	0	1	1	2	0	1	0	8
PHF	#####	#####	#####	#####	0.75	#####	0.25	0.25	0.50	#####	0.25	#####	0.67
Movement PHF	#DIV/0!			0.75			0.50			0.25			0.67

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	2	0	3
4:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
5:00 PM	0	0	0	0	1	1	0	0	0	0	1	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:30 PM	0	0	0	0	1	1	0	0	0	0	2	0	4
5:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	4	2	0	1	0	1	11	0	19

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	2	0	0	0	0	7	0	12
PHF	#####	#####	#####	#####	0.75	0.5	#####	#####	#####	#####	0.875	#####	0.75
Movement PHF	#DIV/0!			0.63			#DIV/0!			0.88			0.75

Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Eastgate Mall @ Judicial Drive

Date of Count: Thursday, May 14, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Eastgate Mall @ Judicial Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	2	4	1	9	84	23	12	13	11	3	35	33	230
7:15 AM	1	0	1	9	107	38	11	15	19	9	35	35	280
7:30 AM	5	1	2	10	118	32	12	19	23	8	42	41	313
7:45 AM	1	3	0	12	114	52	20	24	34	13	68	32	373
8:00 AM	6	3	1	8	109	35	18	24	29	13	47	38	331
8:15 AM	2	2	0	6	98	30	19	23	42	6	64	39	331
8:30 AM	4	0	1	10	101	21	10	23	49	9	47	44	319
8:45 AM	1	2	2	9	128	44	18	15	40	13	61	32	365
Total	22	15	8	73	859	275	120	156	247	74	399	294	2,542

AM Intersection Peak Hour : 7:45 AM - 8:45 AM

Intersection PHF : 0.91

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	13	8	2	36	422	138	67	94	154	41	226	153	1,354
PHF	0.54	0.67	0.50	0.75	0.93	0.66	0.84	0.98	0.79	0.79	0.83	0.87	0.91
Movement PHF		0.58			0.84			0.94			0.93		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	30	20	13	2	51	25	47	2	22	24	110	3	349
4:15 PM	23	13	13	1	39	11	29	2	26	20	137	3	317
4:30 PM	31	20	18	1	44	19	40	1	32	22	128	3	359
4:45 PM	25	10	9	0	51	14	36	2	16	19	122	5	309
5:00 PM	32	19	17	3	42	16	38	1	23	37	137	5	370
5:15 PM	24	19	16	0	44	19	33	1	26	31	125	3	341
5:30 PM	20	15	11	3	35	16	31	1	30	26	118	5	311
5:45 PM	17	3	10	1	49	12	24	2	34	23	105	0	280
Total	202	119	107	11	355	132	278	12	209	202	982	27	2,636

PM Intersection Peak Hour : 4:30 PM - 5:30 PM

Intersection PHF : 0.93

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	112	68	60	4	181	68	147	5	97	109	512	16	1379
PHF	0.88	0.85	0.833	0.333	0.887	0.895	0.919	0.625	0.758	0.736	0.934	0.8	0.93
Movement PHF		0.87			0.97			0.85			0.89		0.93

U-Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-1536



Location: Eastgate Mall @ Judicial Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	3	0	3
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
Total	0	0	3	0	3

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	3	0	3
4:30 PM	0	0	1	0	1
4:45 PM	0	0	7	0	7
5:00 PM	0	0	3	0	3
5:15 PM	0	0	2	0	2
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
Total	0	0	17	0	17

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.46**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	13	0	13
PHF	#DIV/0!	#DIV/0!	0.464285714	#DIV/0!	0.46
Movement PHF	#DIV/0!	#DIV/0!	0.46	#DIV/0!	0.46

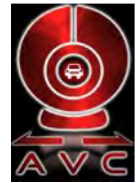
Bike Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Eastgate Mall @ Judicial Drive
Date of Count: Thursday, May 14, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Eastgate Mall @ Judicial Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	2	0	0	0	0	1	1	0	4
7:15 AM	0	0	0	0	2	1	0	0	0	0	0	1	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	2
8:00 AM	0	0	0	0	2	0	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	2	0	0	0	2	1	0	1	6
8:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	1	0	3	2	0	6
Total	1	0	0	0	8	1	1	1	3	6	3	5	29

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.71**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	0	0	0	4	0	1	1	3	4	2	1	17
PHF	0.25	#####	#####	#####	0.50	#####	0.25	0.25	0.38	0.33	0.25	0.25	0.71
Movement PHF		0.25			0.50			0.63			0.35		0.71

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	1	0	0	0	2	1	1	0	5
4:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	1	0	0	0	1	0	1	0	3
5:00 PM	0	0	0	0	0	1	0	0	1	1	2	0	5
5:15 PM	1	0	0	0	1	0	0	0	2	1	0	0	5
5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
Total	2	0	0	0	5	2	0	0	6	3	6	1	25

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	0	0	0	4	1	0	0	4	2	3	0	15
PHF	0.25	#####	#####	#####	0.5	0.25	#####	#####	0.5	0.5	0.375	#####	0.75
Movement PHF		0.25			0.63			0.50			0.42		0.75

Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Governor Drive @ I-805 SB Ramps

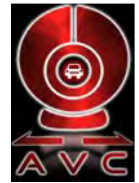
Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Governor Drive @ I-805 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	55	2	14	0	89	7	0	0	0	67	45	0	279
7:15 AM	71	2	20	0	114	3	0	0	0	87	67	0	364
7:30 AM	88	0	18	0	106	6	0	0	0	132	84	0	434
7:45 AM	77	0	16	0	125	6	0	0	0	141	88	0	453
8:00 AM	71	0	18	0	101	4	0	0	0	105	101	0	400
8:15 AM	68	0	22	0	108	5	0	0	0	76	78	0	357
8:30 AM	69	0	19	0	104	4	0	0	0	114	79	0	389
8:45 AM	91	1	20	0	130	6	0	0	0	116	86	0	450
Total	590	5	147	0	877	41	0	0	0	838	628	0	3,126

AM Intersection Peak Hour : 7:15 AM - 8:15 AM

Intersection PHF : 0.91

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	307	2	72	0	446	19	0	0	0	465	340	0	1,651
PHF	0.87	0.25	0.90	#####	0.89	0.79	#####	#####	#####	0.82	0.84	#####	0.91
Movement PHF		0.90			0.89			#DIV/0!			0.88		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	42	1	6	0	75	13	0	0	0	229	65	0	431
4:15 PM	31	0	7	0	93	16	0	0	0	269	56	0	472
4:30 PM	50	2	2	0	66	12	0	0	0	264	74	0	470
4:45 PM	39	1	5	0	88	6	0	0	0	196	83	0	418
5:00 PM	47	5	3	0	85	16	0	0	0	249	82	0	487
5:15 PM	51	5	5	0	137	7	0	0	0	265	75	0	545
5:30 PM	62	4	2	0	116	8	0	0	0	184	53	0	429
5:45 PM	80	1	5	0	130	12	0	0	0	130	57	0	415
Total	402	19	35	0	790	90	0	0	0	1,786	545	0	3,667

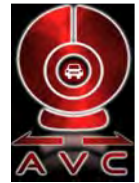
PM Intersection Peak Hour : 4:30 PM - 5:30 PM

Intersection PHF : 0.88

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	187	13	15	0	376	41	0	0	0	974	314	0	1920
PHF	0.92	0.65	0.75	#####	0.686	0.641	#####	#####	#####	0.919	0.946	#####	0.88
Movement PHF		0.88			0.72			#DIV/0!			0.95		0.88

U-Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-1536



Location: Governor Drive @ I-805 SB Ramps

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
Total	0	1	0	2	3

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	1	2
PHF	#DIV/0!	0.25	#DIV/0!	0.25	0.50
Movement PHF	#DIV/0!	0.25	#DIV/0!	0.25	0.50

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
Total	0	1	0	1	2

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	1	2
PHF	#DIV/0!	0.25	#DIV/0!	0.25	0.50
Movement PHF	#DIV/0!	0.25	#DIV/0!	0.25	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Governor Drive @ I-805 SB Ramps

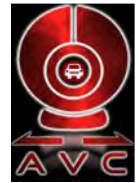
Date of Count: Tuesday, April 28, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0345





Location: Governor Drive @ I-805 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

AM Intersection Peak Hour : 7:00 AM - 8:00 AM

Intersection PHF : #DIV/0!

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#DIV/0!
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

PM Intersection Peak Hour : 4:00 PM - 5:00 PM

Intersection PHF : #DIV/0!

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#DIV/0!
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!

Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Governor Drive @ I-805 NB Ramps
Date of Count: Tuesday, April 28, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Governor Drive @ I-805 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	2	3	0	5	5	99	0	2	61	177
7:15 AM	0	0	0	3	2	0	3	4	102	0	3	68	185
7:30 AM	0	0	0	5	9	0	5	2	126	0	8	86	241
7:45 AM	0	0	0	1	5	0	1	3	121	0	4	101	236
8:00 AM	0	0	0	2	5	0	3	2	116	0	3	102	233
8:15 AM	0	0	0	1	3	0	5	4	115	0	1	97	226
8:30 AM	0	0	0	4	2	0	5	3	100	0	3	101	218
8:45 AM	0	0	0	1	5	0	7	4	118	0	4	96	235
Total	0	0	0	19	34	0	34	27	897	0	28	712	1,751

AM Intersection Peak Hour : 7:30 AM - 8:30 AM

Intersection PHF : 0.97

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	9	22	0	14	11	478	0	16	386	936
PHF	#####	#####	#####	0.45	0.61	#####	0.70	0.69	0.95	#####	0.50	0.95	0.97
Movement PHF	#DIV/0!			0.55			0.95			0.96			0.97

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	14	0	2	3	76	0	2	69	166
4:15 PM	0	0	0	3	6	0	3	1	105	0	0	62	180
4:30 PM	0	0	0	2	4	0	1	3	84	0	1	68	163
4:45 PM	0	0	0	0	2	0	1	1	90	0	1	95	190
5:00 PM	0	0	0	1	6	0	1	0	120	0	0	82	210
5:15 PM	0	0	0	1	4	0	0	0	104	0	0	112	221
5:30 PM	0	0	0	0	3	0	0	1	121	0	0	67	192
5:45 PM	0	0	0	1	2	0	1	2	122	0	0	73	201
Total	0	0	0	8	41	0	9	11	822	0	4	628	1,523

PM Intersection Peak Hour : 5:00 PM - 6:00 PM

Intersection PHF : 0.93

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	3	15	0	2	3	467	0	0	334	824
PHF	#####	#####	#####	0.75	0.625	#####	0.5	0.375	0.957	#####	#####	0.746	0.93
Movement PHF	#DIV/0!			0.64			0.94			0.75			0.93

U-Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-1536



Location: Governor Drive @ I-805 NB Ramps

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
Total	0	0	0	2	2

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	1	1
PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.25
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.25

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	2	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
Total	0	0	0	3	3

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	1	1
PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.25
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.25

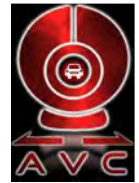
Bike Turn Count Summary

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: Governor Drive @ I-805 NB Ramps
Date of Count: Tuesday, April 28, 2015
Analysts: LV/CD
Weather: Sunny
AVC Proj No: 15-0345





Location: Governor Drive @ I-805 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

AM Intersection Peak Hour : 7:00 AM - 8:00 AM

Intersection PHF : #DIV/0!

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#DIV/0!
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	1	0	0	0	0	0	2	0	3

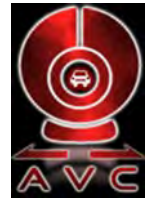
PM Intersection Peak Hour : 5:00 PM - 6:00 PM

Intersection PHF : 0.25

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	1	0	0	0	0	0	2	0	3
PHF	#####	#####	#####	#####	0.25	#####	#####	#####	#####	#####	0.25	#####	0.25
Movement PHF	#DIV/0!			0.25			#DIV/0!			0.25			0.25

Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 41. Eastgate Mall West of Genesee Ave

Orientation: East-West

Date of Count: Tuesday, May 12, 2015

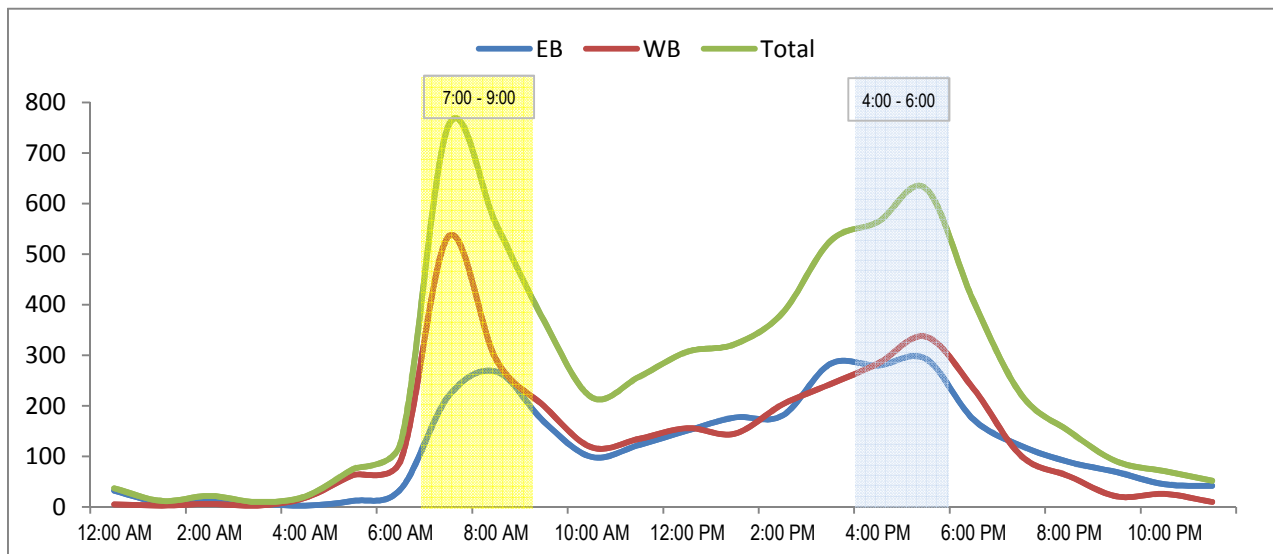
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

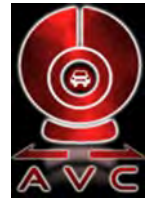
24 Hour Segment Volume					6,187		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	32	5	37	12:00 PM - 1:00 PM	151	156	307
1:00 AM - 2:00 AM	9	3	12	1:00 PM - 2:00 PM	177	145	322
2:00 AM - 3:00 AM	16	6	22	2:00 PM - 3:00 PM	181	203	384
3:00 AM - 4:00 AM	7	3	10	3:00 PM - 4:00 PM	283	243	526
4:00 AM - 5:00 AM	3	18	21	4:00 PM - 5:00 PM	280	284	564
5:00 AM - 6:00 AM	12	63	75	5:00 PM - 6:00 PM	293	337	630
6:00 AM - 7:00 AM	35	92	127	6:00 PM - 7:00 PM	173	234	407
7:00 AM - 8:00 AM	219	535	754	7:00 PM - 8:00 PM	121	101	222
8:00 AM - 9:00 AM	268	292	560	8:00 PM - 9:00 PM	89	61	150
9:00 AM - 10:00 AM	169	200	369	9:00 PM - 10:00 PM	69	21	90
10:00 AM - 11:00 AM	99	118	217	10:00 PM - 11:00 PM	45	26	71
11:00 AM - 12:00 PM	123	135	258	11:00 PM - 12:00 AM	42	10	52
Total	992	1,470	2,462	Total	1,904	1,821	3,725

24-Hour EB Volume 2,896 **24-Hour WB Volume 3,291**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 42. Eastgate Mall East of Genesee Avenue

Orientation: East-West

Date of Count: Tuesday, May 12, 2015

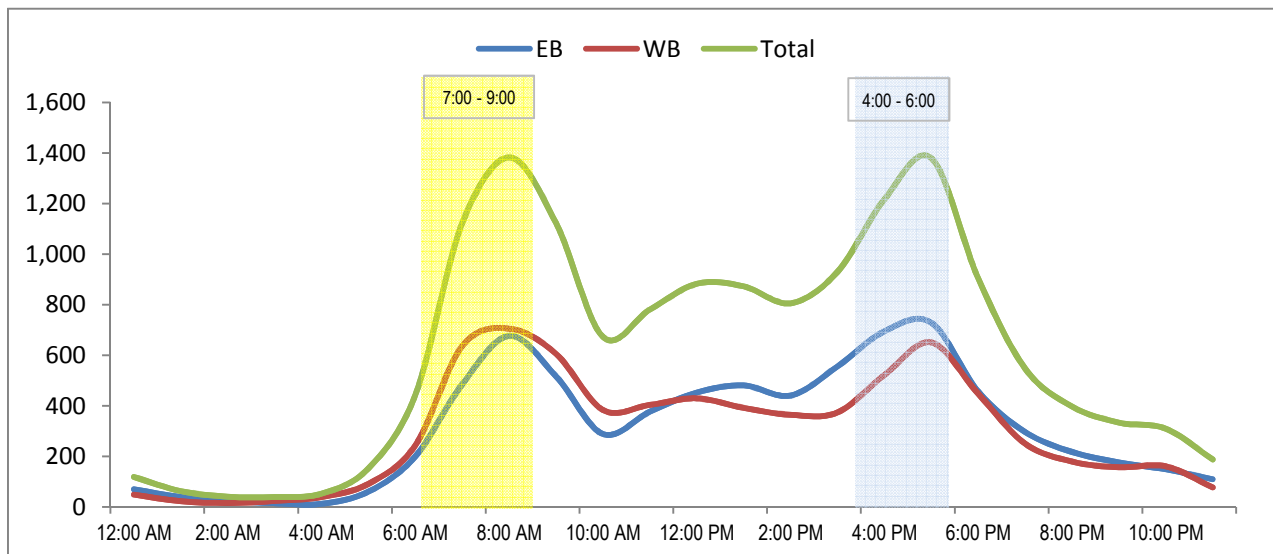
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

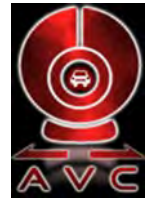
24 Hour Segment Volume					14,767			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	70	49	119	12:00 PM - 1:00 PM	453	430	883	
1:00 AM - 2:00 AM	40	23	63	1:00 PM - 2:00 PM	481	392	873	
2:00 AM - 3:00 AM	25	16	41	2:00 PM - 3:00 PM	441	365	806	
3:00 AM - 4:00 AM	15	24	39	3:00 PM - 4:00 PM	556	374	930	
4:00 AM - 5:00 AM	13	40	53	4:00 PM - 5:00 PM	695	522	1,217	
5:00 AM - 6:00 AM	61	92	153	5:00 PM - 6:00 PM	729	651	1,380	
6:00 AM - 7:00 AM	200	244	444	6:00 PM - 7:00 PM	457	448	905	
7:00 AM - 8:00 AM	486	637	1,123	7:00 PM - 8:00 PM	297	251	548	
8:00 AM - 9:00 AM	677	706	1,383	8:00 PM - 9:00 PM	218	180	398	
9:00 AM - 10:00 AM	517	606	1,123	9:00 PM - 10:00 PM	177	157	334	
10:00 AM - 11:00 AM	289	384	673	10:00 PM - 11:00 PM	149	161	310	
11:00 AM - 12:00 PM	377	404	781	11:00 PM - 12:00 AM	110	78	188	
Total	2,770	3,225	5,995	Total	4,763	4,009	8,772	

24-Hour EB Volume 7,533 **24-Hour WB Volume 7,234**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 43. Eastgate Mall West of Judicial Dr

Orientation: East-West

Date of Count: Thursday, May 14, 2015

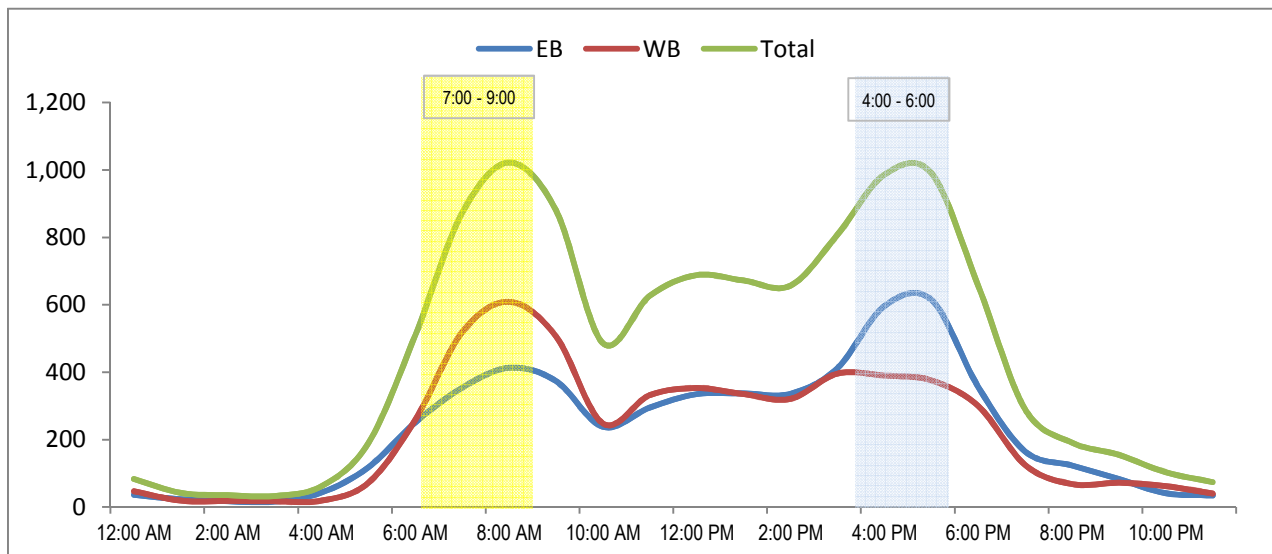
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

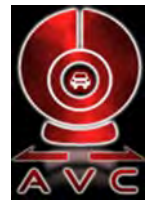
24 Hour Segment Volume					11,115		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	36	47	83	12:00 PM - 1:00 PM	335	353	688
1:00 AM - 2:00 AM	23	19	42	1:00 PM - 2:00 PM	337	335	672
2:00 AM - 3:00 AM	17	18	35	2:00 PM - 3:00 PM	336	321	657
3:00 AM - 4:00 AM	16	17	33	3:00 PM - 4:00 PM	412	396	808
4:00 AM - 5:00 AM	43	19	62	4:00 PM - 5:00 PM	596	390	986
5:00 AM - 6:00 AM	118	72	190	5:00 PM - 6:00 PM	615	376	991
6:00 AM - 7:00 AM	251	259	510	6:00 PM - 7:00 PM	357	300	657
7:00 AM - 8:00 AM	354	519	873	7:00 PM - 8:00 PM	165	125	290
8:00 AM - 9:00 AM	413	609	1,022	8:00 PM - 9:00 PM	123	68	191
9:00 AM - 10:00 AM	374	506	880	9:00 PM - 10:00 PM	83	72	155
10:00 AM - 11:00 AM	238	248	486	10:00 PM - 11:00 PM	41	62	103
11:00 AM - 12:00 PM	295	332	627	11:00 PM - 12:00 AM	34	40	74
Total	2,178	2,665	4,843	Total	3,434	2,838	6,272

24-Hour EB Volume 5,612 **24-Hour WB Volume 5,503**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 44. Eastgate Mall East of Judicial Dr

Orientation: East-West

Date of Count: Thursday, May 14, 2015

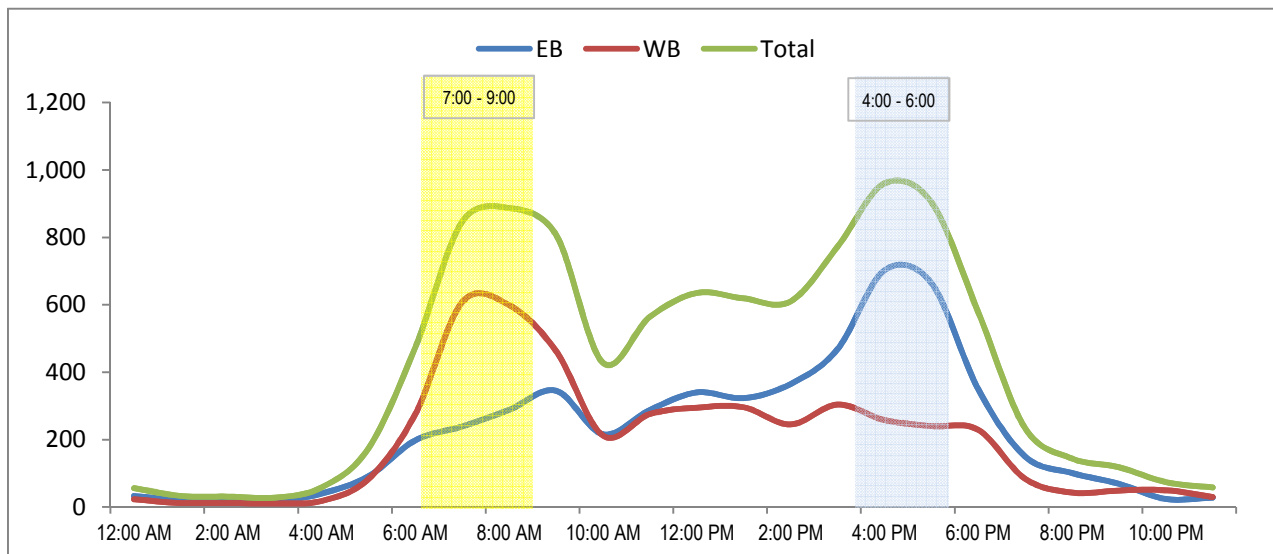
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

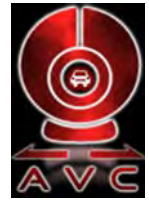
24 Hour Segment Volume					10,096		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	33	23	56	12:00 PM - 1:00 PM	340	295	635
1:00 AM - 2:00 AM	21	12	33	1:00 PM - 2:00 PM	323	296	619
2:00 AM - 3:00 AM	19	12	31	2:00 PM - 3:00 PM	365	245	610
3:00 AM - 4:00 AM	17	11	28	3:00 PM - 4:00 PM	468	304	772
4:00 AM - 5:00 AM	40	18	58	4:00 PM - 5:00 PM	702	258	960
5:00 AM - 6:00 AM	91	83	174	5:00 PM - 6:00 PM	665	240	905
6:00 AM - 7:00 AM	198	276	474	6:00 PM - 7:00 PM	350	229	579
7:00 AM - 8:00 AM	239	608	847	7:00 PM - 8:00 PM	150	84	234
8:00 AM - 9:00 AM	288	599	887	8:00 PM - 9:00 PM	101	43	144
9:00 AM - 10:00 AM	345	463	808	9:00 PM - 10:00 PM	69	49	118
10:00 AM - 11:00 AM	216	212	428	10:00 PM - 11:00 PM	24	50	74
11:00 AM - 12:00 PM	288	276	564	11:00 PM - 12:00 AM	28	30	58
Total	1,795	2,593	4,388	Total	3,585	2,123	5,708

24-Hour EB Volume 5,380 **24-Hour WB Volume 4,716**



24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 80. Eastgate Mall, North of Airport Mall

Orientation: North-South

Date of Count: Thursday, June 11, 2015

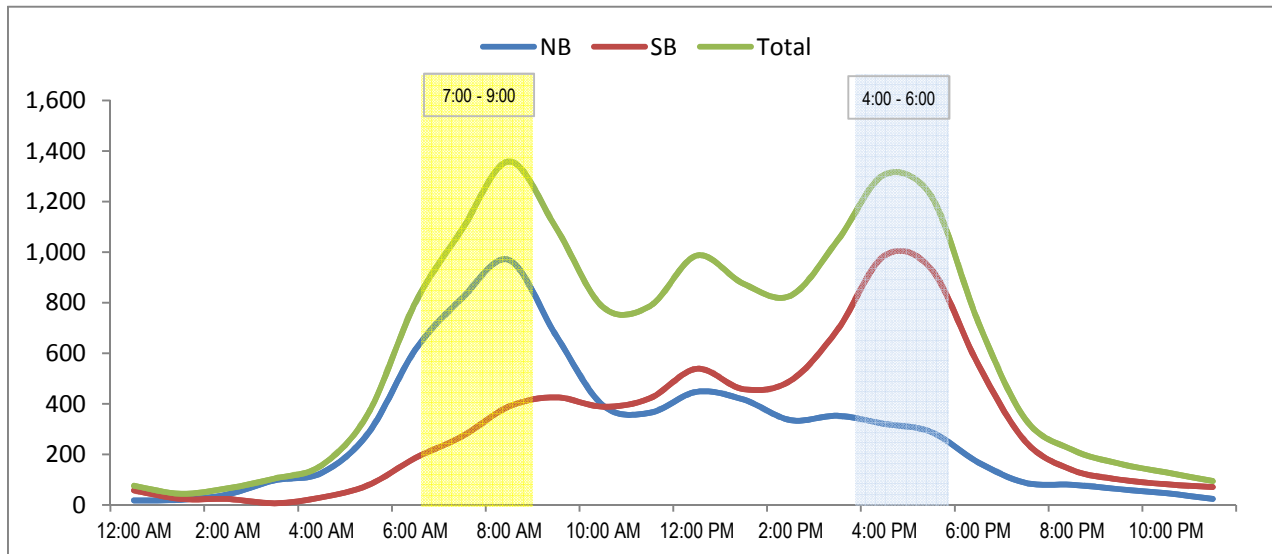
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

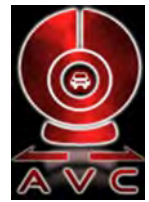
24 Hour Segment Volume					14,668		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	18	58	76	12:00 PM - 1:00 PM	448	539	987
1:00 AM - 2:00 AM	21	24	45	1:00 PM - 2:00 PM	417	458	875
2:00 AM - 3:00 AM	42	24	66	2:00 PM - 3:00 PM	336	492	828
3:00 AM - 4:00 AM	98	7	105	3:00 PM - 4:00 PM	353	693	1,046
4:00 AM - 5:00 AM	127	30	157	4:00 PM - 5:00 PM	321	986	1,307
5:00 AM - 6:00 AM	285	79	364	5:00 PM - 6:00 PM	289	933	1,222
6:00 AM - 7:00 AM	614	186	800	6:00 PM - 7:00 PM	169	556	725
7:00 AM - 8:00 AM	819	272	1,091	7:00 PM - 8:00 PM	88	253	341
8:00 AM - 9:00 AM	969	390	1,359	8:00 PM - 9:00 PM	80	139	219
9:00 AM - 10:00 AM	671	426	1,097	9:00 PM - 10:00 PM	63	101	164
10:00 AM - 11:00 AM	394	389	783	10:00 PM - 11:00 PM	47	82	129
11:00 AM - 12:00 PM	365	422	787	11:00 PM - 12:00 AM	24	71	95
Total	4,423	2,307	6,730	Total	2,635	5,303	7,938

24-Hour NB Volume 7,058 **24-Hour SB Volume 7,610**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 16. Executive Drive West of Genesee Ave

Orientation: East-West

Date of Count: Tuesday, May 12, 2015

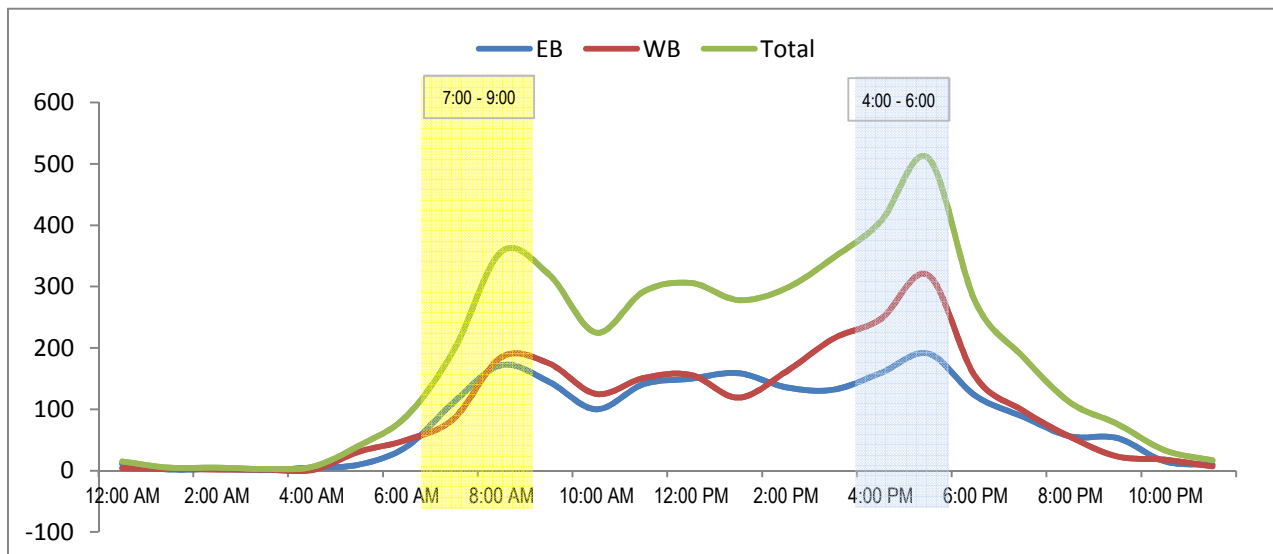
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

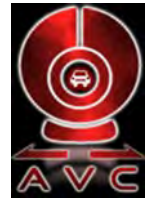
24 Hour Segment Volume					4,397			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	11	4	15	12:00 PM - 1:00 PM	150	156	306	
1:00 AM - 2:00 AM	2	3	5	1:00 PM - 2:00 PM	159	119	278	
2:00 AM - 3:00 AM	3	2	5	2:00 PM - 3:00 PM	136	161	297	
3:00 AM - 4:00 AM	1	2	3	3:00 PM - 4:00 PM	132	215	347	
4:00 AM - 5:00 AM	5	1	6	4:00 PM - 5:00 PM	159	247	406	
5:00 AM - 6:00 AM	10	31	41	5:00 PM - 6:00 PM	191	319	510	
6:00 AM - 7:00 AM	39	50	89	6:00 PM - 7:00 PM	122	153	275	
7:00 AM - 8:00 AM	112	85	197	7:00 PM - 8:00 PM	88	98	186	
8:00 AM - 9:00 AM	172	185	357	8:00 PM - 9:00 PM	56	55	111	
9:00 AM - 10:00 AM	145	175	320	9:00 PM - 10:00 PM	53	23	76	
10:00 AM - 11:00 AM	100	125	225	10:00 PM - 11:00 PM	15	18	33	
11:00 AM - 12:00 PM	141	151	292	11:00 PM - 12:00 AM	10	7	17	
Total	741	814	1,555	Total	1,271	1,571	2,842	

24-Hour EB Volume 2,012 **24-Hour WB Volume 2,385**



24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 17. Executive Dr, West of Towne Center Dr

Orientation: East-West

Date of Count: Wednesday, May 13, 2015

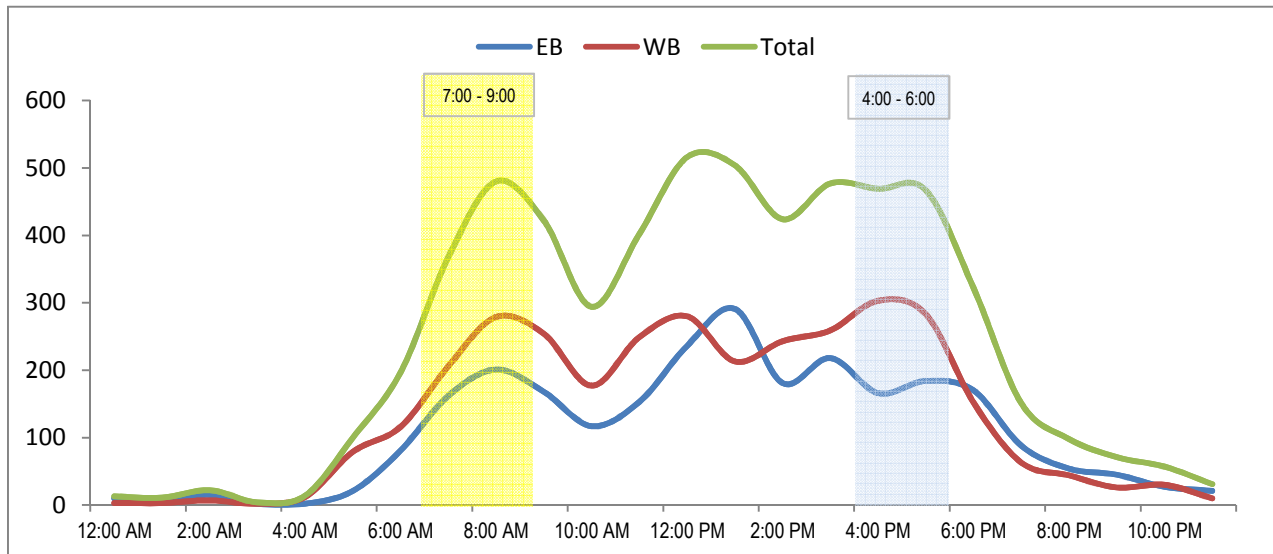
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

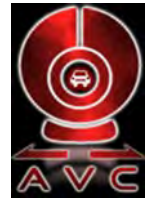
24 Hour Segment Volume					5,914			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	10	3	13	12:00 PM - 1:00 PM	236	280	516	
1:00 AM - 2:00 AM	8	3	11	1:00 PM - 2:00 PM	291	213	504	
2:00 AM - 3:00 AM	15	7	22	2:00 PM - 3:00 PM	181	243	424	
3:00 AM - 4:00 AM	2	2	4	3:00 PM - 4:00 PM	218	259	477	
4:00 AM - 5:00 AM	2	12	14	4:00 PM - 5:00 PM	166	303	469	
5:00 AM - 6:00 AM	21	79	100	5:00 PM - 6:00 PM	184	283	467	
6:00 AM - 7:00 AM	81	116	197	6:00 PM - 7:00 PM	170	152	322	
7:00 AM - 8:00 AM	162	206	368	7:00 PM - 8:00 PM	88	63	151	
8:00 AM - 9:00 AM	201	279	480	8:00 PM - 9:00 PM	54	44	98	
9:00 AM - 10:00 AM	168	254	422	9:00 PM - 10:00 PM	45	26	71	
10:00 AM - 11:00 AM	117	177	294	10:00 PM - 11:00 PM	27	30	57	
11:00 AM - 12:00 PM	153	249	402	11:00 PM - 12:00 AM	21	10	31	
Total	940	1,387	2,327	Total	1,681	1,906	3,587	

24-Hour EB Volume 2,621 **24-Hour WB Volume 3,293**



24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 76. Executive Way, South of Executive Dr

Orientation: North-South

Date of Count: Tuesday, June 16, 2015

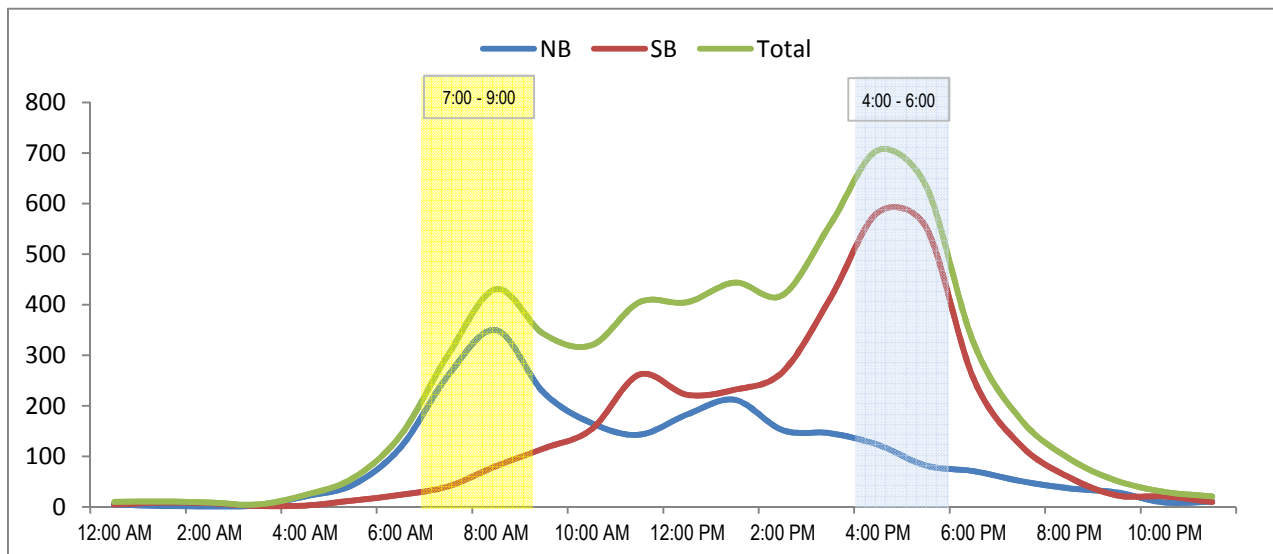
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

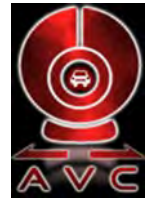
24 Hour Segment Volume					5,923				
Time	Hourly Volume			Time	Hourly Volume				
	NB	SB	Total		NB	SB	Total		
12:00 AM - 1:00 AM	5	5	10	12:00 PM - 1:00 PM	183	222	405		
1:00 AM - 2:00 AM	2	9	11	1:00 PM - 2:00 PM	212	232	444		
2:00 AM - 3:00 AM	1	8	9	2:00 PM - 3:00 PM	152	267	419		
3:00 AM - 4:00 AM	3	2	5	3:00 PM - 4:00 PM	146	413	559		
4:00 AM - 5:00 AM	21	3	24	4:00 PM - 5:00 PM	123	583	706		
5:00 AM - 6:00 AM	44	13	57	5:00 PM - 6:00 PM	82	554	636		
6:00 AM - 7:00 AM	118	24	142	6:00 PM - 7:00 PM	71	254	325		
7:00 AM - 8:00 AM	261	41	302	7:00 PM - 8:00 PM	51	121	172		
8:00 AM - 9:00 AM	350	81	431	8:00 PM - 9:00 PM	37	59	96		
9:00 AM - 10:00 AM	226	116	342	9:00 PM - 10:00 PM	29	23	52		
10:00 AM - 11:00 AM	166	154	320	10:00 PM - 11:00 PM	9	21	30		
11:00 AM - 12:00 PM	143	262	405	11:00 PM - 12:00 AM	11	10	21		
Total	1,340	718	2,058	Total	1,106	2,759	3,865		

24-Hour NB Volume 2,446 **24-Hour SB Volume 3,477**



24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 20. Genesee Ave, West of Science Center Dr

Orientation: East-West

Date of Count: Tuesday, May 12, 2015

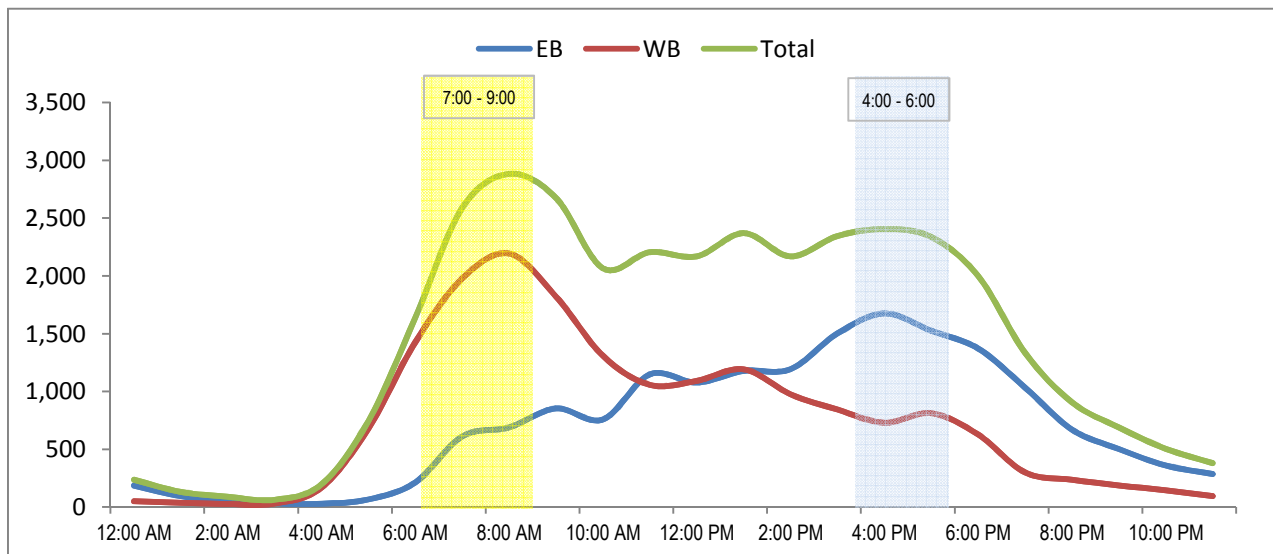
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

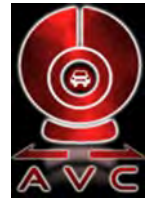
24 Hour Segment Volume					35,124		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	186	50	236	12:00 PM - 1:00 PM	1,077	1,092	2,169
1:00 AM - 2:00 AM	94	37	131	1:00 PM - 2:00 PM	1,178	1,192	2,370
2:00 AM - 3:00 AM	63	26	89	2:00 PM - 3:00 PM	1,193	976	2,169
3:00 AM - 4:00 AM	33	30	63	3:00 PM - 4:00 PM	1,502	843	2,345
4:00 AM - 5:00 AM	29	168	197	4:00 PM - 5:00 PM	1,675	730	2,405
5:00 AM - 6:00 AM	66	679	745	5:00 PM - 6:00 PM	1,525	812	2,337
6:00 AM - 7:00 AM	213	1,427	1,640	6:00 PM - 7:00 PM	1,372	627	1,999
7:00 AM - 8:00 AM	611	1,978	2,589	7:00 PM - 8:00 PM	1,034	300	1,334
8:00 AM - 9:00 AM	689	2,193	2,882	8:00 PM - 9:00 PM	670	236	906
9:00 AM - 10:00 AM	853	1,821	2,674	9:00 PM - 10:00 PM	502	187	689
10:00 AM - 11:00 AM	758	1,308	2,066	10:00 PM - 11:00 PM	359	145	504
11:00 AM - 12:00 PM	1,148	1,057	2,205	11:00 PM - 12:00 AM	286	94	380
Total	4,743	10,774	15,517	Total	12,373	7,234	19,607

24-Hour EB Volume 17,116 24-Hour WB Volume 18,008



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 59. Genesee Avenue Between I-5 NB & SB Ramps

Orientation: East-West

Date of Count: Tuesday, May 12, 2015

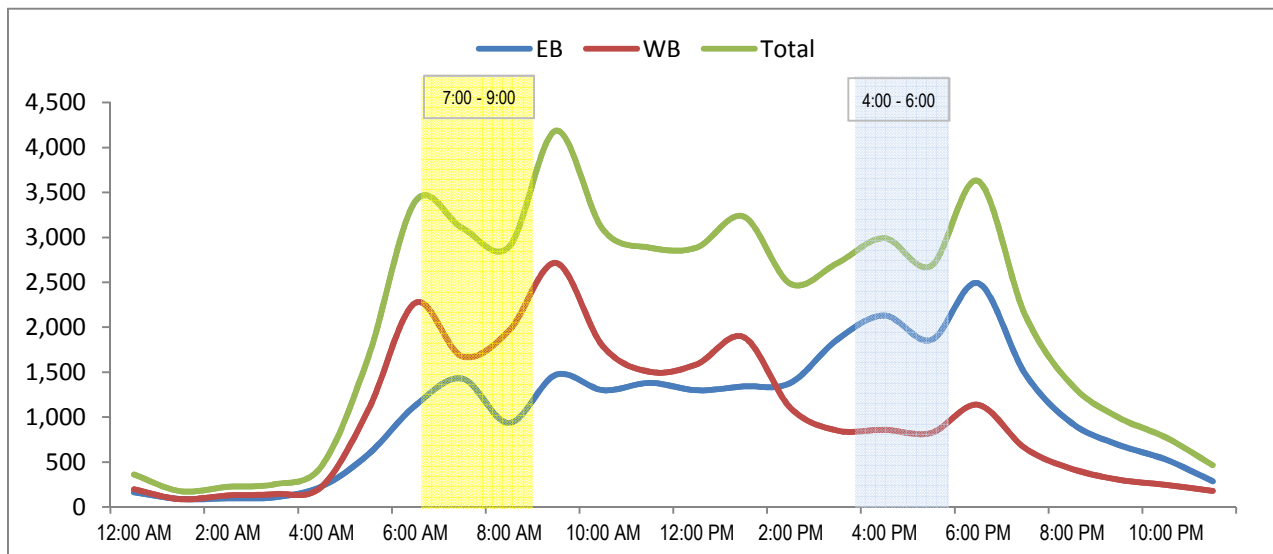
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

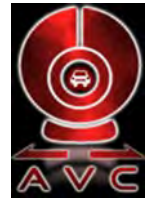
24 Hour Segment Volume					49,051			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	163	198	361	12:00 PM - 1:00 PM	1,299	1,588	2,887	
1:00 AM - 2:00 AM	89	87	176	1:00 PM - 2:00 PM	1,342	1,890	3,232	
2:00 AM - 3:00 AM	96	129	225	2:00 PM - 3:00 PM	1,381	1,102	2,483	
3:00 AM - 4:00 AM	109	144	253	3:00 PM - 4:00 PM	1,865	850	2,715	
4:00 AM - 5:00 AM	228	226	454	4:00 PM - 5:00 PM	2,131	860	2,991	
5:00 AM - 6:00 AM	588	1,083	1,671	5:00 PM - 6:00 PM	1,858	825	2,683	
6:00 AM - 7:00 AM	1,130	2,271	3,401	6:00 PM - 7:00 PM	2,490	1,137	3,627	
7:00 AM - 8:00 AM	1,429	1,675	3,104	7:00 PM - 8:00 PM	1,484	655	2,139	
8:00 AM - 9:00 AM	934	1,963	2,897	8:00 PM - 9:00 PM	932	424	1,356	
9:00 AM - 10:00 AM	1,472	2,715	4,187	9:00 PM - 10:00 PM	691	304	995	
10:00 AM - 11:00 AM	1,300	1,788	3,088	10:00 PM - 11:00 PM	529	246	775	
11:00 AM - 12:00 PM	1,381	1,504	2885	11:00 PM - 12:00 AM	286	180	466	
Total	8,919	13,783	22,702	Total	16,288	10,061	26,349	

24-Hour EB Volume 25,207 **24-Hour WB Volume 23,844**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 19. Genesee Avenue North of Scripps Hospital

Orientation: East-West

Date of Count: Tuesday, May 12, 2015

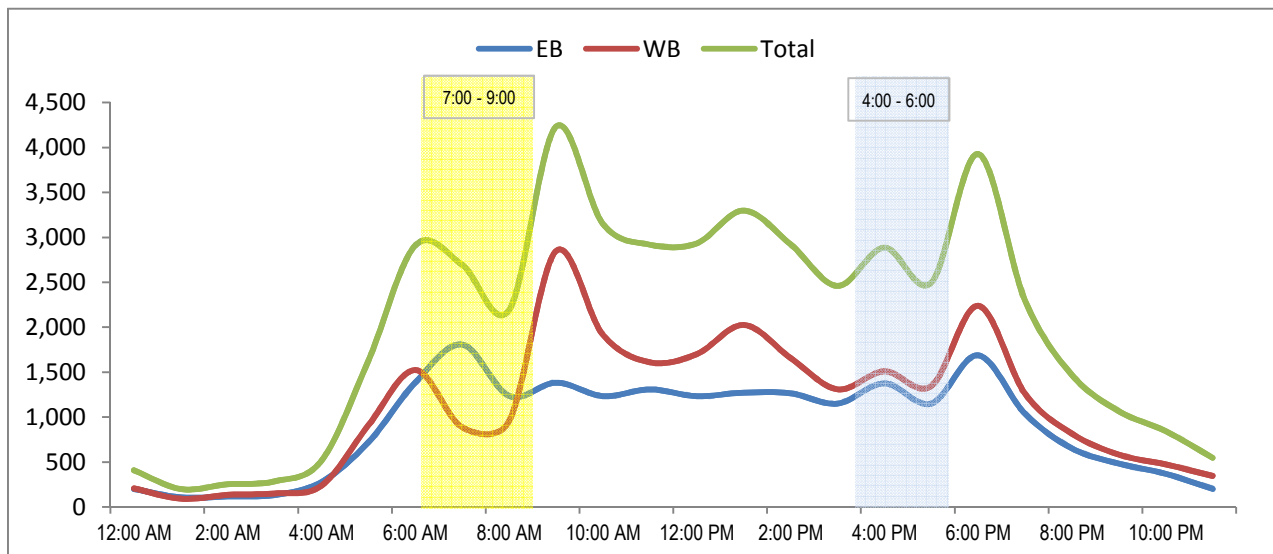
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

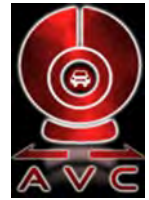
24 Hour Segment Volume					48,542		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	201	208	409	12:00 PM - 1:00 PM	1,233	1,701	2,934
1:00 AM - 2:00 AM	108	92	200	1:00 PM - 2:00 PM	1,273	2,025	3,298
2:00 AM - 3:00 AM	117	136	253	2:00 PM - 3:00 PM	1,265	1,659	2,924
3:00 AM - 4:00 AM	134	152	286	3:00 PM - 4:00 PM	1,151	1,309	2,460
4:00 AM - 5:00 AM	279	238	517	4:00 PM - 5:00 PM	1,376	1,510	2,886
5:00 AM - 6:00 AM	721	909	1,630	5:00 PM - 6:00 PM	1,151	1,346	2,497
6:00 AM - 7:00 AM	1,387	1,524	2,911	6:00 PM - 7:00 PM	1,688	2,239	3,927
7:00 AM - 8:00 AM	1,807	887	2,694	7:00 PM - 8:00 PM	1,038	1,260	2,298
8:00 AM - 9:00 AM	1,236	957	2,193	8:00 PM - 9:00 PM	652	816	1,468
9:00 AM - 10:00 AM	1,384	2,847	4,231	9:00 PM - 10:00 PM	483	583	1,066
10:00 AM - 11:00 AM	1,234	1,916	3,150	10:00 PM - 11:00 PM	370	474	844
11:00 AM - 12:00 PM	1,309	1,610	2,919	11:00 PM - 12:00 AM	201	346	547
Total	9,917	11,476	21,393	Total	11,881	15,268	27,149

24-Hour EB Volume 21,798 24-Hour WB Volume 26,744



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 18. Genesee Avenue South of Regents Road

Orientation: North-South

Date of Count: Tuesday, May 12, 2015

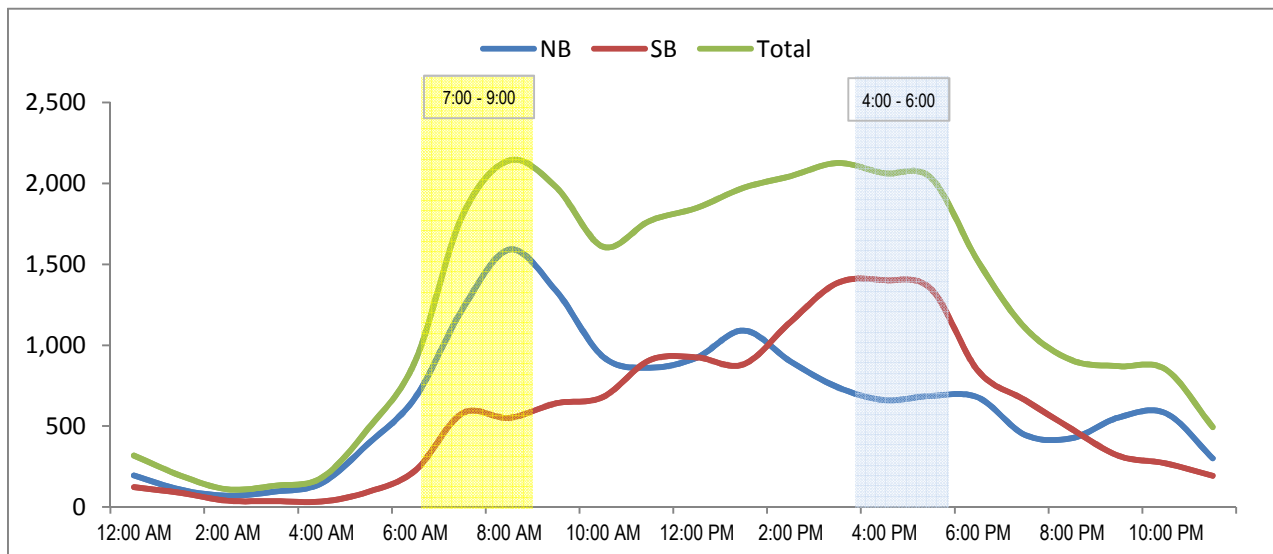
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

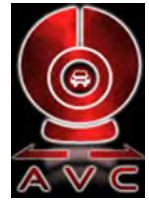
24 Hour Segment Volume					29,457		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	195	123	318	12:00 PM - 1:00 PM	924	925	1,849
1:00 AM - 2:00 AM	107	87	194	1:00 PM - 2:00 PM	1,091	882	1,973
2:00 AM - 3:00 AM	70	39	109	2:00 PM - 3:00 PM	900	1,145	2,045
3:00 AM - 4:00 AM	95	37	132	3:00 PM - 4:00 PM	741	1,385	2,126
4:00 AM - 5:00 AM	147	34	181	4:00 PM - 5:00 PM	661	1,402	2,063
5:00 AM - 6:00 AM	393	94	487	5:00 PM - 6:00 PM	687	1,346	2,033
6:00 AM - 7:00 AM	678	226	904	6:00 PM - 7:00 PM	677	841	1,518
7:00 AM - 8:00 AM	1,220	579	1,799	7:00 PM - 8:00 PM	446	661	1,107
8:00 AM - 9:00 AM	1,591	551	2,142	8:00 PM - 9:00 PM	426	481	907
9:00 AM - 10:00 AM	1,337	641	1,978	9:00 PM - 10:00 PM	554	316	870
10:00 AM - 11:00 AM	929	680	1,609	10:00 PM - 11:00 PM	580	270	850
11:00 AM - 12:00 PM	861	908	1,769	11:00 PM - 12:00 AM	301	193	494
Total	7,623	3,999	11,622	Total	7,988	9,847	17,835

24-Hour NB Volume 15,611 **24-Hour SB Volume 13,846**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 12. Genesee Avenue South of La Jolla Village Dr

Orientation: North-South

Date of Count: Tuesday, May 05, 2015

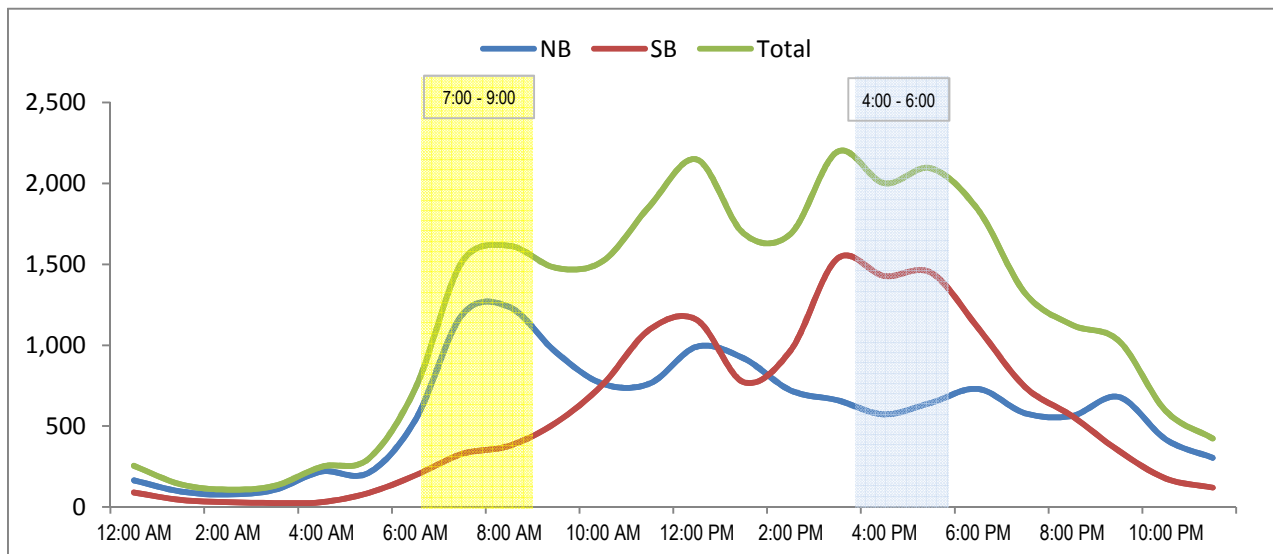
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

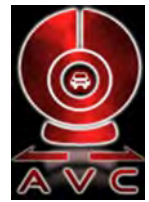
24 Hour Segment Volume					28,054			
Time	Hourly Volume			Time	Hourly Volume			
	NB	SB	Total		NB	SB	Total	
12:00 AM - 1:00 AM	165	90	255	12:00 PM - 1:00 PM	991	1,157	2,148	
1:00 AM - 2:00 AM	96	44	140	1:00 PM - 2:00 PM	919	772	1,691	
2:00 AM - 3:00 AM	77	31	108	2:00 PM - 3:00 PM	721	967	1,688	
3:00 AM - 4:00 AM	106	25	131	3:00 PM - 4:00 PM	660	1,536	2,196	
4:00 AM - 5:00 AM	219	30	249	4:00 PM - 5:00 PM	573	1,428	2,001	
5:00 AM - 6:00 AM	211	87	298	5:00 PM - 6:00 PM	645	1,448	2,093	
6:00 AM - 7:00 AM	538	196	734	6:00 PM - 7:00 PM	730	1,106	1,836	
7:00 AM - 8:00 AM	1,189	329	1,518	7:00 PM - 8:00 PM	580	742	1,322	
8:00 AM - 9:00 AM	1,237	378	1,615	8:00 PM - 9:00 PM	563	563	1,126	
9:00 AM - 10:00 AM	956	522	1,478	9:00 PM - 10:00 PM	680	347	1,027	
10:00 AM - 11:00 AM	761	759	1,520	10:00 PM - 11:00 PM	418	176	594	
11:00 AM - 12:00 PM	764	1,098	1862	11:00 PM - 12:00 AM	304	120	424	
Total	6,319	3,589	9,908	Total	7,784	10,362	18,146	

24-Hour NB Volume 14,103 **24-Hour SB Volume 13,951**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 15. Genesee Avenue North of Executive Dr

Orientation: North-South

Date of Count: Tuesday, May 12, 2015

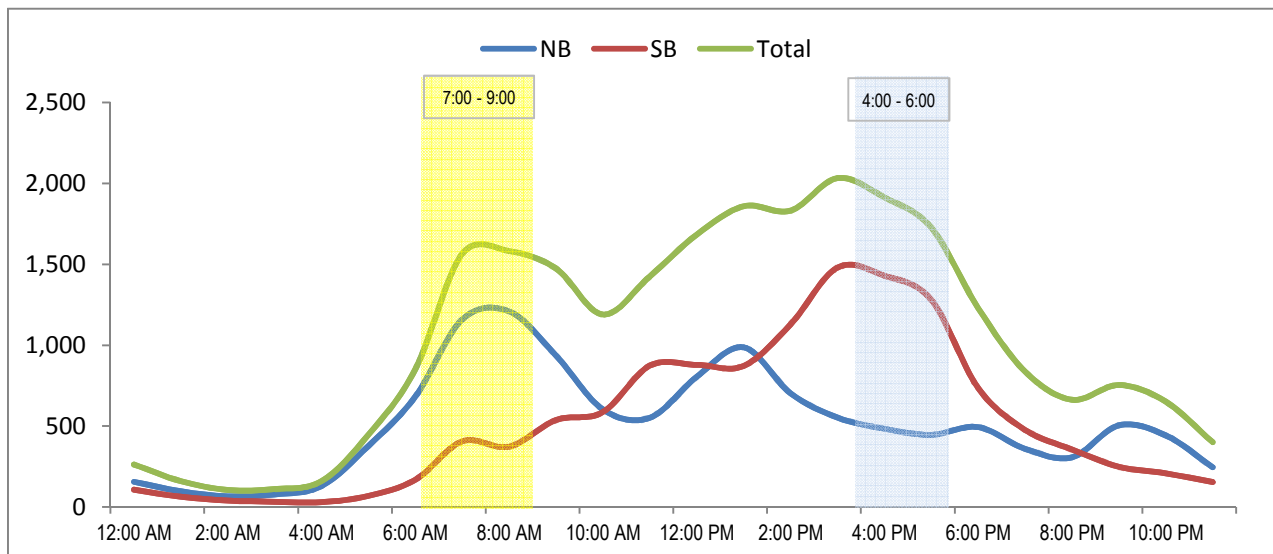
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

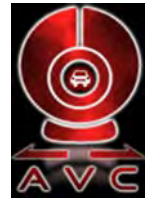
24 Hour Segment Volume					24,921		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	156	107	263	12:00 PM - 1:00 PM	805	879	1,684
1:00 AM - 2:00 AM	97	63	160	1:00 PM - 2:00 PM	987	872	1,859
2:00 AM - 3:00 AM	66	40	106	2:00 PM - 3:00 PM	703	1,129	1,832
3:00 AM - 4:00 AM	78	33	111	3:00 PM - 4:00 PM	553	1,480	2,033
4:00 AM - 5:00 AM	130	30	160	4:00 PM - 5:00 PM	484	1,430	1,914
5:00 AM - 6:00 AM	378	69	447	5:00 PM - 6:00 PM	446	1,281	1,727
6:00 AM - 7:00 AM	683	169	852	6:00 PM - 7:00 PM	494	736	1,230
7:00 AM - 8:00 AM	1,159	406	1,565	7:00 PM - 8:00 PM	360	477	837
8:00 AM - 9:00 AM	1,209	373	1,582	8:00 PM - 9:00 PM	307	356	663
9:00 AM - 10:00 AM	936	538	1,474	9:00 PM - 10:00 PM	505	249	754
10:00 AM - 11:00 AM	603	587	1,190	10:00 PM - 11:00 PM	443	208	651
11:00 AM - 12:00 PM	552	874	1,426	11:00 PM - 12:00 AM	246	155	401
Total	6,047	3,289	9,336	Total	6,333	9,252	15,585

24-Hour NB Volume 12,380 **24-Hour SB Volume 12,541**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 10. Genesee Avenue North of Nobel Dr

Orientation: North-South

Date of Count: Wednesday, May 06, 2015

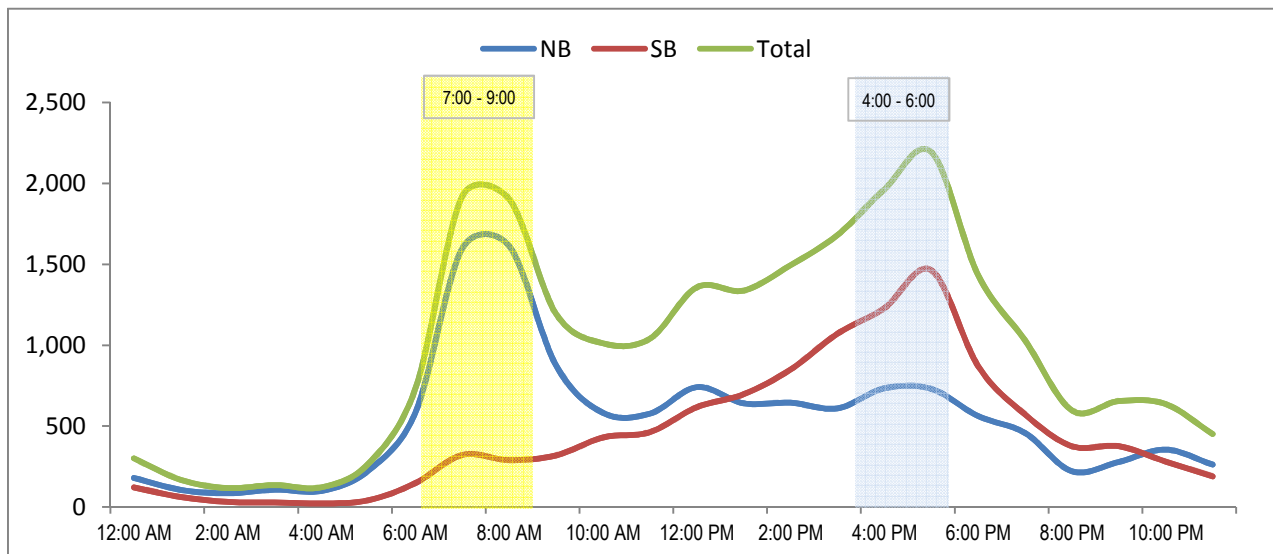
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

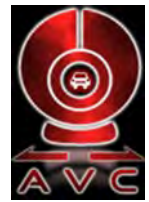
24 Hour Segment Volume					23,744				
Time	Hourly Volume			Time	Hourly Volume				
	NB	SB	Total		NB	SB	Total		
12:00 AM - 1:00 AM	180	121	301	12:00 PM - 1:00 PM	741	617	1,358		
1:00 AM - 2:00 AM	106	62	168	1:00 PM - 2:00 PM	641	697	1,338		
2:00 AM - 3:00 AM	85	32	117	2:00 PM - 3:00 PM	645	850	1,495		
3:00 AM - 4:00 AM	108	28	136	3:00 PM - 4:00 PM	610	1,071	1,681		
4:00 AM - 5:00 AM	100	22	122	4:00 PM - 5:00 PM	734	1,229	1,963		
5:00 AM - 6:00 AM	226	42	268	5:00 PM - 6:00 PM	730	1,464	2,194		
6:00 AM - 7:00 AM	583	148	731	6:00 PM - 7:00 PM	562	871	1,433		
7:00 AM - 8:00 AM	1,598	322	1,920	7:00 PM - 8:00 PM	458	572	1,030		
8:00 AM - 9:00 AM	1,614	290	1,904	8:00 PM - 9:00 PM	221	376	597		
9:00 AM - 10:00 AM	875	319	1,194	9:00 PM - 10:00 PM	279	376	655		
10:00 AM - 11:00 AM	582	430	1,012	10:00 PM - 11:00 PM	355	281	636		
11:00 AM - 12:00 PM	577	463	1,040	11:00 PM - 12:00 AM	262	189	451		
Total	6,634	2,279	8,913	Total	6,238	8,593	14,831		

24-Hour NB Volume 12,872 24-Hour SB Volume 10,872



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 9. Genesee Avenue South of Nobel Drive

Orientation: North-South

Date of Count: Wednesday, May 06, 2015

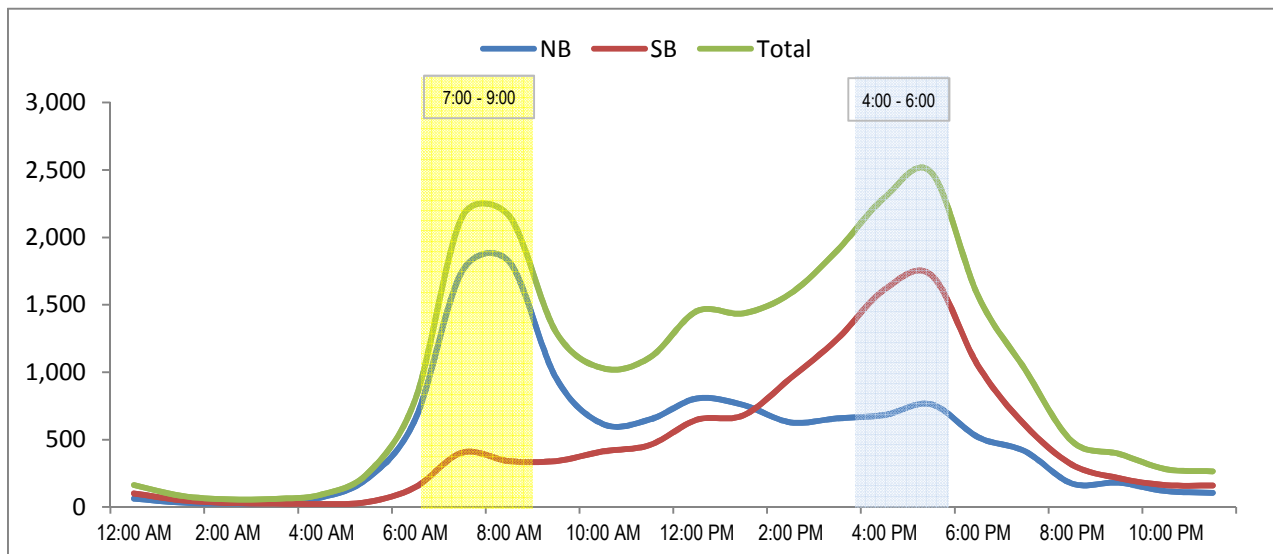
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					24,431		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	62	101	163	12:00 PM - 1:00 PM	805	647	1,452
1:00 AM - 2:00 AM	33	51	84	1:00 PM - 2:00 PM	756	681	1,437
2:00 AM - 3:00 AM	27	30	57	2:00 PM - 3:00 PM	628	956	1,584
3:00 AM - 4:00 AM	34	27	61	3:00 PM - 4:00 PM	658	1,247	1,905
4:00 AM - 5:00 AM	71	22	93	4:00 PM - 5:00 PM	682	1,612	2,294
5:00 AM - 6:00 AM	217	38	255	5:00 PM - 6:00 PM	762	1,720	2,482
6:00 AM - 7:00 AM	653	147	800	6:00 PM - 7:00 PM	518	1,047	1,565
7:00 AM - 8:00 AM	1,750	404	2,154	7:00 PM - 8:00 PM	413	607	1,020
8:00 AM - 9:00 AM	1,820	340	2,160	8:00 PM - 9:00 PM	174	314	488
9:00 AM - 10:00 AM	957	341	1,298	9:00 PM - 10:00 PM	181	214	395
10:00 AM - 11:00 AM	616	413	1,029	10:00 PM - 11:00 PM	118	163	281
11:00 AM - 12:00 PM	649	460	1,109	11:00 PM - 12:00 AM	106	159	265
Total	6,889	2,374	9,263	Total	5,801	9,367	15,168

24-Hour NB Volume 12,690 **24-Hour SB Volume 11,741**



VOLUME

Genesee Ave Bet. Nobel Dr & Decoro St

Day: Tuesday
Date: 10/27/2015

City: San Diego
Project #: CA15_4322_001

DAILY TOTALS					NB	SB	EB	WB	Total
					12,746	12,145	0	0	24,891

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	24	44			68	12:00	138	191			329
00:15	10	21			31	12:15	154	135			289
00:30	10	11			21	12:30	190	171			361
00:45	10	54	23	99	33	12:45	151	633	152	649	303
01:00	8	13			21	13:00	159	155			314
01:15	6	13			19	13:15	174	149			323
01:30	4	7			11	13:30	158	148			306
01:45	3	21	11	44	14	13:45	136	627	200	652	336
02:00	3	3			6	14:00	127	217			344
02:15	5	5			10	14:15	225	215			440
02:30	8	7			15	14:30	153	280			433
02:45	5	21	5	20	10	14:45	148	653	336	1048	484
03:00	5	8			13	15:00	156	372			528
03:15	7	5			12	15:15	149	345			494
03:30	5	4			9	15:30	155	377			532
03:45	4	21	6	23	10	15:45	140	600	315	1409	455
04:00	9	4			13	16:00	139	380			519
04:15	13	3			16	16:15	159	413			572
04:30	12	5			17	16:30	187	409			596
04:45	22	56	3	15	25	16:45	157	642	375	1577	532
05:00	44	2			46	17:00	154	355			509
05:15	37	13			50	17:15	143	351			494
05:30	84	12			96	17:30	159	352			511
05:45	81	246	16	43	97	17:45	166	622	310	1368	476
06:00	149	20			169	18:00	153	282			435
06:15	155	22			177	18:15	157	247			404
06:30	278	40			318	18:30	152	266			418
06:45	266	848	96	178	362	18:45	117	579	165	960	282
07:00	318	106			424	19:00	104	183			287
07:15	431	94			525	19:15	115	155			270
07:30	430	125			555	19:30	107	123			230
07:45	456	1635	105	430	561	19:45	90	416	171	632	261
08:00	395	68			463	20:00	86	139			225
08:15	421	91			512	20:15	72	134			206
08:30	439	97			536	20:30	80	107			187
08:45	423	1678	87	343	510	20:45	81	319	101	481	182
09:00	416	103			519	21:00	82	104			186
09:15	325	96			421	21:15	68	86			154
09:30	349	105			454	21:30	59	73			132
09:45	248	1338	108	412	356	21:45	55	264	81	344	136
10:00	149	99			248	22:00	47	81			128
10:15	162	117			279	22:15	44	60			104
10:30	178	125			303	22:30	37	46			83
10:45	145	634	143	484	288	22:45	29	157	46	233	75
11:00	133	144			277	23:00	38	33			71
11:15	140	138			278	23:15	32	36			68
11:30	166	150			316	23:30	23	30			53
11:45	133	572	141	573	274	23:45	17	110	29	128	46
TOTALS	7124	2664			9788	TOTALS	5622	9481			15103
SPLIT %	72.8%	27.2%			39.3%	SPLIT %	37.2%	62.8%			60.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					12,746	12,145	0	0	24,891

AM Peak Hour	07:15	11:45			07:15	PM Peak Hour	14:15	16:00			16:00
AM Pk Volume	1712	638			2104	PM Pk Volume	682	1577			2219
PK Hr Factor	0.939	0.835			0.938	PK Hr Factor	0.758	0.955			0.931
7 - 9 Volume	3313	773	0	0	4086	4 - 6 Volume	1264	2945	0	0	4209
7 - 9 Peak Hour	07:15	07:00			07:15	4 - 6 Peak Hour	16:15	16:00			16:00
7 - 9 Pk Volume	1712	430	0	0	2104	PK Hr Factor	657	1577	0	0	2219
PK Hr Factor	0.939	0.860	0.000	0.000	0.938	PK Hr Factor	0.878	0.955	0.000	0.000	0.931

VOLUME

Genesee Ave N/O The High School Access & S/O Decoro St

Day: Tuesday
Date: 10/20/2015

City: San Diego
Project #: CA15_4322_002

DAILY TOTALS					NB	SB	EB	WB	Total
					14,526	14,869	0	0	29,395

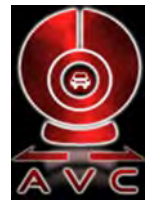
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	12	37			49	12:00	175	186			361
00:15	15	22			37	12:15	215	187			402
00:30	14	18			32	12:30	206	160			366
00:45	8	49	13	90	21	12:45	212	808	185	718	397
01:00	10	22			32	13:00	173	189			362
01:15	4	13			17	13:15	213	165			378
01:30	4	12			16	13:30	195	195			390
01:45	7	25	7	54	14	13:45	135	716	212	761	347
02:00	4	6			10	14:00	165	260			425
02:15	6	6			12	14:15	256	262			518
02:30	10	6			16	14:30	200	308			508
02:45	2	22	6	24	8	14:45	177	798	330	1160	507
03:00	5	3			8	15:00	203	431			634
03:15	5	5			10	15:15	172	412			584
03:30	9	0			9	15:30	172	444			616
03:45	6	25	4	12	10	15:45	174	721	434	1721	608
04:00	13	3			16	16:00	190	465			655
04:15	8	3			11	16:15	191	469			660
04:30	13	7			20	16:30	192	493			685
04:45	23	57	8	21	31	16:45	193	766	473	1900	666
05:00	30	11			41	17:00	206	506			712
05:15	55	16			71	17:15	196	449			645
05:30	87	25			112	17:30	197	489			686
05:45	109	281	31	83	140	17:45	190	789	467	1911	657
06:00	149	39			188	18:00	178	354			532
06:15	201	44			245	18:15	191	306			497
06:30	283	69			352	18:30	155	292			447
06:45	278	911	127	279	405	18:45	148	672	229	1181	377
07:00	349	193			542	19:00	126	195			321
07:15	477	153			630	19:15	144	180			324
07:30	455	203			658	19:30	131	158			289
07:45	509	1790	144	693	653	19:45	105	506	133	666	238
08:00	438	130			568	20:00	91	158			249
08:15	461	133			594	20:15	106	116			222
08:30	451	125			576	20:30	110	101			211
08:45	438	1788	142	530	580	20:45	101	408	132	507	233
09:00	431	114			545	21:00	94	129			223
09:15	313	132			445	21:15	91	109			200
09:30	273	138			411	21:30	62	78			140
09:45	250	1267	116	500	366	21:45	70	317	83	399	153
10:00	223	115			338	22:00	60	75			135
10:15	199	130			329	22:15	41	90			131
10:30	210	161			371	22:30	44	58			102
10:45	179	811	145	551	324	22:45	38	183	54	277	92
11:00	170	168			338	23:00	42	38			80
11:15	156	160			316	23:15	36	27			63
11:30	197	202			399	23:30	26	43			69
11:45	166	689	165	695	331	23:45	23	127	28	136	51
TOTALS	7715	3532			11247	TOTALS	6811	11337			18148
SPLIT %	68.6%	31.4%			38.3%	SPLIT %	37.5%	62.5%			61.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					14,526	14,869	0	0	29,395

AM Peak Hour	07:15	11:30			07:15	PM Peak Hour	14:15	16:15			16:15
AM Pk Volume	1879	740			2509	PM Pk Volume	836	1941			2723
PK Hr Factor	0.923	0.916			0.953	PK Hr Factor	0.816	0.959			0.956
7 - 9 Volume	3578	1223	0	0	4801	4 - 6 Volume	1555	3811	0	0	5366
7 - 9 Peak Hour	07:15	07:00			07:15	4 - 6 Peak Hour	16:45	16:15			16:15
7 - 9 Pk Volume	1879	693	0	0	2509	PK Hr Factor	792	1941	0	0	2723
PK Hr Factor	0.923	0.853	0.000	0.000	0.953	PK Hr Factor	0.961	0.959	0.000	0.000	0.956

Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 8. Genesee Avenue North of Centurion Square

Orientation: North-South

Date of Count: Tuesday, May 12, 2015

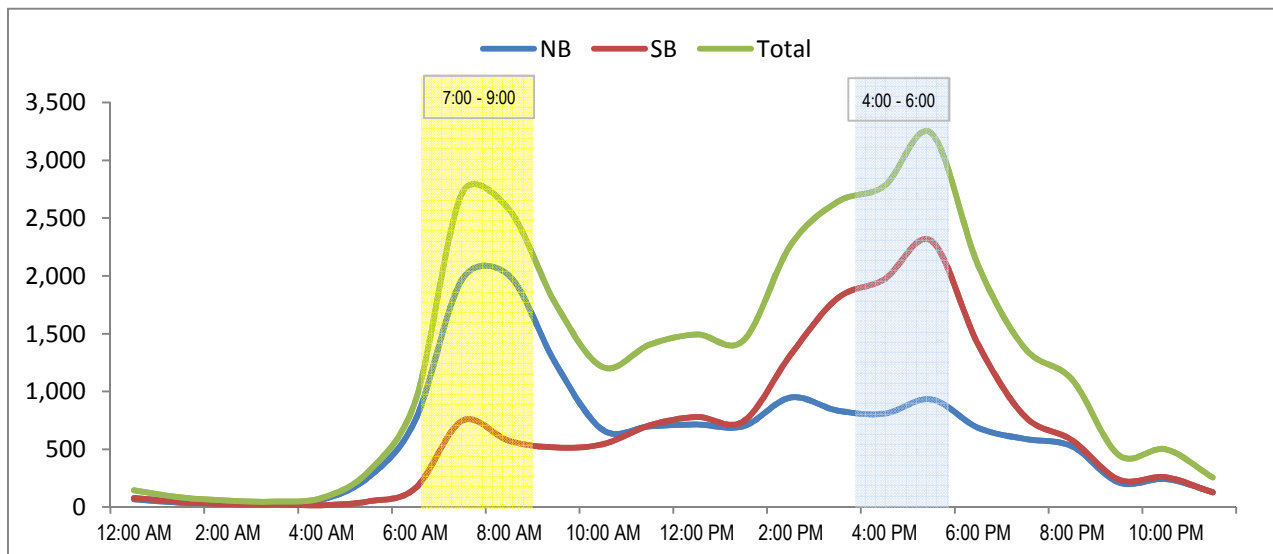
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					30,922			
Time	Hourly Volume			Time	Hourly Volume			
	NB	SB	Total		NB	SB	Total	
12:00 AM - 1:00 AM	67	78	145	12:00 PM - 1:00 PM	714	779	1,493	
1:00 AM - 2:00 AM	38	45	83	1:00 PM - 2:00 PM	700	743	1,443	
2:00 AM - 3:00 AM	31	25	56	2:00 PM - 3:00 PM	948	1,317	2,265	
3:00 AM - 4:00 AM	25	22	47	3:00 PM - 4:00 PM	835	1,806	2,641	
4:00 AM - 5:00 AM	63	15	78	4:00 PM - 5:00 PM	808	1,971	2,779	
5:00 AM - 6:00 AM	258	49	307	5:00 PM - 6:00 PM	932	2,304	3,236	
6:00 AM - 7:00 AM	753	163	916	6:00 PM - 7:00 PM	685	1,406	2,091	
7:00 AM - 8:00 AM	1,972	747	2,719	7:00 PM - 8:00 PM	589	783	1,372	
8:00 AM - 9:00 AM	2,002	572	2,574	8:00 PM - 9:00 PM	525	579	1,104	
9:00 AM - 10:00 AM	1,237	515	1,752	9:00 PM - 10:00 PM	212	237	449	
10:00 AM - 11:00 AM	666	544	1,210	10:00 PM - 11:00 PM	242	258	500	
11:00 AM - 12:00 PM	699	707	1406	11:00 PM - 12:00 AM	130	126	256	
Total	7,811	3,482	11,293	Total	7,320	12,309	19,629	

24-Hour NB Volume 15,131 **24-Hour SB Volume 15,791**



VOLUME

Genesee Ave N/O SB Off Ramp to SR-52 & S/O April Ct

Day: Tuesday
Date: 10/20/2015

City: San Diego
Project #: CA15_4322_003

DAILY TOTALS					NB	SB	EB	WB	Total
					16,247	15,533	0	0	31,780

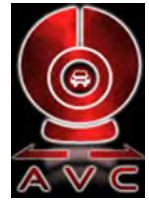
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	12	25			37	12:00	188	213			401
00:15	13	12			25	12:15	229	188			417
00:30	13	9			22	12:30	200	194			394
00:45	7	45	5	51	12	12:45	229	846	165	760	394
01:00	12	15			27	13:00	197	188			385
01:15	4	4			8	13:15	187	177			364
01:30	3	10			13	13:30	244	186			430
01:45	7	26	4	33	11	13:45	225	853	204	755	429
02:00	6	6			12	14:00	234	238			472
02:15	7	6			13	14:15	262	329			591
02:30	7	5			12	14:30	244	339			583
02:45	2	22	2	19	4	14:45	261	1001	364	1270	625
03:00	4	1			5	15:00	220	368			588
03:15	4	2			6	15:15	222	425			647
03:30	9	1			10	15:30	219	395			614
03:45	5	22	0	4	5	15:45	235	896	411	1599	646
04:00	7	6			13	16:00	241	458			699
04:15	8	7			15	16:15	243	478			721
04:30	13	8			21	16:30	229	478			707
04:45	23	51	12	33	35	16:45	255	968	448	1862	703
05:00	27	20			47	17:00	281	461			742
05:15	53	18			71	17:15	258	472			730
05:30	96	40			136	17:30	249	433			682
05:45	122	298	39	117	161	17:45	250	1038	413	1779	663
06:00	179	64			243	18:00	212	409			621
06:15	268	79			347	18:15	190	333			523
06:30	418	104			522	18:30	197	287			484
06:45	411	1276	187	434	598	18:45	172	771	198	1227	370
07:00	369	243			612	19:00	164	198			362
07:15	457	265			722	19:15	153	171			324
07:30	479	290			769	19:30	142	149			291
07:45	395	1700	292	1090	687	19:45	123	582	120	638	243
08:00	451	175			626	20:00	111	113			224
08:15	458	188			646	20:15	127	94			221
08:30	485	205			690	20:30	105	111			216
08:45	398	1792	207	775	605	20:45	124	467	120	438	244
09:00	350	160			510	21:00	120	84			204
09:15	321	152			473	21:15	105	87			192
09:30	314	161			475	21:30	86	58			144
09:45	234	1219	157	630	391	21:45	89	400	65	294	154
10:00	218	160			378	22:00	75	58			133
10:15	220	170			390	22:15	52	66			118
10:30	193	166			359	22:30	55	44			99
10:45	174	805	168	664	342	22:45	51	233	50	218	101
11:00	207	175			382	23:00	44	34			78
11:15	192	177			369	23:15	38	24			62
11:30	221	221			442	23:30	36	26			62
11:45	177	797	169	742	346	23:45	21	139	17	101	38
TOTALS	8053	4592			12645	TOTALS	8194	10941			19135
SPLIT %	63.7%	36.3%			39.8%	SPLIT %	42.8%	57.2%			60.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					16,247	15,533	0	0	31,780

AM Peak Hour	08:00	07:00			07:15	PM Peak Hour	16:45	16:15			16:30
AM Pk Volume	1792	1090			2804	PM Pk Volume	1043	1865			2882
PK Hr Factor	0.924	0.933			0.912	PK Hr Factor	0.928	0.975			0.971
7 - 9 Volume	3492	1865	0	0	5357	4 - 6 Volume	2006	3641	0	0	5647
7 - 9 Peak Hour	08:00	07:00			07:15	4 - 6 Peak Hour	16:45	16:15			16:30
7 - 9 Pk Volume	1792	1090	0	0	2804	PK Hr Factor	1043	1865	0	0	2882
PK Hr Factor	0.924	0.933	0.000	0.000	0.912	PK Hr Factor	0.928	0.975	0.000	0.000	0.971

Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 2. Genesee Avenu North of SR-52 WB Ramps

Orientation: North-South

Date of Count: Tuesday, May 12, 2015

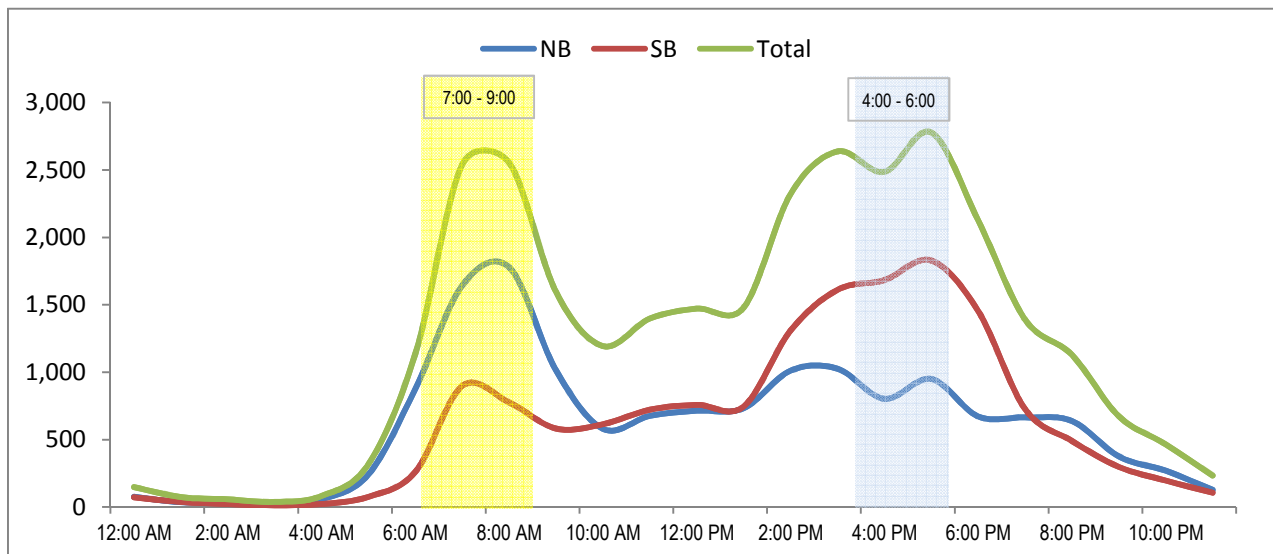
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					30,325			
Time	Hourly Volume			Time	Hourly Volume			
	NB	SB	Total		NB	SB	Total	
12:00 AM - 1:00 AM	76	72	148	12:00 PM - 1:00 PM	714	758	1,472	
1:00 AM - 2:00 AM	36	38	74	1:00 PM - 2:00 PM	733	746	1,479	
2:00 AM - 3:00 AM	35	22	57	2:00 PM - 3:00 PM	1,012	1,309	2,321	
3:00 AM - 4:00 AM	25	13	38	3:00 PM - 4:00 PM	1,026	1,611	2,637	
4:00 AM - 5:00 AM	59	23	82	4:00 PM - 5:00 PM	803	1,683	2,486	
5:00 AM - 6:00 AM	242	76	318	5:00 PM - 6:00 PM	950	1,828	2,778	
6:00 AM - 7:00 AM	876	261	1,137	6:00 PM - 7:00 PM	672	1,454	2,126	
7:00 AM - 8:00 AM	1,643	898	2,541	7:00 PM - 8:00 PM	664	727	1,391	
8:00 AM - 9:00 AM	1,778	776	2,554	8:00 PM - 9:00 PM	638	490	1,128	
9:00 AM - 10:00 AM	1,013	582	1,595	9:00 PM - 10:00 PM	375	298	673	
10:00 AM - 11:00 AM	580	614	1,194	10:00 PM - 11:00 PM	269	196	465	
11:00 AM - 12:00 PM	676	722	1,398	11:00 PM - 12:00 AM	127	106	233	
Total	7,039	4,097	11,136	Total	7,983	11,206	19,189	

24-Hour NB Volume 15,022 24-Hour SB Volume 15,303



Kimley»Horn 24 Hour Segment Count

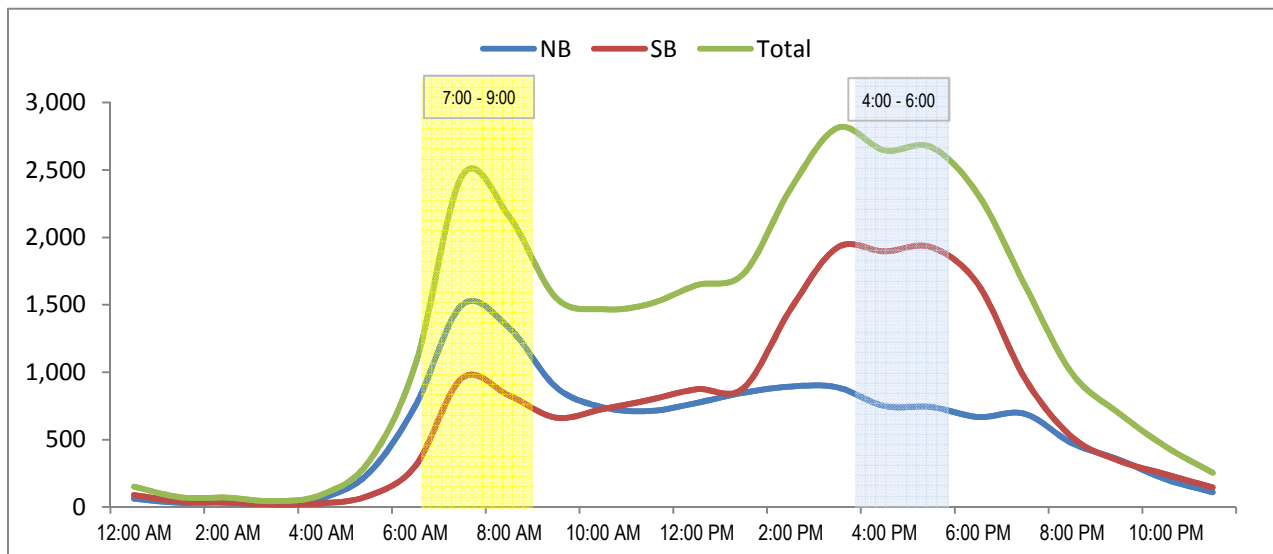
Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 67. Genesee Avenue Between SR-52 EB & WB Ramps
Orientation: North-South
Date of Count: Tuesday, May 12, 2015
Analysts: DASH
Weather: Sunny
AVC Proj. No: 15-0345

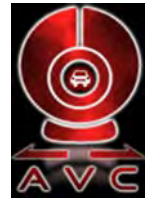
24 Hour Segment Volume					31,170			
Time	Hourly Volume			Time	Hourly Volume			
	NB	SB	Total		NB	SB	Total	
12:00 AM - 1:00 AM	62	89	151	12:00 PM - 1:00 PM	772	874	1,646	
1:00 AM - 2:00 AM	31	41	72	1:00 PM - 2:00 PM	848	883	1,731	
2:00 AM - 3:00 AM	38	32	70	2:00 PM - 3:00 PM	894	1,466	2,360	
3:00 AM - 4:00 AM	23	20	43	3:00 PM - 4:00 PM	887	1,925	2,812	
4:00 AM - 5:00 AM	65	27	92	4:00 PM - 5:00 PM	749	1,896	2,645	
5:00 AM - 6:00 AM	250	83	333	5:00 PM - 6:00 PM	742	1,927	2,669	
6:00 AM - 7:00 AM	751	304	1,055	6:00 PM - 7:00 PM	668	1,650	2,318	
7:00 AM - 8:00 AM	1,500	958	2,458	7:00 PM - 8:00 PM	691	952	1,643	
8:00 AM - 9:00 AM	1,329	827	2,156	8:00 PM - 9:00 PM	473	519	992	
9:00 AM - 10:00 AM	889	663	1,552	9:00 PM - 10:00 PM	352	344	696	
10:00 AM - 11:00 AM	740	727	1,467	10:00 PM - 11:00 PM	205	243	448	
11:00 AM - 12:00 PM	712	795	1507	11:00 PM - 12:00 AM	109	145	254	
Total	6,390	4,566	10,956	Total	7,390	12,824	20,214	

24-Hour NB Volume 13,780 **24-Hour SB Volume 17,390**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 1.Genesee Avenu South o f SR-52 EB Ramps

Orientation: North-South

Date of Count: Tuesday, May 12, 2015

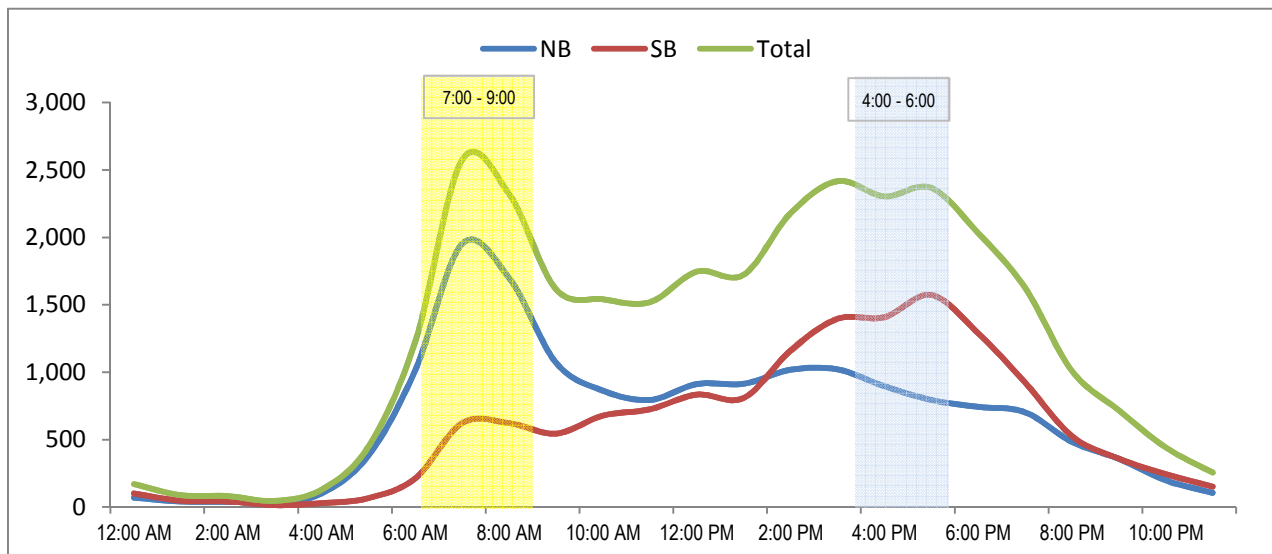
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

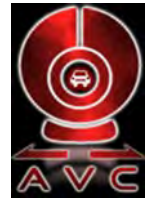
24 Hour Segment Volume					30,581			
Time	Hourly Volume			Time	Hourly Volume			
	NB	SB	Total		NB	SB	Total	
12:00 AM - 1:00 AM	69	101	170	12:00 PM - 1:00 PM	912	834	1,746	
1:00 AM - 2:00 AM	41	47	88	1:00 PM - 2:00 PM	914	809	1,723	
2:00 AM - 3:00 AM	39	42	81	2:00 PM - 3:00 PM	1,018	1,161	2,179	
3:00 AM - 4:00 AM	32	14	46	3:00 PM - 4:00 PM	1,021	1,396	2,417	
4:00 AM - 5:00 AM	101	28	129	4:00 PM - 5:00 PM	896	1,408	2,304	
5:00 AM - 6:00 AM	382	66	448	5:00 PM - 6:00 PM	794	1,573	2,367	
6:00 AM - 7:00 AM	1,016	213	1,229	6:00 PM - 7:00 PM	743	1,289	2,032	
7:00 AM - 8:00 AM	1,953	623	2,576	7:00 PM - 8:00 PM	703	923	1,626	
8:00 AM - 9:00 AM	1,699	622	2,321	8:00 PM - 9:00 PM	483	526	1,009	
9:00 AM - 10:00 AM	1,070	545	1,615	9:00 PM - 10:00 PM	358	359	717	
10:00 AM - 11:00 AM	863	678	1,541	10:00 PM - 11:00 PM	198	244	442	
11:00 AM - 12:00 PM	794	725	1519	11:00 PM - 12:00 AM	105	151	256	
Total	8,059	3,704	11,763	Total	8,145	10,673	18,818	

24-Hour NB Volume 16,204 **24-Hour SB Volume 14,377**



24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 27. Gilman Dr, North of La Jolla Village Dr

Orientation: North-South

Date of Count: Tuesday, May 05, 2015

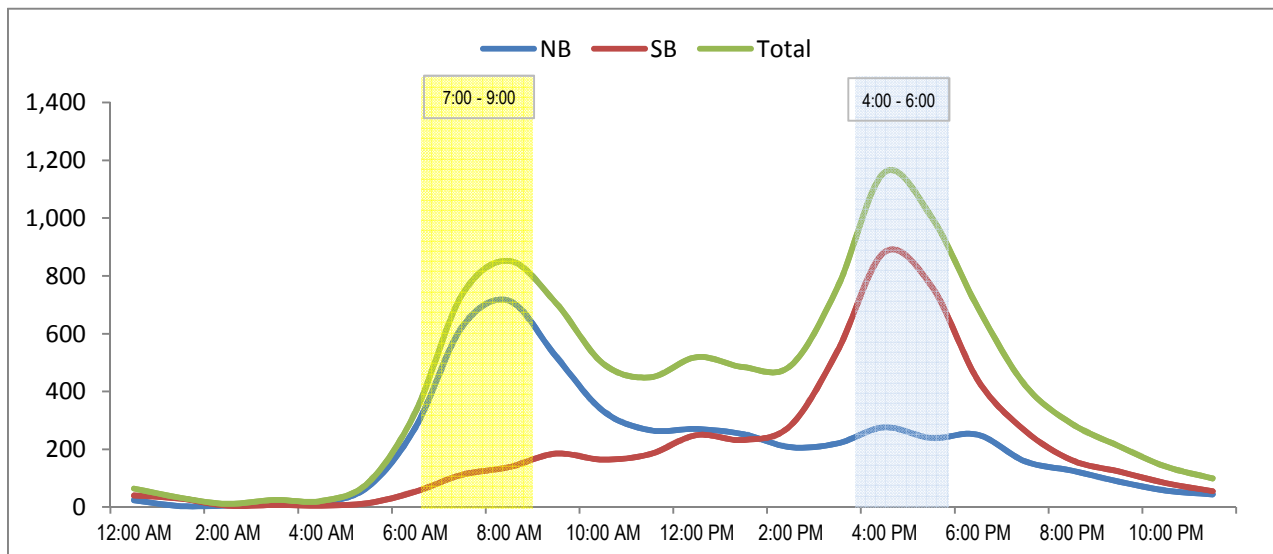
Analysts: DASH

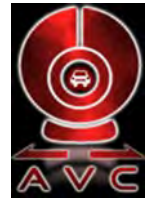
Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					10,069			
Time	Hourly Volume			Time	Hourly Volume			
	NB	SB	Total		NB	SB	Total	
12:00 AM - 1:00 AM	24	40	64	12:00 PM - 1:00 PM	270	249	519	
1:00 AM - 2:00 AM	3	29	32	1:00 PM - 2:00 PM	252	232	484	
2:00 AM - 3:00 AM	6	5	11	2:00 PM - 3:00 PM	207	282	489	
3:00 AM - 4:00 AM	18	7	25	3:00 PM - 4:00 PM	220	540	760	
4:00 AM - 5:00 AM	16	5	21	4:00 PM - 5:00 PM	276	882	1,158	
5:00 AM - 6:00 AM	71	14	85	5:00 PM - 6:00 PM	239	766	1,005	
6:00 AM - 7:00 AM	275	53	328	6:00 PM - 7:00 PM	250	438	688	
7:00 AM - 8:00 AM	624	112	736	7:00 PM - 8:00 PM	158	264	422	
8:00 AM - 9:00 AM	714	138	852	8:00 PM - 9:00 PM	126	162	288	
9:00 AM - 10:00 AM	521	185	706	9:00 PM - 10:00 PM	88	123	211	
10:00 AM - 11:00 AM	333	164	497	10:00 PM - 11:00 PM	57	83	140	
11:00 AM - 12:00 PM	266	183	449	11:00 PM - 12:00 AM	44	55	99	
Total	2,871	935	3,806	Total	2,187	4,076	6,263	

24-Hour NB Volume 5,058 **24-Hour SB Volume 5,011**





Location: 28. Gilman Dr, South of La Jolla Village Dr

Orientation: North-South

Date of Count: Tuesday, May 05, 2015

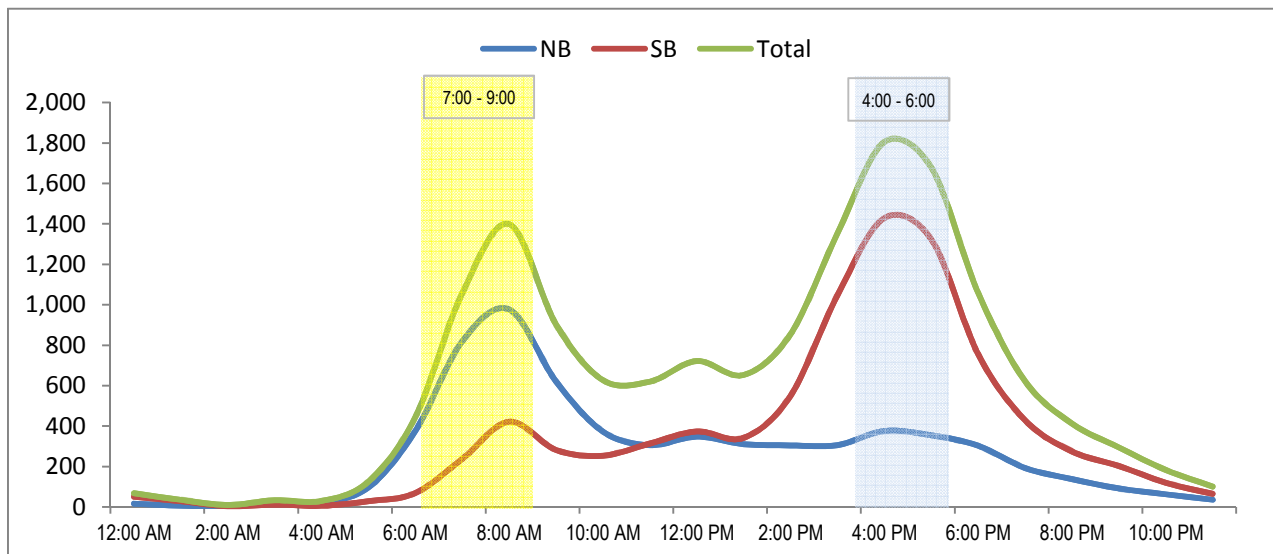
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

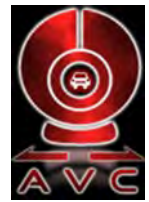
24 Hour Segment Volume					15,095		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	17	51	68	12:00 PM - 1:00 PM	348	374	722
1:00 AM - 2:00 AM	7	29	36	1:00 PM - 2:00 PM	311	342	653
2:00 AM - 3:00 AM	6	4	10	2:00 PM - 3:00 PM	305	550	855
3:00 AM - 4:00 AM	22	12	34	3:00 PM - 4:00 PM	306	1,047	1,353
4:00 AM - 5:00 AM	24	6	30	4:00 PM - 5:00 PM	376	1,429	1,805
5:00 AM - 6:00 AM	97	29	126	5:00 PM - 6:00 PM	355	1,324	1,679
6:00 AM - 7:00 AM	376	69	445	6:00 PM - 7:00 PM	303	756	1,059
7:00 AM - 8:00 AM	819	238	1,057	7:00 PM - 8:00 PM	193	429	622
8:00 AM - 9:00 AM	977	422	1,399	8:00 PM - 9:00 PM	138	275	413
9:00 AM - 10:00 AM	621	282	903	9:00 PM - 10:00 PM	92	203	295
10:00 AM - 11:00 AM	373	254	627	10:00 PM - 11:00 PM	63	120	183
11:00 AM - 12:00 PM	306	314	620	11:00 PM - 12:00 AM	36	65	101
Total	3,645	1,710	5,355	Total	2,826	6,914	9,740

24-Hour NB Volume 6,471 **24-Hour SB Volume 8,624**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 56. Gilman Drive North of I-5 SB On Ramp

Orientation: East-West

Date of Count: Tuesday, April 28, 2015

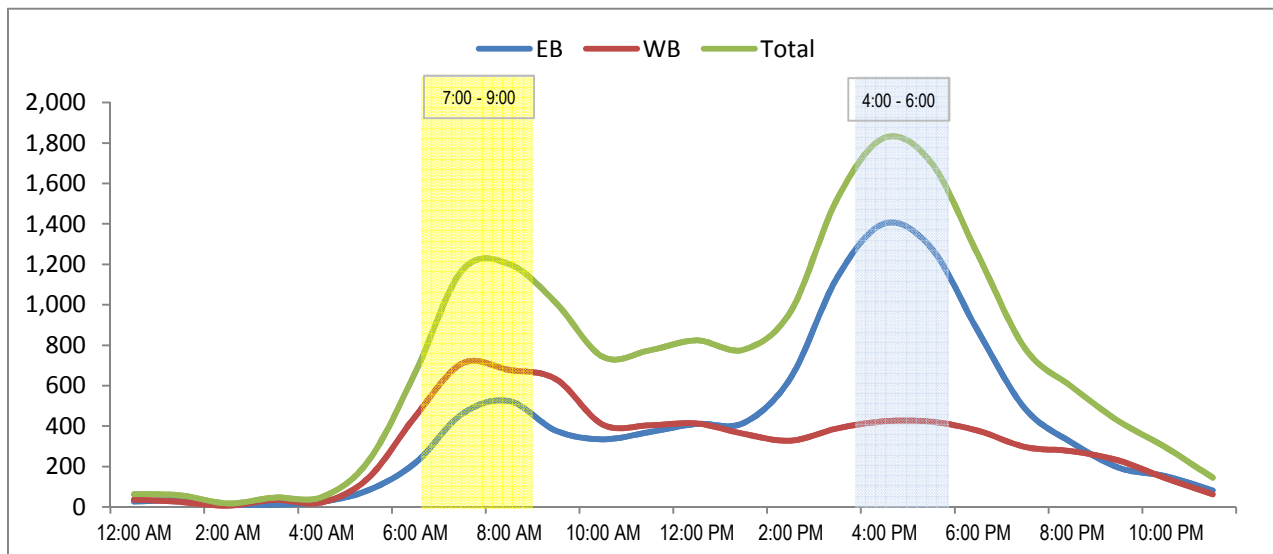
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

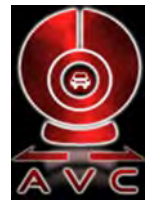
24 Hour Segment Volume					17,138		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	27	37	64	12:00 PM - 1:00 PM	411	413	824
1:00 AM - 2:00 AM	33	25	58	1:00 PM - 2:00 PM	416	362	778
2:00 AM - 3:00 AM	11	7	18	2:00 PM - 3:00 PM	638	328	966
3:00 AM - 4:00 AM	12	35	47	3:00 PM - 4:00 PM	1,137	389	1,526
4:00 AM - 5:00 AM	26	23	49	4:00 PM - 5:00 PM	1,402	424	1,826
5:00 AM - 6:00 AM	83	144	227	5:00 PM - 6:00 PM	1,281	422	1,703
6:00 AM - 7:00 AM	218	448	666	6:00 PM - 7:00 PM	868	377	1,245
7:00 AM - 8:00 AM	461	710	1,171	7:00 PM - 8:00 PM	487	297	784
8:00 AM - 9:00 AM	524	678	1,202	8:00 PM - 9:00 PM	318	276	594
9:00 AM - 10:00 AM	377	632	1,009	9:00 PM - 10:00 PM	194	230	424
10:00 AM - 11:00 AM	335	407	742	10:00 PM - 11:00 PM	153	142	295
11:00 AM - 12:00 PM	371	404	775	11:00 PM - 12:00 AM	82	63	145
Total	2,478	3,550	6,028	Total	7,387	3,723	11,110

24-Hour EB Volume 9,865 **24-Hour WB Volume 7,273**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 62. Gilman Drive Between I-5 NB & SB Ramps

Orientation: East-West

Date of Count: Tuesday, April 28, 2015

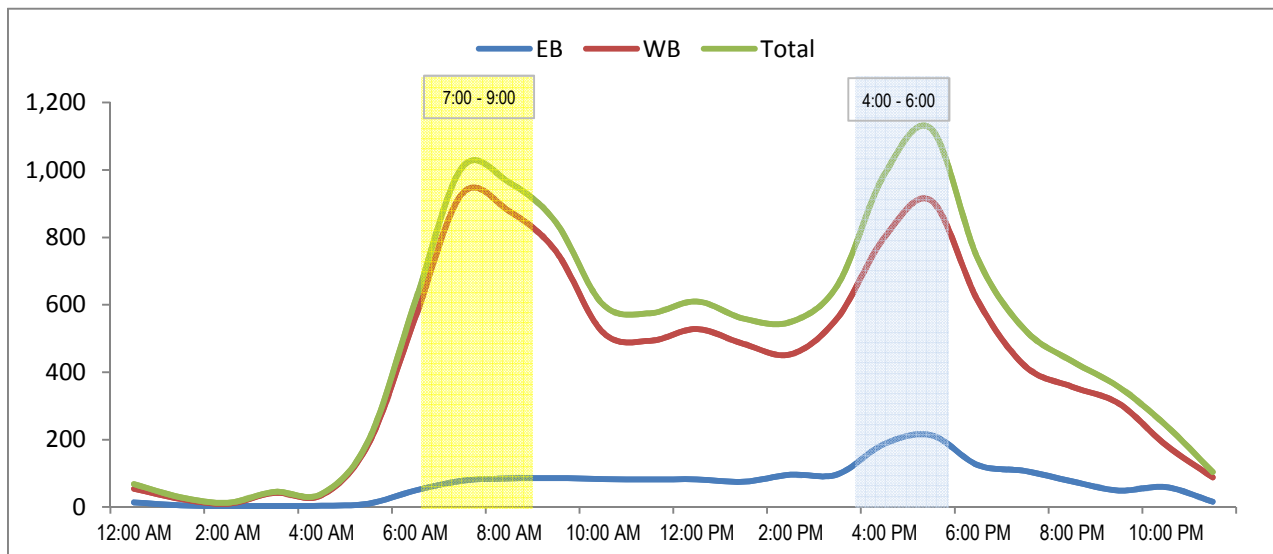
Analysts: DASH

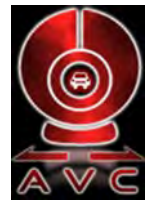
Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					11,873			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	14	54	68	12:00 PM - 1:00 PM	82	528	610	
1:00 AM - 2:00 AM	5	24	29	1:00 PM - 2:00 PM	75	484	559	
2:00 AM - 3:00 AM	3	10	13	2:00 PM - 3:00 PM	96	453	549	
3:00 AM - 4:00 AM	3	42	45	3:00 PM - 4:00 PM	97	561	658	
4:00 AM - 5:00 AM	4	35	39	4:00 PM - 5:00 PM	187	800	987	
5:00 AM - 6:00 AM	10	187	197	5:00 PM - 6:00 PM	213	909	1,122	
6:00 AM - 7:00 AM	49	562	611	6:00 PM - 7:00 PM	124	610	734	
7:00 AM - 8:00 AM	78	930	1,008	7:00 PM - 8:00 PM	107	418	525	
8:00 AM - 9:00 AM	85	878	963	8:00 PM - 9:00 PM	76	357	433	
9:00 AM - 10:00 AM	86	758	844	9:00 PM - 10:00 PM	49	307	356	
10:00 AM - 11:00 AM	83	518	601	10:00 PM - 11:00 PM	59	184	243	
11:00 AM - 12:00 PM	82	493	575	11:00 PM - 12:00 AM	16	88	104	
Total	502	4,491	4,993	Total	1,181	5,699	6,880	

24-Hour EB Volume 1,683 24-Hour WB Volume 10,190





Location: 79. Golden Haven Dr, West of Judicial Dr

Orientation: East-West

Date of Count: Tuesday, June 16, 2015

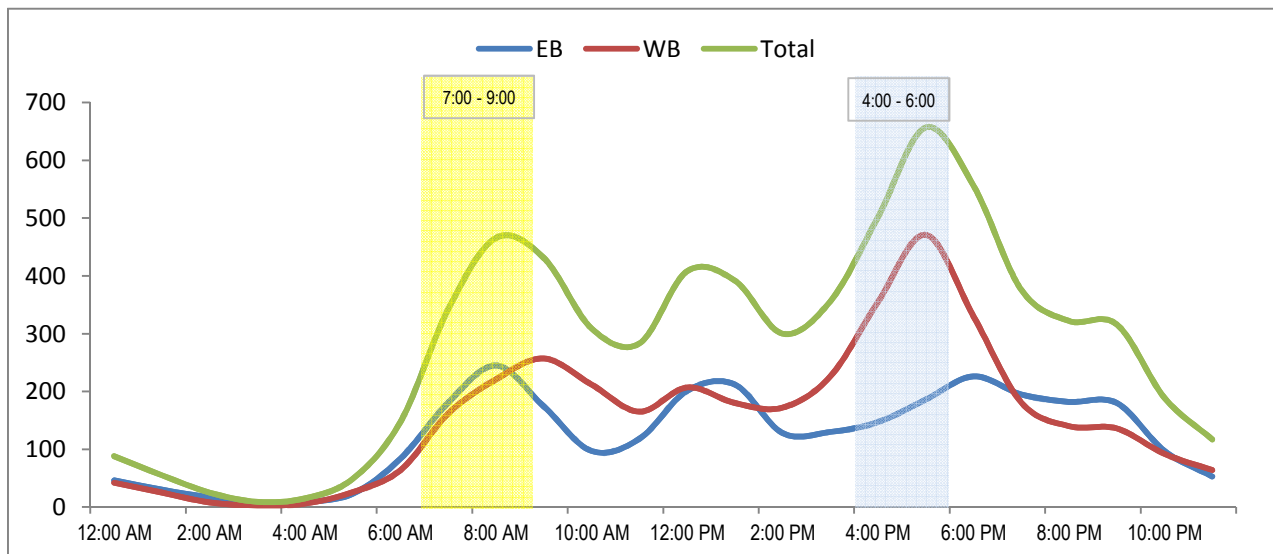
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

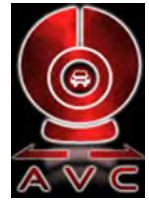
24 Hour Segment Volume					6,712			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	46	42	88	12:00 PM - 1:00 PM	201	207	408	
1:00 AM - 2:00 AM	30	25	55	1:00 PM - 2:00 PM	212	180	392	
2:00 AM - 3:00 AM	17	8	25	2:00 PM - 3:00 PM	128	172	300	
3:00 AM - 4:00 AM	6	3	9	3:00 PM - 4:00 PM	130	226	356	
4:00 AM - 5:00 AM	9	6	15	4:00 PM - 5:00 PM	147	355	502	
5:00 AM - 6:00 AM	23	26	49	5:00 PM - 6:00 PM	186	471	657	
6:00 AM - 7:00 AM	84	64	148	6:00 PM - 7:00 PM	226	330	556	
7:00 AM - 8:00 AM	181	162	343	7:00 PM - 8:00 PM	195	181	376	
8:00 AM - 9:00 AM	245	221	466	8:00 PM - 9:00 PM	182	140	322	
9:00 AM - 10:00 AM	174	257	431	9:00 PM - 10:00 PM	180	136	316	
10:00 AM - 11:00 AM	97	212	309	10:00 PM - 11:00 PM	97	92	189	
11:00 AM - 12:00 PM	118	165	283	11:00 PM - 12:00 AM	53	64	117	
Total	1,030	1,191	2,221	Total	1,937	2,554	4,491	

24-Hour EB Volume 2,967 **24-Hour WB Volume 3,745**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 4. Governer Drive West of Genesee Avenue

Orientation: East-West

Date of Count: Tuesday, May 12, 2015

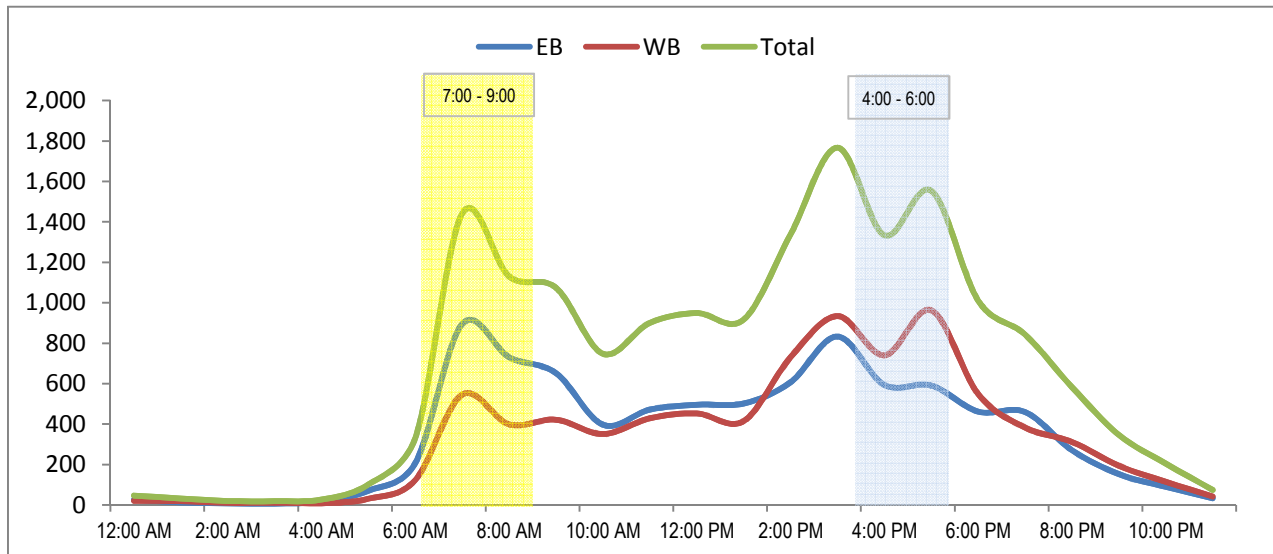
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					16,796		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	26	21	47	12:00 PM - 1:00 PM	496	453	949
1:00 AM - 2:00 AM	13	19	32	1:00 PM - 2:00 PM	502	415	917
2:00 AM - 3:00 AM	9	11	20	2:00 PM - 3:00 PM	607	731	1,338
3:00 AM - 4:00 AM	7	12	19	3:00 PM - 4:00 PM	833	934	1,767
4:00 AM - 5:00 AM	18	9	27	4:00 PM - 5:00 PM	594	740	1,334
5:00 AM - 6:00 AM	71	31	102	5:00 PM - 6:00 PM	591	963	1,554
6:00 AM - 7:00 AM	208	124	332	6:00 PM - 7:00 PM	462	549	1,011
7:00 AM - 8:00 AM	895	546	1,441	7:00 PM - 8:00 PM	460	383	843
8:00 AM - 9:00 AM	731	399	1,130	8:00 PM - 9:00 PM	271	312	583
9:00 AM - 10:00 AM	652	422	1,074	9:00 PM - 10:00 PM	153	194	347
10:00 AM - 11:00 AM	397	351	748	10:00 PM - 11:00 PM	90	115	205
11:00 AM - 12:00 PM	472	429	901	11:00 PM - 12:00 AM	33	42	75
Total	3,499	2,374	5,873	Total	5,092	5,831	10,923

24-Hour EB Volume 8,591 **24-Hour WB Volume 8,205**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 3. Governer Driv East of Genesee Ave

Orientation: East-West

Date of Count: Tuesday, May 12, 2015

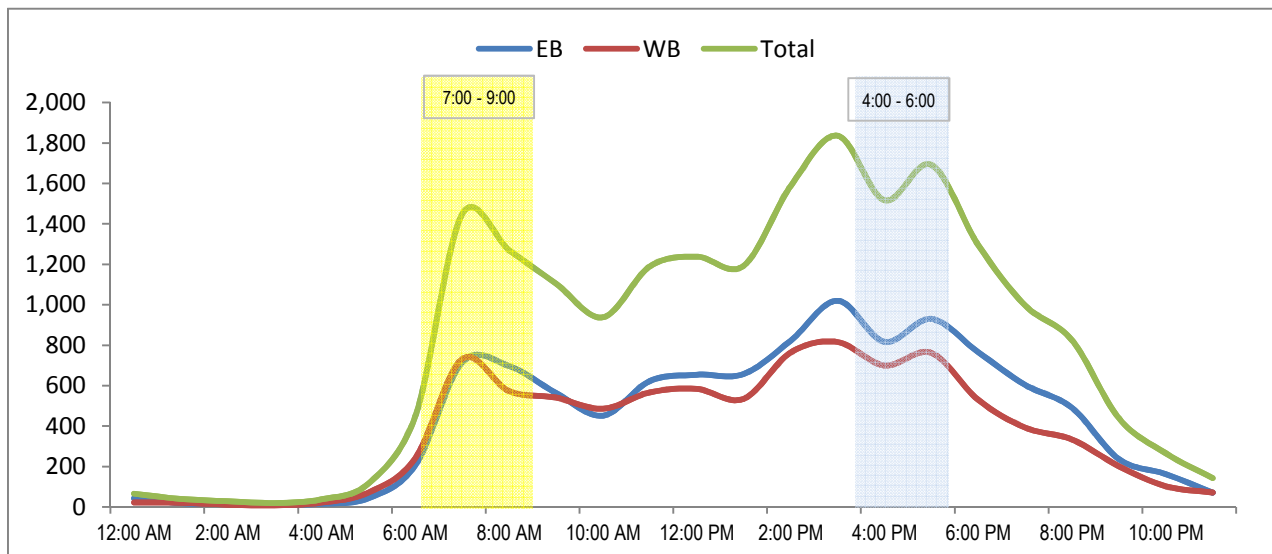
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

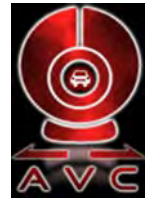
24 Hour Segment Volume					19,737		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	43	23	66	12:00 PM - 1:00 PM	654	584	1,238
1:00 AM - 2:00 AM	19	21	40	1:00 PM - 2:00 PM	658	535	1,193
2:00 AM - 3:00 AM	17	12	29	2:00 PM - 3:00 PM	822	764	1,586
3:00 AM - 4:00 AM	12	8	20	3:00 PM - 4:00 PM	1,020	816	1,836
4:00 AM - 5:00 AM	16	22	38	4:00 PM - 5:00 PM	817	700	1,517
5:00 AM - 6:00 AM	44	72	116	5:00 PM - 6:00 PM	930	762	1,692
6:00 AM - 7:00 AM	207	242	449	6:00 PM - 7:00 PM	766	530	1,296
7:00 AM - 8:00 AM	716	732	1,448	7:00 PM - 8:00 PM	604	393	997
8:00 AM - 9:00 AM	697	573	1,270	8:00 PM - 9:00 PM	491	334	825
9:00 AM - 10:00 AM	564	541	1,105	9:00 PM - 10:00 PM	237	202	439
10:00 AM - 11:00 AM	452	486	938	10:00 PM - 11:00 PM	163	103	266
11:00 AM - 12:00 PM	623	567	1190	11:00 PM - 12:00 AM	71	72	143
Total	3,410	3,299	6,709	Total	7,233	5,795	13,028

24-Hour EB Volume 10,643 **24-Hour WB Volume 9,094**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 5. Governer Drie West I-805 SB Ramps

Orientation: East-West

Date of Count: Thursday, April 30, 2015

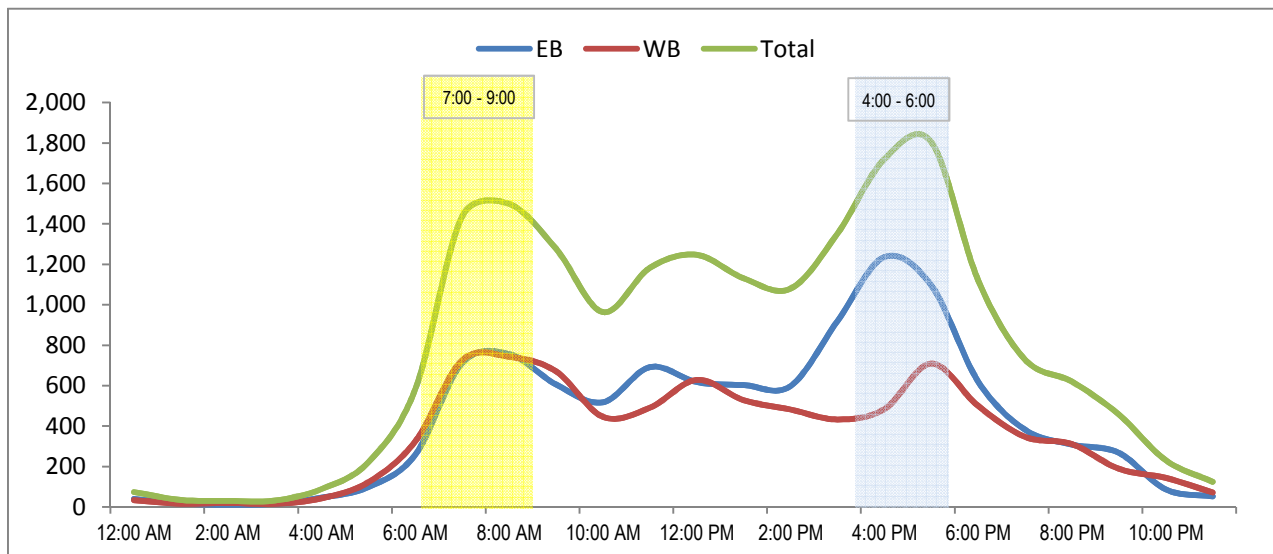
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

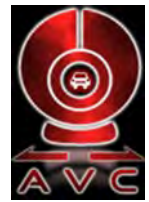
24 Hour Segment Volume					19,046			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	40	34	74	12:00 PM - 1:00 PM	618	629	1,247	
1:00 AM - 2:00 AM	18	17	35	1:00 PM - 2:00 PM	603	528	1,131	
2:00 AM - 3:00 AM	11	20	31	2:00 PM - 3:00 PM	598	482	1,080	
3:00 AM - 4:00 AM	16	16	32	3:00 PM - 4:00 PM	919	433	1,352	
4:00 AM - 5:00 AM	46	43	89	4:00 PM - 5:00 PM	1,236	484	1,720	
5:00 AM - 6:00 AM	99	123	222	5:00 PM - 6:00 PM	1,096	709	1,805	
6:00 AM - 7:00 AM	259	325	584	6:00 PM - 7:00 PM	621	500	1,121	
7:00 AM - 8:00 AM	712	726	1,438	7:00 PM - 8:00 PM	382	347	729	
8:00 AM - 9:00 AM	756	743	1,499	8:00 PM - 9:00 PM	309	311	620	
9:00 AM - 10:00 AM	606	671	1,277	9:00 PM - 10:00 PM	268	189	457	
10:00 AM - 11:00 AM	518	446	964	10:00 PM - 11:00 PM	87	144	231	
11:00 AM - 12:00 PM	692	491	1,183	11:00 PM - 12:00 AM	53	72	125	
Total	3,773	3,655	7,428	Total	6,790	4,828	11,618	

24-Hour EB Volume 10,563 **24-Hour WB Volume 8,483**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 65. Govenor Drive Between I-805 NB & SB Ramps

Orientation: East-West

Date of Count: Thursday, April 30, 2015

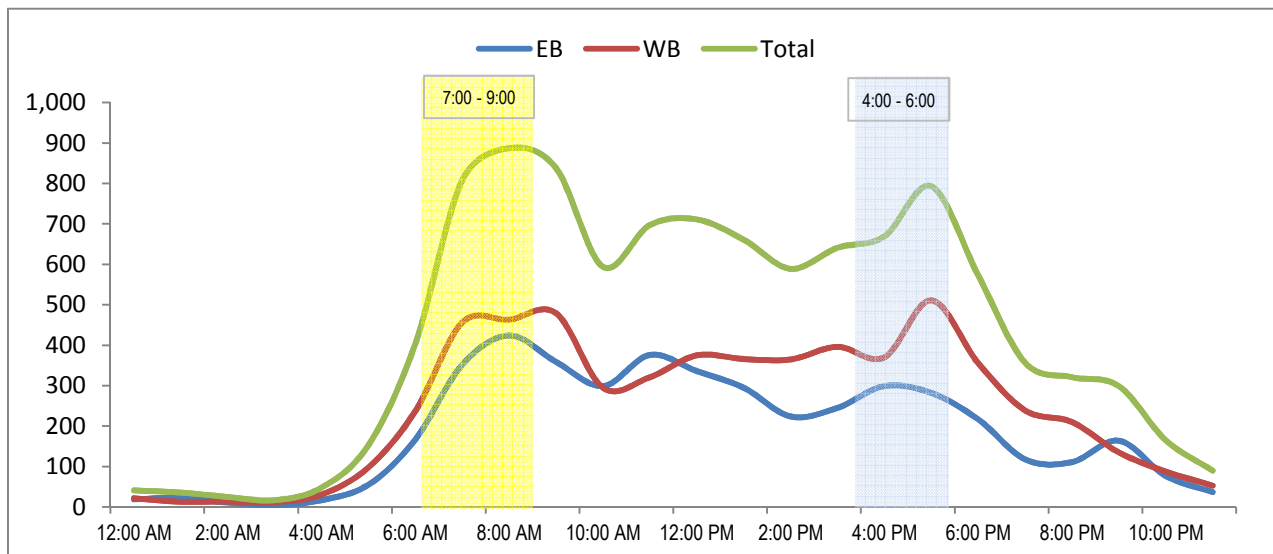
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

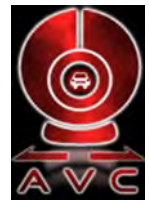
24 Hour Segment Volume					10,417			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	19	22	41	12:00 PM - 1:00 PM	336	375	711	
1:00 AM - 2:00 AM	23	13	36	1:00 PM - 2:00 PM	295	366	661	
2:00 AM - 3:00 AM	11	14	25	2:00 PM - 3:00 PM	224	365	589	
3:00 AM - 4:00 AM	5	12	17	3:00 PM - 4:00 PM	245	396	641	
4:00 AM - 5:00 AM	17	31	48	4:00 PM - 5:00 PM	299	370	669	
5:00 AM - 6:00 AM	55	98	153	5:00 PM - 6:00 PM	282	511	793	
6:00 AM - 7:00 AM	167	237	404	6:00 PM - 7:00 PM	217	356	573	
7:00 AM - 8:00 AM	352	456	808	7:00 PM - 8:00 PM	118	239	357	
8:00 AM - 9:00 AM	424	463	887	8:00 PM - 9:00 PM	111	210	321	
9:00 AM - 10:00 AM	359	479	838	9:00 PM - 10:00 PM	164	135	299	
10:00 AM - 11:00 AM	299	295	594	10:00 PM - 11:00 PM	77	88	165	
11:00 AM - 12:00 PM	376	321	697	11:00 PM - 12:00 AM	37	53	90	
Total	2,107	2,441	4,548	Total	2,405	3,464	5,869	

24-Hour EB Volume 4,512 **24-Hour WB Volume 5,905**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 57. Judicial Drive South of Eastgate Mall

Orientation: North-South

Date of Count: Thursday, May 14, 2015

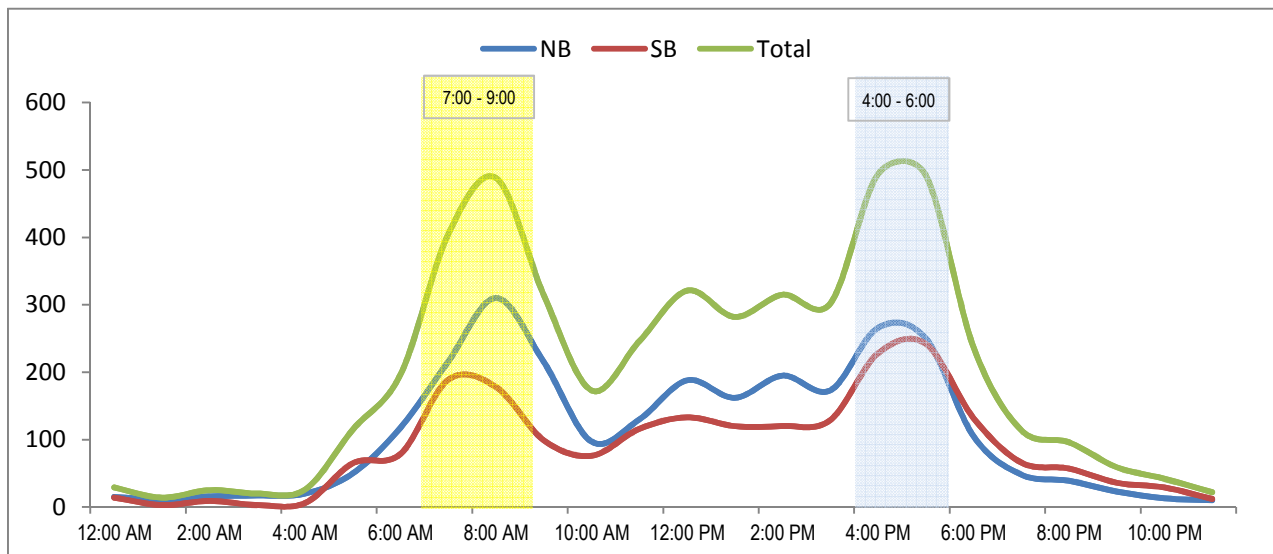
Analysts: DASH

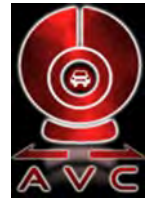
Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					4,828		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	15	14	29	12:00 PM - 1:00 PM	188	133	321
1:00 AM - 2:00 AM	11	3	14	1:00 PM - 2:00 PM	162	120	282
2:00 AM - 3:00 AM	16	9	25	2:00 PM - 3:00 PM	195	120	315
3:00 AM - 4:00 AM	17	3	20	3:00 PM - 4:00 PM	173	129	302
4:00 AM - 5:00 AM	20	6	26	4:00 PM - 5:00 PM	266	228	494
5:00 AM - 6:00 AM	50	65	115	5:00 PM - 6:00 PM	250	242	492
6:00 AM - 7:00 AM	118	79	197	6:00 PM - 7:00 PM	105	132	237
7:00 AM - 8:00 AM	216	189	405	7:00 PM - 8:00 PM	48	66	114
8:00 AM - 9:00 AM	310	178	488	8:00 PM - 9:00 PM	39	57	96
9:00 AM - 10:00 AM	215	99	314	9:00 PM - 10:00 PM	23	36	59
10:00 AM - 11:00 AM	97	76	173	10:00 PM - 11:00 PM	13	29	42
11:00 AM - 12:00 PM	130	116	246	11:00 PM - 12:00 AM	10	12	22
Total	1,215	837	2,052	Total	1,472	1,304	2,776

24-Hour NB Volume 2,687 **24-Hour SB Volume 2,141**





Location: 58. Judicial Dr, North of Golden Haven Dr

Orientation: North-South

Date of Count: Thursday, May 21, 2015

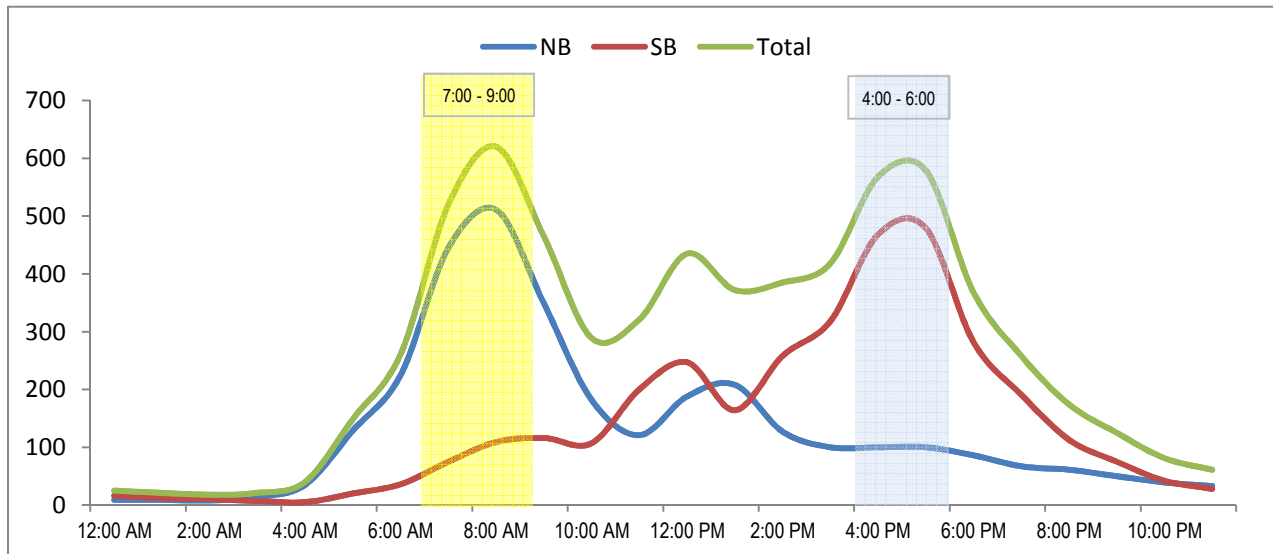
Analysts: DASH

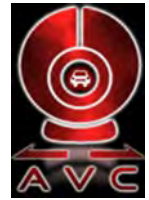
Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					6,574		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	9	16	25	12:00 PM - 1:00 PM	188	247	435
1:00 AM - 2:00 AM	9	12	21	1:00 PM - 2:00 PM	208	164	372
2:00 AM - 3:00 AM	8	10	18	2:00 PM - 3:00 PM	127	258	385
3:00 AM - 4:00 AM	14	7	21	3:00 PM - 4:00 PM	100	318	418
4:00 AM - 5:00 AM	35	5	40	4:00 PM - 5:00 PM	100	468	568
5:00 AM - 6:00 AM	129	20	149	5:00 PM - 6:00 PM	100	479	579
6:00 AM - 7:00 AM	225	36	261	6:00 PM - 7:00 PM	86	282	368
7:00 AM - 8:00 AM	445	75	520	7:00 PM - 8:00 PM	67	191	258
8:00 AM - 9:00 AM	511	109	620	8:00 PM - 9:00 PM	61	113	174
9:00 AM - 10:00 AM	349	116	465	9:00 PM - 10:00 PM	50	75	125
10:00 AM - 11:00 AM	182	107	289	10:00 PM - 11:00 PM	39	42	81
11:00 AM - 12:00 PM	121	200	321	11:00 PM - 12:00 AM	33	28	61
Total	2,037	713	2,750	Total	1,159	2,665	3,824

24-Hour NB Volume 3,196 **24-Hour SB Volume 3,378**





Location: 26. La Jolla Scenic Dr, South of La Jolla Village Dr

Orientation: North-South

Date of Count: Tuesday, May 05, 2015

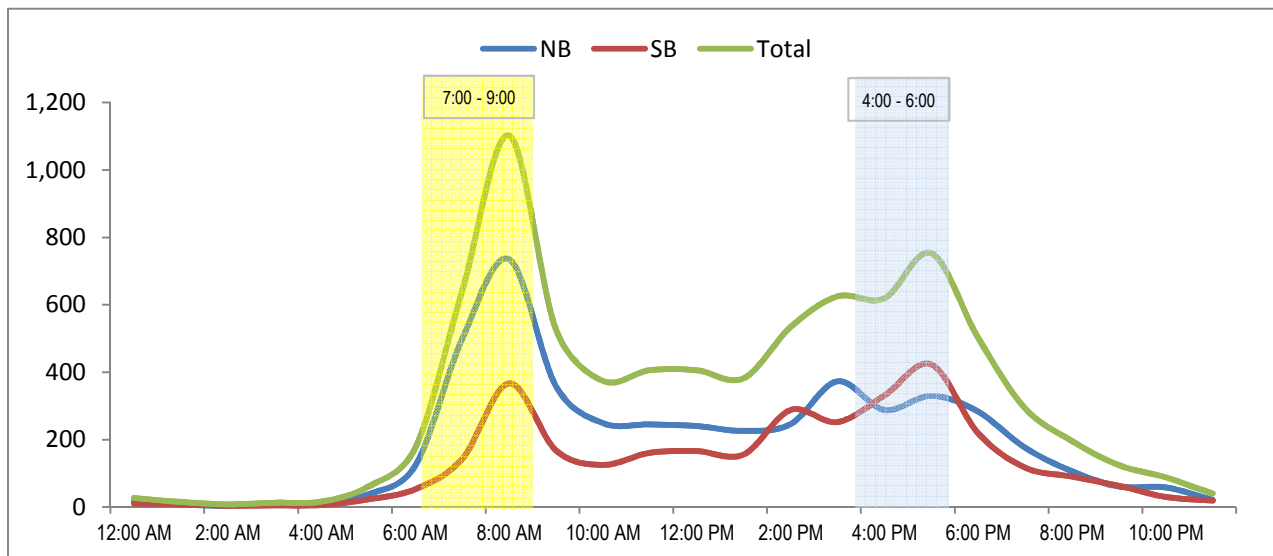
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

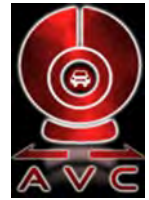
24 Hour Segment Volume					7,928				
Time	Hourly Volume			Time	Hourly Volume				
	NB	SB	Total		NB	SB	Total		
12:00 AM - 1:00 AM	16	11	27	12:00 PM - 1:00 PM	240	166	406		
1:00 AM - 2:00 AM	7	8	15	1:00 PM - 2:00 PM	226	156	382		
2:00 AM - 3:00 AM	4	4	8	2:00 PM - 3:00 PM	246	288	534		
3:00 AM - 4:00 AM	8	5	13	3:00 PM - 4:00 PM	373	252	625		
4:00 AM - 5:00 AM	10	6	16	4:00 PM - 5:00 PM	288	331	619		
5:00 AM - 6:00 AM	38	23	61	5:00 PM - 6:00 PM	330	423	753		
6:00 AM - 7:00 AM	123	53	176	6:00 PM - 7:00 PM	283	219	502		
7:00 AM - 8:00 AM	499	143	642	7:00 PM - 8:00 PM	176	117	293		
8:00 AM - 9:00 AM	735	367	1,102	8:00 PM - 9:00 PM	106	90	196		
9:00 AM - 10:00 AM	358	168	526	9:00 PM - 10:00 PM	61	63	124		
10:00 AM - 11:00 AM	249	125	374	10:00 PM - 11:00 PM	58	30	88		
11:00 AM - 12:00 PM	245	161	406	11:00 PM - 12:00 AM	21	19	40		
Total	2,292	1,074	3,366	Total	2,408	2,154	4,562		

24-Hour NB Volume 4,700 **24-Hour SB Volume 3,228**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 25. La Jolla Village Drive West of La Jolla Scenic Dr

Orientation: East-West

Date of Count: Tuesday, May 05, 2015

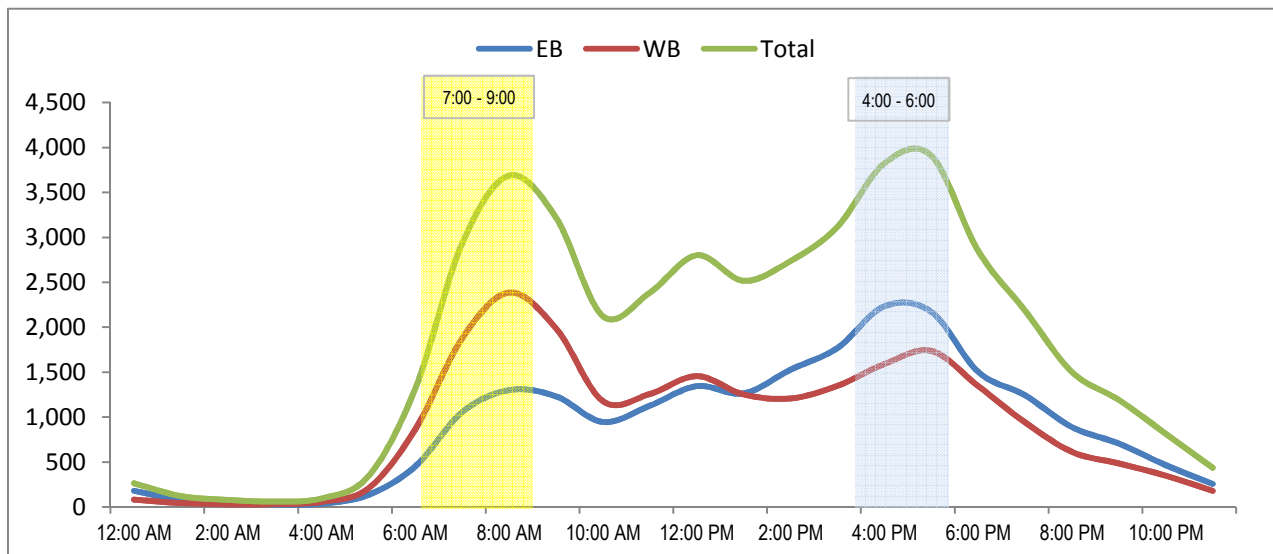
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

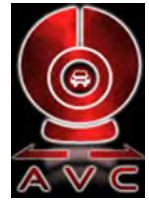
24 Hour Segment Volume					44,520			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	181	83	264	12:00 PM - 1:00 PM	1,345	1,456	2,801	
1:00 AM - 2:00 AM	78	44	122	1:00 PM - 2:00 PM	1,264	1,253	2,517	
2:00 AM - 3:00 AM	50	31	81	2:00 PM - 3:00 PM	1,528	1,208	2,736	
3:00 AM - 4:00 AM	29	33	62	3:00 PM - 4:00 PM	1,770	1,348	3,118	
4:00 AM - 5:00 AM	38	58	96	4:00 PM - 5:00 PM	2,233	1,590	3,823	
5:00 AM - 6:00 AM	135	208	343	5:00 PM - 6:00 PM	2,172	1,737	3,909	
6:00 AM - 7:00 AM	453	866	1,319	6:00 PM - 7:00 PM	1,504	1,346	2,850	
7:00 AM - 8:00 AM	1,056	1,878	2,934	7:00 PM - 8:00 PM	1,243	942	2,185	
8:00 AM - 9:00 AM	1,301	2,386	3,687	8:00 PM - 9:00 PM	889	613	1,502	
9:00 AM - 10:00 AM	1,232	1,988	3,220	9:00 PM - 10:00 PM	706	485	1,191	
10:00 AM - 11:00 AM	946	1,177	2,123	10:00 PM - 11:00 PM	466	349	815	
11:00 AM - 12:00 PM	1,127	1,258	2,385	11:00 PM - 12:00 AM	257	180	437	
Total	6,626	10,010	16,636	Total	15,377	12,507	27,884	

24-Hour EB Volume 22,003 24-Hour WB Volume 22,517



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 32. La Jolla Village Drive West of I-5 SB On Ramps

Orientation: East-West

Date of Count: Wednesday, May 06, 2015

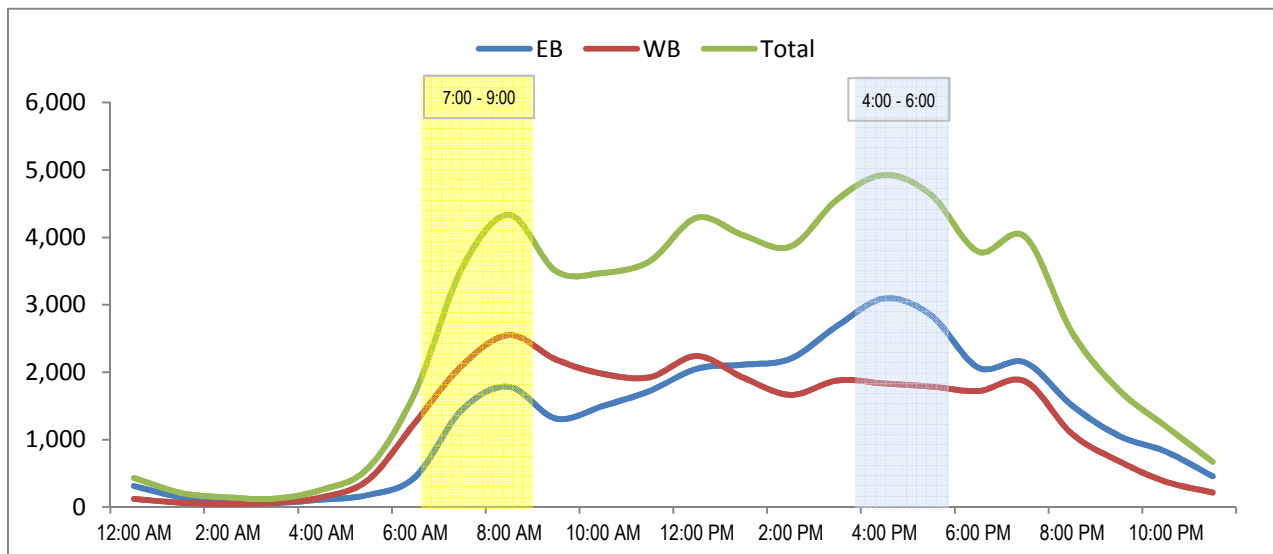
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					62,258			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	312	120	432	12:00 PM - 1:00 PM	2,051	2,240	4,291	
1:00 AM - 2:00 AM	146	64	210	1:00 PM - 2:00 PM	2,112	1,916	4,028	
2:00 AM - 3:00 AM	94	50	144	2:00 PM - 3:00 PM	2,201	1,664	3,865	
3:00 AM - 4:00 AM	61	64	125	3:00 PM - 4:00 PM	2,688	1,877	4,565	
4:00 AM - 5:00 AM	110	145	255	4:00 PM - 5:00 PM	3,093	1,832	4,925	
5:00 AM - 6:00 AM	179	405	584	5:00 PM - 6:00 PM	2,841	1,788	4,629	
6:00 AM - 7:00 AM	448	1,258	1,706	6:00 PM - 7:00 PM	2,069	1,720	3,789	
7:00 AM - 8:00 AM	1,447	2,103	3,550	7:00 PM - 8:00 PM	2,145	1,865	4,010	
8:00 AM - 9:00 AM	1,783	2,550	4,333	8:00 PM - 9:00 PM	1,507	1,085	2,592	
9:00 AM - 10:00 AM	1,312	2,187	3,499	9:00 PM - 10:00 PM	1,056	679	1,735	
10:00 AM - 11:00 AM	1,498	1,975	3,473	10:00 PM - 11:00 PM	822	376	1,198	
11:00 AM - 12:00 PM	1,723	1,925	3,648	11:00 PM - 12:00 AM	456	216	672	
Total	9,113	12,846	21,959	Total	23,041	17,258	40,299	

24-Hour EB Volume 32,154 24-Hour WB Volume 30,104



Kimley»Horn 24 Hour Segment Count

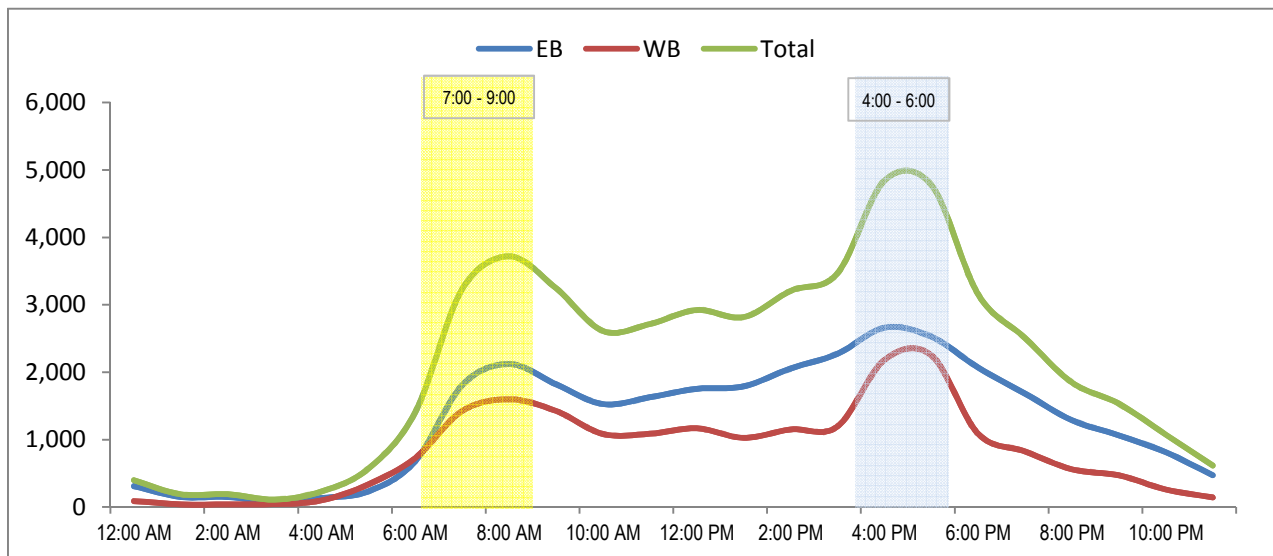
Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 60. La Jolla Village Drive Between I-5 NB & SB Ramps
Orientation: East-West
Date of Count: Wednesday, May 06, 2015
Analysts: DASH
Weather: Sunny
AVC Proj. No: 15-0345

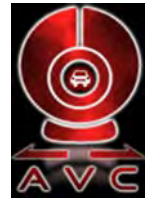
24 Hour Segment Volume					51,391			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	309	89	398	12:00 PM - 1:00 PM	1,754	1,168	2,922	
1:00 AM - 2:00 AM	150	39	189	1:00 PM - 2:00 PM	1,791	1,027	2,818	
2:00 AM - 3:00 AM	150	41	191	2:00 PM - 3:00 PM	2,056	1,151	3,207	
3:00 AM - 4:00 AM	69	42	111	3:00 PM - 4:00 PM	2,272	1,195	3,467	
4:00 AM - 5:00 AM	133	98	231	4:00 PM - 5:00 PM	2,660	2,181	4,841	
5:00 AM - 6:00 AM	233	337	570	5:00 PM - 6:00 PM	2,528	2,252	4,780	
6:00 AM - 7:00 AM	681	728	1,409	6:00 PM - 7:00 PM	2,068	1,087	3,155	
7:00 AM - 8:00 AM	1,809	1,425	3,234	7:00 PM - 8:00 PM	1,683	825	2,508	
8:00 AM - 9:00 AM	2,121	1,598	3,719	8:00 PM - 9:00 PM	1,287	560	1,847	
9:00 AM - 10:00 AM	1,821	1,425	3,246	9:00 PM - 10:00 PM	1,064	470	1,534	
10:00 AM - 11:00 AM	1,527	1,084	2,611	10:00 PM - 11:00 PM	813	261	1,074	
11:00 AM - 12:00 PM	1,628	1,087	2,715	11:00 PM - 12:00 AM	472	142	614	
Total	10,631	7,993	18,624	Total	20,448	12,319	32,767	

24-Hour EB Volume 31,079 **24-Hour WB Volume 20,312**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 34. La Jolla Village Drive West of Lebon Dr

Orientation: East-West

Date of Count: Tuesday, May 05, 2015

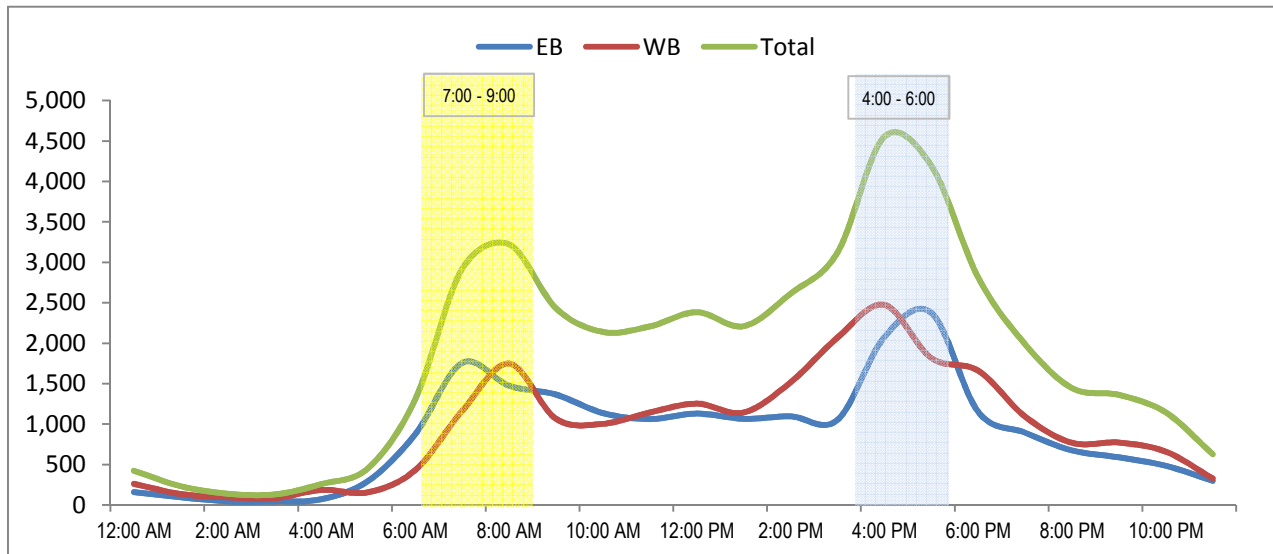
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					44,335			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	161	263	424	12:00 PM - 1:00 PM	1,131	1,253	2,384	
1:00 AM - 2:00 AM	96	136	232	1:00 PM - 2:00 PM	1,066	1,144	2,210	
2:00 AM - 3:00 AM	46	95	141	2:00 PM - 3:00 PM	1,096	1,517	2,613	
3:00 AM - 4:00 AM	46	85	131	3:00 PM - 4:00 PM	1,052	2,069	3,121	
4:00 AM - 5:00 AM	72	187	259	4:00 PM - 5:00 PM	2,076	2,475	4,551	
5:00 AM - 6:00 AM	300	159	459	5:00 PM - 6:00 PM	2,377	1,817	4,194	
6:00 AM - 7:00 AM	878	433	1,311	6:00 PM - 7:00 PM	1,153	1,661	2,814	
7:00 AM - 8:00 AM	1,757	1,164	2,921	7:00 PM - 8:00 PM	895	1,094	1,989	
8:00 AM - 9:00 AM	1,474	1,749	3,223	8:00 PM - 9:00 PM	676	769	1,445	
9:00 AM - 10:00 AM	1,365	1,066	2,431	9:00 PM - 10:00 PM	589	772	1,361	
10:00 AM - 11:00 AM	1,136	1,004	2,140	10:00 PM - 11:00 PM	485	660	1,145	
11:00 AM - 12:00 PM	1,063	1,145	2,208	11:00 PM - 12:00 AM	299	329	628	
Total	8,394	7,486	15,880	Total	12,895	15,560	28,455	

24-Hour EB Volume 21,289 **24-Hour WB Volume 23,046**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 33. La Jolla Village Drive East of Lebon Dr

Orientation: East-West

Date of Count: Tuesday, May 05, 2015

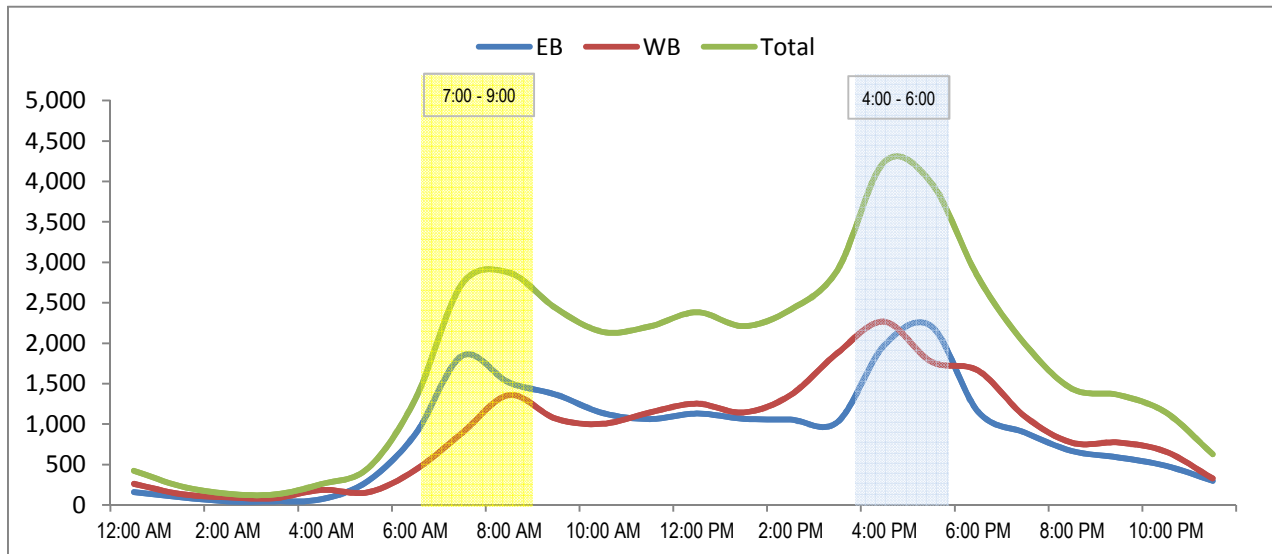
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

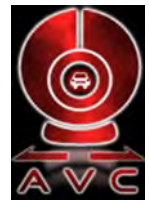
24 Hour Segment Volume					42,863			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	161	263	424	12:00 PM - 1:00 PM	1,131	1,253	2,384	
1:00 AM - 2:00 AM	96	136	232	1:00 PM - 2:00 PM	1,066	1,145	2,211	
2:00 AM - 3:00 AM	46	95	141	2:00 PM - 3:00 PM	1,056	1,359	2,415	
3:00 AM - 4:00 AM	46	85	131	3:00 PM - 4:00 PM	1,026	1,880	2,906	
4:00 AM - 5:00 AM	72	187	259	4:00 PM - 5:00 PM	1,976	2,266	4,242	
5:00 AM - 6:00 AM	301	159	460	5:00 PM - 6:00 PM	2,211	1,772	3,983	
6:00 AM - 7:00 AM	878	433	1,311	6:00 PM - 7:00 PM	1,153	1,661	2,814	
7:00 AM - 8:00 AM	1,845	893	2,738	7:00 PM - 8:00 PM	895	1,094	1,989	
8:00 AM - 9:00 AM	1,514	1,359	2,873	8:00 PM - 9:00 PM	668	770	1,438	
9:00 AM - 10:00 AM	1,365	1,066	2,431	9:00 PM - 10:00 PM	588	772	1,360	
10:00 AM - 11:00 AM	1,136	1,004	2,140	10:00 PM - 11:00 PM	485	660	1,145	
11:00 AM - 12:00 PM	1,063	1,145	2,208	11:00 PM - 12:00 AM	299	329	628	
Total	8,523	6,825	15,348	Total	12,554	14,961	27,515	

24-Hour EB Volume 21,077 24-Hour WB Volume 21,786



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 14. La Jolla Village Drive West of Genesee Ave

Orientation: East-West

Date of Count: Tuesday, May 05, 2015

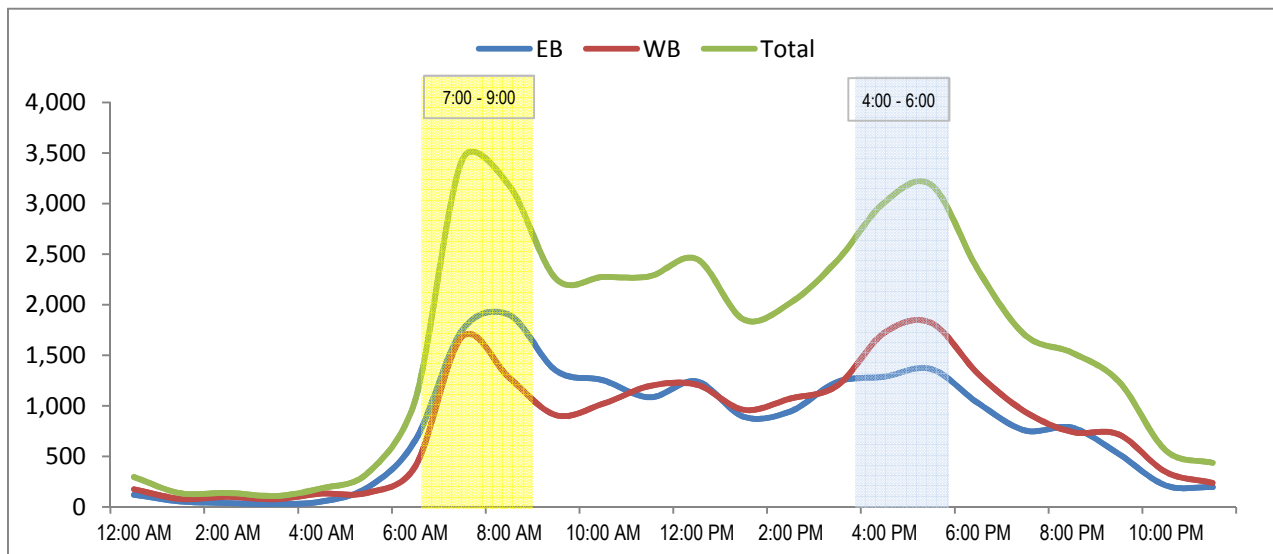
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

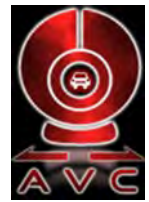
24 Hour Segment Volume					38,474			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	121	176	297	12:00 PM - 1:00 PM	1,243	1,210	2,453	
1:00 AM - 2:00 AM	55	81	136	1:00 PM - 2:00 PM	893	961	1,854	
2:00 AM - 3:00 AM	40	101	141	2:00 PM - 3:00 PM	947	1,073	2,020	
3:00 AM - 4:00 AM	31	78	109	3:00 PM - 4:00 PM	1,238	1,202	2,440	
4:00 AM - 5:00 AM	54	132	186	4:00 PM - 5:00 PM	1,289	1,723	3,012	
5:00 AM - 6:00 AM	199	143	342	5:00 PM - 6:00 PM	1,365	1,821	3,186	
6:00 AM - 7:00 AM	660	403	1,063	6:00 PM - 7:00 PM	1,027	1,317	2,344	
7:00 AM - 8:00 AM	1,750	1,683	3,433	7:00 PM - 8:00 PM	757	943	1,700	
8:00 AM - 9:00 AM	1,900	1,280	3,180	8:00 PM - 9:00 PM	785	742	1,527	
9:00 AM - 10:00 AM	1,349	908	2,257	9:00 PM - 10:00 PM	524	717	1,241	
10:00 AM - 11:00 AM	1,254	1,021	2,275	10:00 PM - 11:00 PM	213	347	560	
11:00 AM - 12:00 PM	1,085	1,197	2,282	11:00 PM - 12:00 AM	197	239	436	
Total	8,498	7,203	15,701	Total	10,478	12,295	22,773	

24-Hour EB Volume 18,976 24-Hour WB Volume 19,498



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 13. La Jolla Village Drive East of Genesee Ave

Orientation: East-West

Date of Count: Tuesday, May 05, 2015

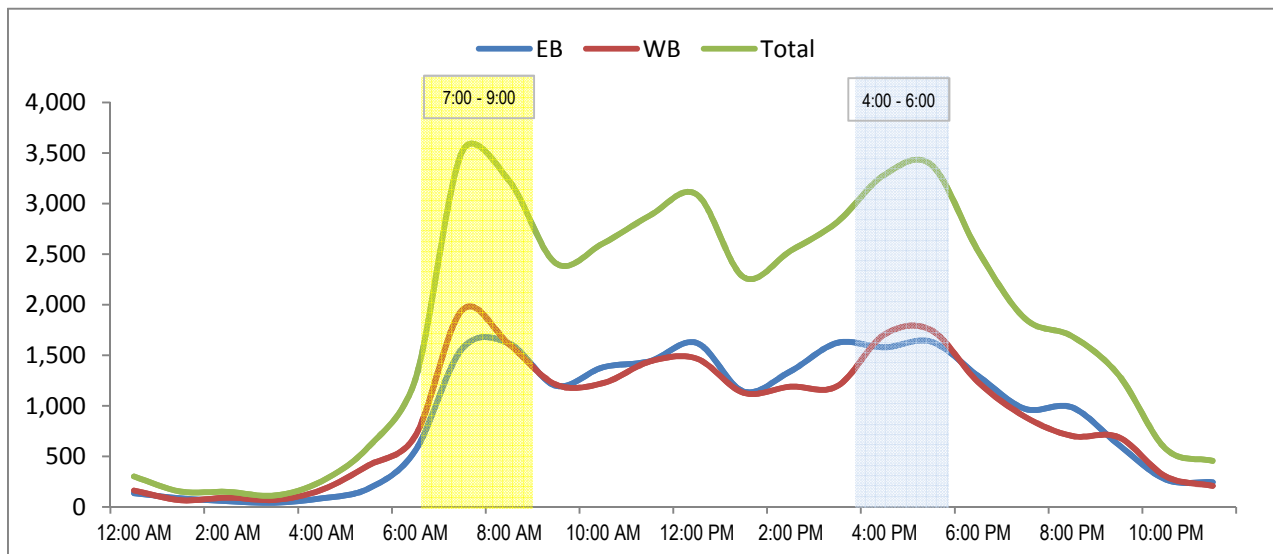
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

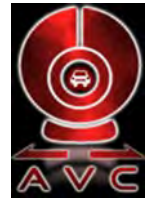
24 Hour Segment Volume					43,277			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	138	164	302	12:00 PM - 1:00 PM	1,623	1,468	3,091	
1:00 AM - 2:00 AM	85	68	153	1:00 PM - 2:00 PM	1,143	1,130	2,273	
2:00 AM - 3:00 AM	58	93	151	2:00 PM - 3:00 PM	1,343	1,190	2,533	
3:00 AM - 4:00 AM	43	71	114	3:00 PM - 4:00 PM	1,624	1,196	2,820	
4:00 AM - 5:00 AM	86	169	255	4:00 PM - 5:00 PM	1,579	1,706	3,285	
5:00 AM - 6:00 AM	183	412	595	5:00 PM - 6:00 PM	1,635	1,749	3,384	
6:00 AM - 7:00 AM	559	705	1,264	6:00 PM - 7:00 PM	1,297	1,235	2,532	
7:00 AM - 8:00 AM	1,567	1,948	3,515	7:00 PM - 8:00 PM	971	892	1,863	
8:00 AM - 9:00 AM	1,617	1,609	3,226	8:00 PM - 9:00 PM	986	703	1,689	
9:00 AM - 10:00 AM	1,198	1,211	2,409	9:00 PM - 10:00 PM	614	689	1,303	
10:00 AM - 11:00 AM	1,382	1,225	2,607	10:00 PM - 11:00 PM	272	303	575	
11:00 AM - 12:00 PM	1,443	1,439	2,882	11:00 PM - 12:00 AM	246	210	456	
Total	8,359	9,114	17,473	Total	13,333	12,471	25,804	

24-Hour EB Volume 21,692 **24-Hour WB Volume 21,585**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 35. La Jolla Village Drive West of Towne Center Dr

Orientation: East-West

Date of Count: Tuesday, May 05, 2015

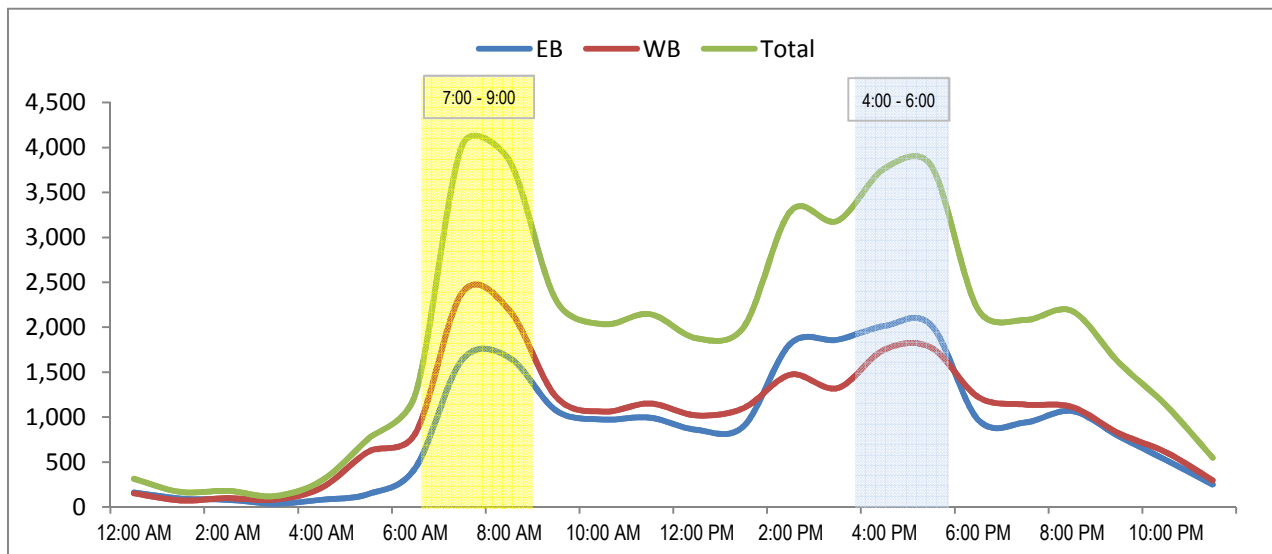
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

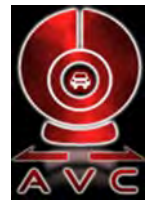
24 Hour Segment Volume					45,117			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	162	152	314	12:00 PM - 1:00 PM	858	1,019	1,877	
1:00 AM - 2:00 AM	94	73	167	1:00 PM - 2:00 PM	900	1,101	2,001	
2:00 AM - 3:00 AM	81	99	180	2:00 PM - 3:00 PM	1,818	1,473	3,291	
3:00 AM - 4:00 AM	38	84	122	3:00 PM - 4:00 PM	1,861	1,323	3,184	
4:00 AM - 5:00 AM	81	214	295	4:00 PM - 5:00 PM	2,014	1,751	3,765	
5:00 AM - 6:00 AM	145	616	761	5:00 PM - 6:00 PM	2,023	1,773	3,796	
6:00 AM - 7:00 AM	436	819	1,255	6:00 PM - 7:00 PM	971	1,224	2,195	
7:00 AM - 8:00 AM	1,639	2,385	4,024	7:00 PM - 8:00 PM	940	1,141	2,081	
8:00 AM - 9:00 AM	1,665	2,192	3,857	8:00 PM - 9:00 PM	1,068	1,113	2,181	
9:00 AM - 10:00 AM	1,074	1,227	2,301	9:00 PM - 10:00 PM	787	819	1,606	
10:00 AM - 11:00 AM	974	1,061	2,035	10:00 PM - 11:00 PM	524	611	1,135	
11:00 AM - 12:00 PM	994	1,152	2,146	11:00 PM - 12:00 AM	251	297	548	
Total	7,383	10,074	17,457	Total	14,015	13,645	27,660	

24-Hour EB Volume 21,398 **24-Hour WB Volume 23,719**



Kimley»Horn 24 Hour Segment Count

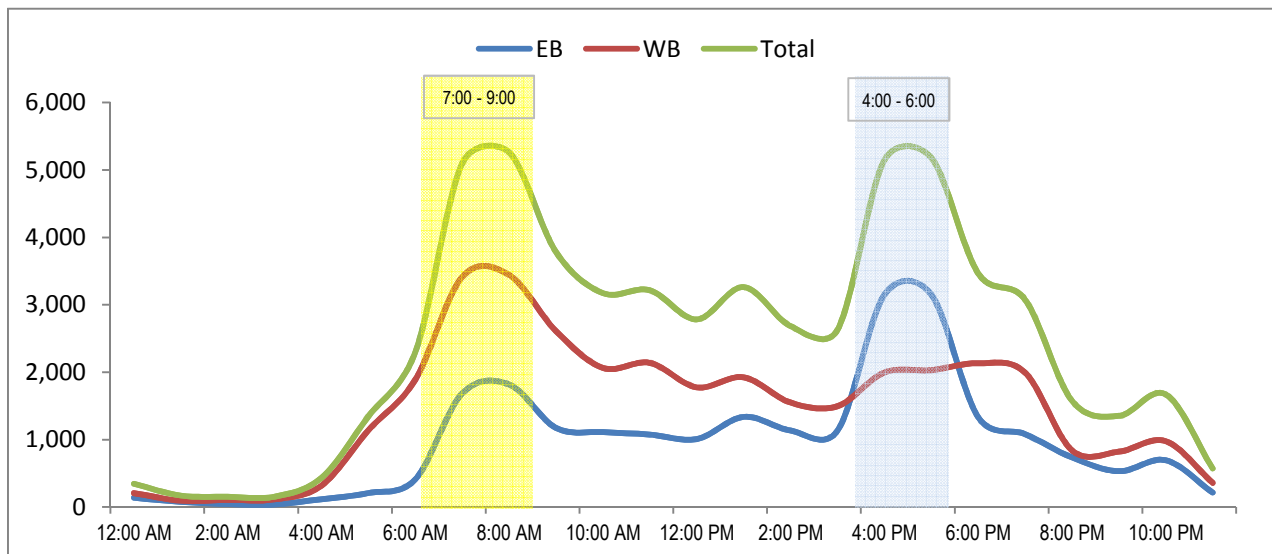
Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 36. La Jolla Village Drive East of Towne Center Drive
Orientation: East-West
Date of Count: Tuesday, May 05, 2015
Analysts: DASH
Weather: Sunny
AVC Proj. No: 15-0345

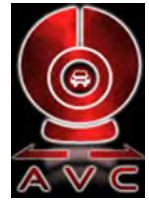
24 Hour Segment Volume					58,833			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	138	206	344	12:00 PM - 1:00 PM	1,008	1,775	2,783	
1:00 AM - 2:00 AM	76	94	170	1:00 PM - 2:00 PM	1,338	1,924	3,262	
2:00 AM - 3:00 AM	45	107	152	2:00 PM - 3:00 PM	1,135	1,549	2,684	
3:00 AM - 4:00 AM	40	114	154	3:00 PM - 4:00 PM	1,132	1,496	2,628	
4:00 AM - 5:00 AM	117	318	435	4:00 PM - 5:00 PM	3,149	1,996	5,145	
5:00 AM - 6:00 AM	208	1,139	1,347	5:00 PM - 6:00 PM	3,153	2,029	5,182	
6:00 AM - 7:00 AM	411	1,890	2,301	6:00 PM - 7:00 PM	1,334	2,133	3,467	
7:00 AM - 8:00 AM	1,686	3,413	5,099	7:00 PM - 8:00 PM	1,083	1,994	3,077	
8:00 AM - 9:00 AM	1,818	3,443	5,261	8:00 PM - 9:00 PM	736	841	1,577	
9:00 AM - 10:00 AM	1,174	2,609	3,783	9:00 PM - 10:00 PM	531	821	1,352	
10:00 AM - 11:00 AM	1,110	2,063	3,173	10:00 PM - 11:00 PM	694	976	1,670	
11:00 AM - 12:00 PM	1,076	2,139	3,215	11:00 PM - 12:00 AM	214	358	572	
Total	7,899	17,535	25,434	Total	15,507	17,892	33,399	

24-Hour EB Volume 23,406 **24-Hour WB Volume 35,427**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 52. Lebon Drive North of Nobel Dr

Orientation: North-South

Date of Count: Tuesday, April 28, 2015

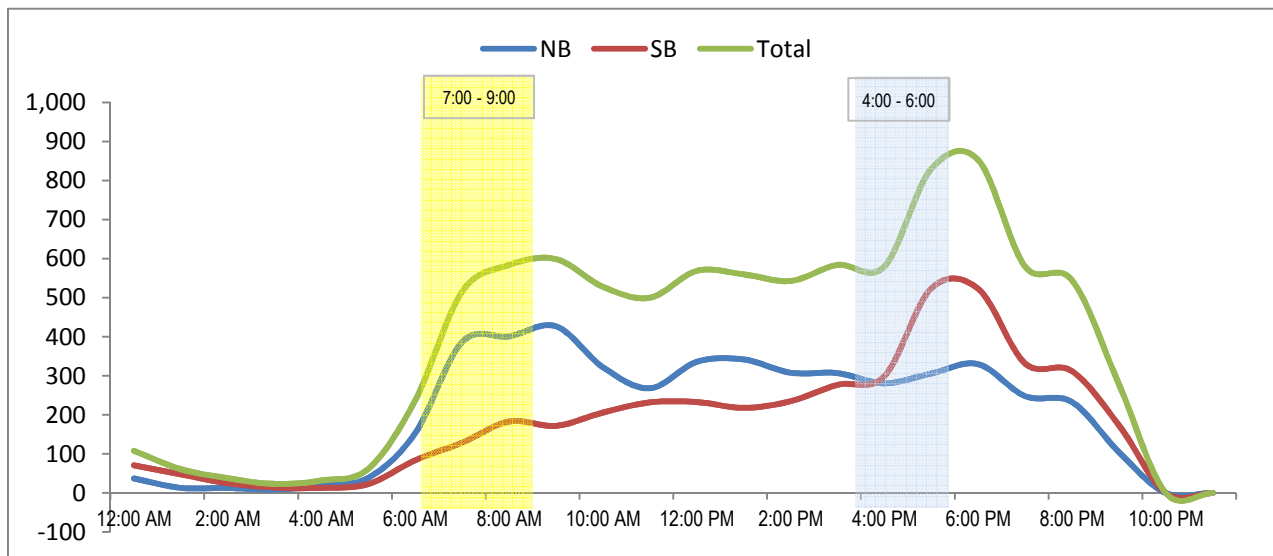
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					9,212				
Time	Hourly Volume			Time	Hourly Volume				
	NB	SB	Total		NB	SB	Total		
12:00 AM - 1:00 AM	37	71	108	12:00 PM - 1:00 PM	336	233	569		
1:00 AM - 2:00 AM	13	48	61	1:00 PM - 2:00 PM	342	218	560		
2:00 AM - 3:00 AM	13	25	38	2:00 PM - 3:00 PM	308	235	543		
3:00 AM - 4:00 AM	9	14	23	3:00 PM - 4:00 PM	307	277	584		
4:00 AM - 5:00 AM	19	13	32	4:00 PM - 5:00 PM	281	299	580		
5:00 AM - 6:00 AM	39	23	62	5:00 PM - 6:00 PM	306	524	830		
6:00 AM - 7:00 AM	154	84	238	6:00 PM - 7:00 PM	330	523	853		
7:00 AM - 8:00 AM	387	129	516	7:00 PM - 8:00 PM	248	332	580		
8:00 AM - 9:00 AM	401	183	584	8:00 PM - 9:00 PM	233	312	545		
9:00 AM - 10:00 AM	427	172	599	9:00 PM - 10:00 PM	105	174	279		
10:00 AM - 11:00 AM	322	206	528	10:00 PM - 11:00 PM	0	0	0		
11:00 AM - 12:00 PM	268	232	500	11:00 PM - 12:00 AM	0	0	0		
Total	2,089	1,200	3,289	Total	2,796	3,127	5,923		

24-Hour NB Volume 4,885 **24-Hour SB Volume 4,327**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 53. Lebon Drive South of Nobel Dr

Orientation: North-South

Date of Count: Tuesday, April 28, 2015

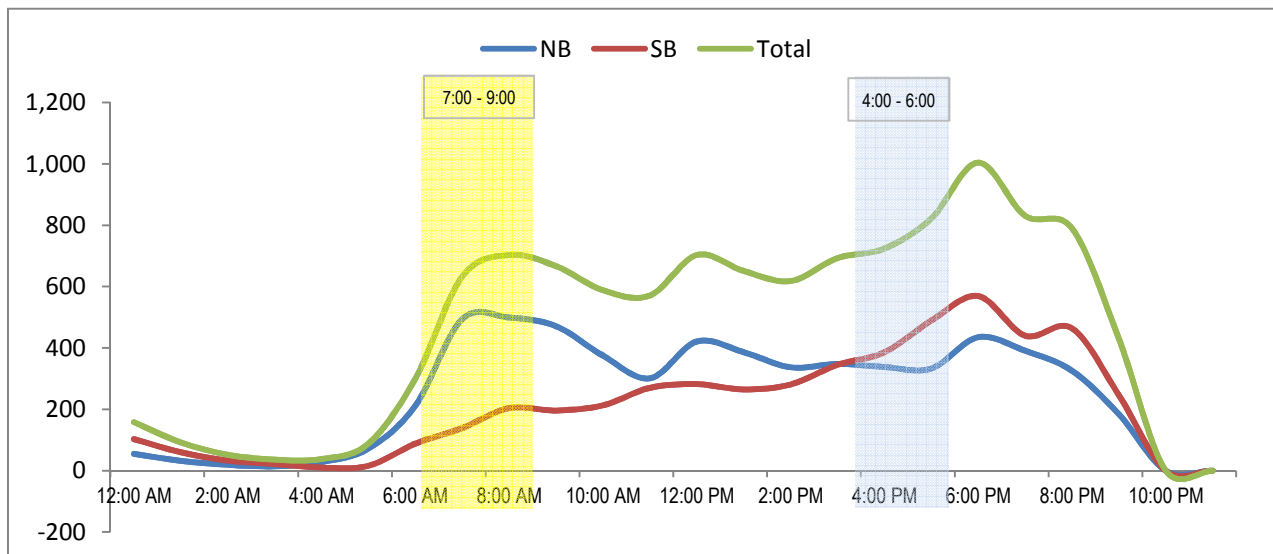
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

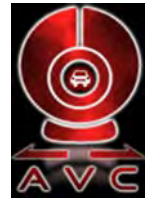
24 Hour Segment Volume					11,192				
Time	Hourly Volume			Time	Hourly Volume				
	NB	SB	Total		NB	SB	Total		
12:00 AM - 1:00 AM	55	103	158	12:00 PM - 1:00 PM	421	282	703		
1:00 AM - 2:00 AM	32	60	92	1:00 PM - 2:00 PM	386	265	651		
2:00 AM - 3:00 AM	19	33	52	2:00 PM - 3:00 PM	337	281	618		
3:00 AM - 4:00 AM	14	22	36	3:00 PM - 4:00 PM	348	345	693		
4:00 AM - 5:00 AM	28	10	38	4:00 PM - 5:00 PM	338	386	724		
5:00 AM - 6:00 AM	72	16	88	5:00 PM - 6:00 PM	333	489	822		
6:00 AM - 7:00 AM	212	88	300	6:00 PM - 7:00 PM	435	569	1,004		
7:00 AM - 8:00 AM	494	139	633	7:00 PM - 8:00 PM	391	440	831		
8:00 AM - 9:00 AM	499	204	703	8:00 PM - 9:00 PM	326	464	790		
9:00 AM - 10:00 AM	471	196	667	9:00 PM - 10:00 PM	184	246	430		
10:00 AM - 11:00 AM	375	213	588	10:00 PM - 11:00 PM	0	0	0		
11:00 AM - 12:00 PM	301	270	571	11:00 PM - 12:00 AM	0	0	0		
Total	2,572	1,354	3,926	Total	3,499	3,767	7,266		

24-Hour NB Volume 6,071 24-Hour SB Volume 5,121



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 63. Miramar Road Between I-805 NB & SB Ramps

Orientation: East-West

Date of Count: Tuesday, May 05, 2015

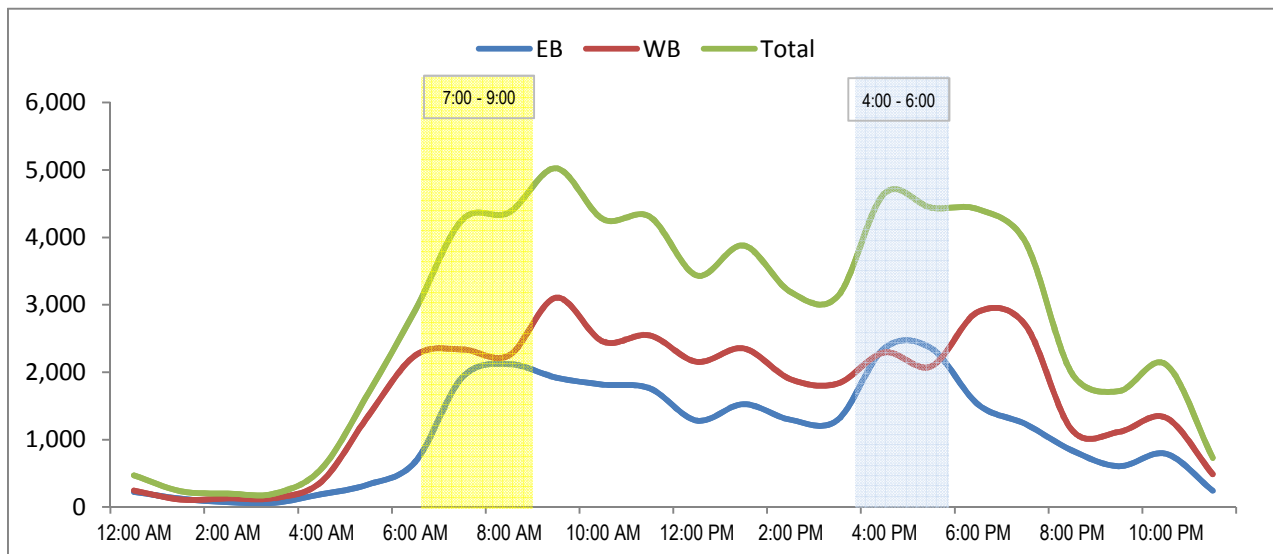
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					66,139			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	225	245	470	12:00 PM - 1:00 PM	1,282	2,153	3,435	
1:00 AM - 2:00 AM	123	112	235	1:00 PM - 2:00 PM	1,526	2,353	3,879	
2:00 AM - 3:00 AM	73	128	201	2:00 PM - 3:00 PM	1,294	1,896	3,190	
3:00 AM - 4:00 AM	65	135	200	3:00 PM - 4:00 PM	1,291	1,830	3,121	
4:00 AM - 5:00 AM	191	378	569	4:00 PM - 5:00 PM	2,357	2,293	4,650	
5:00 AM - 6:00 AM	335	1,356	1,691	5:00 PM - 6:00 PM	2,354	2,086	4,440	
6:00 AM - 7:00 AM	673	2,249	2,922	6:00 PM - 7:00 PM	1,521	2,896	4,417	
7:00 AM - 8:00 AM	1,923	2,338	4,261	7:00 PM - 8:00 PM	1,234	2,706	3,940	
8:00 AM - 9:00 AM	2,119	2,250	4,369	8:00 PM - 9:00 PM	839	1,142	1,981	
9:00 AM - 10:00 AM	1,920	3,105	5,025	9:00 PM - 10:00 PM	605	1,114	1,719	
10:00 AM - 11:00 AM	1,816	2,455	4,271	10:00 PM - 11:00 PM	791	1,326	2,117	
11:00 AM - 12:00 PM	1,760	2,546	4306	11:00 PM - 12:00 AM	244	486	730	
Total	11,223	17,297	28,520	Total	15,338	22,281	37,619	

24-Hour EB Volume 26,561 24-Hour WB Volume 39,578



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 37. Miramar Road West of Nobel Dr

Orientation: East-West

Date of Count: Wednesday, May 13, 2015

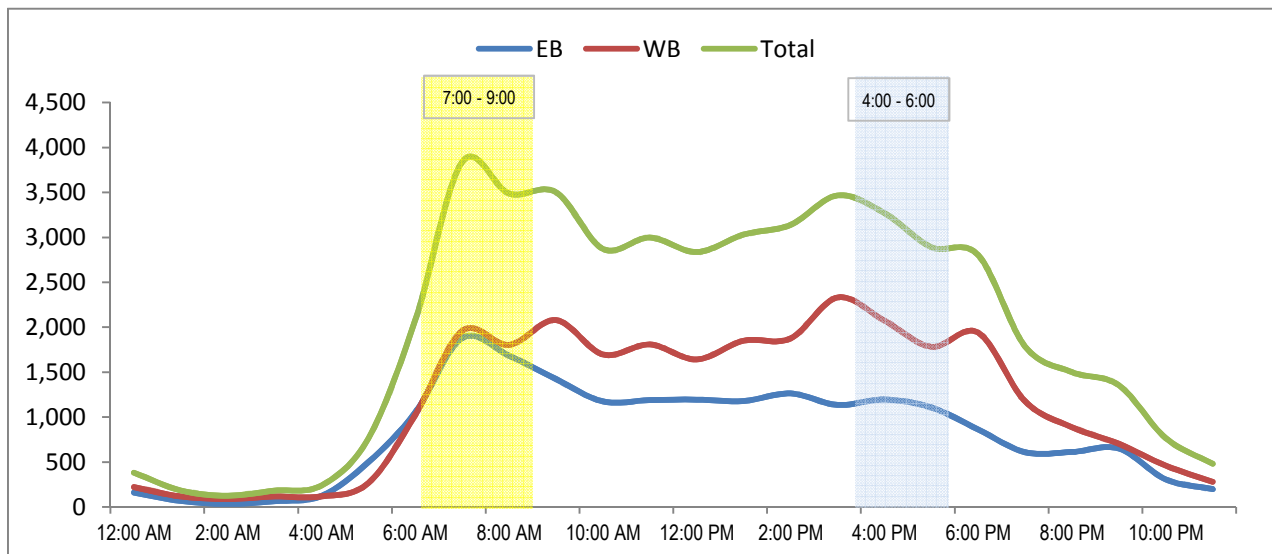
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

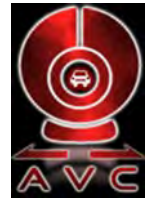
24 Hour Segment Volume					47,991			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	161	221	382	12:00 PM - 1:00 PM	1,195	1,642	2,837	
1:00 AM - 2:00 AM	68	117	185	1:00 PM - 2:00 PM	1,180	1,851	3,031	
2:00 AM - 3:00 AM	36	90	126	2:00 PM - 3:00 PM	1,263	1,876	3,139	
3:00 AM - 4:00 AM	65	117	182	3:00 PM - 4:00 PM	1,136	2,331	3,467	
4:00 AM - 5:00 AM	124	117	241	4:00 PM - 5:00 PM	1,196	2,075	3,271	
5:00 AM - 6:00 AM	499	267	766	5:00 PM - 6:00 PM	1,108	1,783	2,891	
6:00 AM - 7:00 AM	1,055	1,026	2,081	6:00 PM - 7:00 PM	863	1,940	2,803	
7:00 AM - 8:00 AM	1,880	1,960	3,840	7:00 PM - 8:00 PM	610	1,177	1,787	
8:00 AM - 9:00 AM	1,683	1,804	3,487	8:00 PM - 9:00 PM	613	888	1,501	
9:00 AM - 10:00 AM	1,423	2,079	3,502	9:00 PM - 10:00 PM	650	704	1,354	
10:00 AM - 11:00 AM	1,175	1,697	2,872	10:00 PM - 11:00 PM	307	460	767	
11:00 AM - 12:00 PM	1,190	1,808	2,998	11:00 PM - 12:00 AM	200	281	481	
Total	9,359	11,303	20,662	Total	10,321	17,008	27,329	

24-Hour EB Volume 19,680 **24-Hour WB Volume 28,311**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 38. Miramar Road East of Nobel Dr

Orientation: East-West

Date of Count: Wednesday, May 13, 2015

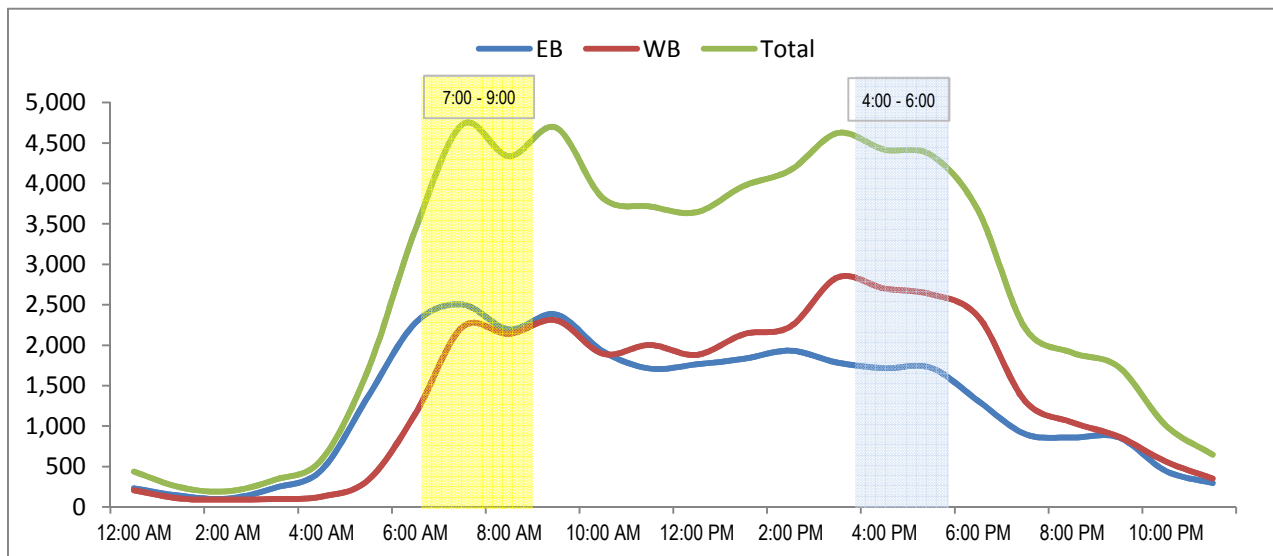
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

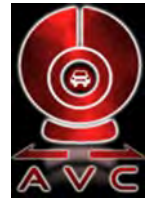
24 Hour Segment Volume					64,557			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	231	206	437	12:00 PM - 1:00 PM	1,764	1,881	3,645	
1:00 AM - 2:00 AM	138	104	242	1:00 PM - 2:00 PM	1,831	2,137	3,968	
2:00 AM - 3:00 AM	103	91	194	2:00 PM - 3:00 PM	1,933	2,232	4,165	
3:00 AM - 4:00 AM	237	99	336	3:00 PM - 4:00 PM	1,785	2,837	4,622	
4:00 AM - 5:00 AM	457	129	586	4:00 PM - 5:00 PM	1,717	2,701	4,418	
5:00 AM - 6:00 AM	1,373	336	1,709	5:00 PM - 6:00 PM	1,720	2,630	4,350	
6:00 AM - 7:00 AM	2,276	1,153	3,429	6:00 PM - 7:00 PM	1,312	2,354	3,666	
7:00 AM - 8:00 AM	2,504	2,223	4,727	7:00 PM - 8:00 PM	902	1,310	2,212	
8:00 AM - 9:00 AM	2,195	2,141	4,336	8:00 PM - 9:00 PM	860	1,048	1,908	
9:00 AM - 10:00 AM	2,381	2,308	4,689	9:00 PM - 10:00 PM	860	870	1,730	
10:00 AM - 11:00 AM	1,924	1,894	3,818	10:00 PM - 11:00 PM	446	562	1,008	
11:00 AM - 12:00 PM	1,712	2,003	3,715	11:00 PM - 12:00 AM	295	352	647	
Total	15,531	12,687	28,218	Total	15,425	20,914	36,339	

24-Hour EB Volume 30,956 **24-Hour WB Volume 33,601**



24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 81. Miramar Rd, West of Camino Santa Fe

Orientation: East-West

Date of Count: Wednesday, June 17, 2015

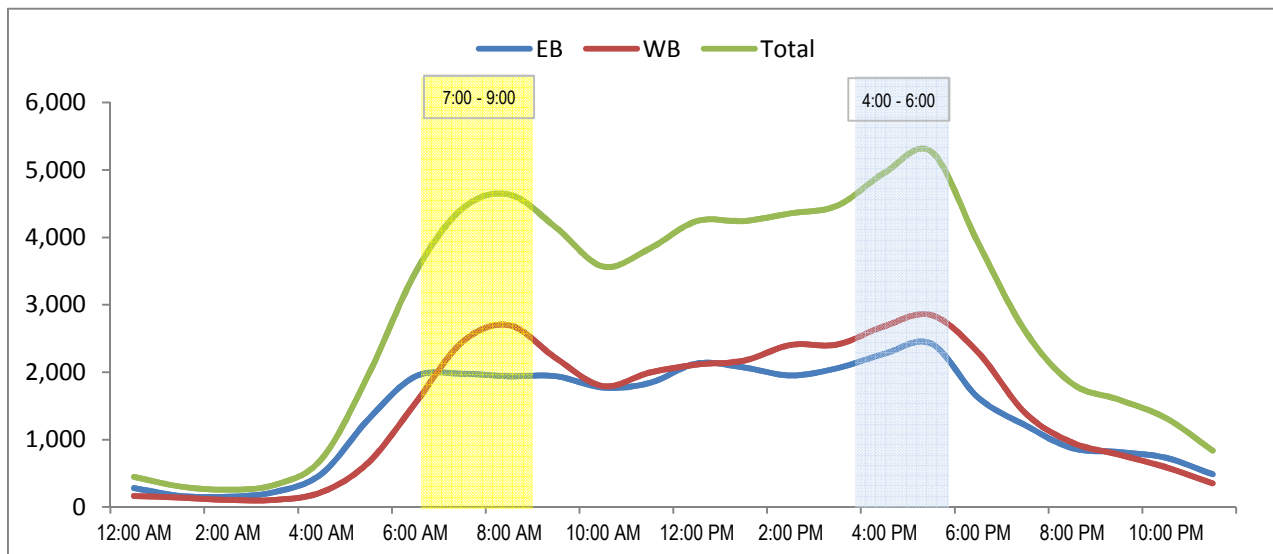
Analysts: DASH

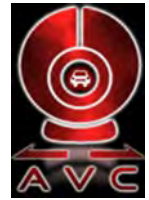
Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					67,748			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	281	165	446	12:00 PM - 1:00 PM	2,130	2,112	4,242	
1:00 AM - 2:00 AM	163	140	303	1:00 PM - 2:00 PM	2,071	2,171	4,242	
2:00 AM - 3:00 AM	153	104	257	2:00 PM - 3:00 PM	1,952	2,404	4,356	
3:00 AM - 4:00 AM	222	107	329	3:00 PM - 4:00 PM	2,060	2,411	4,471	
4:00 AM - 5:00 AM	492	220	712	4:00 PM - 5:00 PM	2,273	2,683	4,956	
5:00 AM - 6:00 AM	1,303	660	1,963	5:00 PM - 6:00 PM	2,424	2,848	5,272	
6:00 AM - 7:00 AM	1,937	1,540	3,477	6:00 PM - 7:00 PM	1,623	2,293	3,916	
7:00 AM - 8:00 AM	1,978	2,448	4,426	7:00 PM - 8:00 PM	1,216	1,396	2,612	
8:00 AM - 9:00 AM	1,939	2,697	4,636	8:00 PM - 9:00 PM	875	957	1,832	
9:00 AM - 10:00 AM	1,940	2,206	4,146	9:00 PM - 10:00 PM	816	777	1,593	
10:00 AM - 11:00 AM	1,773	1,794	3,567	10:00 PM - 11:00 PM	731	590	1,321	
11:00 AM - 12:00 PM	1,841	1,995	3836	11:00 PM - 12:00 AM	486	351	837	
Total	14,022	14,076	28,098	Total	18,657	20,993	39,650	

24-Hour EB Volume 32,679 **24-Hour WB Volume 35,069**





Location: 6. Regents Rd, South of SR-52 EB Ramps

Orientation: North-South

Date of Count: Tuesday, April 28, 2015

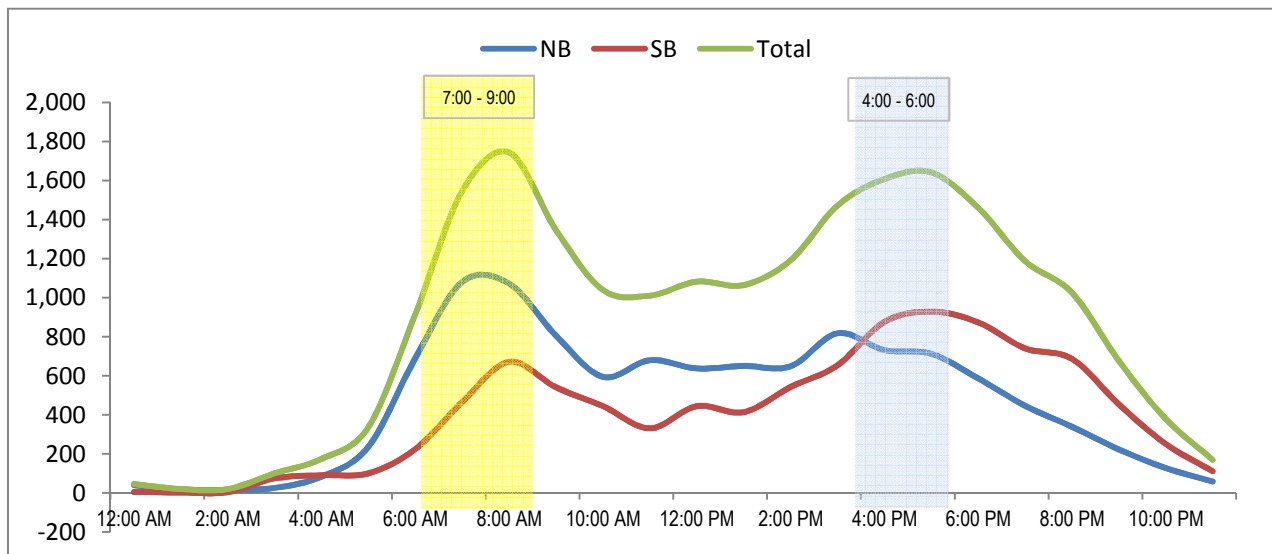
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

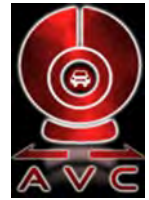
24 Hour Segment Volume					21,268		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	40	6	46	12:00 PM - 1:00 PM	638	445	1,083
1:00 AM - 2:00 AM	18	2	20	1:00 PM - 2:00 PM	651	414	1,065
2:00 AM - 3:00 AM	16	4	20	2:00 PM - 3:00 PM	649	543	1,192
3:00 AM - 4:00 AM	26	75	101	3:00 PM - 4:00 PM	818	654	1,472
4:00 AM - 5:00 AM	84	91	175	4:00 PM - 5:00 PM	732	876	1,608
5:00 AM - 6:00 AM	237	101	338	5:00 PM - 6:00 PM	713	929	1,642
6:00 AM - 7:00 AM	691	225	916	6:00 PM - 7:00 PM	587	874	1,461
7:00 AM - 8:00 AM	1,081	466	1,547	7:00 PM - 8:00 PM	447	741	1,188
8:00 AM - 9:00 AM	1,072	672	1,744	8:00 PM - 9:00 PM	339	687	1,026
9:00 AM - 10:00 AM	806	541	1,347	9:00 PM - 10:00 PM	223	454	677
10:00 AM - 11:00 AM	595	445	1,040	10:00 PM - 11:00 PM	128	251	379
11:00 AM - 12:00 PM	680	331	1011	11:00 PM - 12:00 AM	59	111	170
Total	5,346	2,959	8,305	Total	5,984	6,979	12,963

24-Hour NB Volume 11,330 **24-Hour SB Volume 9,938**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 7. Regents Road North of SR-52 WB Ramps

Orientation: North-South

Date of Count: Tuesday, April 28, 2015

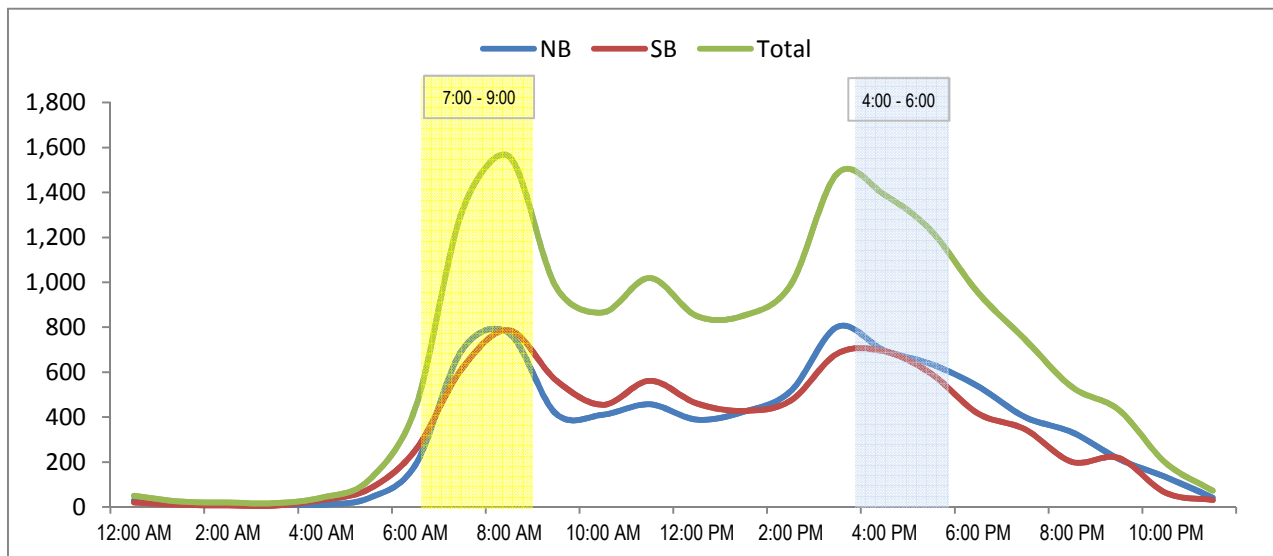
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

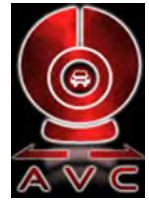
24 Hour Segment Volume					16,181		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	29	21	50	12:00 PM - 1:00 PM	389	461	850
1:00 AM - 2:00 AM	14	10	24	1:00 PM - 2:00 PM	424	428	852
2:00 AM - 3:00 AM	13	7	20	2:00 PM - 3:00 PM	515	473	988
3:00 AM - 4:00 AM	11	6	17	3:00 PM - 4:00 PM	802	683	1,485
4:00 AM - 5:00 AM	11	31	42	4:00 PM - 5:00 PM	697	693	1,390
5:00 AM - 6:00 AM	39	79	118	5:00 PM - 6:00 PM	636	593	1,229
6:00 AM - 7:00 AM	187	253	440	6:00 PM - 7:00 PM	537	416	953
7:00 AM - 8:00 AM	700	618	1,318	7:00 PM - 8:00 PM	400	346	746
8:00 AM - 9:00 AM	773	787	1,560	8:00 PM - 9:00 PM	333	201	534
9:00 AM - 10:00 AM	415	564	979	9:00 PM - 10:00 PM	214	218	432
10:00 AM - 11:00 AM	411	455	866	10:00 PM - 11:00 PM	133	63	196
11:00 AM - 12:00 PM	457	562	1019	11:00 PM - 12:00 AM	42	31	73
Total	3,060	3,393	6,453	Total	5,122	4,606	9,728

24-Hour NB Volume 8,182 **24-Hour SB Volume 7,999**



Kimley»Horn 24 Hour Segment Count

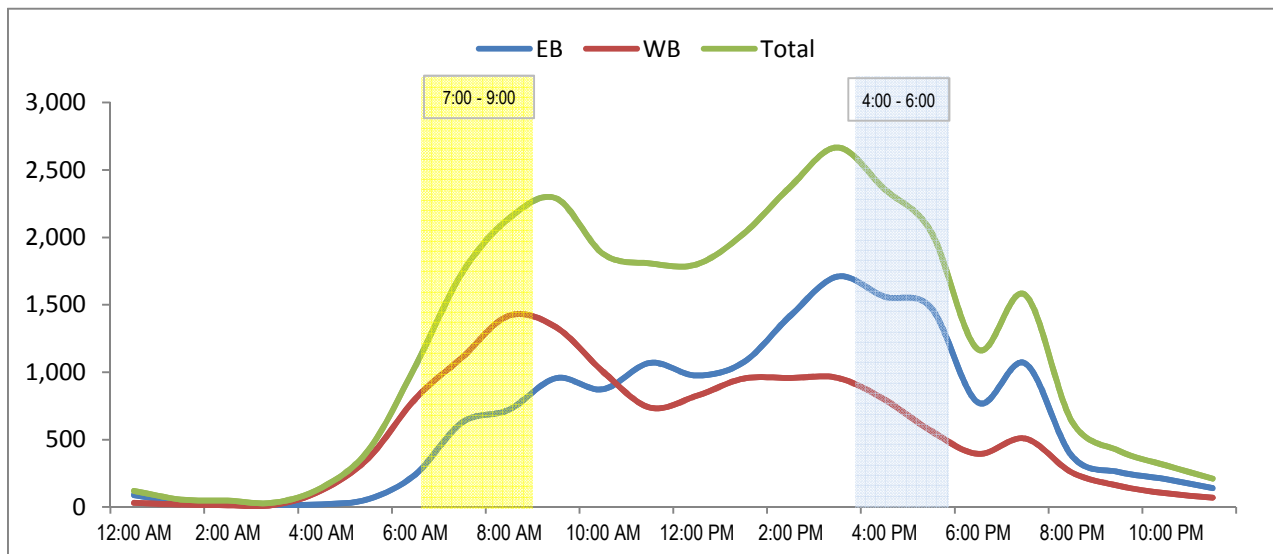
Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 21. North Torrey Pines Road North of Genesee Avenue
Orientation: East-West
Date of Count: Tuesday, May 12, 2015
Analysts: DASH
Weather: Sunny
AVC Proj. No: 15-0345

24 Hour Segment Volume					29,303			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	89	31	120	12:00 PM - 1:00 PM	975	825	1,800	
1:00 AM - 2:00 AM	36	20	56	1:00 PM - 2:00 PM	1,074	953	2,027	
2:00 AM - 3:00 AM	34	13	47	2:00 PM - 3:00 PM	1,420	957	2,377	
3:00 AM - 4:00 AM	17	16	33	3:00 PM - 4:00 PM	1,709	958	2,667	
4:00 AM - 5:00 AM	20	124	144	4:00 PM - 5:00 PM	1,561	798	2,359	
5:00 AM - 6:00 AM	59	363	422	5:00 PM - 6:00 PM	1,476	563	2,039	
6:00 AM - 7:00 AM	241	804	1,045	6:00 PM - 7:00 PM	774	394	1,168	
7:00 AM - 8:00 AM	628	1,110	1,738	7:00 PM - 8:00 PM	1,066	508	1,574	
8:00 AM - 9:00 AM	722	1,420	2,142	8:00 PM - 9:00 PM	378	256	634	
9:00 AM - 10:00 AM	956	1,334	2,290	9:00 PM - 10:00 PM	260	157	417	
10:00 AM - 11:00 AM	873	1,005	1,878	10:00 PM - 11:00 PM	207	102	309	
11:00 AM - 12:00 PM	1,069	738	1,807	11:00 PM - 12:00 AM	140	70	210	
Total	4,744	6,978	11,722	Total	11,040	6,541	17,581	

24-Hour EB Volume 15,784 **24-Hour WB Volume 13,519**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 22. North Torrey Pines Road South of Genesee Ave

Orientation: North-South

Date of Count: Tuesday, May 12, 2015

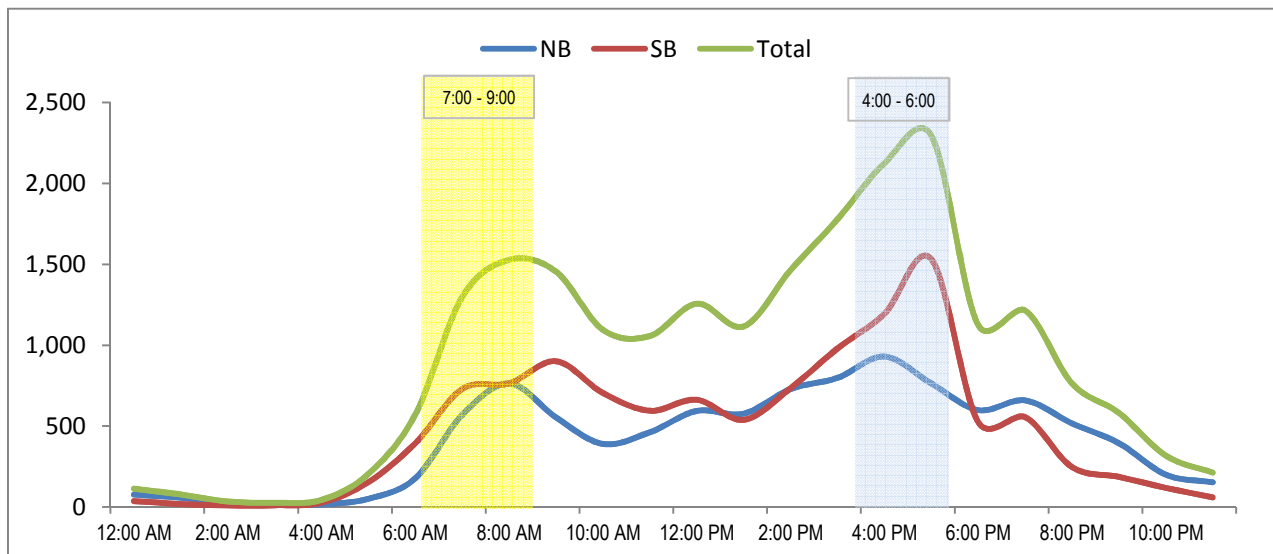
Analysts: DASH

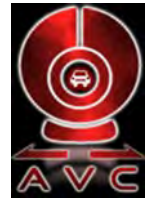
Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					21,760				
Time	Hourly Volume			Time	Hourly Volume				
	NB	SB	Total		NB	SB	Total		
12:00 AM - 1:00 AM	77	37	114	12:00 PM - 1:00 PM	594	663	1,257		
1:00 AM - 2:00 AM	58	19	77	1:00 PM - 2:00 PM	577	539	1,116		
2:00 AM - 3:00 AM	25	10	35	2:00 PM - 3:00 PM	729	735	1,464		
3:00 AM - 4:00 AM	15	11	26	3:00 PM - 4:00 PM	798	980	1,778		
4:00 AM - 5:00 AM	17	27	44	4:00 PM - 5:00 PM	930	1,194	2,124		
5:00 AM - 6:00 AM	51	154	205	5:00 PM - 6:00 PM	764	1,533	2,297		
6:00 AM - 7:00 AM	178	394	572	6:00 PM - 7:00 PM	599	526	1,125		
7:00 AM - 8:00 AM	569	730	1,299	7:00 PM - 8:00 PM	659	556	1,215		
8:00 AM - 9:00 AM	764	764	1,528	8:00 PM - 9:00 PM	517	247	764		
9:00 AM - 10:00 AM	554	901	1,455	9:00 PM - 10:00 PM	395	187	582		
10:00 AM - 11:00 AM	390	705	1,095	10:00 PM - 11:00 PM	200	118	318		
11:00 AM - 12:00 PM	462	595	1,057	11:00 PM - 12:00 AM	153	60	213		
Total	3,160	4,347	7,507	Total	6,915	7,338	14,253		

24-Hour NB Volume 10,075 **24-Hour SB Volume 11,685**





Location: 69. N. Torrey Pines Rd, North of NU System Drwy

Orientation: North-South

Date of Count: Tuesday, June 16, 2015

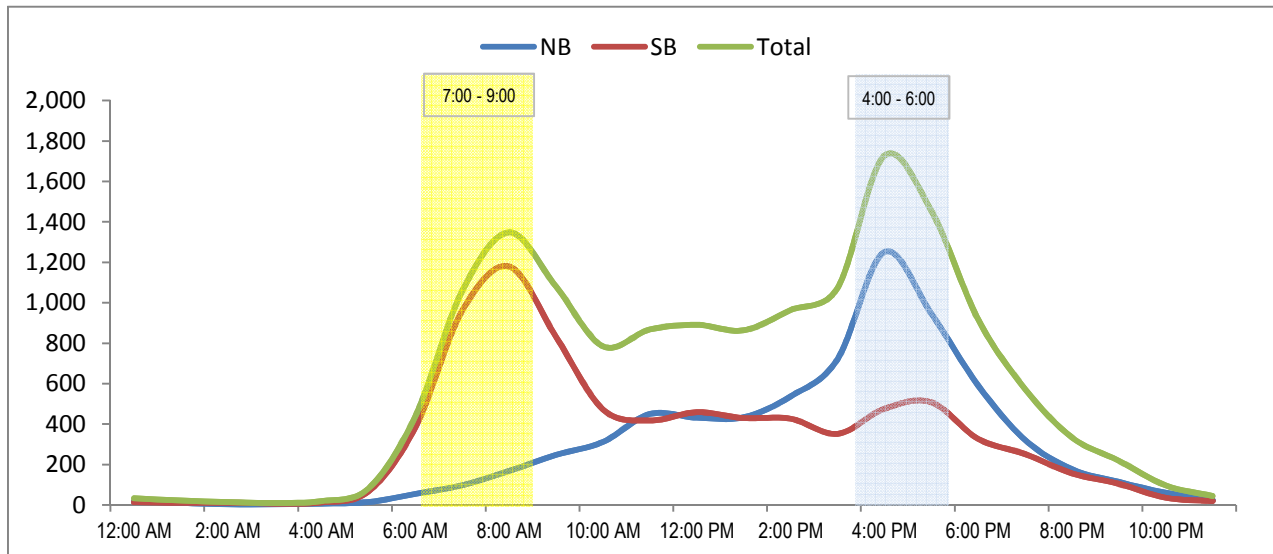
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

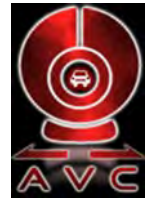
24 Hour Segment Volume					14,922			
Time	Hourly Volume			Time	Hourly Volume			
	NB	SB	Total		NB	SB	Total	
12:00 AM - 1:00 AM	18	15	33	12:00 PM - 1:00 PM	432	459	891	
1:00 AM - 2:00 AM	11	11	22	1:00 PM - 2:00 PM	434	430	864	
2:00 AM - 3:00 AM	3	12	15	2:00 PM - 3:00 PM	537	427	964	
3:00 AM - 4:00 AM	3	7	10	3:00 PM - 4:00 PM	721	352	1,073	
4:00 AM - 5:00 AM	7	13	20	4:00 PM - 5:00 PM	1,251	476	1,727	
5:00 AM - 6:00 AM	15	67	82	5:00 PM - 6:00 PM	947	508	1,455	
6:00 AM - 7:00 AM	55	384	439	6:00 PM - 7:00 PM	591	327	918	
7:00 AM - 8:00 AM	98	961	1,059	7:00 PM - 8:00 PM	322	252	574	
8:00 AM - 9:00 AM	169	1,179	1,348	8:00 PM - 9:00 PM	177	157	334	
9:00 AM - 10:00 AM	248	832	1,080	9:00 PM - 10:00 PM	114	105	219	
10:00 AM - 11:00 AM	312	473	785	10:00 PM - 11:00 PM	61	36	97	
11:00 AM - 12:00 PM	450	418	868	11:00 PM - 12:00 AM	25	20	45	
Total	1,389	4,372	5,761	Total	5,612	3,549	9,161	

24-Hour NB Volume 7,001 **24-Hour SB Volume 7,921**



24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 23. N. Torrey Pines Rd, South of Rovel College Dr

Orientation: North-South

Date of Count: Wednesday, April 29, 2015

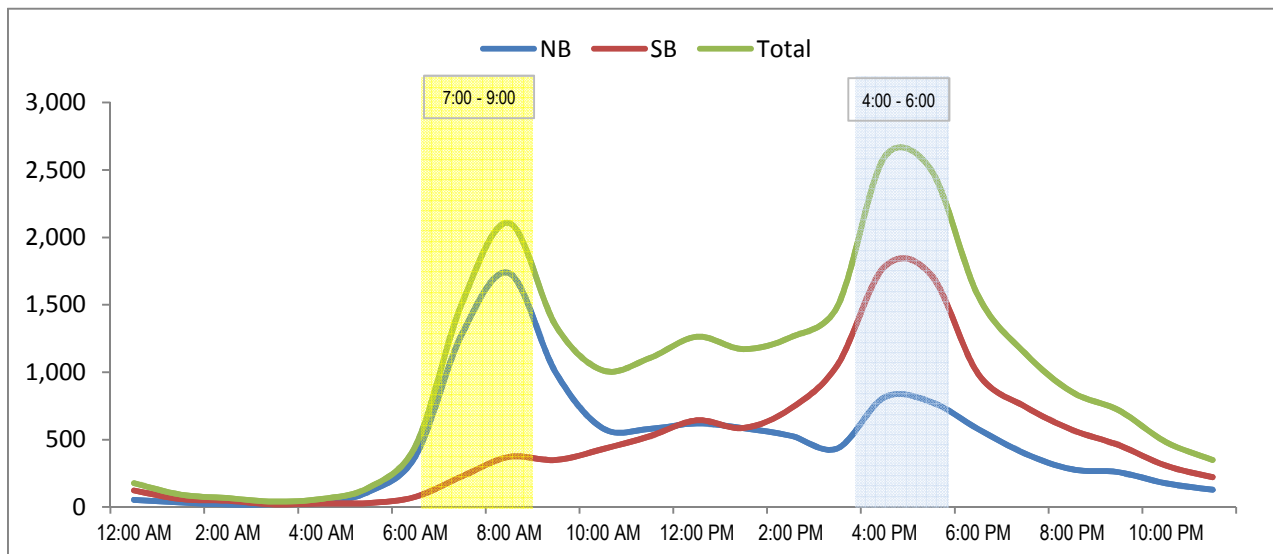
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

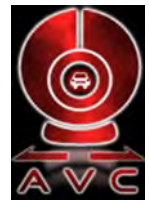
24 Hour Segment Volume					23,498				
Time	Hourly Volume			Time	Hourly Volume				
	NB	SB	Total		NB	SB	Total		
12:00 AM - 1:00 AM	54	123	177	12:00 PM - 1:00 PM	620	643	1,263		
1:00 AM - 2:00 AM	33	59	92	1:00 PM - 2:00 PM	585	586	1,171		
2:00 AM - 3:00 AM	19	47	66	2:00 PM - 3:00 PM	529	730	1,259		
3:00 AM - 4:00 AM	21	20	41	3:00 PM - 4:00 PM	435	1,054	1,489		
4:00 AM - 5:00 AM	33	27	60	4:00 PM - 5:00 PM	813	1,781	2,594		
5:00 AM - 6:00 AM	113	30	143	5:00 PM - 6:00 PM	779	1,720	2,499		
6:00 AM - 7:00 AM	376	75	451	6:00 PM - 7:00 PM	578	988	1,566		
7:00 AM - 8:00 AM	1,288	229	1,517	7:00 PM - 8:00 PM	396	745	1,141		
8:00 AM - 9:00 AM	1,735	372	2,107	8:00 PM - 9:00 PM	280	573	853		
9:00 AM - 10:00 AM	993	349	1,342	9:00 PM - 10:00 PM	258	459	717		
10:00 AM - 11:00 AM	583	430	1,013	10:00 PM - 11:00 PM	176	307	483		
11:00 AM - 12:00 PM	580	525	1,105	11:00 PM - 12:00 AM	128	221	349		
Total	5,828	2,286	8,114	Total	5,577	9,807	15,384		

24-Hour NB Volume 11,405 **24-Hour SB Volume 12,093**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 55. Nobel Drive West of I-5 SB On Ramps

Orientation: East-West

Date of Count: Tuesday, May 12, 2015

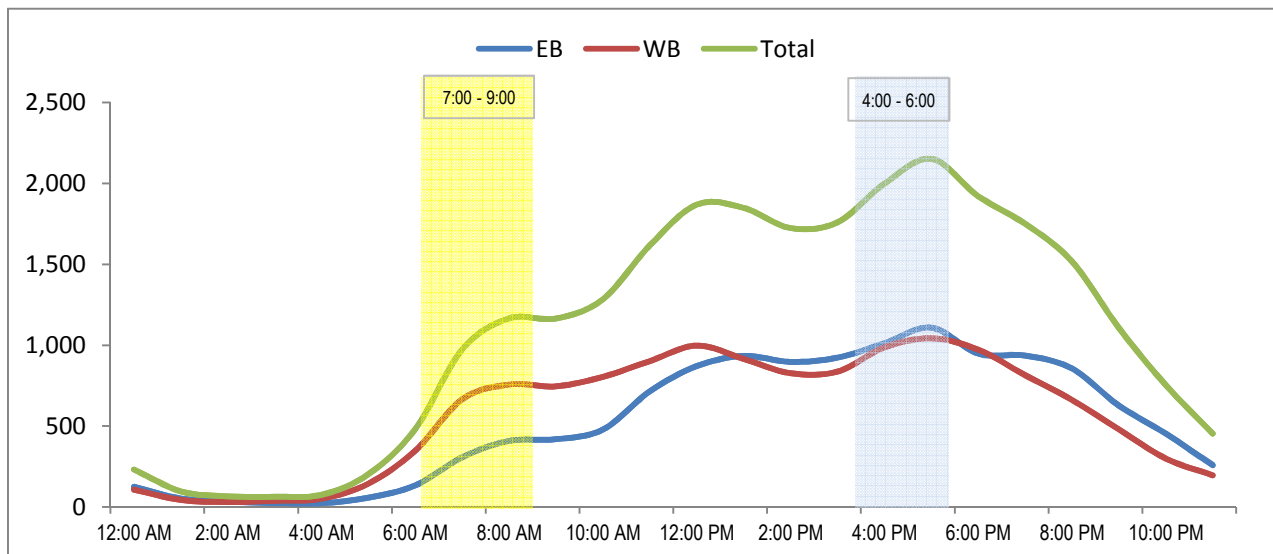
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

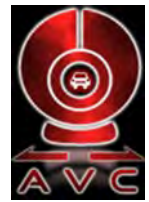
24 Hour Segment Volume					26,284		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	125	107	232	12:00 PM - 1:00 PM	871	998	1,869
1:00 AM - 2:00 AM	53	44	97	1:00 PM - 2:00 PM	934	915	1,849
2:00 AM - 3:00 AM	35	31	66	2:00 PM - 3:00 PM	897	827	1,724
3:00 AM - 4:00 AM	25	39	64	3:00 PM - 4:00 PM	923	837	1,760
4:00 AM - 5:00 AM	24	52	76	4:00 PM - 5:00 PM	1,012	986	1,998
5:00 AM - 6:00 AM	58	145	203	5:00 PM - 6:00 PM	1,109	1,043	2,152
6:00 AM - 7:00 AM	134	349	483	6:00 PM - 7:00 PM	948	973	1,921
7:00 AM - 8:00 AM	308	666	974	7:00 PM - 8:00 PM	936	815	1,751
8:00 AM - 9:00 AM	409	757	1,166	8:00 PM - 9:00 PM	856	662	1,518
9:00 AM - 10:00 AM	419	746	1,165	9:00 PM - 10:00 PM	627	480	1,107
10:00 AM - 11:00 AM	479	805	1,284	10:00 PM - 11:00 PM	454	300	754
11:00 AM - 12:00 PM	715	902	1,617	11:00 PM - 12:00 AM	258	196	454
Total	2,784	4,643	7,427	Total	9,825	9,032	18,857

24-Hour EB Volume 12,609 24-Hour WB Volume 13,675



Kimley»Horn 24 Hour Segment Count

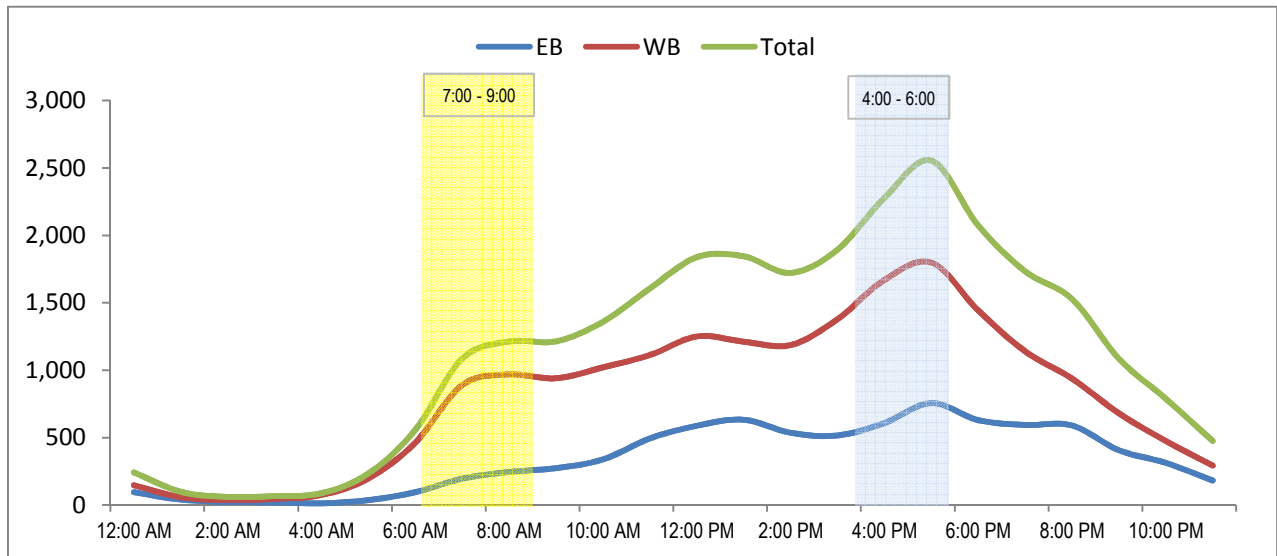
Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 61. Nobel Drive Between I-5 NB & SB Ramps
Orientation: East-West
Date of Count: Tuesday, May 12, 2015
Analysts: DASH
Weather: Sunny
AVC Proj. No: 15-0345

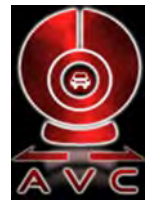
24 Hour Segment Volume					27,642			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	95	147	242	12:00 PM - 1:00 PM	588	1,250	1,838	
1:00 AM - 2:00 AM	40	58	98	1:00 PM - 2:00 PM	633	1,212	1,845	
2:00 AM - 3:00 AM	23	38	61	2:00 PM - 3:00 PM	536	1,186	1,722	
3:00 AM - 4:00 AM	20	46	66	3:00 PM - 4:00 PM	516	1,378	1,894	
4:00 AM - 5:00 AM	13	75	88	4:00 PM - 5:00 PM	608	1,669	2,277	
5:00 AM - 6:00 AM	37	197	234	5:00 PM - 6:00 PM	756	1,799	2,555	
6:00 AM - 7:00 AM	95	463	558	6:00 PM - 7:00 PM	630	1,444	2,074	
7:00 AM - 8:00 AM	196	890	1,086	7:00 PM - 8:00 PM	594	1,140	1,734	
8:00 AM - 9:00 AM	245	968	1,213	8:00 PM - 9:00 PM	590	938	1,528	
9:00 AM - 10:00 AM	274	940	1,214	9:00 PM - 10:00 PM	406	680	1,086	
10:00 AM - 11:00 AM	338	1,021	1,359	10:00 PM - 11:00 PM	313	476	789	
11:00 AM - 12:00 PM	494	1,112	1,606	11:00 PM - 12:00 AM	182	293	475	
Total	1,870	5,955	7,825	Total	6,352	13,465	19,817	

24-Hour EB Volume 8,222 **24-Hour WB Volume 19,420**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 54. Nobel Drive East of University Center Lane

Orientation: East-West

Date of Count: Tuesday, April 28, 2015

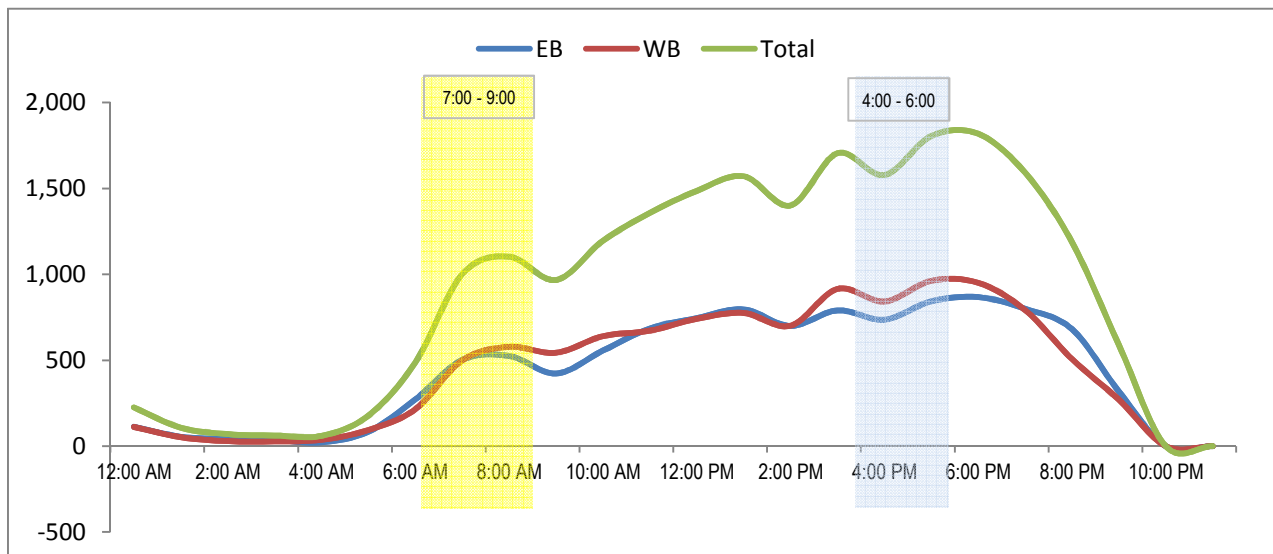
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

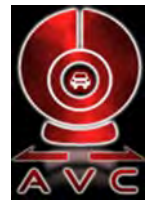
24 Hour Segment Volume					21,546		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	113	112	225	12:00 PM - 1:00 PM	745	741	1,486
1:00 AM - 2:00 AM	55	52	107	1:00 PM - 2:00 PM	796	775	1,571
2:00 AM - 3:00 AM	41	29	70	2:00 PM - 3:00 PM	700	701	1,401
3:00 AM - 4:00 AM	35	27	62	3:00 PM - 4:00 PM	790	915	1,705
4:00 AM - 5:00 AM	23	37	60	4:00 PM - 5:00 PM	736	842	1,578
5:00 AM - 6:00 AM	84	94	178	5:00 PM - 6:00 PM	843	962	1,805
6:00 AM - 7:00 AM	272	215	487	6:00 PM - 7:00 PM	867	951	1,818
7:00 AM - 8:00 AM	502	499	1,001	7:00 PM - 8:00 PM	800	792	1,592
8:00 AM - 9:00 AM	525	578	1,103	8:00 PM - 9:00 PM	681	507	1,188
9:00 AM - 10:00 AM	423	544	967	9:00 PM - 10:00 PM	318	271	589
10:00 AM - 11:00 AM	556	640	1,196	10:00 PM - 11:00 PM	0	0	0
11:00 AM - 12:00 PM	685	672	1,357	11:00 PM - 12:00 AM	0	0	0
Total	3,314	3,499	6,813	Total	7,276	7,457	14,733

24-Hour EB Volume 10,590 24-Hour WB Volume 10,956



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 51. Nobel Drive East of Lebon Drive

Orientation: East-West

Date of Count: Tuesday, April 28, 2015

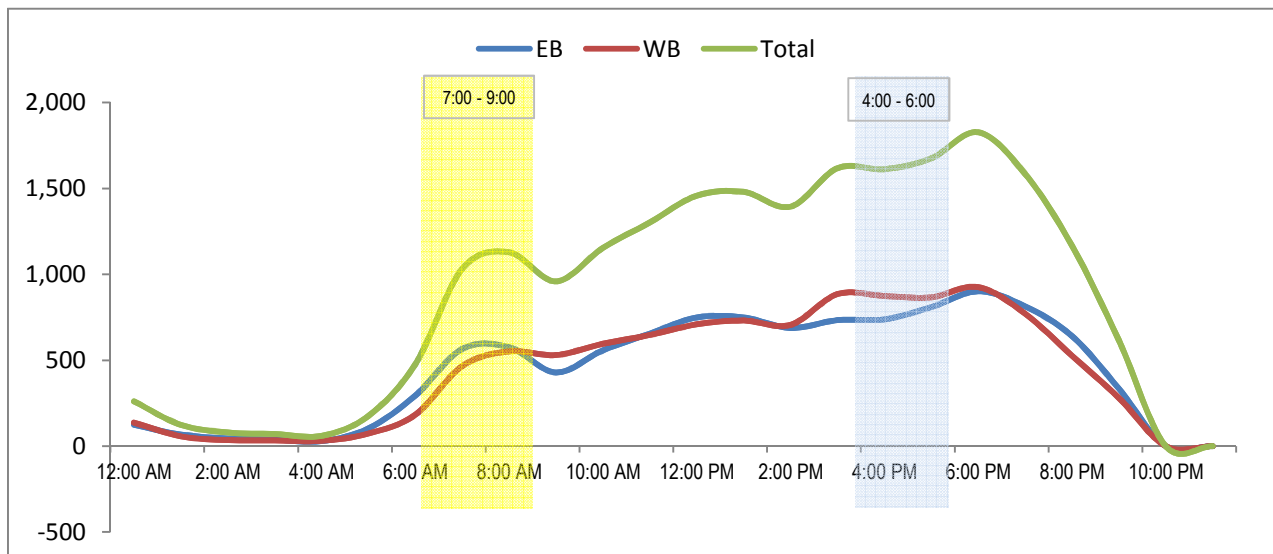
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

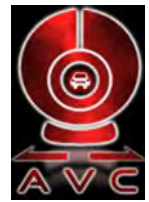
24 Hour Segment Volume					21,256		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	124	137	261	12:00 PM - 1:00 PM	749	709	1,458
1:00 AM - 2:00 AM	67	57	124	1:00 PM - 2:00 PM	749	731	1,480
2:00 AM - 3:00 AM	45	35	80	2:00 PM - 3:00 PM	688	706	1,394
3:00 AM - 4:00 AM	38	33	71	3:00 PM - 4:00 PM	733	885	1,618
4:00 AM - 5:00 AM	29	31	60	4:00 PM - 5:00 PM	738	874	1,612
5:00 AM - 6:00 AM	103	73	176	5:00 PM - 6:00 PM	809	866	1,675
6:00 AM - 7:00 AM	294	183	477	6:00 PM - 7:00 PM	901	926	1,827
7:00 AM - 8:00 AM	566	466	1,032	7:00 PM - 8:00 PM	814	771	1,585
8:00 AM - 9:00 AM	576	552	1,128	8:00 PM - 9:00 PM	641	526	1,167
9:00 AM - 10:00 AM	429	530	959	9:00 PM - 10:00 PM	335	281	616
10:00 AM - 11:00 AM	558	596	1,154	10:00 PM - 11:00 PM	0	0	0
11:00 AM - 12:00 PM	655	647	1302	11:00 PM - 12:00 AM	0	0	0
Total	3,484	3,340	6,824	Total	7,157	7,275	14,432

24-Hour EB Volume 10,641 24-Hour WB Volume 10,615



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 50. Nobel Drive West of Regents Road

Orientation: East-West

Date of Count: Wednesday, May 06, 2015

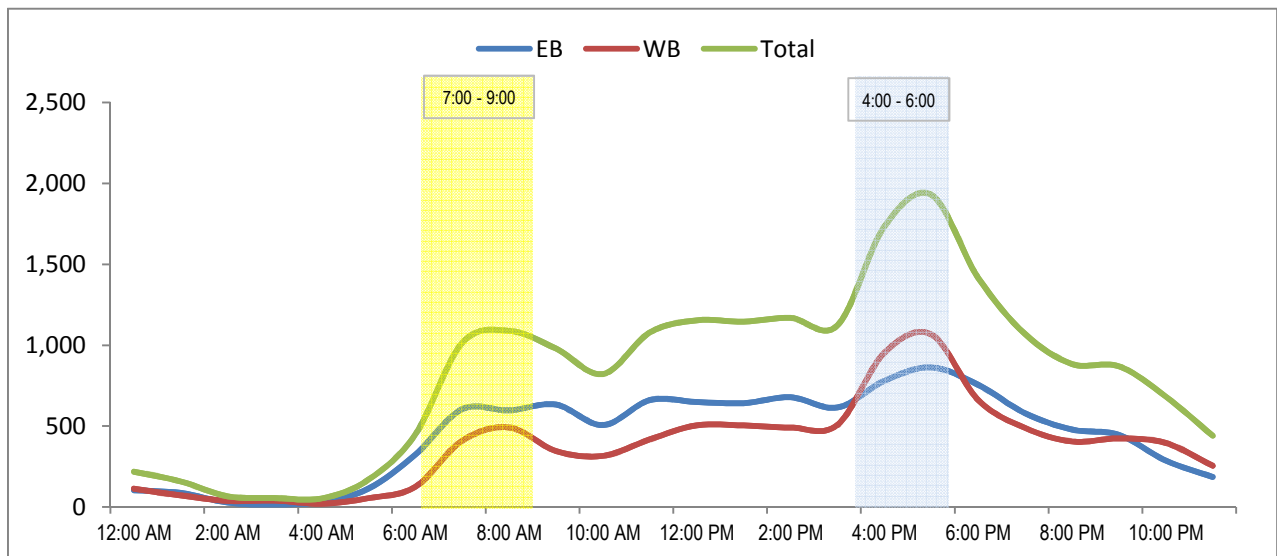
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

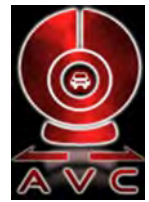
24 Hour Segment Volume					19,772		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	104	114	218	12:00 PM - 1:00 PM	649	505	1,154
1:00 AM - 2:00 AM	87	71	158	1:00 PM - 2:00 PM	642	504	1,146
2:00 AM - 3:00 AM	28	38	66	2:00 PM - 3:00 PM	678	491	1,169
3:00 AM - 4:00 AM	16	40	56	3:00 PM - 4:00 PM	615	508	1,123
4:00 AM - 5:00 AM	32	21	53	4:00 PM - 5:00 PM	780	953	1,733
5:00 AM - 6:00 AM	114	55	169	5:00 PM - 6:00 PM	863	1,067	1,930
6:00 AM - 7:00 AM	324	125	449	6:00 PM - 7:00 PM	755	662	1,417
7:00 AM - 8:00 AM	605	410	1,015	7:00 PM - 8:00 PM	580	489	1,069
8:00 AM - 9:00 AM	597	492	1,089	8:00 PM - 9:00 PM	479	405	884
9:00 AM - 10:00 AM	633	346	979	9:00 PM - 10:00 PM	446	424	870
10:00 AM - 11:00 AM	506	316	822	10:00 PM - 11:00 PM	287	396	683
11:00 AM - 12:00 PM	661	418	1079	11:00 PM - 12:00 AM	186	255	441
Total	3,707	2,446	6,153	Total	6,960	6,659	13,619

24-Hour EB Volume 10,667 **24-Hour WB Volume 9,105**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 11. Nobel Drive East of Genesee Avenue

Orientation: East-West

Date of Count: Wednesday, May 06, 2015

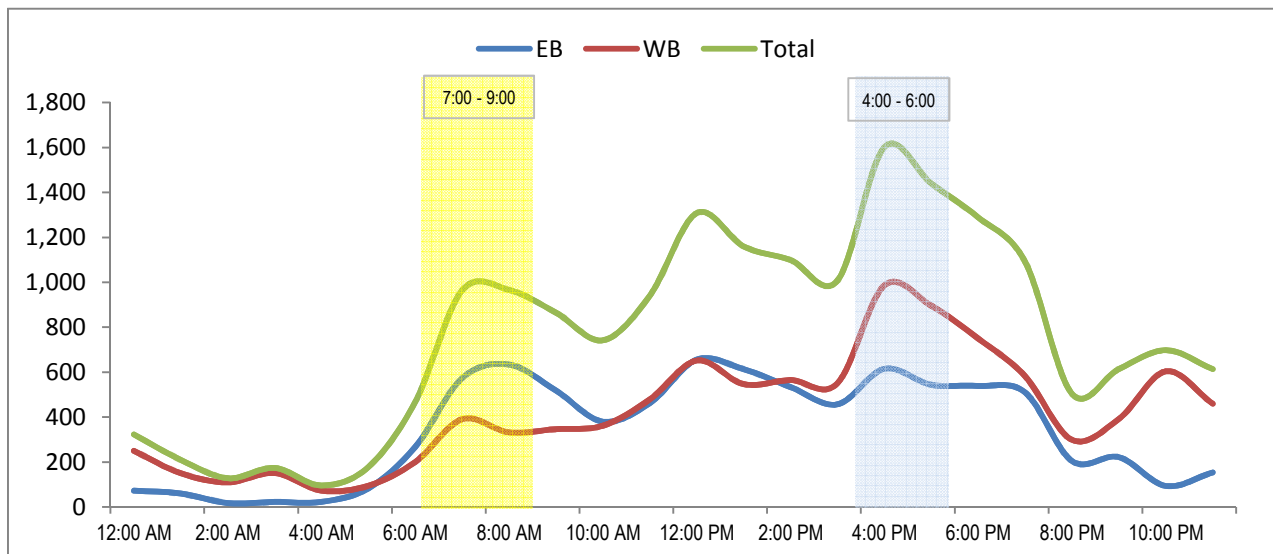
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

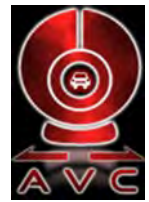
24 Hour Segment Volume					18,484		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	73	250	323	12:00 PM - 1:00 PM	656	652	1,308
1:00 AM - 2:00 AM	60	150	210	1:00 PM - 2:00 PM	613	547	1,160
2:00 AM - 3:00 AM	18	110	128	2:00 PM - 3:00 PM	534	565	1,099
3:00 AM - 4:00 AM	23	151	174	3:00 PM - 4:00 PM	457	551	1,008
4:00 AM - 5:00 AM	23	73	96	4:00 PM - 5:00 PM	615	986	1,601
5:00 AM - 6:00 AM	83	95	178	5:00 PM - 6:00 PM	544	896	1,440
6:00 AM - 7:00 AM	268	201	469	6:00 PM - 7:00 PM	539	750	1,289
7:00 AM - 8:00 AM	574	391	965	7:00 PM - 8:00 PM	510	582	1,092
8:00 AM - 9:00 AM	634	332	966	8:00 PM - 9:00 PM	205	299	504
9:00 AM - 10:00 AM	518	347	865	9:00 PM - 10:00 PM	222	392	614
10:00 AM - 11:00 AM	380	362	742	10:00 PM - 11:00 PM	94	604	698
11:00 AM - 12:00 PM	462	479	941	11:00 PM - 12:00 AM	154	460	614
Total	3,116	2,941	6,057	Total	5,143	7,284	12,427

24-Hour EB Volume 8,259 24-Hour WB Volume 10,225



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 49. Nobel Drive East of Towne Center Dr

Orientation: East-West

Date of Count: Wednesday, May 13, 2015

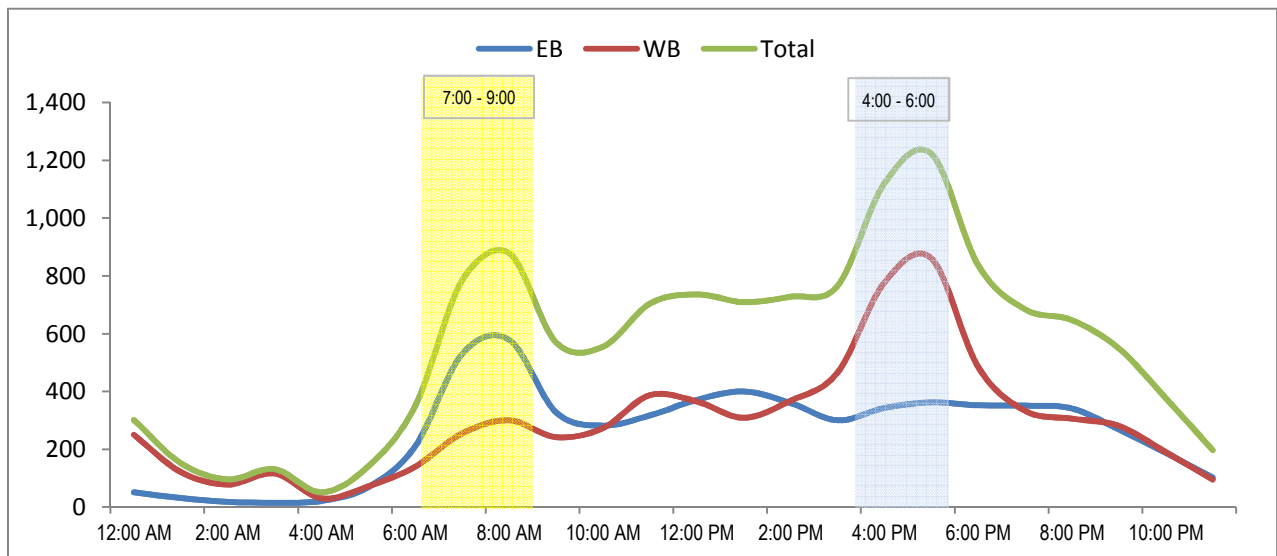
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					13,288				
Time	Hourly Volume			Time	Hourly Volume				
	EB	WB	Total		EB	WB	Total		
12:00 AM - 1:00 AM	51	250	301	12:00 PM - 1:00 PM	371	365	736		
1:00 AM - 2:00 AM	31	121	152	1:00 PM - 2:00 PM	400	309	709		
2:00 AM - 3:00 AM	18	78	96	2:00 PM - 3:00 PM	360	368	728		
3:00 AM - 4:00 AM	15	116	131	3:00 PM - 4:00 PM	300	465	765		
4:00 AM - 5:00 AM	21	30	51	4:00 PM - 5:00 PM	343	777	1,120		
5:00 AM - 6:00 AM	69	72	141	5:00 PM - 6:00 PM	362	861	1,223		
6:00 AM - 7:00 AM	211	140	351	6:00 PM - 7:00 PM	352	485	837		
7:00 AM - 8:00 AM	530	255	785	7:00 PM - 8:00 PM	351	333	684		
8:00 AM - 9:00 AM	579	300	879	8:00 PM - 9:00 PM	341	306	647		
9:00 AM - 10:00 AM	328	242	570	9:00 PM - 10:00 PM	268	281	549		
10:00 AM - 11:00 AM	282	273	555	10:00 PM - 11:00 PM	187	190	377		
11:00 AM - 12:00 PM	317	387	704	11:00 PM - 12:00 AM	102	95	197		
Total	2,452	2,264	4,716	Total	3,737	4,835	8,572		

24-Hour EB Volume 6,189 **24-Hour WB Volume 7,099**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 48. Nobel Drive West of Judicial Dr

Orientation: East-West

Date of Count: Wednesday, May 13, 2015

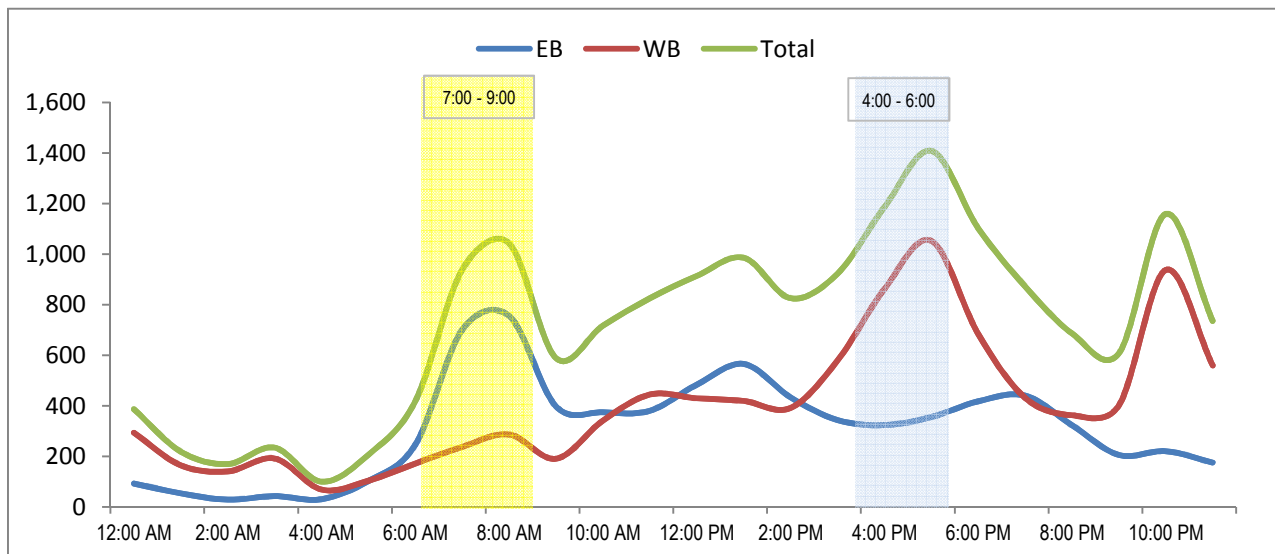
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

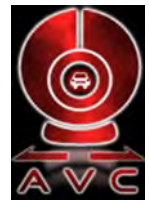
24 Hour Segment Volume					17,261		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	93	294	387	12:00 PM - 1:00 PM	484	430	914
1:00 AM - 2:00 AM	54	165	219	1:00 PM - 2:00 PM	566	420	986
2:00 AM - 3:00 AM	29	141	170	2:00 PM - 3:00 PM	434	392	826
3:00 AM - 4:00 AM	43	192	235	3:00 PM - 4:00 PM	344	579	923
4:00 AM - 5:00 AM	31	69	100	4:00 PM - 5:00 PM	324	862	1,186
5:00 AM - 6:00 AM	103	104	207	5:00 PM - 6:00 PM	356	1,053	1,409
6:00 AM - 7:00 AM	247	172	419	6:00 PM - 7:00 PM	418	685	1,103
7:00 AM - 8:00 AM	701	238	939	7:00 PM - 8:00 PM	441	432	873
8:00 AM - 9:00 AM	756	287	1,043	8:00 PM - 9:00 PM	324	363	687
9:00 AM - 10:00 AM	398	191	589	9:00 PM - 10:00 PM	206	402	608
10:00 AM - 11:00 AM	375	342	717	10:00 PM - 11:00 PM	221	938	1,159
11:00 AM - 12:00 PM	381	445	826	11:00 PM - 12:00 AM	176	560	736
Total	3,211	2,640	5,851	Total	4,294	7,116	11,410

24-Hour EB Volume 7,505 24-Hour WB Volume 9,756



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 47. Nobel Drive East of Judicial Dr

Orientation: East-West

Date of Count: Wednesday, May 13, 2015

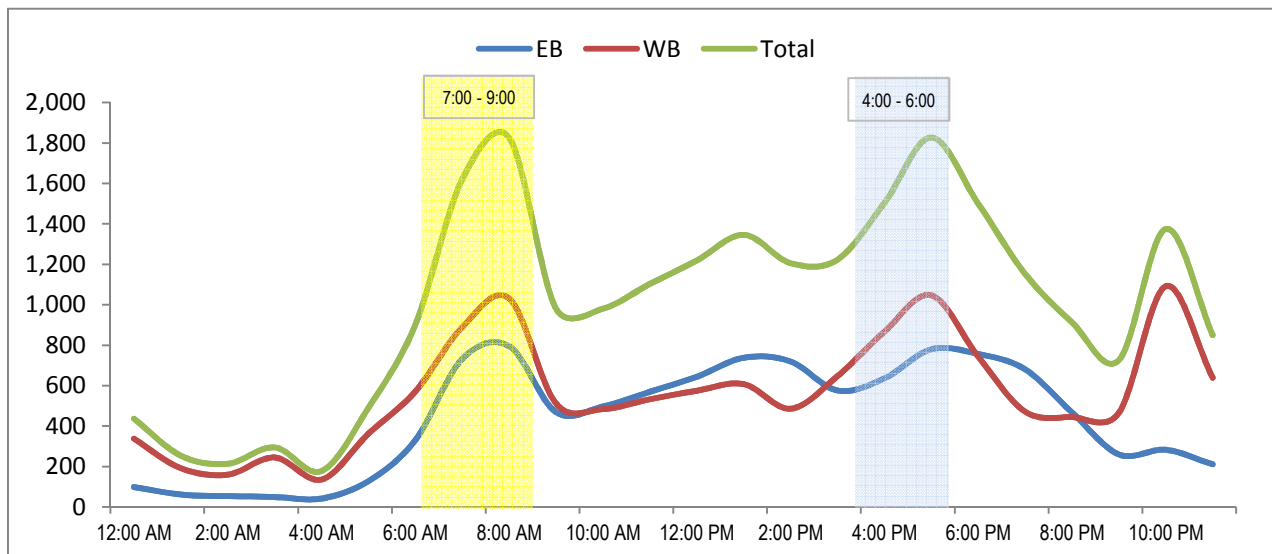
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

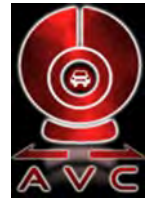
24 Hour Segment Volume					24,125		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	99	338	437	12:00 PM - 1:00 PM	644	575	1,219
1:00 AM - 2:00 AM	62	192	254	1:00 PM - 2:00 PM	738	608	1,346
2:00 AM - 3:00 AM	54	160	214	2:00 PM - 3:00 PM	720	486	1,206
3:00 AM - 4:00 AM	50	245	295	3:00 PM - 4:00 PM	576	647	1,223
4:00 AM - 5:00 AM	42	136	178	4:00 PM - 5:00 PM	636	867	1,503
5:00 AM - 6:00 AM	128	363	491	5:00 PM - 6:00 PM	780	1,047	1,827
6:00 AM - 7:00 AM	331	571	902	6:00 PM - 7:00 PM	757	744	1,501
7:00 AM - 8:00 AM	732	889	1,621	7:00 PM - 8:00 PM	681	472	1,153
8:00 AM - 9:00 AM	795	1,031	1,826	8:00 PM - 9:00 PM	468	445	913
9:00 AM - 10:00 AM	469	512	981	9:00 PM - 10:00 PM	260	466	726
10:00 AM - 11:00 AM	497	484	981	10:00 PM - 11:00 PM	283	1,092	1,375
11:00 AM - 12:00 PM	570	533	1103	11:00 PM - 12:00 AM	211	639	850
Total	3,829	5,454	9,283	Total	6,754	8,088	14,842

24-Hour EB Volume 10,583 24-Hour WB Volume 13,542



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 64. Nobel Drive Between I-805 NB & SB Ramps

Orientation: East-West

Date of Count: Wednesday, May 06, 2015

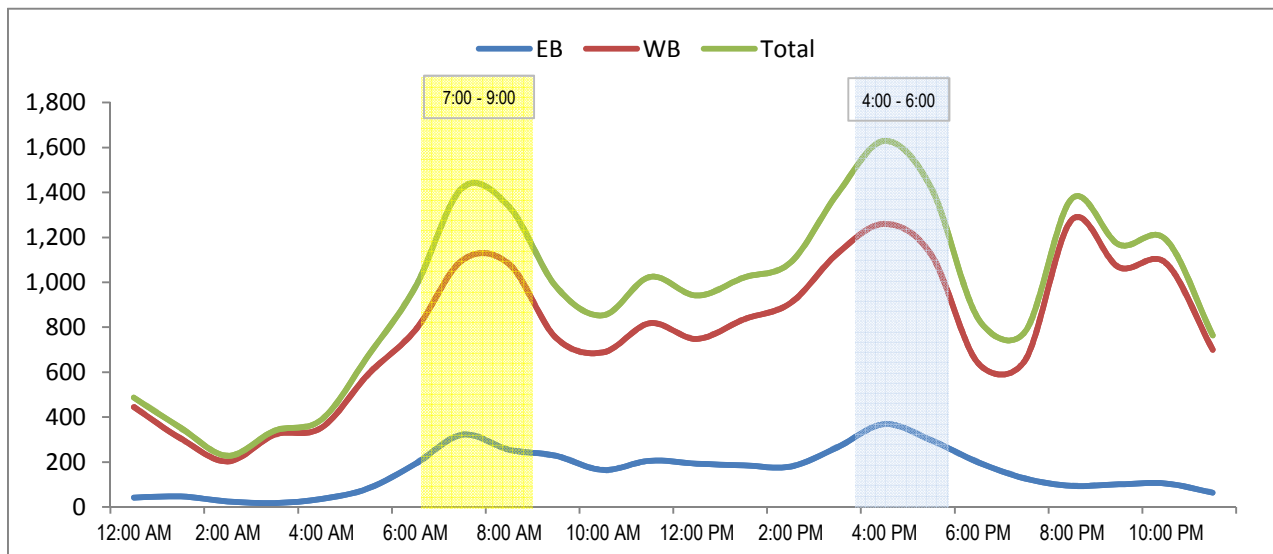
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

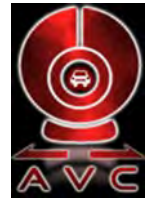
24 Hour Segment Volume					22,672			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	42	445	487	12:00 PM - 1:00 PM	193	748	941	
1:00 AM - 2:00 AM	47	305	352	1:00 PM - 2:00 PM	186	835	1,021	
2:00 AM - 3:00 AM	25	203	228	2:00 PM - 3:00 PM	180	908	1,088	
3:00 AM - 4:00 AM	18	322	340	3:00 PM - 4:00 PM	266	1,128	1,394	
4:00 AM - 5:00 AM	36	353	389	4:00 PM - 5:00 PM	369	1,260	1,629	
5:00 AM - 6:00 AM	83	592	675	5:00 PM - 6:00 PM	297	1,123	1,420	
6:00 AM - 7:00 AM	192	787	979	6:00 PM - 7:00 PM	199	640	839	
7:00 AM - 8:00 AM	322	1,098	1,420	7:00 PM - 8:00 PM	127	653	780	
8:00 AM - 9:00 AM	255	1,081	1,336	8:00 PM - 9:00 PM	94	1,279	1,373	
9:00 AM - 10:00 AM	228	753	981	9:00 PM - 10:00 PM	101	1,067	1,168	
10:00 AM - 11:00 AM	165	688	853	10:00 PM - 11:00 PM	105	1,086	1,191	
11:00 AM - 12:00 PM	206	818	1024	11:00 PM - 12:00 AM	64	700	764	
Total	1,619	7,445	9,064	Total	2,181	11,427	13,608	

24-Hour EB Volume 3,800 **24-Hour WB Volume 18,872**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 39. Nobel Drive South of Miramar Road

Orientation: North-South

Date of Count: Wednesday, May 13, 2015

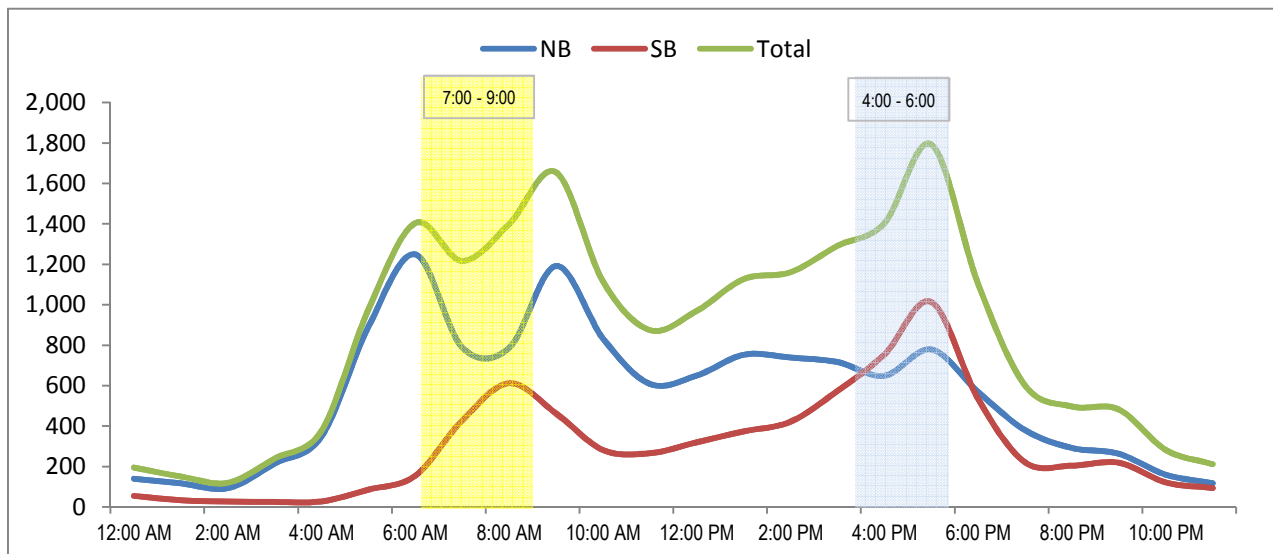
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

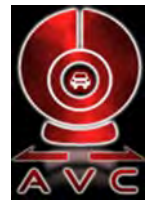
24 Hour Segment Volume					20,648		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	140	55	195	12:00 PM - 1:00 PM	650	320	970
1:00 AM - 2:00 AM	117	34	151	1:00 PM - 2:00 PM	753	374	1,127
2:00 AM - 3:00 AM	93	27	120	2:00 PM - 3:00 PM	739	422	1,161
3:00 AM - 4:00 AM	215	25	240	3:00 PM - 4:00 PM	717	574	1,291
4:00 AM - 5:00 AM	349	28	377	4:00 PM - 5:00 PM	649	754	1,403
5:00 AM - 6:00 AM	891	86	977	5:00 PM - 6:00 PM	779	1,014	1,793
6:00 AM - 7:00 AM	1,249	155	1,404	6:00 PM - 7:00 PM	569	534	1,103
7:00 AM - 8:00 AM	789	428	1,217	7:00 PM - 8:00 PM	380	221	601
8:00 AM - 9:00 AM	787	612	1,399	8:00 PM - 9:00 PM	292	205	497
9:00 AM - 10:00 AM	1,192	463	1,655	9:00 PM - 10:00 PM	263	219	482
10:00 AM - 11:00 AM	834	282	1,116	10:00 PM - 11:00 PM	160	122	282
11:00 AM - 12:00 PM	609	266	875	11:00 PM - 12:00 AM	118	94	212
Total	7,265	2,461	9,726	Total	6,069	4,853	10,922

24-Hour NB Volume 13,334 **24-Hour SB Volume 7,314**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 68. Regents Road South of Genesee Avenue

Orientation: East-West

Date of Count: Tuesday, May 12, 2015

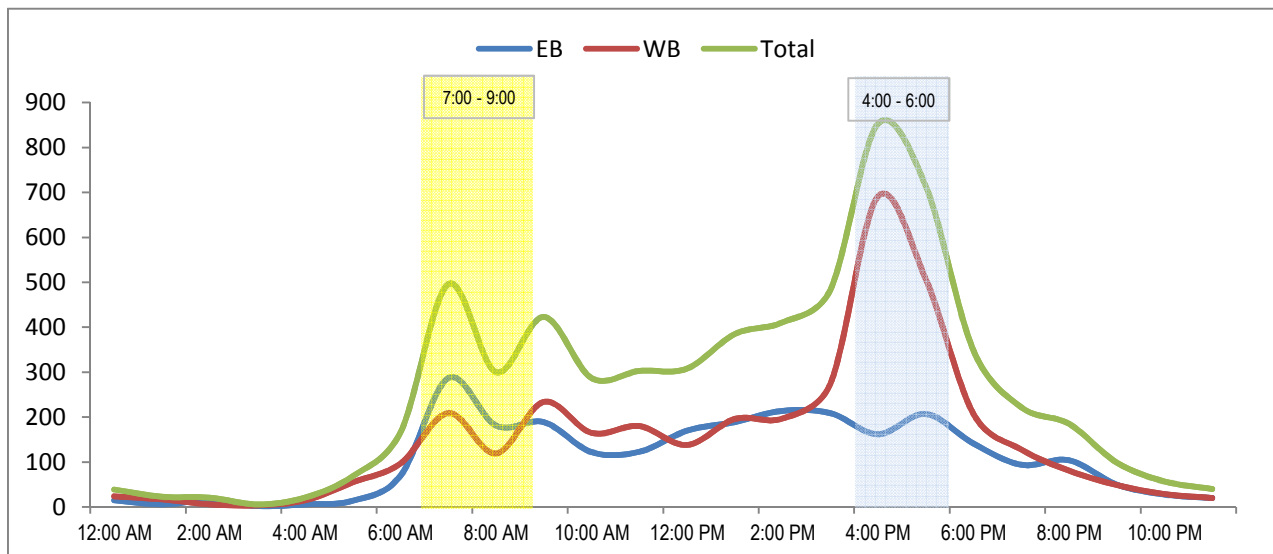
Analysts: DASH

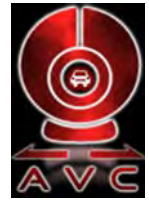
Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					6,260			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	15	24	39	12:00 PM - 1:00 PM	170	138	308	
1:00 AM - 2:00 AM	6	17	23	1:00 PM - 2:00 PM	189	196	385	
2:00 AM - 3:00 AM	15	6	21	2:00 PM - 3:00 PM	214	197	411	
3:00 AM - 4:00 AM	2	4	6	3:00 PM - 4:00 PM	209	274	483	
4:00 AM - 5:00 AM	6	15	21	4:00 PM - 5:00 PM	162	691	853	
5:00 AM - 6:00 AM	14	55	69	5:00 PM - 6:00 PM	207	507	714	
6:00 AM - 7:00 AM	70	97	167	6:00 PM - 7:00 PM	141	207	348	
7:00 AM - 8:00 AM	287	209	496	7:00 PM - 8:00 PM	94	128	222	
8:00 AM - 9:00 AM	181	119	300	8:00 PM - 9:00 PM	104	81	185	
9:00 AM - 10:00 AM	189	234	423	9:00 PM - 10:00 PM	50	49	99	
10:00 AM - 11:00 AM	122	165	287	10:00 PM - 11:00 PM	28	29	57	
11:00 AM - 12:00 PM	123	180	303	11:00 PM - 12:00 AM	20	20	40	
Total	1,030	1,125	2,155	Total	1,588	2,517	4,105	

24-Hour EB Volume 2,618 **24-Hour WB Volume 3,642**





Location: 40. Regents Rd, South of Executive Dr

Orientation: North-South

Date of Count: Tuesday, May 12, 2015

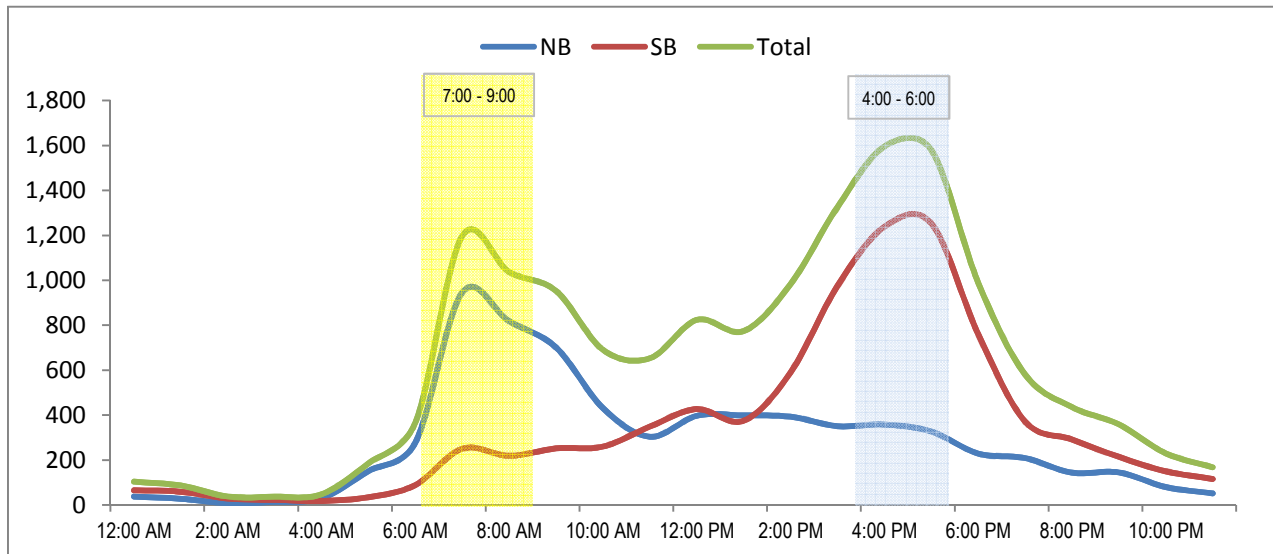
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

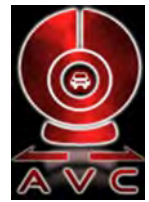
24 Hour Segment Volume					15,245		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	38	66	104	12:00 PM - 1:00 PM	397	427	824
1:00 AM - 2:00 AM	28	59	87	1:00 PM - 2:00 PM	399	375	774
2:00 AM - 3:00 AM	9	29	38	2:00 PM - 3:00 PM	393	590	983
3:00 AM - 4:00 AM	14	23	37	3:00 PM - 4:00 PM	351	975	1,326
4:00 AM - 5:00 AM	30	18	48	4:00 PM - 5:00 PM	358	1,238	1,596
5:00 AM - 6:00 AM	151	35	186	5:00 PM - 6:00 PM	327	1,253	1,580
6:00 AM - 7:00 AM	278	89	367	6:00 PM - 7:00 PM	229	761	990
7:00 AM - 8:00 AM	946	251	1,197	7:00 PM - 8:00 PM	209	372	581
8:00 AM - 9:00 AM	818	219	1,037	8:00 PM - 9:00 PM	144	292	436
9:00 AM - 10:00 AM	701	252	953	9:00 PM - 10:00 PM	145	214	359
10:00 AM - 11:00 AM	431	260	691	10:00 PM - 11:00 PM	80	150	230
11:00 AM - 12:00 PM	304	349	653	11:00 PM - 12:00 AM	52	116	168
Total	3,748	1,650	5,398	Total	3,084	6,763	9,847

24-Hour NB Volume 6,832 **24-Hour SB Volume 8,413**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 45. Regents Road South of La Jolla Village Dr

Orientation: North-South

Date of Count: Tuesday, May 05, 2015

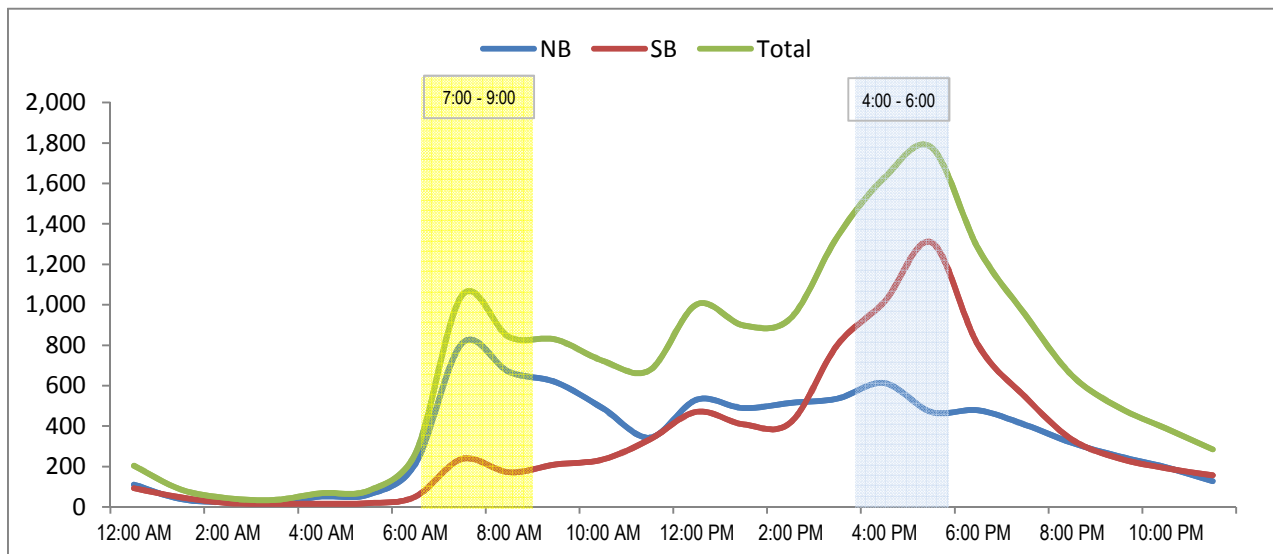
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

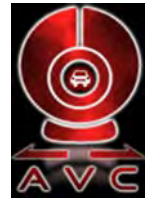
24 Hour Segment Volume					16,525		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	111	93	204	12:00 PM - 1:00 PM	531	471	1,002
1:00 AM - 2:00 AM	39	48	87	1:00 PM - 2:00 PM	489	409	898
2:00 AM - 3:00 AM	24	20	44	2:00 PM - 3:00 PM	515	418	933
3:00 AM - 4:00 AM	19	16	35	3:00 PM - 4:00 PM	536	802	1,338
4:00 AM - 5:00 AM	52	17	69	4:00 PM - 5:00 PM	613	1,015	1,628
5:00 AM - 6:00 AM	62	19	81	5:00 PM - 6:00 PM	470	1,309	1,779
6:00 AM - 7:00 AM	213	51	264	6:00 PM - 7:00 PM	478	800	1,278
7:00 AM - 8:00 AM	810	238	1,048	7:00 PM - 8:00 PM	407	545	952
8:00 AM - 9:00 AM	668	172	840	8:00 PM - 9:00 PM	317	334	651
9:00 AM - 10:00 AM	617	211	828	9:00 PM - 10:00 PM	251	241	492
10:00 AM - 11:00 AM	488	235	723	10:00 PM - 11:00 PM	197	192	389
11:00 AM - 12:00 PM	343	334	677	11:00 PM - 12:00 AM	128	157	285
Total	3,446	1,454	4,900	Total	4,932	6,693	11,625

24-Hour NB Volume 8,378 **24-Hour SB Volume 8,147**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 46. Regents Road South of Nobel Drive

Orientation: North-South

Date of Count: Wednesday, May 06, 2015

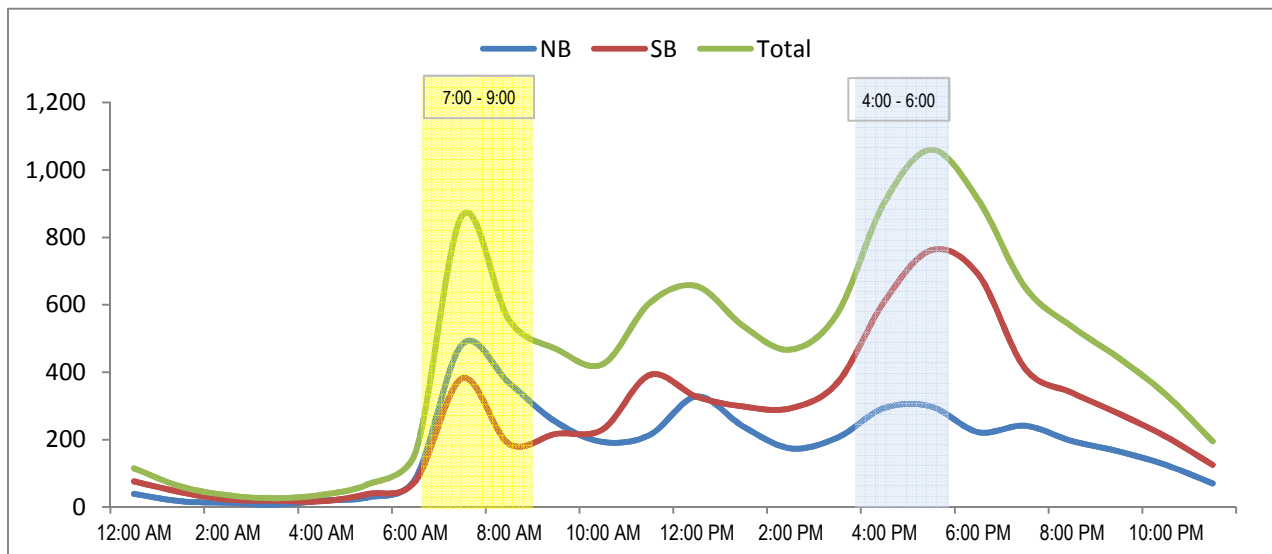
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

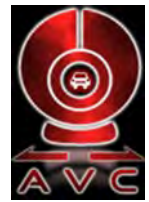
24 Hour Segment Volume					10,688			
Time	Hourly Volume			Time	Hourly Volume			
	NB	SB	Total		NB	SB	Total	
12:00 AM - 1:00 AM	39	76	115	12:00 PM - 1:00 PM	328	327	655	
1:00 AM - 2:00 AM	17	44	61	1:00 PM - 2:00 PM	238	298	536	
2:00 AM - 3:00 AM	13	22	35	2:00 PM - 3:00 PM	174	293	467	
3:00 AM - 4:00 AM	7	19	26	3:00 PM - 4:00 PM	206	369	575	
4:00 AM - 5:00 AM	19	17	36	4:00 PM - 5:00 PM	294	610	904	
5:00 AM - 6:00 AM	29	39	68	5:00 PM - 6:00 PM	298	762	1,060	
6:00 AM - 7:00 AM	84	77	161	6:00 PM - 7:00 PM	222	690	912	
7:00 AM - 8:00 AM	483	382	865	7:00 PM - 8:00 PM	241	411	652	
8:00 AM - 9:00 AM	368	187	555	8:00 PM - 9:00 PM	196	339	535	
9:00 AM - 10:00 AM	252	217	469	9:00 PM - 10:00 PM	165	277	442	
10:00 AM - 11:00 AM	193	231	424	10:00 PM - 11:00 PM	125	209	334	
11:00 AM - 12:00 PM	214	392	606	11:00 PM - 12:00 AM	70	125	195	
Total	1,718	1,703	3,421	Total	2,557	4,710	7,267	

24-Hour NB Volume 4,275 **24-Hour SB Volume 6,413**



Kimley»Horn 24 Hour Segment Count

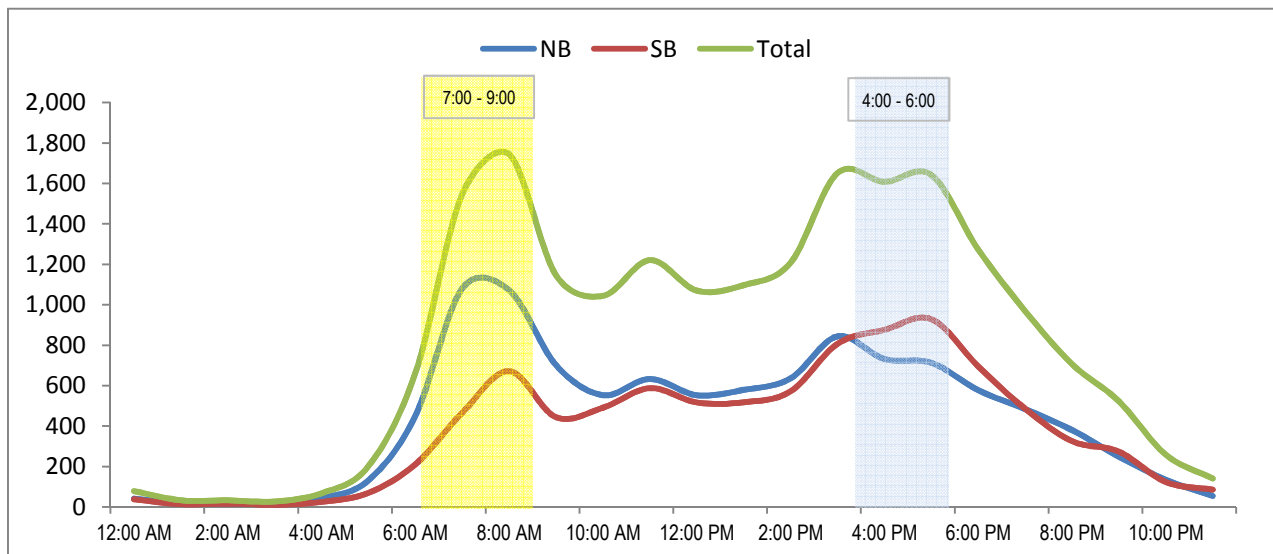
Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 66. Regents Road Between SR-52 EB & WB Ramps
Orientation: North-South
Date of Count: Tuesday, April 28, 2015
Analysts: DASH
Weather: Sunny
AVC Proj. No: 15-0345

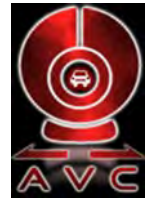
24 Hour Segment Volume					19,957			
Time	Hourly Volume			Time	Hourly Volume			
	NB	SB	Total		NB	SB	Total	
12:00 AM - 1:00 AM	41	38	79	12:00 PM - 1:00 PM	553	517	1,070	
1:00 AM - 2:00 AM	19	14	33	1:00 PM - 2:00 PM	579	518	1,097	
2:00 AM - 3:00 AM	16	17	33	2:00 PM - 3:00 PM	636	572	1,208	
3:00 AM - 4:00 AM	16	12	28	3:00 PM - 4:00 PM	844	807	1,651	
4:00 AM - 5:00 AM	43	25	68	4:00 PM - 5:00 PM	732	876	1,608	
5:00 AM - 6:00 AM	132	70	202	5:00 PM - 6:00 PM	713	929	1,642	
6:00 AM - 7:00 AM	451	211	662	6:00 PM - 7:00 PM	578	696	1,274	
7:00 AM - 8:00 AM	1,081	466	1,547	7:00 PM - 8:00 PM	484	486	970	
8:00 AM - 9:00 AM	1,072	672	1,744	8:00 PM - 9:00 PM	381	326	707	
9:00 AM - 10:00 AM	702	444	1,146	9:00 PM - 10:00 PM	249	274	523	
10:00 AM - 11:00 AM	553	491	1,044	10:00 PM - 11:00 PM	135	124	259	
11:00 AM - 12:00 PM	633	588	1,221	11:00 PM - 12:00 AM	55	86	141	
Total	4,759	3,048	7,807	Total	5,939	6,211	12,150	

24-Hour NB Volume 10,698 **24-Hour SB Volume 9,259**



Kimley»Horn 24 Hour Segment Count

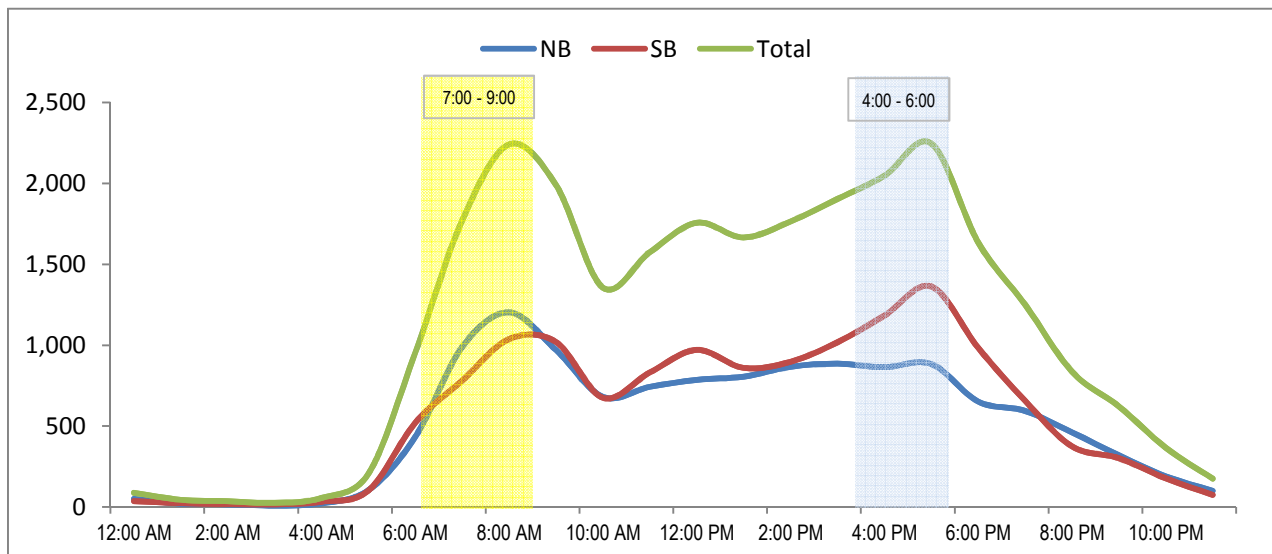
Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 24. Torrey Pines Road South of La Jolla Village Drive
Orientation: North-South
Date of Count: Tuesday, May 05, 2015
Analysts: DASH
Weather: Sunny
AVC Proj. No: 15-0345

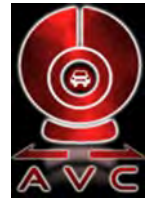
24 Hour Segment Volume					26,620			
Time	Hourly Volume			Time	Hourly Volume			
	NB	SB	Total		NB	SB	Total	
12:00 AM - 1:00 AM	51	37	88	12:00 PM - 1:00 PM	786	971	1,757	
1:00 AM - 2:00 AM	21	24	45	1:00 PM - 2:00 PM	806	860	1,666	
2:00 AM - 3:00 AM	17	19	36	2:00 PM - 3:00 PM	867	898	1,765	
3:00 AM - 4:00 AM	9	17	26	3:00 PM - 4:00 PM	886	1,018	1,904	
4:00 AM - 5:00 AM	23	33	56	4:00 PM - 5:00 PM	864	1,183	2,047	
5:00 AM - 6:00 AM	104	102	206	5:00 PM - 6:00 PM	884	1,363	2,247	
6:00 AM - 7:00 AM	434	521	955	6:00 PM - 7:00 PM	652	984	1,636	
7:00 AM - 8:00 AM	990	782	1,772	7:00 PM - 8:00 PM	594	657	1,251	
8:00 AM - 9:00 AM	1,203	1,038	2,241	8:00 PM - 9:00 PM	462	375	837	
9:00 AM - 10:00 AM	970	1,020	1,990	9:00 PM - 10:00 PM	320	302	622	
10:00 AM - 11:00 AM	681	675	1,356	10:00 PM - 11:00 PM	190	177	367	
11:00 AM - 12:00 PM	743	832	1,575	11:00 PM - 12:00 AM	100	75	175	
Total	5,246	5,100	10,346	Total	7,411	8,863	16,274	

24-Hour NB Volume 12,657 **24-Hour SB Volume 13,963**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 77. Towne Centre Dr North of La Jolla Village Dr.

Orientation: North-South

Date of Count: Tuesday, May 05, 2015

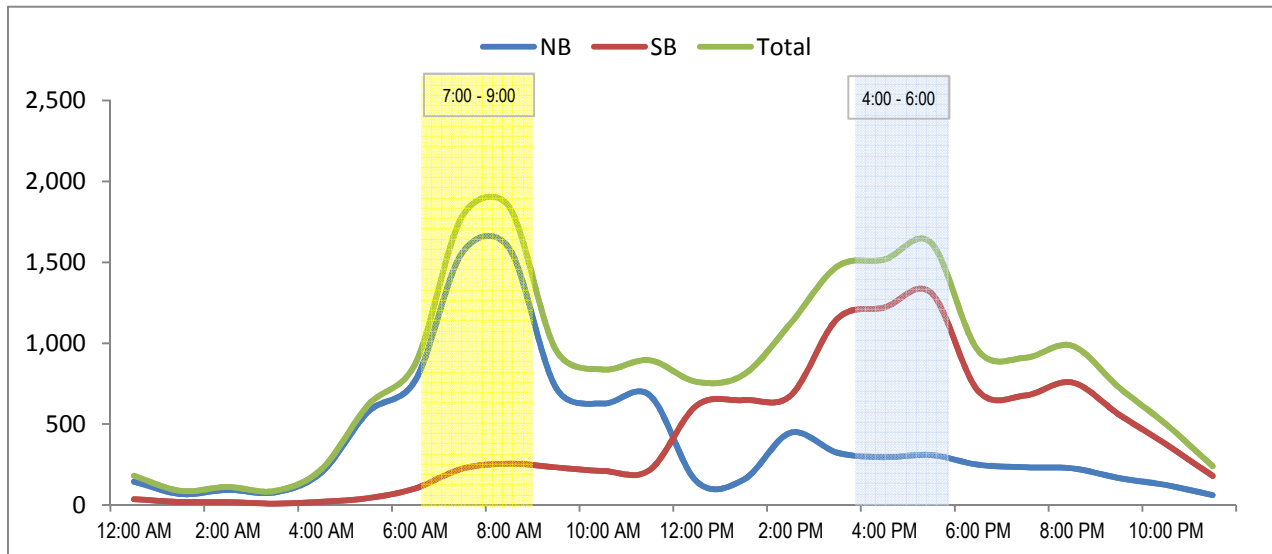
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

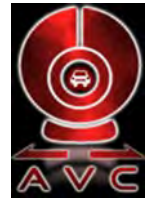
24 Hour Segment Volume					20,121			
Time	Hourly Volume			Time	Hourly Volume			
	NB	SB	Total		NB	SB	Total	
12:00 AM - 1:00 AM	145	36	181	12:00 PM - 1:00 PM	145	616	761	
1:00 AM - 2:00 AM	68	19	87	1:00 PM - 2:00 PM	157	649	806	
2:00 AM - 3:00 AM	94	18	112	2:00 PM - 3:00 PM	447	676	1,123	
3:00 AM - 4:00 AM	78	9	87	3:00 PM - 4:00 PM	323	1,152	1,475	
4:00 AM - 5:00 AM	202	20	222	4:00 PM - 5:00 PM	296	1,221	1,517	
5:00 AM - 6:00 AM	578	43	621	5:00 PM - 6:00 PM	309	1,311	1,620	
6:00 AM - 7:00 AM	771	103	874	6:00 PM - 7:00 PM	249	705	954	
7:00 AM - 8:00 AM	1,560	225	1,785	7:00 PM - 8:00 PM	233	677	910	
8:00 AM - 9:00 AM	1,587	256	1,843	8:00 PM - 9:00 PM	227	758	985	
9:00 AM - 10:00 AM	724	233	957	9:00 PM - 10:00 PM	167	560	727	
10:00 AM - 11:00 AM	627	211	838	10:00 PM - 11:00 PM	124	377	501	
11:00 AM - 12:00 PM	678	217	895	11:00 PM - 12:00 AM	61	179	240	
Total	7,112	1,390	8,502	Total	2,738	8,881	11,619	

24-Hour NB Volume 9,850 24-Hour SB Volume 10,271



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 78. Towne Centre Dr South of La Jolla Village Dr.

Orientation: North-South

Date of Count: Tuesday, May 05, 2015

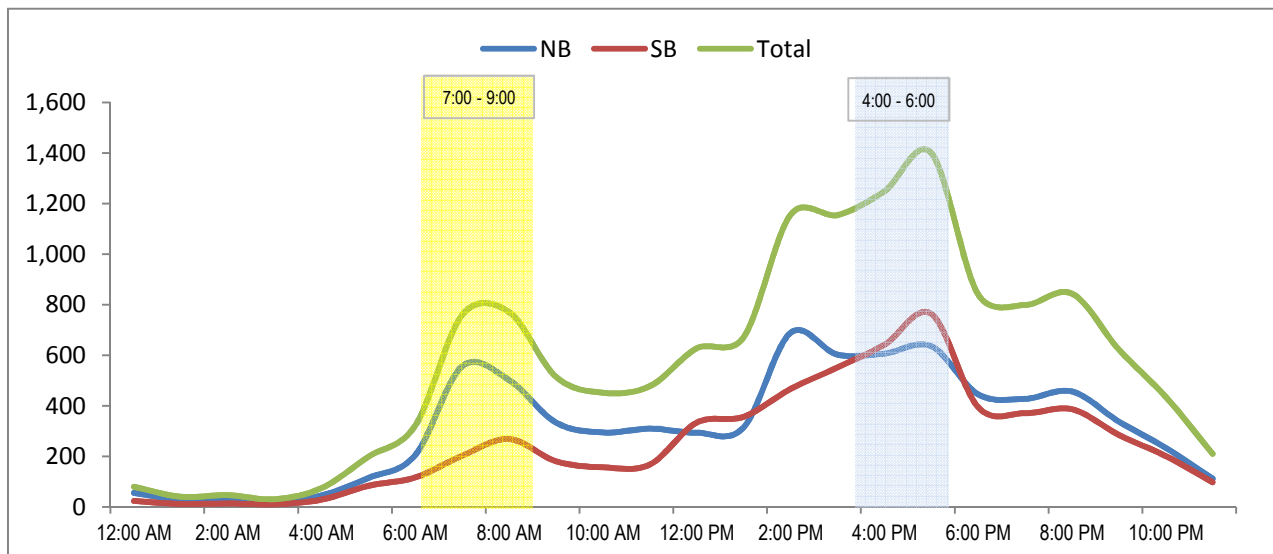
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

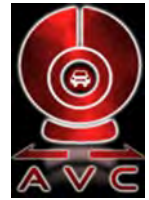
24 Hour Segment Volume					13,785			
Time	Hourly Volume			Time	Hourly Volume			
	NB	SB	Total		NB	SB	Total	
12:00 AM - 1:00 AM	56	24	80	12:00 PM - 1:00 PM	294	334	628	
1:00 AM - 2:00 AM	29	12	41	1:00 PM - 2:00 PM	315	357	672	
2:00 AM - 3:00 AM	33	14	47	2:00 PM - 3:00 PM	689	467	1,156	
3:00 AM - 4:00 AM	20	11	31	3:00 PM - 4:00 PM	603	552	1,155	
4:00 AM - 5:00 AM	46	29	75	4:00 PM - 5:00 PM	607	642	1,249	
5:00 AM - 6:00 AM	115	84	199	5:00 PM - 6:00 PM	636	764	1,400	
6:00 AM - 7:00 AM	206	117	323	6:00 PM - 7:00 PM	446	395	841	
7:00 AM - 8:00 AM	557	203	760	7:00 PM - 8:00 PM	428	371	799	
8:00 AM - 9:00 AM	502	269	771	8:00 PM - 9:00 PM	457	387	844	
9:00 AM - 10:00 AM	334	181	515	9:00 PM - 10:00 PM	338	285	623	
10:00 AM - 11:00 AM	295	157	452	10:00 PM - 11:00 PM	234	202	436	
11:00 AM - 12:00 PM	310	168	478	11:00 PM - 12:00 AM	112	98	210	
Total	2,503	1,269	3,772	Total	5,159	4,854	10,013	

24-Hour NB Volume 7,662 **24-Hour SB Volume 6,123**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 29. Villa La Jolla Drive East of Gilman Dr

Orientation: East-West

Date of Count: Thursday, April 30, 2015

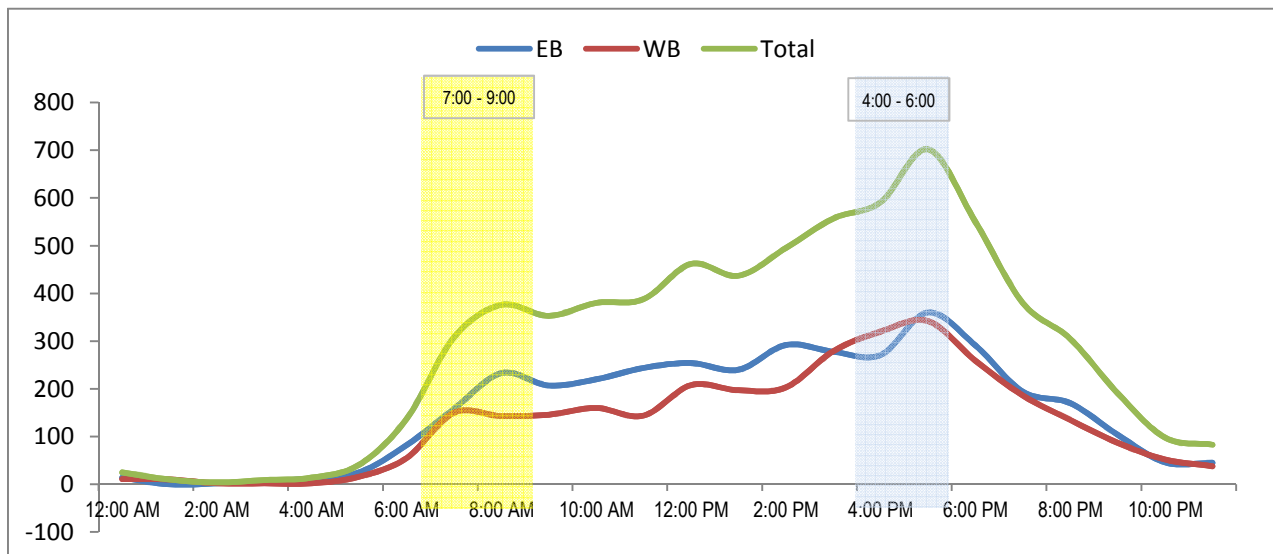
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

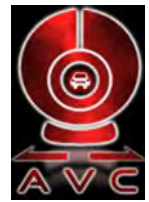
24 Hour Segment Volume					6,896			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	14	11	25	12:00 PM - 1:00 PM	254	208	462	
1:00 AM - 2:00 AM	0	10	10	1:00 PM - 2:00 PM	240	197	437	
2:00 AM - 3:00 AM	2	2	4	2:00 PM - 3:00 PM	292	203	495	
3:00 AM - 4:00 AM	7	2	9	3:00 PM - 4:00 PM	278	279	557	
4:00 AM - 5:00 AM	12	2	14	4:00 PM - 5:00 PM	271	320	591	
5:00 AM - 6:00 AM	25	16	41	5:00 PM - 6:00 PM	360	342	702	
6:00 AM - 7:00 AM	82	55	137	6:00 PM - 7:00 PM	291	259	550	
7:00 AM - 8:00 AM	158	150	308	7:00 PM - 8:00 PM	194	186	380	
8:00 AM - 9:00 AM	233	143	376	8:00 PM - 9:00 PM	170	135	305	
9:00 AM - 10:00 AM	207	146	353	9:00 PM - 10:00 PM	104	87	191	
10:00 AM - 11:00 AM	220	160	380	10:00 PM - 11:00 PM	46	52	98	
11:00 AM - 12:00 PM	244	144	388	11:00 PM - 12:00 AM	45	38	83	
Total	1,204	841	2,045	Total	2,545	2,306	4,851	

24-Hour EB Volume 3,749 **24-Hour WB Volume 3,147**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 30. Villa La Jolla Drive North of Nobel Dr

Orientation: North-South

Date of Count: Thursday, April 30, 2015

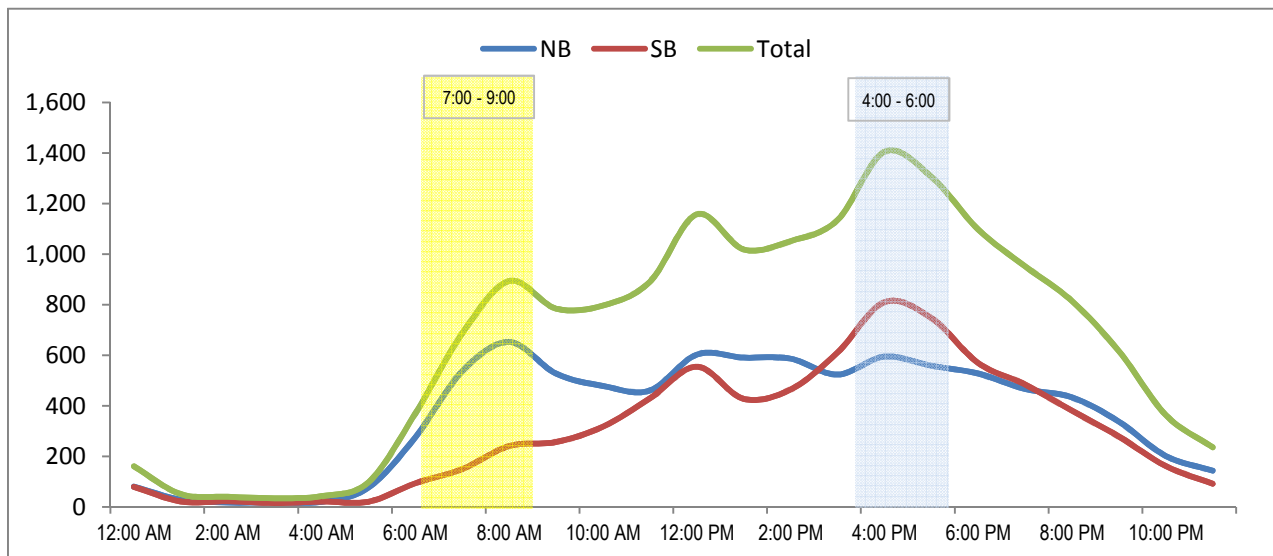
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					16,011		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	81	80	161	12:00 PM - 1:00 PM	603	555	1,158
1:00 AM - 2:00 AM	29	22	51	1:00 PM - 2:00 PM	591	428	1,019
2:00 AM - 3:00 AM	18	23	41	2:00 PM - 3:00 PM	587	465	1,052
3:00 AM - 4:00 AM	19	16	35	3:00 PM - 4:00 PM	524	611	1,135
4:00 AM - 5:00 AM	21	22	43	4:00 PM - 5:00 PM	595	810	1,405
5:00 AM - 6:00 AM	77	21	98	5:00 PM - 6:00 PM	559	748	1,307
6:00 AM - 7:00 AM	276	94	370	6:00 PM - 7:00 PM	528	570	1,098
7:00 AM - 8:00 AM	537	150	687	7:00 PM - 8:00 PM	467	485	952
8:00 AM - 9:00 AM	653	241	894	8:00 PM - 9:00 PM	434	381	815
9:00 AM - 10:00 AM	528	257	785	9:00 PM - 10:00 PM	338	279	617
10:00 AM - 11:00 AM	479	318	797	10:00 PM - 11:00 PM	202	162	364
11:00 AM - 12:00 PM	461	430	891	11:00 PM - 12:00 AM	144	92	236
Total	3,179	1,674	4,853	Total	5,572	5,586	11,158

24-Hour NB Volume 8,751 **24-Hour SB Volume 7,260**



Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc
 info@accuratevideocounts.com
 (619) 987-5136



Location: 31. Villa La Jolla Drive North of La Jolla Village Dr

Orientation: North-South

Date of Count: Wednesday, May 06, 2015

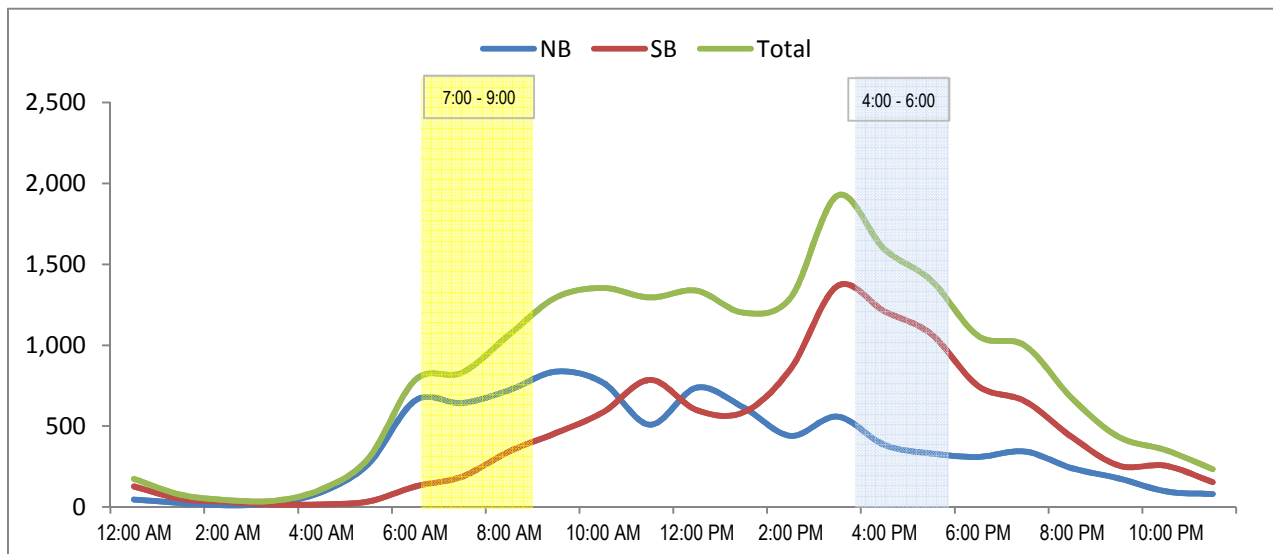
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0345

24 Hour Segment Volume					19,865				
Time	Hourly Volume			Time	Hourly Volume				
	NB	SB	Total		NB	SB	Total		
12:00 AM - 1:00 AM	47	127	174	12:00 PM - 1:00 PM	738	599	1,337		
1:00 AM - 2:00 AM	25	51	76	1:00 PM - 2:00 PM	615	586	1,201		
2:00 AM - 3:00 AM	11	32	43	2:00 PM - 3:00 PM	440	853	1,293		
3:00 AM - 4:00 AM	24	15	39	3:00 PM - 4:00 PM	559	1,366	1,925		
4:00 AM - 5:00 AM	93	17	110	4:00 PM - 5:00 PM	384	1,210	1,594		
5:00 AM - 6:00 AM	267	34	301	5:00 PM - 6:00 PM	331	1,069	1,400		
6:00 AM - 7:00 AM	659	127	786	6:00 PM - 7:00 PM	310	748	1,058		
7:00 AM - 8:00 AM	643	188	831	7:00 PM - 8:00 PM	343	654	997		
8:00 AM - 9:00 AM	722	343	1,065	8:00 PM - 9:00 PM	240	432	672		
9:00 AM - 10:00 AM	837	458	1,295	9:00 PM - 10:00 PM	177	256	433		
10:00 AM - 11:00 AM	769	585	1,354	10:00 PM - 11:00 PM	97	255	352		
11:00 AM - 12:00 PM	509	786	1,295	11:00 PM - 12:00 AM	80	154	234		
Total	4,606	2,763	7,369	Total	4,314	8,182	12,496		

24-Hour NB Volume 8,920 24-Hour SB Volume 10,945



APPENDIX D

SYNCHRO PEAK-HOUR INTERSECTION ANALYSIS SHEETS

University CPA
1: N. Torrey Pines Rd. & Genesee Ave

Existing
Timing Plan: Morning Peak

	→	↘	↙	←	↖	↗	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø4
Lane Configurations	↑↑↑	↗	↘↘	↑↑↑	↘↘	↗↗	
Traffic Volume (vph)	401	321	443	949	471	293	
Future Volume (vph)	401	321	443	949	471	293	
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov	
Protected Phases	2		1	6	8	8 1	4
Permitted Phases		2					
Detector Phase	2	2	1	6	8	8 1	
Switch Phase							
Minimum Initial (s)	10.0	10.0	7.0	10.0	10.0		4.0
Minimum Split (s)	43.2	43.2	11.4	24.0	23.3		8.0
Total Split (s)	45.8	45.8	37.4	84.7	45.3		42.8
Total Split (%)	35.2%	35.2%	28.8%	65.2%	34.8%		33%
Yellow Time (s)	5.2	5.2	3.4	5.0	4.3		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.2	6.2	4.4	6.0	5.3		
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	None	C-Max	None		None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 30 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: N. Torrey Pines Rd. & Genesee Ave



University CPA
1: N. Torrey Pines Rd. & Genesee Ave

Existing
Timing Plan: Morning Peak

	→	↘	↙	←	↖	↗	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑	↗	↘↘	↑↑↑	↘↘	↗↗	
Traffic Volume (vph)	401	321	443	949	471	293	
Future Volume (vph)	401	321	443	949	471	293	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.2	6.2	4.4	6.0	5.3	5.3	
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	5085	1583	3433	5085	3433	2787	
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	5085	1583	3433	5085	3433	2787	
Peak-hour factor, PHF	0.85	0.85	0.91	0.91	0.85	0.85	
Adj. Flow (vph)	472	378	487	1043	554	345	
RTOR Reduction (vph)	0	196	0	0	0	151	
Lane Group Flow (vph)	472	182	487	1043	554	194	
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov	
Protected Phases	2		1	6	8	8 1	
Permitted Phases		2					
Actuated Green, G (s)	62.5	62.5	23.0	90.1	28.6	56.9	
Effective Green, g (s)	62.5	62.5	23.0	90.1	28.6	56.9	
Actuated g/C Ratio	0.48	0.48	0.18	0.69	0.22	0.44	
Clearance Time (s)	6.2	6.2	4.4	6.0	5.3		
Vehicle Extension (s)	4.0	4.0	2.0	3.7	3.8		
Lane Grp Cap (vph)	2444	761	607	3524	755	1219	
v/s Ratio Prot	0.09		c0.14	c0.21	c0.16	0.07	
v/s Ratio Perm		0.11					
v/c Ratio	0.19	0.24	0.80	0.30	0.73	0.16	
Uniform Delay, d1	19.3	19.8	51.3	7.7	47.2	22.1	
Progression Factor	1.00	1.00	1.15	0.16	0.86	0.37	
Incremental Delay, d2	0.2	0.7	6.9	0.2	3.8	0.1	
Delay (s)	19.5	20.5	66.2	1.4	44.3	8.3	
Level of Service	B	C	E	A	D	A	
Approach Delay (s)	20.0			22.0	30.5		
Approach LOS	B			C	C		

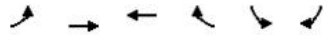
Intersection Summary

HCM 2000 Control Delay: 23.8, HCM 2000 Level of Service: C
 HCM 2000 Volume to Capacity ratio: 0.51
 Actuated Cycle Length (s): 130.0, Sum of lost time (s): 15.9
 Intersection Capacity Utilization: 47.7%, ICU Level of Service: A
 Analysis Period (min): 15

c Critical Lane Group

University CPA
2: Genesee Ave & John Hopkins Drive

Existing
Timing Plan: Morning Peak

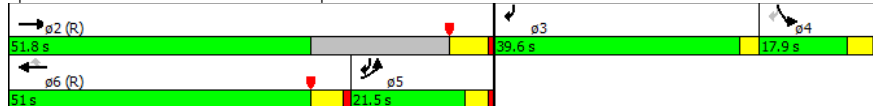


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	ø3
Lane Configurations	↘	↗↗↗	↑↑↑↑	↖	↘↘	↗	
Traffic Volume (vph)	87	607	1371	821	82	18	
Future Volume (vph)	87	607	1371	821	82	18	
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov	
Protected Phases	5	2	6		4	3 5	3
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	3 5	
Switch Phase							
Minimum Initial (s)	4.0	10.0	10.0	10.0	7.0		4.0
Minimum Split (s)	9.5	16.7	15.9	15.9	11.9		7.0
Total Split (s)	21.5	51.8	51.0	51.0	17.9		39.6
Total Split (%)	16.5%	39.8%	39.2%	39.2%	13.8%		30%
Yellow Time (s)	3.4	5.7	4.9	4.9	3.9		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.4	6.7	5.9	5.9	4.9		
Lead/Lag	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes
Recall Mode	None	C-Min	C-Min	C-Min	None		None

Intersection Summary

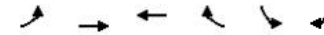
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 16 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 2: Genesee Ave & John Hopkins Drive



University CPA
2: Genesee Ave & John Hopkins Drive

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗↗↗	↑↑↑↑	↖	↘↘	↗
Traffic Volume (vph)	87	607	1371	821	82	18
Future Volume (vph)	87	607	1371	821	82	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.7	5.9	5.9	4.9	3.0
Lane Util. Factor	1.00	0.91	0.81	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	7544	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	5085	7544	1583	3433	1583
Peak-hour factor, PHF	0.89	0.89	0.94	0.94	0.73	0.73
Adj. Flow (vph)	98	682	1459	873	112	25
RTOR Reduction (vph)	0	0	0	0	0	2
Lane Group Flow (vph)	98	682	1459	873	112	23
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov
Protected Phases	5	2	6		4	3 5
Permitted Phases				6		4
Actuated Green, G (s)	11.6	95.0	79.8	79.8	11.3	36.4
Effective Green, g (s)	11.6	95.0	79.8	79.8	11.3	32.0
Actuated g/C Ratio	0.09	0.73	0.61	0.61	0.09	0.25
Clearance Time (s)	4.4	6.7	5.9	5.9	4.9	
Vehicle Extension (s)	2.0	4.0	3.9	3.9	5.0	
Lane Grp Cap (vph)	157	3715	4630	971	298	426
v/s Ratio Prot	c0.06	0.13	0.19		c0.03	c0.01
v/s Ratio Perm				c0.55		0.01
v/c Ratio	0.62	0.18	0.32	0.90	0.38	0.05
Uniform Delay, d1	57.1	5.4	12.0	21.6	56.0	37.4
Progression Factor	0.91	0.63	0.87	0.97	1.00	1.00
Incremental Delay, d2	5.4	0.1	0.1	10.3	1.7	0.0
Delay (s)	57.2	3.5	10.6	31.4	57.7	37.4
Level of Service	E	A	B	C	E	D
Approach Delay (s)		10.3	18.4		54.0	
Approach LOS		B	B		D	

Intersection Summary

HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA
3: Genesee Ave & Science Center Drive

Existing
Timing Plan: Morning Peak

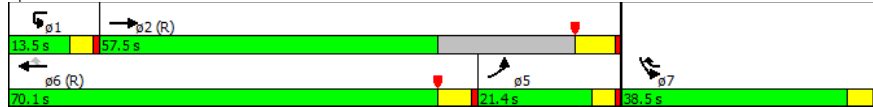


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL
Lane Configurations	↔	↑↑↑	↔	↑↑↑	↔	↔
Traffic Volume (vph)	75	616	3	2177	275	27
Future Volume (vph)	75	616	3	2177	275	27
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot
Protected Phases	5	2	1	6	7	7
Permitted Phases					6	
Detector Phase	5	2	1	6	7	7
Switch Phase						
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0
Minimum Split (s)	9.5	22.5	9.5	16.0	8.9	8.9
Total Split (s)	21.4	57.5	13.5	70.1	38.5	38.5
Total Split (%)	16.5%	44.2%	10.4%	53.9%	29.6%	29.6%
Yellow Time (s)	3.4	5.9	3.4	5.0	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	6.9	4.4	6.0	4.9	4.9
Lead/Lag	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 39 (30%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 3: Genesee Ave & Science Center Drive



University CPA
3: Genesee Ave & Science Center Drive

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑↑↑	↔	↑↑↑	↔	↔	
Traffic Volume (vph)	75	616	3	2177	275	27	15
Future Volume (vph)	75	616	3	2177	275	27	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.9	4.4	6.0	4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	0.97	
Flt	1.00	1.00	1.00	1.00	0.85	0.95	
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.97	
Satd. Flow (prot)	1770	5085	1770	5085	1583	3316	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	0.97	
Satd. Flow (perm)	1770	5085	1770	5085	1583	3316	
Peak-hour factor, PHF	0.88	0.88	0.92	0.95	0.95	0.70	0.70
Adj. Flow (vph)	85	700	3	2292	289	39	21
RTOR Reduction (vph)	0	0	0	0	80	20	0
Lane Group Flow (vph)	85	700	3	2292	209	40	0
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	
Protected Phases	5	2	1	6	7	7	
Permitted Phases					6		
Actuated Green, G (s)	20.5	105.4	1.3	87.1	94.2	7.1	
Effective Green, g (s)	20.5	105.4	1.3	87.1	94.2	7.1	
Actuated g/C Ratio	0.16	0.81	0.01	0.67	0.72	0.05	
Clearance Time (s)	4.4	6.9	4.4	6.0	4.9	4.9	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	279	4122	17	3406	1206	181	
v/s Ratio Prot	c0.05	0.14	0.00	c0.45	c0.01	0.01	
v/s Ratio Perm					0.12		
v/c Ratio	0.30	0.17	0.18	0.67	0.17	0.22	
Uniform Delay, d1	48.4	2.7	63.8	12.9	5.6	58.8	
Progression Factor	0.95	0.54	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	0.1	4.9	1.1	0.1	0.6	
Delay (s)	46.8	1.5	68.7	14.0	5.7	59.4	
Level of Service	D	A	E	B	A	E	
Approach Delay (s)		6.4		13.1		59.4	
Approach LOS		A		B		E	

Intersection Summary

HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

University CPA
4: Genesee Ave & I-5 SB Ramps

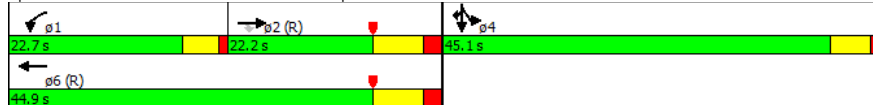
Existing
Timing Plan: Morning Peak

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑	↑
Traffic Volume (vph)	419	184	85	1617	971	0	712
Future Volume (vph)	419	184	85	1617	971	0	712
Turn Type	NA	Perm	Prot	NA	Split	NA	Prot
Protected Phases	2		1	6	4	4	4
Permitted Phases		2					
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	13.0	13.0	13.0
Minimum Split (s)	17.2	17.2	9.7	17.2	18.1	18.1	18.1
Total Split (s)	22.2	22.2	22.7	44.9	45.1	45.1	45.1
Total Split (%)	24.7%	24.7%	25.2%	49.9%	50.1%	50.1%	50.1%
Yellow Time (s)	5.2	5.2	3.7	5.2	4.1	4.1	4.1
All-Red Time (s)	2.0	2.0	1.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2	4.7	7.2	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	Min	Min	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 4: Genesee Ave & I-5 SB Ramps



University CPA
4: Genesee Ave & I-5 SB Ramps

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (vph)	0	419	184	85	1617	0	0	0	0	971	0	712
Future Volume (vph)	0	419	184	85	1617	0	0	0	0	971	0	712
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2	4.7	7.2					5.1	5.1	5.1
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3539	1583	1770	3539					1681	1681	1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3539	1583	1770	3539					1681	1681	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.93	0.93	0.93	0.25	0.25	0.25	0.85	0.85	0.85
Adj. Flow (vph)	0	423	186	91	1739	0	0	0	0	1142	0	838
RTOR Reduction (vph)	0	0	134	0	0	0	0	0	0	0	0	60
Lane Group Flow (vph)	0	423	52	91	1739	0	0	0	0	571	571	778
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		2		1	6					4	4	4
Permitted Phases			2									
Actuated Green, G (s)		25.0	25.0	8.0	37.7					40.0	40.0	40.0
Effective Green, g (s)		25.0	25.0	8.0	37.7					40.0	40.0	40.0
Actuated g/C Ratio		0.28	0.28	0.09	0.42					0.44	0.44	0.44
Clearance Time (s)		7.2	7.2	4.7	7.2					5.1	5.1	5.1
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		983	439	157	1482					747	747	703
v/s Ratio Prot		0.12		0.05	c0.49					0.34	0.34	c0.49
v/s Ratio Perm			0.03									
v/c Ratio		0.43	0.12	0.58	1.17					0.76	0.76	1.11
Uniform Delay, d1		26.7	24.3	39.4	26.1					21.0	21.0	25.0
Progression Factor		1.00	1.00	1.25	0.53					1.00	1.00	1.00
Incremental Delay, d2		1.4	0.5	1.5	81.7					4.2	4.2	67.0
Delay (s)		28.0	24.8	50.8	95.5					25.2	25.2	92.0
Level of Service		C	C	D	F					C	C	F
Approach Delay (s)		27.1			93.3			0.0				53.5
Approach LOS		C			F			A				D

Intersection Summary

HCM 2000 Control Delay	66.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	120.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

University CPA
5: I-5 NB Ramps & Genesee Ave

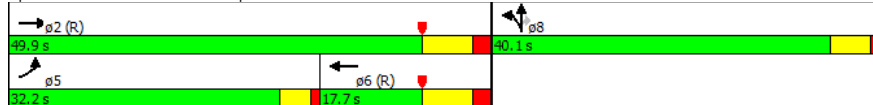
Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↘	↕	↕	↗	↘	↕	↗
Traffic Volume (vph)	188	1241	482	405	1193	8	566
Future Volume (vph)	188	1241	482	405	1193	8	566
Turn Type	Prot	NA	NA	NA	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases							8
Detector Phase	5	2	6		8	8	
Switch Phase							
Minimum Initial (s)	11.0	10.0	10.0		5.0	5.0	5.0
Minimum Split (s)	15.2	17.2	17.2		10.1	10.1	10.1
Total Split (s)	32.2	49.9	17.7		40.1	40.1	40.1
Total Split (%)	35.8%	55.4%	19.7%		44.6%	44.6%	44.6%
Yellow Time (s)	3.2	5.2	5.2		4.1	4.1	4.1
All-Red Time (s)	1.0	2.0	2.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.2	7.2	7.2		5.1	5.1	5.1
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	Min	C-Max	C-Max		Min	Min	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 5: I-5 NB Ramps & Genesee Ave



University CPA
5: I-5 NB Ramps & Genesee Ave

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↘	↕	↕	↘	↕	↗			
Traffic Volume (vph)	188	1241	0	0	482	405	1193	8	566	0	0	0
Future Volume (vph)	188	1241	0	0	482	405	1193	8	566	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	7.2			7.2	4.0	5.1	5.1	5.1			
Lane Util. Factor	1.00	0.95			0.91	1.00	0.95	0.95	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (prot)	1770	3539			5085	1583	1681	1686	1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (perm)	1770	3539			5085	1583	1681	1686	1583			
Peak-hour factor, PHF	0.86	0.86	0.86	0.78	0.78	0.78	0.88	0.88	0.88	0.25	0.25	0.25
Adj. Flow (vph)	219	1443	0	0	618	519	1356	9	643	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	519	0	0	62	0	0	0
Lane Group Flow (vph)	219	1443	0	0	618	0	678	687	581	0	0	0
Turn Type	Prot	NA			NA	NA	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases									8			
Actuated Green, G (s)	15.9	42.7			22.6	0.0	35.0	35.0	35.0			
Effective Green, g (s)	15.9	42.7			22.6	0.0	35.0	35.0	35.0			
Actuated g/C Ratio	0.18	0.47			0.25	0.00	0.39	0.39	0.39			
Clearance Time (s)	4.2	7.2			7.2		5.1	5.1	5.1			
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	312	1679			1276	0	653	655	615			
v/s Ratio Prot	0.12	c0.41			0.12		0.40	c0.41				
v/s Ratio Perm									0.37			
v/c Ratio	0.70	0.86			0.48	0.00	1.04	1.05	0.94			
Uniform Delay, d1	34.8	21.0			28.7	45.0	27.5	27.5	26.6			
Progression Factor	1.30	0.55			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	4.5	4.7			1.3	0.0	45.5	48.6	23.0			
Delay (s)	49.8	16.3			30.0	45.0	73.0	76.1	49.6			
Level of Service	D	B			C	D	E	E	D			
Approach Delay (s)		20.8			36.9			66.6			0.0	
Approach LOS		C			D			E			A	

Intersection Summary

HCM 2000 Control Delay	43.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	120.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

University CPA
6: Genesee Ave & Scripps Hospital

Existing
Timing Plan: Morning Peak



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↔↔	↔	↔	↑↑↑	↔	↑↑↑	↔
Traffic Volume (vph)	60	116	208	824	5	1458	490
Future Volume (vph)	60	116	208	824	5	1458	490
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	4		5	2	1	6	
Permitted Phases		4					6
Detector Phase	4	4	5	2	1	6	6
Switch Phase							
Minimum Initial (s)	7.0	7.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	11.9	11.9	9.5	22.5	9.5	30.5	30.5
Total Split (s)	35.2	35.2	25.5	82.3	13.5	71.3	71.3
Total Split (%)	26.7%	26.7%	19.3%	62.3%	10.2%	54.0%	54.0%
Yellow Time (s)	3.9	3.9	3.4	4.7	3.4	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.4	5.7	4.4	5.7	5.7
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 132
Actuated Cycle Length: 132
Offset: 77 (58%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 6: Genesee Ave & Scripps Hospital



University CPA
6: Genesee Ave & Scripps Hospital

Existing
Timing Plan: Morning Peak



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↔↔	↔	↔	↑↑↑	↔	↑↑↑	↔
Traffic Volume (vph)	60	116	208	824	5	1458	490
Future Volume (vph)	60	116	208	824	5	1458	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.4	5.7	4.4	5.7	5.7
Lane Util. Factor	0.97	1.00	1.00	0.91	1.00	0.91	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)	3433	1583	1770	5085	1770	5085	1583
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1583	1770	5085	1770	5085	1583
Peak-hour factor, PHF	0.67	0.67	0.78	0.78	0.92	0.89	0.89
Adj. Flow (vph)	90	173	267	1056	5	1638	551
RTOR Reduction (vph)	0	151	0	0	0	0	151
Lane Group Flow (vph)	90	22	267	1056	5	1638	400
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	4		5	2	1	6	
Permitted Phases		4					6
Actuated Green, G (s)	16.5	16.5	22.8	99.3	1.2	77.7	77.7
Effective Green, g (s)	16.5	16.5	22.8	99.3	1.2	77.7	77.7
Actuated g/C Ratio	0.12	0.12	0.17	0.75	0.01	0.59	0.59
Clearance Time (s)	4.9	4.9	4.4	5.7	4.4	5.7	5.7
Vehicle Extension (s)	2.0	2.0	2.0	5.2	2.0	4.0	4.0
Lane Grp Cap (vph)	429	197	305	3825	16	2993	931
v/s Ratio Prot	c0.03		c0.15	0.21	0.00	c0.32	
v/s Ratio Perm		0.01					0.25
v/c Ratio	0.21	0.11	0.88	0.28	0.31	0.55	0.43
Uniform Delay, d1	51.9	51.2	53.2	5.1	65.0	16.5	14.9
Progression Factor	1.00	1.00	1.26	0.25	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.1	21.7	0.2	4.0	0.7	1.4
Delay (s)	52.0	51.3	89.0	1.5	69.0	17.2	16.4
Level of Service	D	D	F	A	E	B	B
Approach Delay (s)	51.5			19.1		17.1	
Approach LOS	D			B		B	

Intersection Summary

HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

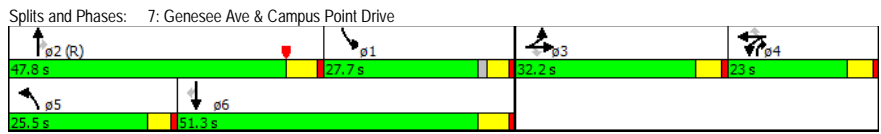
c Critical Lane Group

University CPA
7: Genesee Ave & Campus Point Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	152	13	96	19	12	52	380	921	371	325	700	469
Future Volume (vph)	152	13	96	19	12	52	380	921	371	325	700	469
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	3	3		4	4		5	2	4	1	6	
Permitted Phases			3			4			2			6
Detector Phase	3	3	3	4	4	4	5	2	4	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	4.0	10.0	7.0	4.0	10.0	10.0
Minimum Split (s)	11.9	11.9	11.9	22.5	22.5	22.5	22.5	37.7	22.5	22.5	33.7	33.7
Total Split (s)	32.2	32.2	32.2	23.0	23.0	23.0	25.5	47.8	23.0	27.7	51.3	51.3
Total Split (%)	24.4%	24.4%	24.4%	17.4%	17.4%	17.4%	19.3%	36.2%	17.4%	21.0%	38.9%	38.9%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.4	4.7	3.9	3.4	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	5.7	4.9	4.4	5.7	5.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	None	None	None	None

Intersection Summary
 Cycle Length: 132
 Actuated Cycle Length: 132
 Offset: 72 (55%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated



University CPA
7: Genesee Ave & Campus Point Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	152	13	96	19	12	52	380	921	371	325	700	469
Future Volume (vph)	152	13	96	19	12	52	380	921	371	325	700	469
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	5.7	4.9	4.4	5.7	5.7
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00	0.95	0.99	1.00	0.95	1.00	0.85	1.00	0.95	1.00
Satd. Flow (prot)	1681	1698	1583	1681	1747	2787	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	0.96	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1681	1698	1583	1681	1747	2787	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.83	0.83	0.83	0.88	0.88	0.88	0.80	0.80	0.80
Adj. Flow (vph)	169	14	107	23	14	63	432	1047	422	406	875	586
RTOR Reduction (vph)	0	0	93	0	0	59	0	0	182	0	0	295
Lane Group Flow (vph)	91	92	14	18	19	4	432	1047	240	406	875	291
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	3	3		4	4		5	2	4	1	6	
Permitted Phases			3			4			2			6
Actuated Green, G (s)	17.1	17.1	17.1	8.8	8.8	8.8	20.7	66.4	75.2	19.8	65.5	65.5
Effective Green, g (s)	17.1	17.1	17.1	8.8	8.8	8.8	20.7	66.4	75.2	19.8	65.5	65.5
Actuated g/C Ratio	0.13	0.13	0.13	0.07	0.07	0.07	0.16	0.50	0.57	0.15	0.50	0.50
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	5.7	4.9	4.4	5.7	5.7
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.7	2.0	2.0	4.0	4.0
Lane Grp Cap (vph)	217	219	205	112	116	185	538	2557	960	514	2523	785
v/s Ratio Prot	0.05	c0.05		0.01	0.01		c0.13	c0.21	c0.02	c0.12	0.17	
v/s Ratio Perm			0.01			0.00			0.14			0.18
v/c Ratio	0.42	0.42	0.07	0.16	0.16	0.02	0.80	0.41	0.25	0.79	0.35	0.37
Uniform Delay, d1	52.9	52.9	50.4	58.1	58.1	57.6	53.7	20.5	14.3	54.1	20.2	20.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.65	0.01	0.77	0.41	3.23
Incremental Delay, d2	0.5	0.5	0.1	0.2	0.2	0.0	7.1	0.4	0.0	6.4	0.1	0.4
Delay (s)	53.4	53.4	50.5	58.4	58.4	57.6	43.6	13.7	0.3	48.1	8.5	66.6
Level of Service	D	D	D	E	E	E	D	B	A	D	A	E
Approach Delay (s)		52.3			57.9			17.5			35.3	
Approach LOS		D			E			B			D	

Intersection Summary
 HCM 2000 Control Delay: 28.9
 HCM 2000 Volume to Capacity ratio: 0.54
 Actuated Cycle Length (s): 132.0
 Intersection Capacity Utilization: 58.2%
 Analysis Period (min): 15

c Critical Lane Group

University CPA
8: Regents Road & Genesee Ave

Existing
Timing Plan: Morning Peak

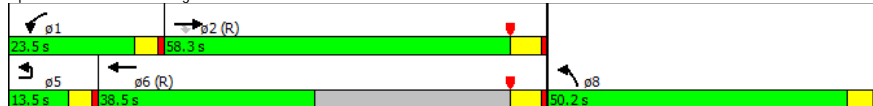


Lane Group	EBU	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↔	↑↑↑	↗	↖	↑↑↑	↘
Traffic Volume (vph)	89	643	99	94	1277	190
Future Volume (vph)	89	643	99	94	1277	190
Turn Type	Prot	NA	Perm	Prot	NA	Prot
Protected Phases	5	2		1	6	8
Permitted Phases			2			
Detector Phase	5	2	2	1	6	8
Switch Phase						
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	7.0
Minimum Split (s)	9.5	22.7	22.7	9.5	22.5	37.9
Total Split (s)	13.5	58.3	58.3	23.5	38.5	50.2
Total Split (%)	10.2%	44.2%	44.2%	17.8%	29.2%	38.0%
Yellow Time (s)	3.4	4.7	4.7	3.4	4.7	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.7	5.7	4.4	5.7	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 132
Actuated Cycle Length: 132
Offset: 60 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 8: Regents Road & Genesee Ave



University CPA
8: Regents Road & Genesee Ave

Existing
Timing Plan: Morning Peak



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↑↑↑	↗	↖	↑↑↑	↘	
Traffic Volume (vph)	89	643	99	94	1277	190	77
Future Volume (vph)	89	643	99	94	1277	190	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	16	12
Total Lost time (s)	4.4	5.7	5.7	4.4	5.7	4.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1959	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (perm)	1770	5085	1583	1770	5085	1959	
Peak-hour factor, PHF	0.92	0.67	0.67	0.90	0.90	0.65	0.65
Adj. Flow (vph)	97	960	148	104	1419	292	118
RTOR Reduction (vph)	0	0	66	0	0	13	0
Lane Group Flow (vph)	97	960	82	104	1419	397	0
Turn Type	Prot	NA	Perm	Prot	NA	Prot	
Protected Phases	5	2		1	6	8	
Permitted Phases			2				
Actuated Green, G (s)	11.8	73.3	73.3	12.1	73.6	31.6	
Effective Green, g (s)	11.8	73.3	73.3	12.1	73.6	31.6	
Actuated g/C Ratio	0.09	0.56	0.56	0.09	0.56	0.24	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.7	4.9	
Vehicle Extension (s)	2.0	5.0	5.0	2.0	3.9	2.0	
Lane Grp Cap (vph)	158	2823	879	162	2835	468	
v/s Ratio Prot	0.05	0.19		c0.06	c0.28	c0.20	
v/s Ratio Perm			0.05				
v/c Ratio	0.61	0.34	0.09	0.64	0.50	0.85	
Uniform Delay, d1	57.9	16.1	13.8	57.9	17.9	47.9	
Progression Factor	0.73	1.63	5.17	1.14	0.76	1.00	
Incremental Delay, d2	4.8	0.3	0.2	4.4	0.4	12.9	
Delay (s)	47.2	26.5	71.4	70.6	14.1	60.8	
Level of Service	D	C	E	E	B	E	
Approach Delay (s)		33.7			18.0	60.8	
Approach LOS		C			B	E	

Intersection Summary

HCM 2000 Control Delay: 29.6, HCM 2000 Level of Service: C
 HCM 2000 Volume to Capacity ratio: 0.61
 Actuated Cycle Length (s): 132.0, Sum of lost time (s): 15.0
 Intersection Capacity Utilization: 57.3%, ICU Level of Service: B
 Analysis Period (min): 15
 c Critical Lane Group

University CPA
9: Genesee Ave & Eastgate Mall

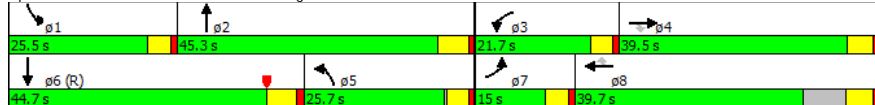
Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↑	↔	↔	↑	↔	↔	↑↑↑	↔	↑↑↑
Traffic Volume (vph)	56	190	55	64	285	411	180	1110	206	371
Future Volume (vph)	56	190	55	64	285	411	180	1110	206	371
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	4.0	10.0	4.0	10.0
Minimum Split (s)	15.0	38.9	38.9	9.5	39.1	39.1	9.5	31.7	9.5	32.7
Total Split (s)	15.0	39.5	39.5	21.7	39.7	39.7	25.7	45.3	25.5	44.7
Total Split (%)	11.4%	29.9%	29.9%	16.4%	30.1%	30.1%	19.5%	34.3%	19.3%	33.9%
Yellow Time (s)	3.4	3.9	3.9	3.4	4.1	4.1	3.4	4.7	3.4	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.9	4.4	5.1	5.1	4.4	5.7	4.4	5.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	C-Max

Intersection Summary

Cycle Length: 132
 Actuated Cycle Length: 132
 Offset: 101 (77%), Referenced to phase 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 9: Genesee Ave & Eastgate Mall



University CPA
9: Genesee Ave & Eastgate Mall

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↔	↔	↑	↔	↔	↑↑↑		↔	↑↑↑	↔
Traffic Volume (vph)	56	190	55	64	285	411	180	1110	249	206	371	96
Future Volume (vph)	56	190	55	64	285	411	180	1110	249	206	371	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	5.1	5.1	4.4	5.7		4.4	5.7	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	4945		3433	4929	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	4945		3433	4929	
Peak-hour factor, PHF	0.64	0.64	0.64	0.82	0.82	0.82	0.86	0.86	0.86	0.70	0.70	0.70
Adj. Flow (vph)	88	297	86	78	348	501	209	1291	290	294	530	137
RTOR Reduction (vph)	0	0	0	0	0	301	0	23	0	0	31	0
Lane Group Flow (vph)	88	297	86	78	348	200	209	1558	0	294	636	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	9.5	32.2	32.2	9.0	31.5	31.5	21.7	55.8		15.6	49.7	
Effective Green, g (s)	9.5	32.2	32.2	9.0	31.5	31.5	21.7	55.8		15.6	49.7	
Actuated g/C Ratio	0.07	0.24	0.24	0.07	0.24	0.24	0.16	0.42		0.12	0.38	
Clearance Time (s)	4.4	4.9	4.9	4.4	5.1	5.1	4.4	5.7		4.4	5.7	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.2		2.0	4.3	
Lane Grp Cap (vph)	127	454	386	120	444	377	290	2090		405	1855	
v/s Ratio Prot	c0.05	0.16		0.04	c0.19		0.12	c0.32		c0.09	0.13	
v/s Ratio Perm			0.05			0.13						
v/c Ratio	0.69	0.65	0.22	0.65	0.78	0.53	0.75	0.75		0.73	0.34	
Uniform Delay, d1	59.8	44.9	39.9	60.0	47.1	43.8	52.3	32.1		56.1	29.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.69		0.94	0.82	
Incremental Delay, d2	12.4	2.6	0.1	9.2	8.1	0.7	6.9	1.5		5.1	0.5	
Delay (s)	72.2	47.5	40.0	69.2	55.2	44.5	48.0	23.7		58.2	24.6	
Level of Service	E	D	D	E	E	D	D	C		E	C	
Approach Delay (s)		50.7			50.6		26.5			34.9		
Approach LOS		D			D		C			C		

Intersection Summary

HCM 2000 Control Delay	36.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA
10: Genesee Ave & Executive Drive

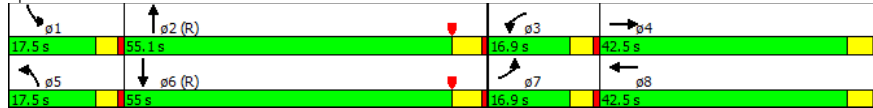
Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↗	↕	↙	↕	↗	↕
Traffic Volume (vph)	21	113	31	69	61	1170	56	346
Future Volume (vph)	21	113	31	69	61	1170	56	346
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.4	8.9	8.4	8.9	8.4	15.5	9.5	15.4
Total Split (s)	16.9	42.5	16.9	42.5	17.5	55.1	17.5	55.0
Total Split (%)	12.8%	32.2%	12.8%	32.2%	13.3%	41.7%	13.3%	41.7%
Yellow Time (s)	3.4	3.9	3.4	3.9	3.4	4.5	3.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.4	4.9	4.4	5.5	4.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 132
Actuated Cycle Length: 132
Offset: 127 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 10: Genesee Ave & Executive Drive



University CPA
10: Genesee Ave & Executive Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕	↘	↗	↕	↘	↙	↕	↘	↗	↕	↘
Traffic Volume (vph)	21	113	22	31	69	84	61	1170	275	56	346	23
Future Volume (vph)	21	113	22	31	69	84	61	1170	275	56	346	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.4	5.5		4.4	5.4	
Lane Util. Factor	1.00	0.95		0.97	0.95		0.97	0.91		0.97	0.91	
Flt	1.00	0.98		1.00	0.92		1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3453		3433	3248		3433	4940		3433	5038	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3453		3433	3248		3433	4940		3433	5038	
Peak-hour factor, PHF	0.92	0.92	0.92	0.77	0.77	0.77	0.91	0.91	0.91	0.74	0.74	0.74
Adj. Flow (vph)	23	123	24	40	90	109	67	1286	302	76	468	31
RTOR Reduction (vph)	0	15	0	0	92	0	0	18	0	0	3	0
Lane Group Flow (vph)	23	132	0	40	107	0	67	1570	0	76	496	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.3	19.2		5.1	20.0		6.0	82.2		6.3	82.6	
Effective Green, g (s)	4.3	19.2		5.1	20.0		6.0	82.2		6.3	82.6	
Actuated g/C Ratio	0.03	0.15		0.04	0.15		0.05	0.62		0.05	0.63	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	5.5		4.4	5.4	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.6		2.0	3.8	
Lane Grp Cap (vph)	57	502		132	492		156	3076		163	3152	
v/s Ratio Prot	c0.01	c0.04		0.01	0.03		0.02	c0.32		c0.02	0.10	
v/s Ratio Perm												
v/c Ratio	0.40	0.26		0.30	0.22		0.43	0.51		0.47	0.16	
Uniform Delay, d1	62.6	50.1		61.7	49.1		61.3	13.8		61.2	10.3	
Progression Factor	1.00	1.00		1.00	1.00		1.32	0.67		1.29	0.46	
Incremental Delay, d2	1.7	0.1		0.5	0.1		0.6	0.6		0.7	0.1	
Delay (s)	64.3	50.2		62.2	49.2		81.8	9.9		79.7	4.8	
Level of Service	E	D		E	D		F	A		E	A	
Approach Delay (s)		52.1			51.4			12.8			14.7	
Approach LOS		D			D			B			B	

Intersection Summary

HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	19.2
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
11: Genesee Ave & Executive Square

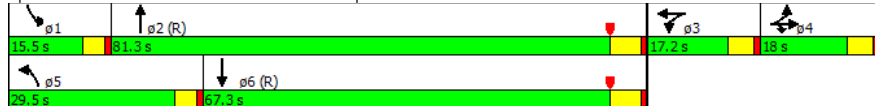
Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↖↗	↗	↖	↖↗	↖↗	↖↗↘	↖	↖↗↘
Traffic Volume (vph)	13	3	36	9	4	281	1483	12	376
Future Volume (vph)	13	3	36	9	4	281	1483	12	376
Turn Type	Split	NA	Prot	Split	NA	Prot	NA	Prot	NA
Protected Phases	4	4	4	3	3	5	2	1	6
Permitted Phases									
Detector Phase	4	4	4	3	3	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.9	8.4	15.7	8.4	15.7
Total Split (s)	18.0	18.0	18.0	17.2	17.2	29.5	81.3	15.5	67.3
Total Split (%)	13.6%	13.6%	13.6%	13.0%	13.0%	22.3%	61.6%	11.7%	51.0%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.4	4.7	3.4	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9	4.4	5.7	4.4	5.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 132
 Actuated Cycle Length: 132
 Offset: 14 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Genesee Ave & Executive Square



University CPA
11: Genesee Ave & Executive Square

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗	↗	↖	↖↗		↖↗	↖↗↘		↖	↖↗↘	
Traffic Volume (vph)	13	3	36	9	4	9	281	1483	208	12	376	18
Future Volume (vph)	13	3	36	9	4	9	281	1483	208	12	376	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.9		4.4	5.7		4.4	5.7	
Lane Util. Factor	0.95	0.91	0.95	0.95	0.95		0.97	0.91		1.00	0.91	
Frt	1.00	0.88	0.85	1.00	0.91		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1490	1504	1681	1597		3433	4991		1770	5051	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1490	1504	1681	1597		3433	4991		1770	5051	
Peak-hour factor, PHF	0.87	0.87	0.87	0.61	0.61	0.61	0.96	0.96	0.96	0.77	0.77	0.77
Adj. Flow (vph)	15	3	41	15	7	15	293	1545	217	16	488	23
RTOR Reduction (vph)	0	17	22	0	15	0	0	8	0	0	2	0
Lane Group Flow (vph)	13	6	1	13	9	0	293	1754	0	16	509	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4	4	3	3		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.8	4.8	4.8	3.9	3.9		15.6	100.6		2.8	87.8	
Effective Green, g (s)	4.8	4.8	4.8	3.9	3.9		15.6	100.6		2.8	87.8	
Actuated g/C Ratio	0.04	0.04	0.04	0.03	0.03		0.12	0.76		0.02	0.67	
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.4	5.7		4.4	5.7	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	3.9		2.0	2.2	
Lane Grp Cap (vph)	61	54	54	49	47		405	3803		37	3359	
v/s Ratio Prot	c0.01	0.00	0.00	c0.01	0.01		c0.09	c0.35		0.01	0.10	
v/s Ratio Perm												
v/c Ratio	0.21	0.10	0.02	0.27	0.20		0.72	0.46		0.43	0.15	
Uniform Delay, d1	61.8	61.5	61.3	62.6	62.5		56.1	5.8		63.8	8.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.39	0.33	
Incremental Delay, d2	0.6	0.3	0.0	1.1	0.8		5.4	0.4		2.9	0.1	
Delay (s)	62.4	61.8	61.4	63.7	63.3		61.5	6.2		91.3	2.8	
Level of Service	E	E	E	E	E		E	A		F	A	
Approach Delay (s)		61.8			63.4			14.0			5.5	
Approach LOS		E			E			B			A	

Intersection Summary

HCM 2000 Control Delay: 14.1, HCM 2000 Level of Service: B
 HCM 2000 Volume to Capacity ratio: 0.49
 Actuated Cycle Length (s): 132.0, Sum of lost time (s): 19.9
 Intersection Capacity Utilization: 55.7%, ICU Level of Service: B
 Analysis Period (min): 15

c Critical Lane Group

University CPA
12: Genesee Ave & La Jolla Village Drive

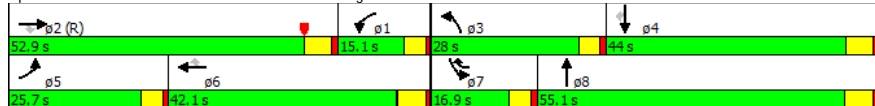
Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔↔	↔	↔↔	↔↔↔	↔	↔↔	↔↔↔	↔↔	↔↔	↔
Traffic Volume (vph)	368	1491	79	112	1550	365	170	1017	180	165	52
Future Volume (vph)	368	1491	79	112	1550	365	170	1017	180	165	52
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	8.4	15.3	15.3	8.4	15.5	8.4	8.4	15.7	8.4	15.4	15.4
Total Split (s)	25.7	52.9	52.9	15.1	42.1	16.9	28.0	55.1	16.9	44.0	44.0
Total Split (%)	18.4%	37.8%	37.8%	10.8%	30.1%	12.1%	20.0%	39.4%	12.1%	31.4%	31.4%
Yellow Time (s)	3.4	4.3	4.3	3.4	4.5	3.4	3.4	4.7	3.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.3	5.3	4.4	5.5	4.4	4.4	5.7	4.4	5.4	5.4
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 12: Genesee Ave & La Jolla Village Drive



University CPA
12: Genesee Ave & La Jolla Village Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔↔	↔	↔↔	↔↔↔	↔	↔↔	↔↔↔		↔↔	↔↔	↔
Traffic Volume (vph)	368	1491	79	112	1550	365	170	1017	104	180	165	52
Future Volume (vph)	368	1491	79	112	1550	365	170	1017	104	180	165	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.5	4.4	4.4	5.7		4.4	5.4	5.4
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5014		3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5014		3433	3539	1583
Peak-hour factor, PHF	0.87	0.87	0.87	0.82	0.82	0.82	0.89	0.89	0.89	0.76	0.76	0.76
Adj. Flow (vph)	423	1714	91	137	1890	445	191	1143	117	237	217	68
RTOR Reduction (vph)	0	0	57	0	0	55	0	9	0	0	0	46
Lane Group Flow (vph)	423	1714	34	137	1890	390	191	1251	0	237	217	22
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	20.3	52.5	52.5	10.8	42.8	54.9	12.2	44.8		12.1	45.0	45.0
Effective Green, g (s)	20.3	52.5	52.5	10.8	42.8	54.9	12.2	44.8		12.1	45.0	45.0
Actuated g/C Ratio	0.15	0.38	0.38	0.08	0.31	0.39	0.09	0.32		0.09	0.32	0.32
Clearance Time (s)	4.4	5.3	5.3	4.4	5.5	4.4	4.4	5.7		4.4	5.4	5.4
Vehicle Extension (s)	2.0	6.0	6.0	2.0	5.8	2.0	2.0	3.5		2.0	4.1	4.1
Lane Grp Cap (vph)	497	1906	593	264	1554	620	299	1604		296	1137	508
v/s Ratio Prot	0.12	c0.34		0.04	c0.37	0.05	0.06	c0.25		c0.07	0.06	
v/s Ratio Perm			0.02			0.19						0.01
v/c Ratio	0.85	0.90	0.06	0.52	1.22	0.63	0.64	0.78		0.80	0.19	0.04
Uniform Delay, d1	58.4	41.3	27.9	62.1	48.6	34.3	61.8	43.1		62.8	34.3	32.7
Progression Factor	0.97	1.37	8.22	0.90	0.85	0.25	1.32	0.53		1.00	1.00	1.00
Incremental Delay, d2	12.1	6.9	0.2	0.2	99.0	0.4	2.3	1.8		13.6	0.1	0.1
Delay (s)	68.9	63.5	229.9	55.9	140.3	9.0	83.5	24.8		76.3	34.5	32.7
Level of Service	E	E	F	E	F	A	F	C		E	C	C
Approach Delay (s)		71.3			112.0			32.6				53.3
Approach LOS		E			F			C				D

Intersection Summary

HCM 2000 Control Delay: 76.5, HCM 2000 Level of Service: E
 HCM 2000 Volume to Capacity ratio: 0.97
 Actuated Cycle Length (s): 140.0, Sum of lost time (s): 20.0
 Intersection Capacity Utilization: 84.2%, ICU Level of Service: E
 Analysis Period (min): 15

c Critical Lane Group

University CPA
13: Genesee Ave & Esplanade Court

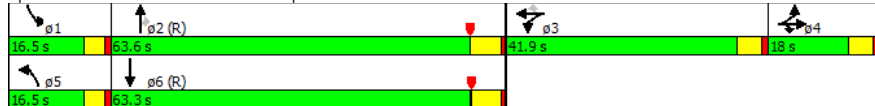
Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	98	8	30	57	14	108	50	1464	100	96	224
Future Volume (vph)	98	8	30	57	14	108	50	1464	100	96	224
Turn Type	Split	NA	Prot	Split	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	4	4	4	3	3		5	2		1	6
Permitted Phases						3			2		
Detector Phase	4	4	4	3	3	3	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	10.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.9	8.9	8.4	16.0	16.0	8.4	15.7
Total Split (s)	18.0	18.0	18.0	41.9	41.9	41.9	16.5	63.6	63.6	16.5	63.3
Total Split (%)	12.9%	12.9%	12.9%	29.9%	29.9%	29.9%	11.8%	45.4%	45.4%	11.8%	45.2%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.4	5.0	5.0	3.4	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	6.0	6.0	4.4	5.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 75 (54%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 13: Genesee Ave & Esplanade Court



University CPA
13: Genesee Ave & Esplanade Court

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	98	8	30	57	14	108	50	1464	100	96	224	78
Future Volume (vph)	98	8	30	57	14	108	50	1464	100	96	224	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	6.0	6.0	4.4	5.7	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.91	0.95	1.00	0.95	1.00	0.97	0.91	
Frt	1.00	1.00	0.85	1.00	0.90	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1698	1583	1681	1511	1504	1770	3539	1583	3433	4887	
Flt Permitted	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1698	1583	1681	1511	1504	1770	3539	1583	3433	4887	
Peak-hour factor, PHF	0.73	0.73	0.73	0.68	0.68	0.68	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	134	11	41	84	21	159	54	1591	109	110	257	90
RTOR Reduction (vph)	0	0	38	0	57	79	0	0	37	0	32	0
Lane Group Flow (vph)	72	73	3	76	39	13	54	1591	72	110	315	0
Turn Type	Split	NA	Prot	Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4	4	3	3		5	2		1	6	
Permitted Phases						3				2		
Actuated Green, G (s)	10.0	10.0	10.0	19.9	19.9	19.9	7.6	81.0	81.0	8.9	82.6	
Effective Green, g (s)	10.0	10.0	10.0	19.9	19.9	19.9	7.6	81.0	81.0	8.9	82.6	
Actuated g/C Ratio	0.07	0.07	0.07	0.14	0.14	0.14	0.05	0.58	0.58	0.06	0.59	
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	6.0	6.0	4.4	5.7	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.7	3.7	2.0	4.1	
Lane Grp Cap (vph)	120	121	113	238	214	213	96	2047	915	218	2883	
v/s Ratio Prot	0.04	c0.04	0.00	c0.05	0.03		0.03	c0.45		c0.03	0.06	
v/s Ratio Perm						0.01			0.05			
v/c Ratio	0.60	0.60	0.03	0.32	0.18	0.06	0.56	0.78	0.08	0.50	0.11	
Uniform Delay, d1	63.1	63.1	60.5	54.0	52.9	52.0	64.6	22.6	13.0	63.4	12.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.30	0.34	0.10	1.22	0.44	
Incremental Delay, d2	5.3	5.7	0.0	0.3	0.1	0.0	2.9	2.0	0.1	0.7	0.1	
Delay (s)	68.3	68.8	60.5	54.2	53.0	52.0	86.6	9.6	1.5	78.1	5.6	
Level of Service	E	E	E	D	D	D	F	A	A	E	A	
Approach Delay (s)		66.8			53.0			11.4			23.0	
Approach LOS		E			D			B			C	

Intersection Summary

HCM 2000 Control Delay	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

University CPA
14: Genesee Ave & Nobel Drive

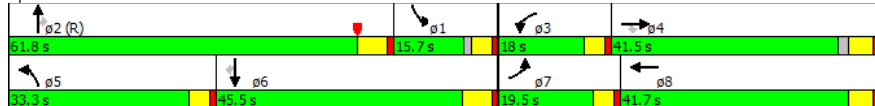
Existing
Timing Plan: Morning Peak

	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕	↔	↔↔	↕↕	↔↔	↕↕	↔	↔↔	↕↕	↔
Traffic Volume (vph)	106	466	86	79	263	156	1424	163	55	228	42
Future Volume (vph)	106	466	86	79	263	156	1424	163	55	228	42
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	8.4	14.9	14.9	8.4	15.1	8.4	15.7	15.7	8.4	15.9	15.9
Total Split (s)	19.5	41.5	41.5	18.0	41.7	33.3	61.8	61.8	15.7	45.5	45.5
Total Split (%)	13.9%	29.6%	29.6%	12.9%	29.8%	23.8%	44.1%	44.1%	11.2%	32.5%	32.5%
Yellow Time (s)	3.4	3.9	3.9	3.4	4.1	3.4	4.7	4.7	3.4	4.9	4.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.9	4.4	5.1	4.4	5.7	5.7	4.4	5.9	5.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 65 (46%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 14: Genesee Ave & Nobel Drive



University CPA
14: Genesee Ave & Nobel Drive

Existing
Timing Plan: Morning Peak

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕	↔	↔↔	↕↕		↔↔	↕↕	↔	↔↔	↕↕	↔
Traffic Volume (vph)	106	466	86	79	263	45	156	1424	163	55	228	42
Future Volume (vph)	106	466	86	79	263	45	156	1424	163	55	228	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	5.1		4.4	5.7	5.7	4.4	5.9	5.9
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.95	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3462		3433	3539	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3462		3433	3539	1583	3433	5085	1583
Peak-hour factor, PHF	0.84	0.84	0.84	0.91	0.91	0.91	0.94	0.94	0.94	0.73	0.73	0.73
Adj. Flow (vph)	126	555	102	87	289	49	166	1515	173	75	312	58
RTOR Reduction (vph)	0	0	79	0	10	0	0	0	46	0	0	29
Lane Group Flow (vph)	126	555	23	87	328	0	166	1515	127	75	312	29
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	9.5	32.1	32.1	8.0	30.4		11.2	73.0	73.0	7.5	69.1	69.1
Effective Green, g (s)	9.5	32.1	32.1	8.0	30.4		11.2	73.0	73.0	7.5	69.1	69.1
Actuated g/C Ratio	0.07	0.23	0.23	0.06	0.22		0.08	0.52	0.52	0.05	0.49	0.49
Clearance Time (s)	4.4	4.9	4.9	4.4	5.1		4.4	5.7	5.7	4.4	5.9	5.9
Vehicle Extension (s)	2.0	4.0	4.0	2.0	2.1		2.0	8.0	8.0	2.0	4.0	4.0
Lane Grp Cap (vph)	232	811	362	196	751		274	1845	825	183	2509	781
v/s Ratio Prot	c0.04	c0.16		0.03	0.09		0.05	c0.43		c0.02	0.06	
v/s Ratio Perm			0.01						0.08			0.02
v/c Ratio	0.54	0.68	0.06	0.44	0.44		0.61	0.82	0.15	0.41	0.12	0.04
Uniform Delay, d1	63.1	49.3	42.2	63.8	47.4		62.3	28.0	17.4	64.1	19.1	18.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.10	0.56	0.51	0.86	0.93	1.33
Incremental Delay, d2	1.4	2.6	0.1	0.6	0.2		1.6	2.7	0.2	0.5	0.0	0.0
Delay (s)	64.5	51.9	42.3	64.4	47.6		70.2	18.5	9.2	55.5	17.9	24.4
Level of Service	E	D	D	E	D		E	B	A	E	B	C
Approach Delay (s)		52.7			51.0			22.3			25.1	
Approach LOS		D			D			C			C	

Intersection Summary

HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

University CPA
15: Genesee Ave & Decoro Street

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↕	↕	↕	↕
Traffic Volume (vph)	24	28	55	24	149	1702	8	521
Future Volume (vph)	24	28	55	24	149	1702	8	521
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		8		4	1	6	5	2
Permitted Phases	8		4					
Detector Phase	8	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.4	15.7	8.4	15.9
Total Split (s)	34.0	34.0	34.0	34.0	23.5	90.3	15.5	82.5
Total Split (%)	24.3%	24.3%	24.3%	24.3%	16.8%	64.5%	11.1%	58.9%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	4.7	3.4	4.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9		4.9	4.4	5.7	4.4	5.9
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 44 (31%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 15: Genesee Ave & Decoro Street



University CPA
15: Genesee Ave & Decoro Street

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	24	28	173	55	24	22	149	1702	121	8	521	41
Future Volume (vph)	24	28	173	55	24	22	149	1702	121	8	521	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9		4.4	5.7		4.4	5.9	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flt		0.90			0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1660			1760		1770	3504		1770	3500	
Flt Permitted		0.95			0.30		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1591			545		1770	3504		1770	3500	
Peak-hour factor, PHF	0.84	0.84	0.84	0.85	0.85	0.85	0.93	0.93	0.93	0.75	0.75	0.75
Adj. Flow (vph)	29	33	206	65	28	26	160	1830	130	11	695	55
RTOR Reduction (vph)	0	91	0	0	8	0	0	3	0	0	3	0
Lane Group Flow (vph)	0	177	0	0	111	0	160	1957	0	11	747	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Actuated Green, G (s)		21.9			21.9		16.1	100.5		2.6	86.8	
Effective Green, g (s)		21.9			21.9		16.1	100.5		2.6	86.8	
Actuated g/C Ratio		0.16			0.16		0.12	0.72		0.02	0.62	
Clearance Time (s)		4.9			4.9		4.4	5.7		4.4	5.9	
Vehicle Extension (s)		2.0			2.0		2.0	4.3		2.0	3.7	
Lane Grp Cap (vph)		248			85		203	2515		32	2170	
v/s Ratio Prot							c0.09	c0.56		0.01	0.21	
v/s Ratio Perm		0.11			c0.20							
v/c Ratio		0.71			1.31		0.79	0.78		0.34	0.34	
Uniform Delay, d1		56.1			59.0		60.3	12.6		67.9	12.8	
Progression Factor		1.00			1.00		0.91	0.87		1.03	1.16	
Incremental Delay, d2		7.8			201.7		6.3	0.8		2.3	0.4	
Delay (s)		63.9			260.8		61.2	11.8		72.0	15.3	
Level of Service		E			F		E	B		E	B	
Approach Delay (s)		63.9			260.8			15.5			16.1	
Approach LOS		E			F			B			B	

Intersection Summary

HCM 2000 Control Delay: 28.6, HCM 2000 Level of Service: C
 HCM 2000 Volume to Capacity ratio: 0.89
 Actuated Cycle Length (s): 140.0, Sum of lost time (s): 15.2
 Intersection Capacity Utilization: 85.8%, ICU Level of Service: E
 Analysis Period (min): 15

c Critical Lane Group

University CPA
16: Genesee Ave & Centurion Square

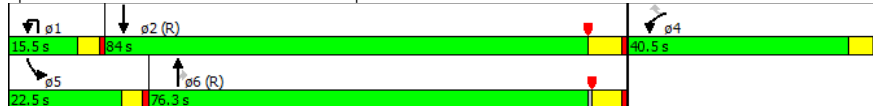
Existing
Timing Plan: Morning Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø1
Lane Configurations	↘	↗	↕	↗	↘	↕	
Traffic Volume (vph)	300	212	1752	278	169	578	
Future Volume (vph)	300	212	1752	278	169	578	
Turn Type	Prot	Perm	NA	Perm	Prot	NA	
Protected Phases	4		6		5	2	1
Permitted Phases		4		6			
Detector Phase	4	4	6	6	5	2	
Switch Phase							
Minimum Initial (s)	7.0	7.0	10.0	10.0	4.0	10.0	4.0
Minimum Split (s)	34.9	34.9	28.7	28.7	8.4	16.4	8.4
Total Split (s)	40.5	40.5	76.3	76.3	22.5	84.0	15.5
Total Split (%)	28.9%	28.9%	54.5%	54.5%	16.1%	60.0%	11%
Yellow Time (s)	3.9	3.9	4.7	4.7	3.4	5.4	3.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.9	4.9	5.7	5.7	4.4	6.4	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 43 (31%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 16: Genesee Ave & Centurion Square



University CPA
16: Genesee Ave & Centurion Square

Existing
Timing Plan: Morning Peak

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↕	↗	↘	↕
Traffic Volume (vph)	300	212	0	1752	278	169	578
Future Volume (vph)	300	212	0	1752	278	169	578
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		5.7	5.7	4.4	6.4
Lane Util. Factor	1.00	1.00		0.95	1.00	0.97	0.95
Fr	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583		3539	1583	3433	3539
Flt Permitted	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583		3539	1583	3433	3539
Peak-hour factor, PHF	0.49	0.49	0.92	0.93	0.93	0.81	0.81
Adj. Flow (vph)	612	433	0	1884	299	209	714
RTOR Reduction (vph)	0	136	0	0	64	0	0
Lane Group Flow (vph)	612	297	0	1884	235	209	714
Turn Type	Prot	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	4		1	6		5	2
Permitted Phases		4			6		
Actuated Green, G (s)	35.6	35.6		76.5	76.5	12.9	93.1
Effective Green, g (s)	35.6	35.6		76.5	76.5	12.9	93.1
Actuated g/C Ratio	0.25	0.25		0.55	0.55	0.09	0.66
Clearance Time (s)	4.9	4.9		5.7	5.7	4.4	6.4
Vehicle Extension (s)	2.0	2.0		4.2	4.2	2.0	3.4
Lane Grp Cap (vph)	450	402		1933	864	316	2353
v/s Ratio Prot	c0.35			c0.53		c0.06	0.20
v/s Ratio Perm		0.19			0.15		
v/c Ratio	1.36	0.74		0.97	0.27	0.66	0.30
Uniform Delay, d1	52.2	47.9		30.8	16.9	61.4	9.8
Progression Factor	1.00	1.00		1.00	1.00	1.07	0.94
Incremental Delay, d2	175.9	6.0		15.3	0.8	3.6	0.3
Delay (s)	228.1	53.9		46.1	17.7	69.5	9.6
Level of Service	F	D		D	B	E	A
Approach Delay (s)	155.9			42.2			23.2
Approach LOS	F			D			C

Intersection Summary

HCM 2000 Control Delay: 66.6, HCM 2000 Level of Service: E
 HCM 2000 Volume to Capacity ratio: 1.06
 Actuated Cycle Length (s): 140.0, Sum of lost time (s): 15.7
 Intersection Capacity Utilization: 82.4%, ICU Level of Service: E
 Analysis Period (min): 15

c Critical Lane Group

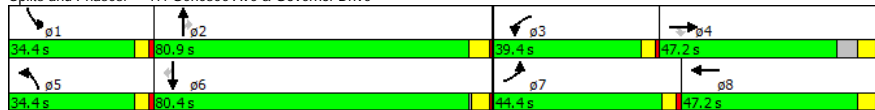
University CPA
17: Genesee Ave & Governor Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕	↔	↔↔	↕↕	↔	↕↕	↔	↔↔	↕↕	↔
Traffic Volume (vph)	455	306	142	247	236	71	1349	223	181	499	256
Future Volume (vph)	455	306	142	247	236	71	1349	223	181	499	256
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	4.0	8.0	8.0	4.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0
Minimum Split (s)	8.4	13.2	13.2	8.4	13.2	8.4	13.9	13.9	8.4	13.4	13.4
Total Split (s)	44.4	47.2	47.2	39.4	47.2	34.4	80.9	80.9	34.4	80.4	80.4
Total Split (%)	21.5%	22.8%	22.8%	19.0%	22.8%	16.6%	39.1%	39.1%	16.6%	38.9%	38.9%
Yellow Time (s)	3.4	4.2	4.2	3.4	4.2	3.4	4.9	4.9	3.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.2	5.2	4.4	5.2	4.4	5.9	5.9	4.4	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min

Intersection Summary	
Cycle Length:	206.9
Actuated Cycle Length:	180.8
Natural Cycle:	110
Control Type:	Actuated-Uncoordinated

Splits and Phases: 17: Genesee Ave & Governor Drive



University CPA
17: Genesee Ave & Governor Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕	↔	↔↔	↕↕		↔	↕↕	↔	↔↔	↕↕	↔
Traffic Volume (vph)	455	306	142	247	236	249	71	1349	223	181	499	256
Future Volume (vph)	455	306	142	247	236	249	71	1349	223	181	499	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)	4.4	5.2	5.2	4.4	5.2		4.4	5.9	5.9	4.4	5.4	5.4
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3702		1770	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3702		1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.78	0.78	0.78	0.76	0.76	0.76	0.90	0.90	0.90	0.85	0.85	0.85
Adj. Flow (vph)	583	392	182	325	311	328	79	1499	248	213	587	301
RTOR Reduction (vph)	0	0	67	0	93	0	0	0	47	0	0	66
Lane Group Flow (vph)	583	392	115	325	546	0	79	1499	201	213	587	235
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	34.7	47.9	47.9	21.7	34.9		12.6	75.5	75.5	15.8	79.2	79.2
Effective Green, g (s)	34.7	47.9	47.9	21.7	34.9		12.6	75.5	75.5	15.8	79.2	79.2
Actuated g/C Ratio	0.19	0.26	0.26	0.12	0.19		0.07	0.42	0.42	0.09	0.44	0.44
Clearance Time (s)	4.4	5.2	5.2	4.4	5.2		4.4	5.9	5.9	4.4	5.4	5.4
Vehicle Extension (s)	2.0	2.3	2.3	2.0	3.8		2.0	2.9	2.9	2.0	3.5	3.5
Lane Grp Cap (vph)	658	937	419	412	714		123	1477	661	300	1550	693
v/s Ratio Prot	c0.17	0.11		0.09	c0.15		0.04	c0.42		c0.06	c0.17	
v/s Ratio Perm			0.07						0.13			0.15
v/c Ratio	0.89	0.42	0.27	0.79	0.76		0.64	1.01	0.30	0.71	0.38	0.34
Uniform Delay, d1	71.1	54.9	52.7	77.3	69.1		81.9	52.7	35.1	80.3	34.2	33.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.2	0.2	0.2	8.9	5.1		8.3	27.2	0.2	6.2	0.2	0.3
Delay (s)	84.4	55.1	52.9	86.3	74.2		90.2	79.8	35.4	86.4	34.4	33.9
Level of Service	F	E	D	F	E		F	E	D	F	C	C
Approach Delay (s)		69.5			78.3			74.2			44.3	
Approach LOS		E			E			E			D	

Intersection Summary	
HCM 2000 Control Delay	67.4
HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.90
Actuated Cycle Length (s)	180.8
Sum of lost time (s)	19.9
Intersection Capacity Utilization	86.5%
ICU Level of Service	E
Analysis Period (min)	15
c Critical Lane Group	

University CPA
18: Genesee Ave & SR-52 Ramp

Existing
Timing Plan: Morning Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↖	↕	↕	↗
Traffic Volume (veh/h)	0	131	420	942	887	113
Future Volume (Veh/h)	0	131	420	942	887	113
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	164	506	1135	1069	136
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2459	534	1069			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2459	534	1069			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	67	22			
cM capacity (veh/h)	6	490	648			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	164	506	378	378	378	534	534	136
Volume Left	0	506	0	0	0	0	0	0
Volume Right	164	0	0	0	0	0	0	136
cSH	490	648	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.33	0.78	0.22	0.22	0.22	0.31	0.31	0.08
Queue Length 95th (ft)	36	188	0	0	0	0	0	0
Control Delay (s)	16.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	D						
Approach Delay (s)	16.0	8.5				0.0		
Approach LOS	C							

Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

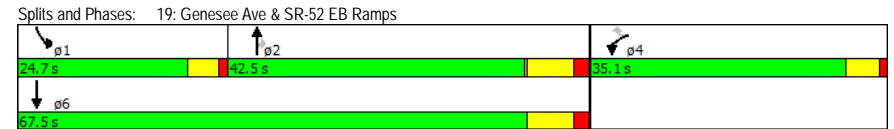
University CPA
19: Genesee Ave & SR-52 EB Ramps

Existing
Timing Plan: Morning Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↕	↗	↖	↕
Traffic Volume (vph)	132	170	1187	721	437	581
Future Volume (vph)	132	170	1187	721	437	581
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	13.0	13.0	5.0	10.0
Minimum Split (s)	10.1	10.1	20.5	20.5	10.7	17.5
Total Split (s)	35.1	35.1	42.5	42.5	24.7	67.5
Total Split (%)	34.2%	34.2%	41.4%	41.4%	24.1%	65.8%
Yellow Time (s)	4.1	4.1	5.5	5.5	3.7	5.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.1	7.5	7.5	4.7	7.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min

Intersection Summary	
Cycle Length:	102.6
Actuated Cycle Length:	85.3
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated



University CPA
19: Genesee Ave & SR-52 EB Ramps

Existing
Timing Plan: Morning Peak

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖	↑↑	↗	↘	↑↑
Traffic Volume (vph)	132	170	1187	721	437	581
Future Volume (vph)	132	170	1187	721	437	581
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1	7.5	7.5	4.7	7.5
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.84	0.84
Adj. Flow (vph)	159	205	1430	869	520	692
RTOR Reduction (vph)	0	174	0	218	0	0
Lane Group Flow (vph)	159	31	1430	651	520	692
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2		
Actuated Green, G (s)	12.8	12.8	35.1	35.1	20.0	59.8
Effective Green, g (s)	12.8	12.8	35.1	35.1	20.0	59.8
Actuated g/C Ratio	0.15	0.15	0.41	0.41	0.23	0.70
Clearance Time (s)	5.1	5.1	7.5	7.5	4.7	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	265	237	1457	652	415	2483
v/s Ratio Prot	c0.09		0.40		c0.29	0.20
v/s Ratio Perm		0.02		c0.41		
v/c Ratio	0.60	0.13	0.98	1.00	1.25	0.28
Uniform Delay, d1	33.8	31.4	24.7	25.0	32.6	4.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6	0.2	19.2	34.8	132.3	0.1
Delay (s)	37.4	31.6	43.9	59.8	164.9	4.8
Level of Service	D	C	D	E	F	A
Approach Delay (s)	34.2		49.9			73.5
Approach LOS	C		D			E

Intersection Summary			
HCM 2000 Control Delay	55.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	85.2	Sum of lost time (s)	17.3
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

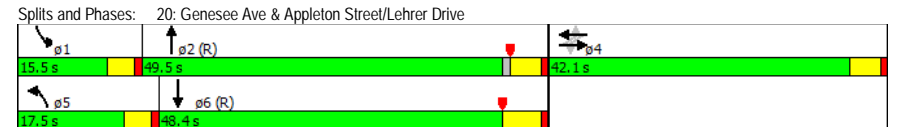
c Critical Lane Group

University CPA
20: Genesee Ave & Appleton Street/Lehrer Drive

Existing
Timing Plan: Morning Peak


	↙	→	↖	←	↗	↑	↘	↓
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↗	↙	↗
Traffic Volume (vph)	390	18	33	37	12	1242	46	592
Future Volume (vph)	390	18	33	37	12	1242	46	592
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		4	5	2	1	6
Permitted Phases	4		4					
Detector Phase	4	4	4	4	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	10.9	10.9	10.9	10.9	8.4	14.9	8.4	15.8
Total Split (s)	42.1	42.1	42.1	42.1	17.5	49.5	15.5	48.4
Total Split (%)	39.0%	39.0%	39.0%	39.0%	16.2%	45.8%	14.4%	44.8%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	3.9	3.4	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9		4.9	4.4	4.9	4.4	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary	
Cycle Length: 108	
Actuated Cycle Length: 108	
Offset: 7 (6%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	



University CPA
20: Genesee Ave & Appleton Street/Lehrer Drive

Existing
Timing Plan: Morning Peak




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	390	18	45	33	37	276	12	1242	8	46	592	75
Future Volume (vph)	390	18	45	33	37	276	12	1242	8	46	592	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)		4.9			4.9			4.4	4.9		4.4	5.8
Lane Util. Factor		1.00			1.00			1.00	0.95		1.00	0.95
Frt		0.99			0.89			1.00	1.00		1.00	0.98
Flt Protected		0.96			1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)		1997			1875			1770	3536		1770	3479
Flt Permitted		0.39			0.95			0.95	1.00		0.95	1.00
Satd. Flow (perm)		805			1782			1770	3536		1770	3479
Peak-hour factor, PHF	0.83	0.83	0.83	0.89	0.89	0.89	0.77	0.77	0.77	0.79	0.79	0.79
Adj. Flow (vph)	470	22	54	37	42	310	16	1613	10	58	749	95
RTOR Reduction (vph)	0	4	0	0	131	0	0	1	0	0	8	0
Lane Group Flow (vph)	0	542	0	0	258	0	16	1622	0	58	836	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4			5	2		1	6
Permitted Phases	4			4								
Actuated Green, G (s)		37.2			37.2			3.1	49.0		7.6	52.6
Effective Green, g (s)		37.2			37.2			3.1	49.0		7.6	52.6
Actuated g/C Ratio		0.34			0.34			0.03	0.45		0.07	0.49
Clearance Time (s)		4.9			4.9			4.4	4.9		4.4	5.8
Vehicle Extension (s)		3.0			3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		277			613			50	1604		124	1694
v/s Ratio Prot								0.01	c0.46		c0.03	0.24
v/s Ratio Perm		c0.67			0.14							
v/c Ratio		1.96			0.42			0.32	1.01		0.47	0.49
Uniform Delay, d1		35.4			27.1			51.4	29.5		48.3	18.7
Progression Factor		1.00			1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2		443.5			0.5			3.7	25.3		2.8	1.0
Delay (s)		478.9			27.6			55.1	54.8		51.0	19.7
Level of Service		F			C			E	D		D	B
Approach Delay (s)		478.9			27.6			54.8			21.8	
Approach LOS		F			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	109.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.35		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	15.1
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

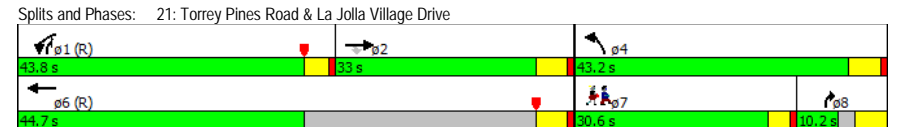
University CPA
21: Torrey Pines Road & La Jolla Village Drive

Existing
Timing Plan: Morning Peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø7	ø8
Lane Configurations	↕	↕	↕	↕	↕	↕		
Traffic Volume (vph)	336	47	1004	1465	210	999		
Future Volume (vph)	336	47	1004	1465	210	999		
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov		
Protected Phases	2		1	6	4	8	1	7
Permitted Phases		2						8
Detector Phase	2	2	1	6	4	8	1	
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	10.0	4.0		4.0	4.0
Minimum Split (s)	15.4	15.4	8.4	15.3	9.6		8.0	9.6
Total Split (s)	33.0	33.0	43.8	44.7	43.2		30.6	10.2
Total Split (%)	27.5%	27.5%	36.5%	37.3%	36.0%		26%	9%
Yellow Time (s)	4.4	4.4	3.4	4.3	4.6		3.0	4.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.4	5.4	4.4	5.3	5.6			
Lead/Lag	Lag	Lag	Lead				Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes				Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None		None	None

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	115 (96%), Referenced to phase 1:WBL and 6:WBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated



University CPA
21: Torrey Pines Road & La Jolla Village Drive

Existing
Timing Plan: Morning Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↖↗	↑↑↑	↖↗	↖↗
Traffic Volume (vph)	336	47	1004	1465	210	999
Future Volume (vph)	336	47	1004	1465	210	999
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	4.4	5.3	5.6	4.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	2787
Peak-hour factor, PHF	0.83	0.83	0.93	0.93	0.84	0.84
Adj. Flow (vph)	405	57	1080	1575	250	1189
RTOR Reduction (vph)	0	44	0	0	0	0
Lane Group Flow (vph)	405	13	1080	1575	250	1189
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	2		1	6	4	8 1
Permitted Phases		2				
Actuated Green, G (s)	27.6	27.6	39.1	71.2	37.9	57.3
Effective Green, g (s)	27.6	27.6	39.1	71.2	37.9	57.3
Actuated g/C Ratio	0.23	0.23	0.33	0.59	0.32	0.48
Clearance Time (s)	5.4	5.4	4.4	5.3	5.6	
Vehicle Extension (s)	5.5	5.5	2.0	8.0	2.0	
Lane Grp Cap (vph)	1169	364	1118	3017	1084	1330
v/s Ratio Prot	0.08		c0.31	c0.31	c0.07	c0.43
v/s Ratio Perm		0.01				
v/c Ratio	0.35	0.04	0.97	0.52	0.23	0.89
Uniform Delay, d1	38.7	35.9	39.8	14.4	30.3	28.6
Progression Factor	0.65	0.70	0.85	0.32	1.00	1.00
Incremental Delay, d2	0.4	0.1	16.2	0.5	0.0	7.9
Delay (s)	25.5	25.4	50.1	5.1	30.3	36.4
Level of Service	C	C	D	A	C	D
Approach Delay (s)	25.5			23.4	35.4	
Approach LOS	C			C	D	

Intersection Summary			
HCM 2000 Control Delay	27.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.4
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

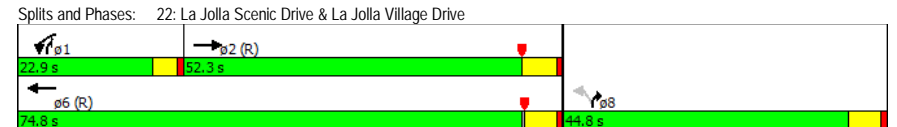
c Critical Lane Group

University CPA
22: La Jolla Scenic Drive & La Jolla Village Drive

Existing
Timing Plan: Morning Peak

	→	↘	↙	←	↖	↗
Lane Group	EBT	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑	↖↗	↑↑↑	↖↗	↖↗	
Traffic Volume (vph)	1306	328	2113	356	399	
Future Volume (vph)	1306	328	2113	356	399	
Turn Type	NA	Prot	NA	Perm	pt+ov	
Protected Phases	2	1	6		8 1	
Permitted Phases					8	
Detector Phase	2	1	6	8	8 1	
Switch Phase						
Minimum Initial (s)	10.0	4.0	10.0	4.0		
Minimum Split (s)	15.7	8.4	15.3	9.5		
Total Split (s)	52.3	22.9	74.8	44.8		
Total Split (%)	43.6%	19.1%	62.3%	37.3%		
Yellow Time (s)	4.7	3.4	4.3	4.5		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.7	4.4	5.3	5.5		
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None		

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	34 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated



University CPA

22: La Jolla Scenic Drive & La Jolla Village Drive

Existing
Timing Plan: Morning Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑↑	↑↑↑	↑	↑↑
Traffic Volume (vph)	1306	29	328	2113	356	399
Future Volume (vph)	1306	29	328	2113	356	399
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		4.4	5.3	5.5	5.5
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5069		3433	5085	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5069		3433	5085	1770	2787
Peak-hour factor, PHF	0.88	0.88	0.96	0.96	0.85	0.85
Adj. Flow (vph)	1484	33	342	2201	419	469
RTOR Reduction (vph)	2	0	0	0	0	6
Lane Group Flow (vph)	1515	0	342	2201	419	463
Turn Type	NA		Prot	NA	Perm	pt+ov
Protected Phases	2		1	6		8 1
Permitted Phases					8	
Actuated Green, G (s)	56.2		15.8	76.8	32.4	53.7
Effective Green, g (s)	56.2		15.8	76.8	32.4	53.7
Actuated g/C Ratio	0.47		0.13	0.64	0.27	0.45
Clearance Time (s)	5.7		4.4	5.3	5.5	
Vehicle Extension (s)	4.0		2.0	5.9	2.0	
Lane Grp Cap (vph)	2373		452	3254	477	1247
v/s Ratio Prot	0.30		0.10	c0.43		0.17
v/s Ratio Perm					c0.24	
v/c Ratio	0.64		0.76	0.68	0.88	0.37
Uniform Delay, d1	24.2		50.2	13.7	41.9	22.0
Progression Factor	0.66		0.75	1.27	1.00	1.00
Incremental Delay, d2	0.9		4.2	0.7	16.1	0.1
Delay (s)	16.9		41.7	18.1	58.0	22.0
Level of Service	B		D	B	E	C
Approach Delay (s)	16.9			21.3	39.0	
Approach LOS	B			C	D	

Intersection Summary			
HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.6
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA

23: Gilman Drive & La Jolla Village Drive WB Off

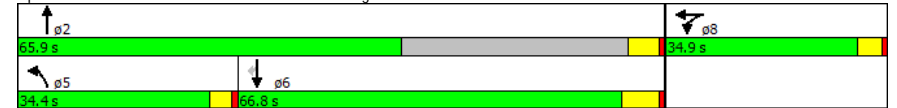
Existing
Timing Plan: Morning Peak



Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations	↑↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	0	415	564	119	17
Future Volume (vph)	0	415	564	119	17
Turn Type	NA	Prot	NA	NA	Perm
Protected Phases	8	5	2	6	
Permitted Phases					6
Detector Phase	8	5	2	6	6
Switch Phase					
Minimum Initial (s)	4.0	4.0	10.0	10.0	10.0
Minimum Split (s)	8.9	8.4	15.9	16.8	16.8
Total Split (s)	34.9	34.4	65.9	66.8	66.8
Total Split (%)	25.6%	25.3%	48.4%	49.1%	49.1%
Yellow Time (s)	3.9	3.4	4.9	5.8	5.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.4	5.9	6.8	6.8
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	Min	Min	Min

Intersection Summary	
Cycle Length:	136.1
Actuated Cycle Length:	70.5
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated

Splits and Phases: 23: Gilman Drive & La Jolla Village Drive WB Off



University CPA
23: Gilman Drive & La Jolla Village Drive WB Off

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕		↕	↕			↕	↕
Traffic Volume (vph)	0	0	0	49	0	193	415	564	0	0	119	17
Future Volume (vph)	0	0	0	49	0	193	415	564	0	0	119	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.9		4.4		5.9			6.8	6.8
Lane Util. Factor				1.00		1.00		0.95			0.95	1.00
Flt				0.89		1.00		1.00			1.00	0.85
Flt Protected				0.99		0.95		1.00			1.00	1.00
Satd. Flow (prot)				1645		1770		3539			3539	1583
Flt Permitted				0.99		0.95		1.00			1.00	1.00
Satd. Flow (perm)				1645		1770		3539			3539	1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.90	0.90	0.90	0.90	0.90	0.90	0.83	0.83	0.83
Adj. Flow (vph)	0	0	0	54	0	214	461	627	0	0	143	20
RTOR Reduction (vph)	0	0	0	0	109	0	0	0	0	0	0	17
Lane Group Flow (vph)	0	0	0	0	159	0	461	627	0	0	143	3
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					13.3		30.4	46.3			10.6	10.6
Effective Green, g (s)					13.3		30.4	46.3			10.6	10.6
Actuated g/C Ratio					0.19		0.43	0.66			0.15	0.15
Clearance Time (s)					4.9		4.4	5.9			6.8	6.8
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					310		764	2327			532	238
v/s Ratio Prot					c0.10		c0.26	c0.18			0.04	
v/s Ratio Perm												0.00
v/c Ratio					0.51		0.60	0.27			0.27	0.01
Uniform Delay, d1					25.6		15.4	5.0			26.5	25.4
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					1.4		1.4	0.1			0.3	0.0
Delay (s)					27.1		16.7	5.1			26.7	25.5
Level of Service					C		B	A			C	C
Approach Delay (s)		0.0			27.1		10.0				26.6	
Approach LOS		A			C		B				C	

Intersection Summary			
HCM 2000 Control Delay	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	70.4	Sum of lost time (s)	16.1
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

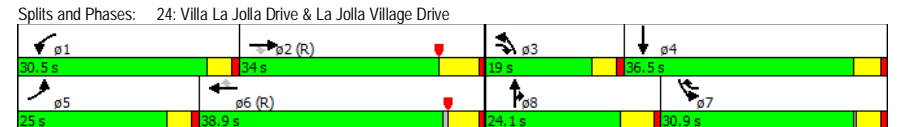
c Critical Lane Group

University CPA
24: Villa La Jolla Drive & La Jolla Village Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (vph)	153	1203	28	325	1791	434	296	167	311	268	50	
Future Volume (vph)	153	1203	28	325	1791	434	296	167	311	268	50	
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8	8	7	4	
Permitted Phases			2			6						
Detector Phase	5	2	3	1	6	7	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0	4.0	4.0	10.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.4	16.4	8.4	8.4	15.3	8.4	8.4	9.5	9.5	8.4	8.9	
Total Split (s)	25.0	34.0	19.0	30.5	38.9	30.9	19.0	24.1	24.1	30.9	36.5	
Total Split (%)	20.8%	28.3%	15.8%	25.4%	32.4%	25.8%	15.8%	20.1%	20.1%	25.8%	30.4%	
Yellow Time (s)	3.4	5.4	3.4	3.4	4.3	3.4	3.4	4.5	4.5	3.4	3.9	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.4	6.4	4.4	4.4	5.3	4.4	4.4	5.5	5.5	4.4	4.9	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 65 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			



University CPA

23b: La Jolla Village Dr EB & Gilman Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	0	284	0	0	0	0	935	102	45	123	0
Future Volume (Veh/h)	43	0	284	0	0	0	0	935	102	45	123	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.64	0.64	0.64	0.25	0.25	0.25	0.92	0.92	0.92	0.88	0.88	0.88
Hourly flow rate (vph)	67	0	444	0	0	0	0	1016	111	51	140	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			13									
Median type							None	None	None	None	None	None
Median storage (veh)												
Upstream signal (ft)												483
pX, platoon unblocked												
vC, conflicting volume	750	1369	70	1410	1258	508	140			1127		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	750	1369	70	1410	1258	508	140			1127		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	76	100	55	100	100	100	100			92		
cM capacity (veh/h)	281	133	978	50	156	510	1441			616		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3					
Volume Total	511	508	508	111	51	70	70					
Volume Left	67	0	0	0	51	0	0					
Volume Right	444	0	0	111	0	0	0					
cSH	1126	1700	1700	1700	616	1700	1700					
Volume to Capacity	0.45	0.30	0.30	0.07	0.08	0.04	0.04					
Queue Length 95th (ft)	60	0	0	0	7	0	0					
Control Delay (s)	13.0	0.0	0.0	0.0	11.4	0.0	0.0					
Lane LOS	B	B	B	B	B	B	B					
Approach Delay (s)	13.0	0.0			3.0							
Approach LOS	B	B			B							
Intersection Summary												
Average Delay	4.0											
Intersection Capacity Utilization	59.4%											
ICU Level of Service	B											
Analysis Period (min)	15											

University CPA

24: Villa La Jolla Drive & La Jolla Village Drive

Existing

Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑↑↑	↔	↔	↑↑↑	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	153	1203	28	325	1791	434	296	167	311	268	50	25
Future Volume (vph)	153	1203	28	325	1791	434	296	167	311	268	50	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.4	4.4	4.4	5.3	4.4	4.4	5.5	5.5	4.4	4.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	1681	1504	3433	1769	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	1681	1504	3433	1769	
Peak-hour factor, PHF	0.87	0.87	0.87	0.91	0.91	0.91	0.76	0.76	0.76	0.79	0.79	0.79
Adj. Flow (vph)	176	1383	32	357	1968	477	389	220	409	339	63	32
RTOR Reduction (vph)	0	0	17	0	0	107	0	15	253	0	16	0
Lane Group Flow (vph)	176	1383	15	357	1968	370	389	315	46	339	79	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Prot	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8	8	7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	15.9	42.5	56.9	16.8	44.5	65.9	14.4	18.6	18.6	21.4	26.2	
Effective Green, g (s)	15.9	42.5	56.9	16.8	44.5	65.9	14.4	18.6	18.6	21.4	26.2	
Actuated g/C Ratio	0.13	0.35	0.47	0.14	0.37	0.55	0.12	0.16	0.16	0.18	0.22	
Clearance Time (s)	4.4	6.4	4.4	4.4	5.3	4.4	4.4	5.5	5.5	4.4	4.9	
Vehicle Extension (s)	2.0	4.4	2.0	2.0	4.7	2.0	2.0	3.3	3.3	2.0	2.0	
Lane Grp Cap (vph)	234	1800	750	480	1885	869	411	260	233	612	386	
v/s Ratio Prot	0.10	0.27	0.00	c0.10	c0.39	0.08	0.11	c0.19	0.03	c0.10	c0.04	
v/s Ratio Perm			0.01			0.16						
v/c Ratio	0.75	0.77	0.02	0.74	1.04	0.43	0.95	1.21	0.20	0.55	0.20	
Uniform Delay, d1	50.2	34.4	16.8	49.5	37.8	15.9	52.4	50.7	44.2	44.9	38.4	
Progression Factor	1.39	0.64	1.00	1.01	0.96	1.17	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.7	2.7	0.0	2.5	27.2	0.1	30.5	125.0	0.5	0.6	0.1	
Delay (s)	79.5	24.7	16.8	52.3	63.5	18.7	82.9	175.7	44.7	45.6	38.5	
Level of Service	E	C	B	D	E	B	F	F	D	D	D	
Approach Delay (s)		30.6			54.5			101.8			44.0	
Approach LOS		C			D			F			D	

Intersection Summary			
HCM 2000 Control Delay	55.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

University CPA

25: I-5 SB Off-Ramps & La Jolla Village Drive

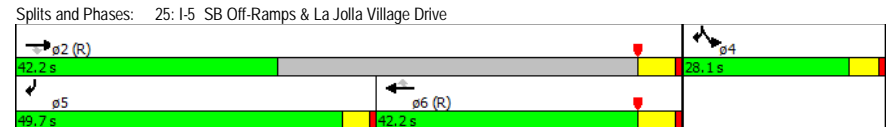
Existing

Timing Plan: Morning Peak



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR	ø5
Lane Configurations	↑↑↑	↔	↑↑↑	↔	↔	↔	
Traffic Volume (vph)	1562	221	1284	314	559	1266	
Future Volume (vph)	1562	221	1284	314	559	1266	
Turn Type	NA	Perm	NA	Perm	Prot	custom	
Protected Phases	2		6		4	4 5	5
Permitted Phases		2		6			
Detector Phase	2	2	6	6	4	4 5	
Switch Phase							
Minimum Initial (s)	10.0	10.0	15.0	15.0	5.0		2.0
Minimum Split (s)	16.2	16.2	21.2	21.2	10.1		6.7
Total Split (s)	42.2	42.2	42.2	42.2	28.1		49.7
Total Split (%)	35.2%	35.2%	35.2%	35.2%	23.4%		41%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.1		3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.1		
Lead/Lag		Lag	Lag	Lag			Lead
Lead-Lag Optimize?		Yes	Yes	Yes			Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min		None

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	70 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated



University CPA
25: I-5 SB Off-Ramps & La Jolla Village Drive

Existing
Timing Plan: Morning Peak



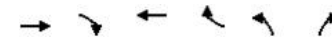
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↑		↑↑↑↑	↑				↑↑		↑↑
Traffic Volume (vph)	0	1562	221	0	1284	314	0	0	0	559	0	1266
Future Volume (vph)	0	1562	221	0	1284	314	0	0	0	559	0	1266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.2	6.2		6.2	6.2				5.1		5.1
Lane Util. Factor		0.86	1.00		0.91	1.00				0.97		0.88
Flt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		6408	1583		5085	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		6408	1583		5085	1583				3433		2787
Peak-hour factor, PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.25	0.25	0.25	0.84	0.84	0.84
Adj. Flow (vph)	0	1680	238	0	1366	334	0	0	0	665	0	1507
RTOR Reduction (vph)	0	0	68	0	0	219	0	0	0	0	0	12
Lane Group Flow (vph)	0	1680	170	0	1366	115	0	0	0	665	0	1495
Turn Type		NA	Perm		NA	Perm				Prot		custom
Protected Phases		2			6					4		4
Permitted Phases			2			6						
Actuated Green, G (s)		85.7	85.7		36.7	36.7				23.0		72.4
Effective Green, g (s)		85.7	85.7		36.7	36.7				23.0		72.4
Actuated g/C Ratio		0.71	0.71		0.31	0.31				0.19		0.60
Clearance Time (s)		6.2	6.2		6.2	6.2				5.1		5.1
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		4576	1130		1555	484				657		1681
v/s Ratio Prot		0.26			c0.27					c0.19		c0.54
v/s Ratio Perm			0.11			0.07						
v/c Ratio		0.37	0.15		0.88	0.24				1.01		0.89
Uniform Delay, d1		6.6	5.5		39.5	31.2				48.5		20.4
Progression Factor		0.83	2.76		0.92	1.16				1.00		1.00
Incremental Delay, d2		0.2	0.2		6.8	1.1				38.2		6.0
Delay (s)		5.7	15.4		43.3	37.2				86.7		26.4
Level of Service		A	B		D	D				F		C
Approach Delay (s)		6.9			42.1			0.0				44.9
Approach LOS		A			D			A				D

Intersection Summary			
HCM 2000 Control Delay	31.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

University CPA
26: I-5 NB Ramps & La Jolla Village Drive

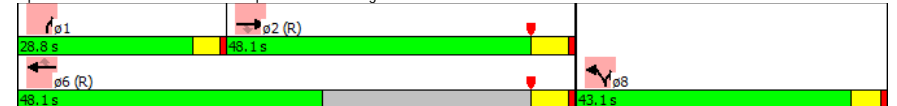
Existing
Timing Plan: Morning Peak



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR	ø1
Lane Configurations	↑↑↑	↑	↑↑↑	↑	↑↑	↑↑	
Traffic Volume (vph)	1229	844	1221	488	459	780	
Future Volume (vph)	1229	844	1221	488	459	780	
Turn Type	NA	Perm	NA	Perm	Prot	custom	
Protected Phases	2		6		8	18	1
Permitted Phases		2		6			
Detector Phase	2	2	6	6	8	18	
Switch Phase							
Minimum Initial (s)	16.0	16.0	16.0	16.0	5.0		2.0
Minimum Split (s)	36.2	36.2	22.2	22.2	21.1		9.5
Total Split (s)	48.1	48.1	48.1	48.1	43.1		28.8
Total Split (%)	40.1%	40.1%	40.1%	40.1%	35.9%		24%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.1		3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.1		
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes					Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min		None

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	75 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated

Splits and Phases: 26: I-5 NB Ramps & La Jolla Village Drive



University CPA
26: I-5 NB Ramps & La Jolla Village Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑	↑↑	↑	↑↑			
Traffic Volume (vph)	0	1229	844	0	1221	488	459	0	780	0	0	0
Future Volume (vph)	0	1229	844	0	1221	488	459	0	780	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.2	6.2		6.2	6.2	5.1		4.7			
Lane Util. Factor		0.91	1.00		0.91	1.00	0.97		0.88			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	1583		5085	1583	3433		2787			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	1583		5085	1583	3433		2787			
Peak-hour factor, PHF	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.92	0.92	0.25	0.25	0.25
Adj. Flow (vph)	0	1254	861	0	1327	530	499	0	848	0	0	0
RTOR Reduction (vph)	0	0	438	0	0	209	0	0	18	0	0	0
Lane Group Flow (vph)	0	1254	423	0	1327	321	499	0	830	0	0	0
Turn Type		NA	Perm		NA	Perm	Prot		custom			
Protected Phases		2			6		8		18			
Permitted Phases			2			6						
Actuated Green, G (s)		59.0	59.0		72.7	72.7	36.0		50.1			
Effective Green, g (s)		59.0	59.0		72.7	72.7	36.0		45.0			
Actuated g/C Ratio		0.49	0.49		0.61	0.61	0.30		0.38			
Clearance Time (s)		6.2	6.2		6.2	6.2	5.1					
Vehicle Extension (s)		2.0	2.0		2.0	2.0	2.0					
Lane Grp Cap (vph)		2500	778		3080	959	1029		1045			
v/s Ratio Prot		0.25			0.26		0.15		c0.30			
v/s Ratio Perm			c0.27			0.20						
v/c Ratio		0.50	0.54		0.43	0.33	0.48		0.79			
Uniform Delay, d1		20.6	21.2		12.6	11.7	34.4		33.4			
Progression Factor		1.23	5.27		1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.6	2.3		0.4	0.9	0.1		4.2			
Delay (s)		25.9	114.0		13.1	12.6	34.5		37.6			
Level of Service		C	F		B	B	C		D			
Approach Delay (s)		61.7			12.9			36.5		0.0		
Approach LOS		E			B			D		A		

Intersection Summary			
HCM 2000 Control Delay	38.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

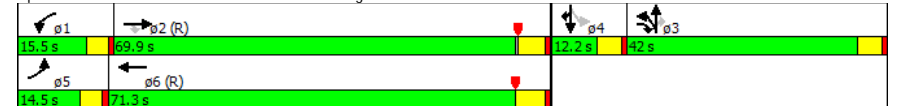
University CPA
27: Lebon Drive & La Jolla Village Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑↑	↑	↑↑	↑↑↑	↑↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	3	1330	143	147	1201	525	7	170	15	2	23
Future Volume (vph)	3	1330	143	147	1201	525	7	170	15	2	23
Turn Type	Prot	NA	pm+ov	Prot	NA	Split	NA	Perm	Perm	NA	Prot
Protected Phases	5	2	3	1	6	3	3			4	4
Permitted Phases			2					3	4		
Detector Phase	5	2	3	1	6	3	3	3	4	4	4
Switch Phase											
Minimum Initial (s)	4.0	10.0	7.0	4.0	10.0	7.0	7.0	7.0	4.0	4.0	4.0
Minimum Split (s)	8.4	15.3	11.9	8.4	15.7	11.9	11.9	11.9	8.9	8.9	8.9
Total Split (s)	14.5	69.9	42.0	15.5	71.3	42.0	42.0	42.0	12.2	12.2	12.2
Total Split (%)	10.4%	49.9%	30.0%	11.1%	50.9%	30.0%	30.0%	30.0%	8.7%	8.7%	8.7%
Yellow Time (s)	3.4	4.3	3.9	3.4	4.7	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.3	4.9	4.4	5.7	4.9	4.9	4.9	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

Splits and Phases: 27: Lebon Drive & La Jolla Village Drive



University CPA
27: Lebon Drive & La Jolla Village Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗ ↘	↖ ↗	↖ ↗	↖ ↗ ↘	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗
Traffic Volume (vph)	3	1330	143	147	1201	11	525	7	170	15	2	23
Future Volume (vph)	3	1330	143	147	1201	11	525	7	170	15	2	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	4.9	4.4	5.7		4.9	4.9	4.9		4.9	4.9
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.97	0.95	0.95		1.00	1.00
Flt	1.00	1.00	0.85	1.00	1.00		1.00	0.86	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.96	1.00
Satd. Flow (prot)	1770	5085	1583	3433	5078		3433	1524	1504		1786	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.67	1.00
Satd. Flow (perm)	1770	5085	1583	3433	5078		3433	1524	1504		1240	1583
Peak-hour factor, PHF	0.79	0.79	0.79	0.94	0.94	0.94	0.84	0.84	0.84	0.79	0.79	0.79
Adj. Flow (vph)	4	1684	181	156	1278	12	625	8	202	19	3	29
RTOR Reduction (vph)	0	0	45	0	0	0	0	72	78	0	0	28
Lane Group Flow (vph)	4	1684	136	156	1290	0	625	33	27	0	22	1
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	Perm	Perm	NA	Prot
Protected Phases	5	2	3	1	6		3	3			4	4
Permitted Phases			2					3		4		4
Actuated Green, G (s)	1.2	68.7	104.9	10.0	77.1		36.2	36.2	36.2		5.6	5.6
Effective Green, g (s)	1.2	68.7	104.9	10.0	77.1		36.2	36.2	36.2		5.6	5.6
Actuated g/C Ratio	0.01	0.49	0.75	0.07	0.55		0.26	0.26	0.26		0.04	0.04
Clearance Time (s)	4.4	5.3	4.9	4.4	5.7		4.9	4.9	4.9		4.9	4.9
Vehicle Extension (s)	2.0	6.1	6.5	2.0	5.6		6.5	6.5	6.5		2.0	2.0
Lane Grp Cap (vph)	15	2495	1186	245	2796		887	394	388		49	63
v/s Ratio Prot	0.00	c0.33	0.03	c0.05	0.25		c0.18	0.02				0.00
v/s Ratio Perm			0.06					0.02			c0.02	
v/c Ratio	0.27	0.67	0.11	0.64	0.46		0.70	0.08	0.07		0.45	0.02
Uniform Delay, d1	69.0	27.1	4.8	63.2	18.9		47.1	39.3	39.2		65.7	64.6
Progression Factor	1.00	1.00	1.00	1.09	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.5	1.5	0.1	2.7	0.4		4.0	0.3	0.2		2.4	0.0
Delay (s)	72.4	28.6	4.9	71.4	19.4		51.1	39.6	39.4		68.1	64.6
Level of Service	E	C	A	E	B		D	D	D		E	E
Approach Delay (s)		26.4			25.0			48.2			66.1	
Approach LOS		C			C			D			E	

Intersection Summary			
HCM 2000 Control Delay	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

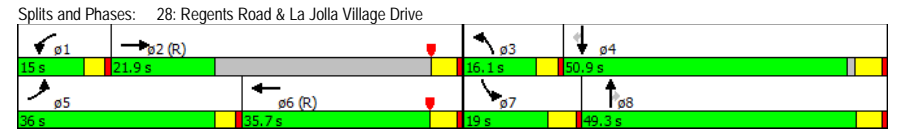
c Critical Lane Group

University CPA
28: Regents Road & La Jolla Village Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗ ↘	↖ ↗	↖ ↗ ↘	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗
Traffic Volume (vph)	777	1047	64	619	231	470	109	107	153	258
Future Volume (vph)	777	1047	64	619	231	470	109	107	153	258
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	8.4	15.3	8.4	15.4	8.4	15.3	15.3	15.4	15.4	15.4
Total Split (s)	36.0	21.9	15.0	35.7	16.1	49.3	49.3	19.0	50.9	50.9
Total Split (%)	25.7%	15.6%	10.7%	25.5%	11.5%	35.2%	35.2%	13.6%	36.4%	36.4%
Yellow Time (s)	3.4	4.3	3.4	4.4	3.4	4.3	4.3	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.3	4.4	5.4	4.4	5.3	5.3	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	Min	Min	Min	Min	Min

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 55 (39%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	



University CPA

28: Regents Road & La Jolla Village Drive

Existing

Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔		↔	↔↔		↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	777	1047	21	64	619	100	231	470	109	107	153	258
Future Volume (vph)	777	1047	21	64	619	100	231	470	109	107	153	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3		4.4	5.4		4.4	5.3	5.3	5.4	5.4	5.4
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5071		3433	4979		3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5071		3433	4979		3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.86	0.86	0.86	0.84	0.84	0.84	0.72	0.72	0.72	0.73	0.73	0.73
Adj. Flow (vph)	903	1217	24	76	737	119	321	653	151	147	210	353
RTOR Reduction (vph)	0	1	0	0	16	0	0	0	116	0	0	267
Lane Group Flow (vph)	903	1240	0	76	840	0	321	653	35	147	210	86
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases								8				4
Actuated Green, G (s)	44.1	64.4		8.5	28.7		13.3	32.9	32.9	13.8	34.3	34.3
Effective Green, g (s)	44.1	64.4		8.5	28.7		13.3	32.9	32.9	13.8	34.3	34.3
Actuated g/C Ratio	0.32	0.46		0.06	0.20		0.10	0.23	0.23	0.10	0.24	0.24
Clearance Time (s)	4.4	5.3		4.4	5.4		4.4	5.3	5.3	5.4	5.4	5.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1081	2332		208	1020		326	831	372	174	867	387
v/s Ratio Prot	c0.26	0.24		0.02	c0.17		c0.09	c0.18		0.08	0.06	
v/s Ratio Perm								0.02				0.05
v/c Ratio	0.84	0.53		0.37	0.82		0.98	0.79	0.10	0.84	0.24	0.22
Uniform Delay, d1	44.6	27.0		63.2	53.2		63.2	50.2	41.9	62.0	42.4	42.2
Progression Factor	1.38	1.60		1.64	0.38		1.00	1.00	1.00	0.98	1.02	2.00
Incremental Delay, d2	4.9	0.7		0.1	0.7		45.3	4.9	0.1	29.2	0.1	0.3
Delay (s)	66.3	44.0		103.7	21.1		108.6	55.2	42.0	90.1	43.5	84.6
Level of Service	E	D		F	C		F	E	D	F	D	F
Approach Delay (s)		53.4			27.9			68.6			73.6	
Approach LOS		D			C			E			E	

Intersection Summary

HCM 2000 Control Delay	55.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

University CPA

29: Executive Way & La Jolla Village Drive

Existing

Timing Plan: Morning Peak

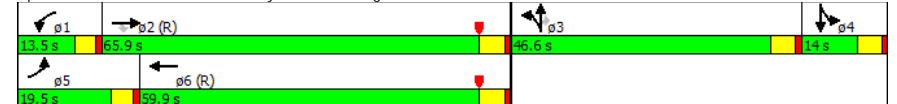


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	62	1738	55	67	2120	17	20	75	44	9
Future Volume (vph)	62	1738	55	67	2120	17	20	75	44	9
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm	Split	NA
Protected Phases	5	2		1	6	3	3		4	4
Permitted Phases			2					3		
Detector Phase	5	2	2	1	6	3	3	3	4	4
Switch Phase										
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	15.3	15.3	8.4	15.3	45.9	45.9	45.9	8.9	8.9
Total Split (s)	19.5	65.9	65.9	13.5	59.9	46.6	46.6	46.6	14.0	14.0
Total Split (%)	13.9%	47.1%	47.1%	9.6%	42.8%	33.3%	33.3%	33.3%	10.0%	10.0%
Yellow Time (s)	3.4	4.3	4.3	3.4	4.3	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.3	5.3	4.4	5.3	4.9	4.9	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 20 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 29: Executive Way & La Jolla Village Drive



University CPA
29: Executive Way & La Jolla Village Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	62	1738	55	67	2120	323	17	20	75	44	9	19
Future Volume (vph)	62	1738	55	67	2120	323	17	20	75	44	9	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.3		4.9	4.9	4.9	4.9		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	0.95
Flt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.90	0.90
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	3433	4985		1681	1763	1583	1770	3177	3177
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	3433	4985		1681	1763	1583	1770	3177	3177
Peak-hour factor, PHF	0.91	0.91	0.91	0.87	0.87	0.87	0.85	0.85	0.85	0.67	0.67	0.67
Adj. Flow (vph)	68	1910	60	77	2437	371	20	24	88	66	13	28
RTOR Reduction (vph)	0	0	26	0	11	0	0	0	71	0	26	0
Lane Group Flow (vph)	68	1910	34	77	2797	0	18	26	17	66	15	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2					3				
Actuated Green, G (s)	8.7	78.2	78.2	7.4	76.9		26.6	26.6	26.6	8.3	8.3	
Effective Green, g (s)	8.7	78.2	78.2	7.4	76.9		26.6	26.6	26.6	8.3	8.3	
Actuated g/C Ratio	0.06	0.56	0.56	0.05	0.55		0.19	0.19	0.19	0.06	0.06	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3		4.9	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	5.8	5.8	2.0	5.5		2.0	2.0	2.0	6.1	6.1	
Lane Grp Cap (vph)	109	2840	884	181	2738		319	334	300	104	188	
v/s Ratio Prot	c0.04	0.38		0.02	c0.56		0.01	c0.01		c0.04	0.00	
v/s Ratio Perm			0.02					0.01				
v/c Ratio	0.62	0.67	0.04	0.43	1.02		0.06	0.08	0.06	0.63	0.08	
Uniform Delay, d1	64.1	21.8	13.9	64.2	31.5		46.4	46.6	46.4	64.4	62.2	
Progression Factor	1.30	0.29	0.14	1.34	0.27		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.7	0.6	0.0	0.1	12.0		0.0	0.0	0.0	19.6	0.5	
Delay (s)	86.8	6.8	2.0	86.4	20.6		46.5	46.7	46.4	83.9	62.7	
Level of Service	F	A	A	F	C		D	D	D	F	E	
Approach Delay (s)		9.4			22.3			46.5			75.8	
Approach LOS		A			C			D			E	

Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

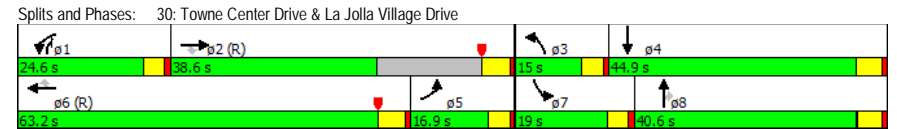
c Critical Lane Group

University CPA
30: Towne Center Drive & La Jolla Village Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗
Traffic Volume (vph)	366	1453	50	171	2392	989	87	241	313	194	21
Future Volume (vph)	366	1453	50	171	2392	989	87	241	313	194	21
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2		1	6		3	8	1	7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	1	7	4
Switch Phase											
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	15.5	15.5	8.4	15.3	15.3	8.4	9.0	8.4	8.4	9.3
Total Split (s)	16.9	38.6	38.6	24.6	63.2	63.2	15.0	40.6	24.6	19.0	44.9
Total Split (%)	12.1%	27.6%	27.6%	17.6%	45.1%	45.1%	10.7%	29.0%	17.6%	13.6%	32.1%
Yellow Time (s)	3.4	4.5	4.5	3.4	4.3	4.3	3.4	4.0	3.4	3.4	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.5	5.5	4.4	5.3	5.3	4.4	5.0	4.4	4.4	5.3
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	13 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	130
Control Type:	Actuated-Coordinated



University CPA

30: Towne Center Drive & La Jolla Village Drive

Existing

Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔↔	↔	↔↔	↔↔↔	↔	↔↔	↔	↔↔	↔↔	↔↔	↔
Traffic Volume (vph)	366	1453	50	171	2392	989	87	241	313	194	21	31
Future Volume (vph)	366	1453	50	171	2392	989	87	241	313	194	21	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.5	5.5	4.4	5.3	5.3	4.4	5.0	4.4	4.4	5.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	1863	2787	3433	3223	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	1863	2787	3433	3223	
Peak-hour factor, PHF	0.93	0.93	0.93	0.90	0.90	0.90	0.78	0.78	0.78	0.92	0.92	0.92
Adj. Flow (vph)	394	1562	54	190	2658	1099	112	309	401	211	23	34
RTOR Reduction (vph)	0	0	29	0	0	180	0	0	66	0	27	0
Lane Group Flow (vph)	394	1562	25	190	2658	919	112	309	335	211	30	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6			8			
Actuated Green, G (s)	12.6	65.0	65.0	13.3	65.9	65.9	15.0	29.3	42.6	13.1	27.1	
Effective Green, g (s)	12.6	65.0	65.0	13.3	65.9	65.9	15.0	29.3	42.6	13.1	27.1	
Actuated g/C Ratio	0.09	0.46	0.46	0.10	0.47	0.47	0.11	0.21	0.30	0.09	0.19	
Clearance Time (s)	4.4	5.5	5.5	4.4	5.3	5.3	4.4	5.0	4.4	4.4	5.3	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	308	2360	734	326	2393	745	367	389	848	321	623	
v/s Ratio Prot	c0.11	0.31		0.06	0.52		0.03	c0.17	0.04	c0.06	0.01	
v/s Ratio Perm			0.02			c0.58			0.08			
v/c Ratio	1.28	0.66	0.03	0.58	1.11	1.23	0.31	0.79	0.39	0.66	0.05	
Uniform Delay, d1	63.7	29.0	20.4	60.7	37.0	37.0	57.7	52.5	38.5	61.3	45.9	
Progression Factor	0.53	0.19	0.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	143.6	1.1	0.1	2.6	56.5	116.3	0.5	10.7	0.3	4.8	0.0	
Delay (s)	177.5	6.7	1.4	63.3	93.5	153.4	58.2	63.2	38.8	66.1	46.0	
Level of Service	F	A	A	E	F	F	E	E	D	E	D	
Approach Delay (s)		40.0			108.7			50.6			61.8	
Approach LOS		D			F			D			E	

Intersection Summary

HCM 2000 Control Delay	80.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	96.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

University CPA

31: I-805 SB Ramps & La Jolla Village Drive

Existing

Timing Plan: Morning Peak

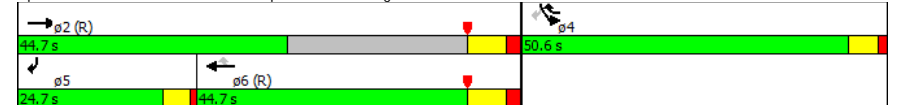


Lane Group	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔↔	↔↔↔	↔	↔↔	↔↔
Traffic Volume (vph)	1520	1942	497	640	1610
Future Volume (vph)	1520	1942	497	640	1610
Turn Type	NA	NA	pm+ov	Prot	custom
Protected Phases	2	6	4	4	5
Permitted Phases			6		4
Detector Phase	2	6	4	4	5
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	10.6	10.6	9.7
Total Split (s)	44.7	44.7	50.6	50.6	24.7
Total Split (%)	37.3%	37.3%	42.2%	42.2%	20.6%
Yellow Time (s)	5.5	5.5	4.1	4.1	3.7
All-Red Time (s)	2.0	2.0	1.5	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	5.6	5.6	4.7
Lead/Lag		Lag			Lead
Lead-Lag Optimize?		Yes			Yes
Recall Mode	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 10 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 31: I-805 SB Ramps & La Jolla Village Drive



University CPA
31: I-805 SB Ramps & La Jolla Village Drive

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (vph)	0	1520	441	0	1942	497	0	0	0	640	0	1610
Future Volume (vph)	0	1520	441	0	1942	497	0	0	0	640	0	1610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.5			7.5	5.6				5.6		4.7
Lane Util. Factor		0.91			0.91	1.00				0.97		0.88
Frt		0.97			1.00	0.85				1.00		0.85
Flt Protected		1.00			1.00	1.00				0.95		1.00
Satd. Flow (prot)		4914			5085	1583				3433		2787
Flt Permitted		1.00			1.00	1.00				0.95		1.00
Satd. Flow (perm)		4914			5085	1583				3433		2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96	0.25	0.25	0.25	0.77	0.77	0.77
Adj. Flow (vph)	0	1652	479	0	2023	518	0	0	0	831	0	2091
RTOR Reduction (vph)	0	36	0	0	0	207	0	0	0	0	0	19
Lane Group Flow (vph)	0	2095	0	0	2023	311	0	0	0	831	0	2072
Turn Type		NA			NA	pm+ov				Prot		custom
Protected Phases		2			6	4				4		5
Permitted Phases						6						4
Actuated Green, G (s)		72.0			37.2	72.1				34.9		65.0
Effective Green, g (s)		72.0			37.2	72.1				34.9		65.0
Actuated g/C Ratio		0.60			0.31	0.60				0.29		0.54
Clearance Time (s)		7.5			7.5	5.6				5.6		4.7
Vehicle Extension (s)		2.0			2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		2948			1576	951				998		1509
v/s Ratio Prot		0.43			c0.40	0.10				0.24		c0.34
v/s Ratio Perm						0.10						0.40
v/c Ratio		0.71			1.28	0.33				0.83		1.37
Uniform Delay, d1		16.7			41.4	11.9				39.8		27.5
Progression Factor		1.00			0.88	3.94				1.00		1.00
Incremental Delay, d2		1.5			130.9	0.0				5.8		172.2
Delay (s)		18.2			167.2	46.9				45.6		199.7
Level of Service		B			F	D				D		F
Approach Delay (s)		18.2			142.7			0.0				155.9
Approach LOS		B			F			A				F

Intersection Summary			
HCM 2000 Control Delay	112.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	17.8
Intersection Capacity Utilization	104.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

University CPA
32: I-805 NB Ramps & La Jolla Village Drive

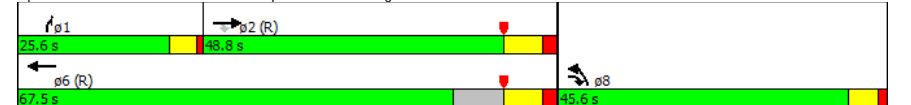
Existing
Timing Plan: Morning Peak



Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑↑	↑↑	↑↑
Traffic Volume (vph)	1358	802	1464	975	491
Future Volume (vph)	1358	802	1464	975	491
Turn Type	NA	pm+ov	NA	Prot	Prot
Protected Phases	2	8	6	8	1
Permitted Phases		2			
Detector Phase	2	8	6	8	1
Switch Phase					
Minimum Initial (s)	16.0	5.0	15.0	5.0	5.0
Minimum Split (s)	23.5	10.6	22.5	10.6	10.6
Total Split (s)	48.8	45.6	67.5	45.6	25.6
Total Split (%)	40.7%	38.0%	56.3%	38.0%	21.3%
Yellow Time (s)	5.5	4.1	5.5	4.1	3.7
All-Red Time (s)	2.0	1.5	2.0	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	5.6	7.5	5.6	4.7
Lead/Lag	Lag		Lag		Lead
Lead-Lag Optimize?	Yes		Yes		Yes
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 18 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	

Splits and Phases: 32: I-805 NB Ramps & La Jolla Village Drive



University CPA
32: I-805 NB Ramps & La Jolla Village Drive

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑↑↑	↑	↑↑	↑	↑↑			
Traffic Volume (vph)	0	1358	802	0	1464	481	975	0	491	0	0	0
Future Volume (vph)	0	1358	802	0	1464	481	975	0	491	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.5	5.6		7.5		5.6		4.7			
Lane Util. Factor		0.91	1.00		0.86		0.97		0.88			
Frt		1.00	0.85		0.96		1.00		0.85			
Flt Protected		1.00	1.00		1.00		0.95		1.00			
Satd. Flow (prot)		5085	1583		6170		3433		2787			
Flt Permitted		1.00	1.00		1.00		0.95		1.00			
Satd. Flow (perm)		5085	1583		6170		3433		2787			
Peak-hour factor, PHF	0.90	0.90	0.90	0.96	0.96	0.96	0.88	0.88	0.88	0.25	0.25	0.25
Adj. Flow (vph)	0	1509	891	0	1525	501	1108	0	558	0	0	0
RTOR Reduction (vph)	0	0	227	0	49	0	0	0	348	0	0	0
Lane Group Flow (vph)	0	1509	664	0	1977	0	1108	0	210	0	0	0
Turn Type		NA	pm+ov		NA		Prot		Prot			
Protected Phases		2	8		6		8		1			
Permitted Phases			2									
Actuated Green, G (s)		49.4	89.4		66.9		40.0		12.8			
Effective Green, g (s)		49.4	89.4		66.9		40.0		12.8			
Actuated g/C Ratio		0.41	0.75		0.56		0.33		0.11			
Clearance Time (s)		7.5	5.6		7.5		5.6		4.7			
Vehicle Extension (s)		2.0	2.0		2.0		2.0		2.0			
Lane Grp Cap (vph)		2093	1179		3439		1144		297			
v/s Ratio Prot		c0.30	0.19		0.32		c0.32		c0.08			
v/s Ratio Perm			0.23									
v/c Ratio		0.72	0.56		0.57		0.97		0.71			
Uniform Delay, d1		29.5	6.7		17.3		39.4		51.8			
Progression Factor		0.94	4.86		1.00		1.00		1.00			
Incremental Delay, d2		1.6	0.3		0.7		19.1		6.1			
Delay (s)		29.2	32.9		18.0		58.5		57.9			
Level of Service		C	C		B		E		E			
Approach Delay (s)		30.6			18.0		58.3				0.0	
Approach LOS		C			B		E				A	

Intersection Summary			
HCM 2000 Control Delay	34.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	17.8
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA
33: Nobel Drive & La Jolla Village Drive/Miramar Road

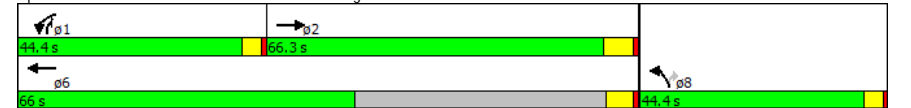
Existing
Timing Plan: Morning Peak



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑
Traffic Volume (vph)	1862	354	1979	71	734
Future Volume (vph)	1862	354	1979	71	734
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	2	1	6	8	1
Permitted Phases					8
Detector Phase	2	1	6	8	1
Switch Phase					
Minimum Initial (s)	10.0	4.0	10.0	7.0	4.0
Minimum Split (s)	16.3	8.4	16.0	11.4	8.4
Total Split (s)	66.3	44.4	66.0	44.4	44.4
Total Split (%)	42.7%	28.6%	42.6%	28.6%	28.6%
Yellow Time (s)	5.3	3.4	5.0	3.4	3.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	4.4	6.0	4.4	4.4
Lead/Lag	Lag	Lead		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	
Recall Mode	Min	None	Min	None	None

Intersection Summary	
Cycle Length:	155.1
Actuated Cycle Length:	107.7
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated

Splits and Phases: 33: Nobel Drive & La Jolla Village Drive/Miramar Road



University CPA
33: Nobel Drive & La Jolla Village Drive/Miramar Road

Existing
Timing Plan: Morning Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑		↑↑	↑↑↑↑	↑	↑↑
Traffic Volume (vph)	1862	133	354	1979	71	734
Future Volume (vph)	1862	133	354	1979	71	734
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3		4.4	6.0	4.4	4.4
Lane Util. Factor	0.86		0.97	0.86	1.00	0.88
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	6344		3433	6408	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	6344		3433	6408	1770	2787
Peak-hour factor, PHF	0.86	0.86	0.91	0.91	0.94	0.94
Adj. Flow (vph)	2165	155	389	2175	76	781
RTOR Reduction (vph)	5	0	0	0	0	0
Lane Group Flow (vph)	2315	0	389	2175	76	781
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Actuated Green, G (s)	60.6		25.5	90.8	7.5	33.0
Effective Green, g (s)	60.6		25.5	90.8	7.5	33.0
Actuated g/C Ratio	0.56		0.23	0.84	0.07	0.30
Clearance Time (s)	6.3		4.4	6.0	4.4	4.4
Vehicle Extension (s)	5.0		2.0	5.4	2.0	2.0
Lane Grp Cap (vph)	3536		805	5352	122	958
v/s Ratio Prot	c0.36		0.11	0.34	0.04	c0.19
v/s Ratio Perm						0.09
v/c Ratio	0.65		0.48	0.41	0.62	0.82
Uniform Delay, d1	16.8		35.9	2.2	49.2	35.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6		0.2	0.1	6.9	5.1
Delay (s)	17.4		36.1	2.4	56.2	40.2
Level of Service	B		D	A	E	D
Approach Delay (s)	17.4			7.5	41.6	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	108.7	Sum of lost time (s)	15.1
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

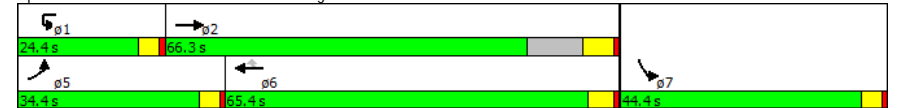
University CPA
34: Miramar Road & Eastgate Mall

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL
Lane Configurations	↑↑	↑↑↑	↓	↑↑↑	↑	↑↑
Traffic Volume (vph)	294	2302	3	2227	624	121
Future Volume (vph)	294	2302	3	2227	624	121
Turn Type	Prot	NA	Prot	NA	Perm	Prot
Protected Phases	5	2	1	6		7
Permitted Phases					6	
Detector Phase	5	2	1	6	6	7
Switch Phase						
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	10.0
Minimum Split (s)	8.4	16.3	8.4	15.4	15.4	14.4
Total Split (s)	34.4	66.3	24.4	65.4	65.4	44.4
Total Split (%)	23.9%	46.0%	16.9%	45.4%	45.4%	30.8%
Yellow Time (s)	3.4	5.3	3.4	4.4	4.4	3.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	6.3	4.4	5.4	5.4	4.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None

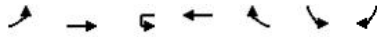
Intersection Summary	
Cycle Length:	144.2
Actuated Cycle Length:	100.9
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated

Splits and Phases: 34: Miramar Road & Eastgate Mall



University CPA
34: Miramar Road & Eastgate Mall

Existing
Timing Plan: Morning Peak



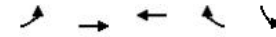
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔↔	↔	↔↔	↔	↔↔	
Traffic Volume (vph)	294	2302	3	2227	624	121	106
Future Volume (vph)	294	2302	3	2227	624	121	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.3	4.4	5.4	5.4	4.4	
Lane Util. Factor	0.97	0.91	1.00	0.86	0.86	0.97	
Frt	1.00	1.00	1.00	1.00	0.85	0.93	
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.97	
Satd. Flow (prot)	3433	5085	1770	4786	1362	3273	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	0.97	
Satd. Flow (perm)	3433	5085	1770	4786	1362	3273	
Peak-hour factor, PHF	0.87	0.87	0.92	0.92	0.92	0.78	0.78
Adj. Flow (vph)	338	2646	3	2421	678	155	136
RTOR Reduction (vph)	0	0	0	1	238	120	0
Lane Group Flow (vph)	338	2646	3	2488	372	171	0
Turn Type	Prot	NA	Prot	NA	Perm	Prot	
Protected Phases	5	2	1	6		7	
Permitted Phases					6		
Actuated Green, G (s)	14.3	76.1	1.0	63.7	63.7	12.2	
Effective Green, g (s)	14.3	76.1	1.0	63.7	63.7	12.2	
Actuated g/C Ratio	0.14	0.73	0.01	0.61	0.61	0.12	
Clearance Time (s)	4.4	6.3	4.4	5.4	5.4	4.4	
Vehicle Extension (s)	2.0	5.0	2.0	6.1	6.1	4.5	
Lane Grp Cap (vph)	470	3706	16	2920	831	382	
v/s Ratio Prot	c0.10	0.52	0.00	c0.52		c0.05	
v/s Ratio Perm				0.27			
v/c Ratio	0.72	0.71	0.19	0.85	0.45	0.45	
Uniform Delay, d1	43.1	8.0	51.3	16.5	10.9	43.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.4	0.8	2.1	3.0	1.1	1.4	
Delay (s)	47.5	8.8	53.4	19.5	12.0	44.4	
Level of Service	D	A	D	B	B	D	
Approach Delay (s)		13.2		18.1		44.4	
Approach LOS		B		B		D	

Intersection Summary			
HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	104.4	Sum of lost time (s)	15.1
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

University CPA
35: Miramar Road & Miramar Mall

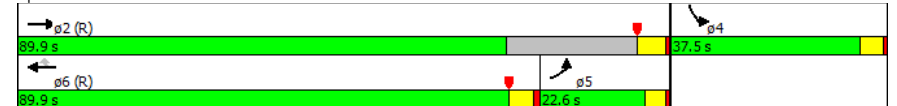
Existing
Timing Plan: Morning Peak



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations	↔	↔↔	↔↔	↔	↔
Traffic Volume (vph)	103	2513	2987	55	29
Future Volume (vph)	103	2513	2987	55	29
Turn Type	Prot	NA	NA	Perm	Prot
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	4.0	10.0	10.0	10.0	4.0
Minimum Split (s)	8.4	15.8	15.4	15.4	8.9
Total Split (s)	22.6	89.9	89.9	89.9	37.5
Total Split (%)	15.1%	59.9%	59.9%	59.9%	25.0%
Yellow Time (s)	3.4	4.8	4.4	4.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.8	5.4	5.4	4.9
Lead/Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	C-Max	None

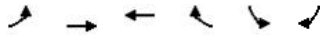
Intersection Summary	
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	87 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated

Splits and Phases: 35: Miramar Road & Miramar Mall



University CPA
35: Miramar Road & Miramar Mall

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗↗	↗↗↗	↖	↖	↖
Traffic Volume (vph)	103	2513	2987	55	29	52
Future Volume (vph)	103	2513	2987	55	29	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.8	5.4	5.4	4.9	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.91	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1770	5085	5085	1583	1672	
Flt Permitted	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	1770	5085	5085	1583	1672	
Peak-hour factor, PHF	0.86	0.86	0.92	0.92	0.81	0.81
Adj. Flow (vph)	120	2922	3247	60	36	64
RTOR Reduction (vph)	0	0	0	12	50	0
Lane Group Flow (vph)	120	2922	3247	48	50	0
Turn Type	Prot	NA	NA	Perm	Prot	
Protected Phases	5	2	6		4	
Permitted Phases				6		
Actuated Green, G (s)	18.2	126.7	104.5	104.5	12.6	
Effective Green, g (s)	18.2	126.7	104.5	104.5	12.6	
Actuated g/C Ratio	0.12	0.84	0.70	0.70	0.08	
Clearance Time (s)	4.4	5.8	5.4	5.4	4.9	
Vehicle Extension (s)	2.0	4.6	5.2	5.2	2.0	
Lane Grp Cap (vph)	214	4295	3542	1102	140	
v/s Ratio Prot	0.07	c0.57	c0.64		c0.03	
v/s Ratio Perm				0.03		
v/c Ratio	0.56	0.68	0.92	0.04	0.35	
Uniform Delay, d1	62.1	4.3	19.1	7.1	64.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.0	0.9	4.9	0.1	0.6	
Delay (s)	64.1	5.1	24.0	7.2	65.4	
Level of Service	E	A	C	A	E	
Approach Delay (s)		7.5	23.7		65.4	
Approach LOS		A	C		E	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

University CPA
36: Miramar Road & Miramar Place

Existing
Timing Plan: Morning Peak



Lane Group	EBL	EBT	WBU	WBT	SBL	SBR
Lane Configurations	↖	↗↗↗	↖	↗↗↗	↖↖	↖
Traffic Volume (vph)	124	2442	22	2883	53	48
Future Volume (vph)	124	2442	22	2883	53	48
Turn Type	Prot	NA	Prot	NA	Prot	Prot
Protected Phases	5	2	1	6	4	4
Permitted Phases						
Detector Phase	5	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0
Minimum Split (s)	8.4	15.7	8.4	15.7	8.9	8.9
Total Split (s)	23.7	88.3	13.5	101.8	34.5	34.5
Total Split (%)	14.8%	55.2%	8.4%	63.6%	21.6%	21.6%
Yellow Time (s)	3.4	4.7	3.4	4.7	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.7	4.4	5.7	4.9	4.9
Lead/Lag	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	None


Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 150 (94%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 36: Miramar Road & Miramar Place



University CPA
36: Miramar Road & Miramar Place

Existing
Timing Plan: Morning Peak




Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑↑↑	↔	↑↑↑		↔	↔
Traffic Volume (vph)	124	2442	22	2883	88	53	48
Future Volume (vph)	124	2442	22	2883	88	53	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	4.4	5.7		4.9	4.9
Lane Util. Factor	1.00	0.91	1.00	0.91		0.97	0.91
Frt	1.00	1.00	1.00	1.00		0.96	0.85
Flt Protected	0.95	1.00	0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	5085	1770	5063		3359	1441
Flt Permitted	0.95	1.00	0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	5085	1770	5063		3359	1441
Peak-hour factor, PHF	0.85	0.85	0.92	0.95	0.95	0.46	0.46
Adj. Flow (vph)	146	2873	24	3035	93	115	104
RTOR Reduction (vph)	0	0	0	1	0	21	64
Lane Group Flow (vph)	146	2873	24	3127	0	129	5
Turn Type	Prot	NA	Prot	NA		Prot	Prot
Protected Phases	5	2	1	6		4	4
Permitted Phases							
Actuated Green, G (s)	21.1	128.8	4.7	112.4		11.5	11.5
Effective Green, g (s)	21.1	128.8	4.7	112.4		11.5	11.5
Actuated g/C Ratio	0.13	0.81	0.03	0.70		0.07	0.07
Clearance Time (s)	4.4	5.7	4.4	5.7		4.9	4.9
Vehicle Extension (s)	3.0	4.8	2.0	5.4		3.0	3.0
Lane Grp Cap (vph)	233	4093	51	3556		241	103
v/s Ratio Prot	0.08	c0.56	0.01	c0.62		c0.04	0.00
v/s Ratio Perm							
v/c Ratio	0.63	0.70	0.47	0.88		0.53	0.05
Uniform Delay, d1	65.7	7.0	76.4	18.5		71.7	69.2
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.2	1.0	2.5	3.5		2.3	0.2
Delay (s)	70.9	8.0	78.9	22.0		73.9	69.3
Level of Service	E	A	E	C		E	E
Approach Delay (s)		11.1		22.4		72.5	
Approach LOS		B		C		E	

Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

University CPA
37: Camino Sante Fe & Miramar Road

Existing
Timing Plan: Morning Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔	↑↑↑	↔	↑↑↑	↔	↑	↔	↔	↔
Traffic Volume (vph)	668	974	20	1884	12	6	61	5	566
Future Volume (vph)	668	974	20	1884	12	6	61	5	566
Turn Type	Prot	NA	Prot	NA	Split	NA	Split	NA	pt+ov
Protected Phases	5	2	1	6	3	3	4	4	4 5
Permitted Phases									
Detector Phase	5	2	1	6	3	3	4	4	4 5
Switch Phase									
Minimum Initial (s)	12.0	10.0	4.0	10.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	16.4	15.8	8.4	15.7	8.9	8.9	9.5	9.5	
Total Split (s)	44.9	99.4	13.9	68.3	19.1	19.1	17.6	17.6	
Total Split (%)	29.9%	66.3%	9.3%	45.5%	12.7%	12.7%	11.7%	11.7%	
Yellow Time (s)	3.4	4.8	3.4	4.7	3.9	3.9	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.4	5.8	4.4	5.7	4.9	4.9	5.5	5.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 98 (65%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 37: Camino Sante Fe & Miramar Road



University CPA
37: Camino Sante Fe & Miramar Road

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	668	974	30	20	1884	126	12	6	5	61	5	566
Future Volume (vph)	668	974	30	20	1884	126	12	6	5	61	5	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.8		4.4	5.7		4.9	4.9		5.5	5.5	5.5
Lane Util. Factor	0.97	0.91		0.97	0.91		1.00	1.00		0.95	0.95	0.88
Frt	1.00	1.00		1.00	0.99		1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.96	1.00
Satd. Flow (prot)	3433	5063		3433	5037		1770	1732		1681	1697	2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.96	1.00
Satd. Flow (perm)	3433	5063		3433	5037		1770	1732		1681	1697	2787
Peak-hour factor, PHF	0.99	0.99	0.99	0.97	0.97	0.97	0.72	0.72	0.72	0.78	0.78	0.78
Adj. Flow (vph)	675	984	30	21	1942	130	17	8	7	78	6	726
RTOR Reduction (vph)	0	2	0	0	5	0	0	7	0	0	0	171
Lane Group Flow (vph)	675	1012	0	21	2067	0	17	8	0	42	42	555
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pt+ov
Protected Phases	5	2		1	6		3	3		4	4	4
Permitted Phases												
Actuated Green, G (s)	34.3	101.5		3.6	70.9		4.2	4.2		20.1	20.1	59.9
Effective Green, g (s)	34.3	101.5		3.6	70.9		4.2	4.2		20.1	20.1	59.9
Actuated g/C Ratio	0.23	0.68		0.02	0.47		0.03	0.03		0.13	0.13	0.40
Clearance Time (s)	4.4	5.8		4.4	5.7		4.9	4.9		5.5	5.5	
Vehicle Extension (s)	2.0	4.8		2.0	5.4		2.0	2.0		2.8	2.8	
Lane Grp Cap (vph)	785	3425		82	2380		49	48		225	227	1112
v/s Ratio Prot	c0.20	0.20		0.01	c0.41		c0.01	0.00		0.02	0.02	c0.20
v/s Ratio Perm												
v/c Ratio	0.86	0.30		0.26	0.87		0.35	0.17		0.19	0.19	0.50
Uniform Delay, d1	55.5	9.8		71.9	35.4		71.6	71.2		57.7	57.7	33.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	9.0	0.2		0.6	4.6		1.6	0.6		0.4	0.4	0.3
Delay (s)	64.5	10.0		72.5	40.0		73.1	71.8		58.0	58.0	34.1
Level of Service	E	B		E	D		E	E		E	E	C
Approach Delay (s)		31.8			40.3			72.5			36.6	
Approach LOS		C			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

University CPA
38: Villa La Jolla Drive & Nobel Drive

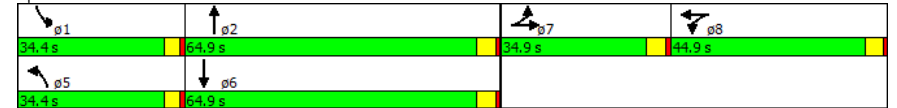
Existing
Timing Plan: Morning Peak



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↕	↔	↕
Traffic Volume (vph)	7	66	2	11	340	102	133
Future Volume (vph)	7	66	2	11	340	102	133
Turn Type	NA	Split	NA	Prot	NA	Prot	NA
Protected Phases	7	8	8	5	2	1	6
Permitted Phases							
Detector Phase	7	8	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	4.0	7.0	6.0	10.0
Minimum Split (s)	10.9	10.9	10.9	8.4	11.9	10.4	14.9
Total Split (s)	34.9	44.9	44.9	34.4	64.9	34.4	64.9
Total Split (%)	19.5%	25.1%	25.1%	19.2%	36.2%	19.2%	36.2%
Yellow Time (s)	3.9	3.9	3.9	3.4	3.9	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.4	4.9	4.4	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	None	Min

Intersection Summary	
Cycle Length:	179.1
Actuated Cycle Length:	49.9
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated

Splits and Phases: 38: Villa La Jolla Drive & Nobel Drive



University CPA
38: Villa La Jolla Drive & Nobel Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Volume (vph)	20	7	5	66	2	299	11	340	126	102	133	6
Future Volume (vph)	20	7	5	66	2	299	11	340	126	102	133	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9			4.9	4.9		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00			0.97	1.00		1.00	0.95		0.97	0.95	
Flt	0.98			1.00	0.85		1.00	0.96		1.00	0.99	
Flt Protected	0.97			0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770			3433	1585		1770	3396		3433	3515	
Flt Permitted	0.97			0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770			3433	1585		1770	3396		3433	3515	
Peak-hour factor, PHF	0.81	0.81	0.81	0.92	0.92	0.92	0.91	0.91	0.91	0.89	0.89	0.89
Adj. Flow (vph)	25	9	6	72	2	325	12	374	138	115	149	7
RTOR Reduction (vph)	0	4	0	0	279	0	0	21	0	0	2	0
Lane Group Flow (vph)	0	36	0	72	48	0	12	491	0	115	154	0
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		3.4		7.8	7.8		0.9	19.3		5.3	23.7	
Effective Green, g (s)		3.4		7.8	7.8		0.9	19.3		5.3	23.7	
Actuated g/C Ratio		0.06		0.14	0.14		0.02	0.35		0.10	0.43	
Clearance Time (s)		4.9		4.9	4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)		2.0		2.0	2.0		2.0	4.3		2.0	3.7	
Lane Grp Cap (vph)		109		487	225		29	1193		331	1517	
v/s Ratio Prot		c0.02		0.02	c0.03		0.01	c0.14		c0.03	c0.04	
v/s Ratio Perm												
v/c Ratio		0.33		0.15	0.21		0.41	0.41		0.35	0.10	
Uniform Delay, d1		24.7		20.6	20.8		26.7	13.5		23.2	9.3	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.7		0.1	0.2		3.5	0.4		0.2	0.0	
Delay (s)		25.3		20.7	21.0		30.2	13.9		23.4	9.3	
Level of Service		C		C	C		C	B		C	A	
Approach Delay (s)		25.3			21.0			14.2			15.3	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	54.9	Sum of lost time (s)	19.1
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

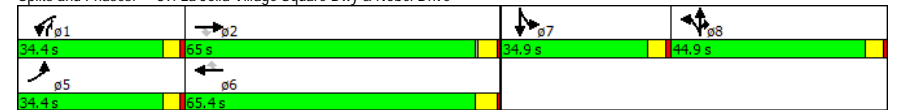
University CPA
39: La Jolla Village Square Dwy & Nobel Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (vph)	13	197	30	134	333	248	13	12	59	113	17
Future Volume (vph)	13	197	30	134	333	248	13	12	59	113	17
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	pt+ov	Split	NA
Protected Phases	5	2		1	6		8	8	8	1	7
Permitted Phases			2			6					
Detector Phase	5	2	2	1	6	6	8	8	8	1	7
Switch Phase											
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	8.0	8.0		8.0	8.0
Minimum Split (s)	9.4	12.0	12.0	8.4	12.4	12.4	12.9	12.9		12.9	12.9
Total Split (s)	34.4	65.0	65.0	34.4	65.4	65.4	44.9	44.9		34.9	34.9
Total Split (%)	19.2%	36.2%	36.2%	19.2%	36.4%	36.4%	25.0%	25.0%		19.4%	19.4%
Yellow Time (s)	3.4	4.0	4.0	3.4	4.4	4.4	3.9	3.9		3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.4	5.0	5.0	4.4	5.4	5.4	4.9	4.9		4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None		None	None

Intersection Summary	
Cycle Length:	179.6
Actuated Cycle Length:	66
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated

Splits and Phases: 39: La Jolla Village Square Dwy & Nobel Drive



University CPA
39: La Jolla Village Square Dwy & Nobel Drive

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕	↗	↘	↕	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	13	197	30	134	333	248	13	12	59	113	17	0
Future Volume (vph)	13	197	30	134	333	248	13	12	59	113	17	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0	5.0	4.4	5.4	5.4	4.9	4.9	4.9	4.9	4.9	4.9
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.96	0.96
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1681	1760	1583	1681	1707	1707
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.96	0.96
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1681	1760	1583	1681	1707	1707
Peak-hour factor, PHF	0.87	0.87	0.87	0.91	0.91	0.91	0.75	0.75	0.75	0.72	0.72	0.72
Adj. Flow (vph)	15	226	34	147	366	273	17	16	79	157	24	0
RTOR Reduction (vph)	0	0	25	0	0	172	0	0	57	0	0	0
Lane Group Flow (vph)	15	226	9	147	366	101	15	18	22	89	92	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	pt+ov	Split	NA	NA
Protected Phases	5	2		1	6		8	8	8 1	7	7	
Permitted Phases			2			6						
Actuated Green, G (s)	0.9	18.4	18.4	8.6	25.7	25.7	6.3	6.3	19.8	17.2	17.2	
Effective Green, g (s)	0.9	18.4	18.4	8.6	25.7	25.7	6.3	6.3	19.8	17.2	17.2	
Actuated g/C Ratio	0.01	0.26	0.26	0.12	0.37	0.37	0.09	0.09	0.28	0.25	0.25	
Clearance Time (s)	4.4	5.0	5.0	4.4	5.4	5.4	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.1	4.1	2.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	22	934	417	423	1304	583	151	159	449	414	421	
v/s Ratio Prot	0.01	0.06		c0.04	c0.10		0.01	c0.01	0.01	0.05	c0.05	
v/s Ratio Perm			0.01			0.06						
v/c Ratio	0.68	0.24	0.02	0.35	0.28	0.17	0.10	0.11	0.05	0.21	0.22	
Uniform Delay, d1	34.3	20.2	19.0	28.0	15.5	14.8	29.1	29.1	18.1	20.9	20.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	52.0	0.2	0.0	0.2	0.2	0.2	0.4	0.4	0.1	0.4	0.4	
Delay (s)	86.2	20.4	19.0	28.2	15.7	15.0	29.5	29.6	18.2	21.2	21.3	
Level of Service	F	C	B	C	B	B	C	C	B	C	C	
Approach Delay (s)		23.8			17.8			21.5			21.2	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	69.7	Sum of lost time (s)	19.6
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
40: I-5 SB Ramps & Nobel Drive

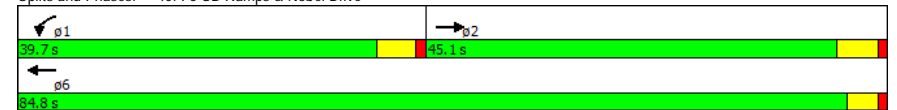
Existing
Timing Plan: Morning Peak



Lane Group	EBT	WBL	WBT
Lane Configurations	↕	↘	↕
Traffic Volume (vph)	238	283	731
Future Volume (vph)	238	283	731
Turn Type	NA	Prot	NA
Protected Phases	2	1	6
Permitted Phases			
Detector Phase	2	1	6
Switch Phase			
Minimum Initial (s)	13.0	5.0	1.0
Minimum Split (s)	18.1	9.7	5.5
Total Split (s)	45.1	39.7	84.8
Total Split (%)	53.2%	46.8%	100.0%
Yellow Time (s)	4.1	3.7	3.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.7	4.0
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	Min	None	Min

Intersection Summary			
Cycle Length: 84.8			
Actuated Cycle Length: 34.1			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			

Splits and Phases: 40: I-5 SB Ramps & Nobel Drive



University CPA
40: I-5 SB Ramps & Nobel Drive

Existing
Timing Plan: Morning Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑↑	↑↑		
Traffic Volume (vph)	238	128	283	731	0	0
Future Volume (vph)	238	128	283	731	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		4.7	4.0		
Lane Util. Factor	0.95		0.97	0.95		
Frt	0.95		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	3354		3433	3539		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	3354		3433	3539		
Peak-hour factor, PHF	0.87	0.87	0.90	0.90	0.25	0.25
Adj. Flow (vph)	274	147	314	812	0	0
RTOR Reduction (vph)	79	0	0	0	0	0
Lane Group Flow (vph)	342	0	314	812	0	0
Turn Type	NA		Prot	NA		
Protected Phases	2		1	6		
Permitted Phases						
Actuated Green, G (s)	15.6		8.5	33.9		
Effective Green, g (s)	15.6		8.5	33.9		
Actuated g/C Ratio	0.46		0.25	1.00		
Clearance Time (s)	5.1		4.7	4.0		
Vehicle Extension (s)	3.0		3.0	3.0		
Lane Grp Cap (vph)	1543		860	3539		
v/s Ratio Prot	0.10		c0.09	c0.23		
v/s Ratio Perm						
v/c Ratio	0.22		0.37	0.23		
Uniform Delay, d1	5.5		10.5	0.0		
Progression Factor	1.00		1.00	1.00		
Incremental Delay, d2	0.1		0.3	0.0		
Delay (s)	5.6		10.7	0.0		
Level of Service	A		B	A		
Approach Delay (s)	5.6			3.0	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	3.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	33.9	Sum of lost time (s)	9.8
Intersection Capacity Utilization	27.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

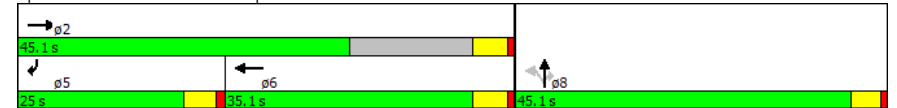
University CPA
41: I-5 NB Ramps & Nobel Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBT	WBT	NBL	NBT	NBR	SBR
Lane Configurations	↑↑	↑↑↑	↑	↑	↑	↑
Traffic Volume (vph)	242	654	277	159	338	83
Future Volume (vph)	242	654	277	159	338	83
Turn Type	NA	NA	Perm	NA	Perm	Prot
Protected Phases	2	6		8		5
Permitted Phases			8		8	
Detector Phase	2	6	8	8	8	5
Switch Phase						
Minimum Initial (s)	11.0	13.0	5.0	5.0	5.0	5.0
Minimum Split (s)	16.1	18.1	22.5	22.5	22.5	10.0
Total Split (s)	45.1	35.1	45.1	45.1	45.1	25.0
Total Split (%)	42.9%	33.4%	42.9%	42.9%	42.9%	23.8%
Yellow Time (s)	4.1	4.1	3.5	3.5	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.1	4.5	4.5	4.5	5.0
Lead/Lag		Lag				Lead
Lead-Lag Optimize?		Yes				Yes
Recall Mode	Min	Min	None	None	None	None

Intersection Summary	
Cycle Length:	105.2
Actuated Cycle Length:	52.4
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated

Splits and Phases: 41: I-5 NB Ramps & Nobel Drive



University CPA
41: I-5 NB Ramps & Nobel Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑		↑	↑	↑			↑
Traffic Volume (vph)	0	242	0	0	654	19	277	159	338	0	0	83
Future Volume (vph)	0	242	0	0	654	19	277	159	338	0	0	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1			5.1		4.5	4.5	4.5			5.0
Lane Util. Factor		0.95			0.91		0.95	0.95	1.00			1.00
Flt		1.00			1.00		1.00	1.00	0.85			0.86
Flt Protected		1.00			1.00		0.95	0.99	1.00			1.00
Satd. Flow (prot)		3539			5064		1681	1745	1583			1611
Flt Permitted		1.00			1.00		0.95	0.99	1.00			1.00
Satd. Flow (perm)		3539			5064		1681	1745	1583			1611
Peak-hour factor, PHF	0.90	0.90	0.90	0.80	0.80	0.80	0.95	0.95	0.95	0.77	0.77	0.77
Adj. Flow (vph)	0	269	0	0	818	24	292	167	356	0	0	108
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	249	0	0	100
Lane Group Flow (vph)	0	269	0	0	839	0	225	234	107	0	0	8
Turn Type		NA			NA		Perm	NA	Perm			Prot
Protected Phases		2			6			8				5
Permitted Phases							8		8			
Actuated Green, G (s)		27.4			18.6		15.8	15.8	15.8			3.8
Effective Green, g (s)		27.4			18.6		15.8	15.8	15.8			3.8
Actuated g/C Ratio		0.52			0.35		0.30	0.30	0.30			0.07
Clearance Time (s)		5.1			5.1		4.5	4.5	4.5			5.0
Vehicle Extension (s)		2.0			2.0		3.0	3.0	3.0			2.0
Lane Grp Cap (vph)		1836			1783		503	522	473			115
v/s Ratio Prot		c0.08			c0.17							0.00
v/s Ratio Perm							0.13	0.13	0.07			
v/c Ratio		0.15			0.47		0.45	0.45	0.23			0.07
Uniform Delay, d1		6.6			13.3		15.0	15.0	13.9			22.8
Progression Factor		1.00			1.00		1.00	1.00	1.00			1.00
Incremental Delay, d2		0.0			0.1		0.6	0.6	0.2			0.1
Delay (s)		6.6			13.4		15.6	15.6	14.1			22.9
Level of Service		A			B		B	B	B			C
Approach Delay (s)		6.6			13.4		15.0				22.9	
Approach LOS		A			B		B				C	

Intersection Summary			
HCM 2000 Control Delay	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	52.8	Sum of lost time (s)	14.6
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

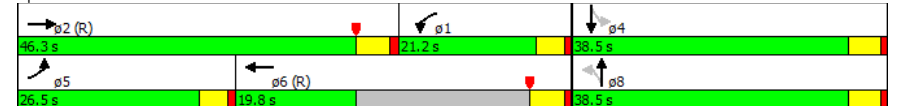
University CPA
42: Caminito Plaza Centro & Nobel Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↖	↑↑↑		↕		↕
Traffic Volume (vph)	41	523	46	567	31	1	3	4
Future Volume (vph)	41	523	46	567	31	1	3	4
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.4	15.2	8.4	15.2	10.9	10.9	10.9	10.9
Total Split (s)	26.5	46.3	21.2	19.8	38.5	38.5	38.5	38.5
Total Split (%)	25.0%	43.7%	20.0%	18.7%	36.3%	36.3%	36.3%	36.3%
Yellow Time (s)	3.4	4.2	3.4	4.2	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.4	5.2	4.4	5.2		4.9		4.9
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None


Intersection Summary			
Cycle Length:	106		
Actuated Cycle Length:	106		
Offset:	26 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow		
Natural Cycle:	40		
Control Type:	Actuated-Coordinated		

Splits and Phases: 42: Caminito Plaza Centro & Nobel Drive



University CPA
42: Caminito Plaza Centro & Nobel Drive

Existing
Timing Plan: Morning Peak




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕↕		↔	↕↕↕			↕↕				↕↕
Traffic Volume (vph)	41	523	70	46	567	15	31	1	15	3	4	36
Future Volume (vph)	41	523	70	46	567	15	31	1	15	3	4	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.2			4.9				4.9
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00				1.00
Frt	1.00	0.98		1.00	1.00			0.96				0.89
Flt Protected	0.95	1.00		0.95	1.00			0.97				1.00
Satd. Flow (prot)	1770	4995		1770	5066			1726				1646
Flt Permitted	0.95	1.00		0.95	1.00			0.82				0.98
Satd. Flow (perm)	1770	4995		1770	5066			1466				1623
Peak-hour factor, PHF	0.92	0.92	0.92	0.93	0.93	0.93	0.78	0.78	0.78	0.63	0.63	0.63
Adj. Flow (vph)	45	568	76	49	610	16	40	1	19	5	6	57
RTOR Reduction (vph)	0	11	0	0	1	0	0	16	0	0	48	0
Lane Group Flow (vph)	45	633	0	49	625	0	0	44	0	0	20	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases							8			4		
Actuated Green, G (s)	5.1	61.2		14.3	70.4			16.0				16.0
Effective Green, g (s)	5.1	61.2		14.3	70.4			16.0				16.0
Actuated g/C Ratio	0.05	0.58		0.13	0.66			0.15				0.15
Clearance Time (s)	4.4	5.2		4.4	5.2			4.9				4.9
Vehicle Extension (s)	2.0	5.0		2.0	4.5			2.5				2.0
Lane Grp Cap (vph)	85	2883		238	3364			221				244
v/s Ratio Prot	c0.03	c0.13		0.03	c0.12							
v/s Ratio Perm							c0.03					0.01
v/c Ratio	0.53	0.22		0.21	0.19			0.20				0.08
Uniform Delay, d1	49.3	10.8		40.8	6.8			39.4				38.7
Progression Factor	1.00	1.00		1.00	1.00			1.00				1.00
Incremental Delay, d2	2.7	0.2		0.2	0.1			0.3				0.1
Delay (s)	52.0	11.0		41.0	6.9			39.7				38.7
Level of Service	D	B		D	A			D				D
Approach Delay (s)		13.7			9.4			39.7				38.7
Approach LOS		B			A			D				D

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	106.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	36.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
43: Lebon Drive & Nobel Drive

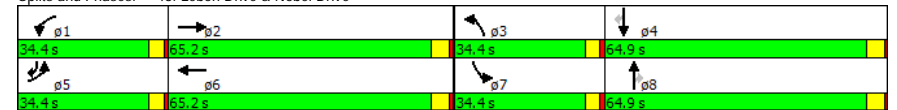
Existing
Timing Plan: Morning Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕↕	↔	↕↕↕	↔	↕↕	↕↕	↔	↕↕	↕↕
Traffic Volume (vph)	38	444	66	424	144	287	96	43	74	53
Future Volume (vph)	38	444	66	424	144	287	96	43	74	53
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	8		7	4	5
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	5
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	8.0	8.0	10.0	10.0	4.0
Minimum Split (s)	8.4	15.2	8.4	15.2	8.4	12.9	12.9	14.4	14.9	8.4
Total Split (s)	34.4	65.2	34.4	65.2	34.4	64.9	64.9	34.4	64.9	34.4
Total Split (%)	17.3%	32.8%	17.3%	32.8%	17.3%	32.6%	32.6%	17.3%	32.6%	17.3%
Yellow Time (s)	3.4	4.2	3.4	4.2	3.4	3.9	3.9	3.4	3.9	3.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.2	4.4	5.2	4.4	4.9	4.9	4.4	4.9	4.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary			
Cycle Length: 198.9			
Actuated Cycle Length: 88.3			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			

Splits and Phases: 43: Lebon Drive & Nobel Drive



University CPA
43: Lebon Drive & Nobel Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	38	444	50	66	424	102	144	287	96	43	74	53
Future Volume (vph)	38	444	50	66	424	102	144	287	96	43	74	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.2		4.4	4.9	4.9	4.4	4.9	4.4
Lane Util. Factor	0.97	0.91		1.00	0.91		0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.98		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5008		1770	4937		3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5008		1770	4937		3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.91	0.91	0.91	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	43	505	57	73	466	112	169	338	113	51	87	62
RTOR Reduction (vph)	0	7	0	0	19	0	0	0	62	0	0	44
Lane Group Flow (vph)	43	555	0	73	559	0	169	338	51	51	87	18
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	pm-ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases							8					4
Actuated Green, G (s)	4.4	26.9		6.9	29.4		14.2	28.8	28.8	7.2	21.8	26.2
Effective Green, g (s)	4.4	26.9		6.9	29.4		14.2	28.8	28.8	7.2	21.8	26.2
Actuated g/C Ratio	0.05	0.30		0.08	0.33		0.16	0.32	0.32	0.08	0.25	0.30
Clearance Time (s)	4.4	5.2		4.4	5.2		4.4	4.9	4.9	4.4	4.9	4.4
Vehicle Extension (s)	2.0	4.5		2.0	4.5		2.0	6.4	6.4	2.0	5.5	2.0
Lane Grp Cap (vph)	170	1518		137	1636		549	1149	513	278	869	467
v/s Ratio Prot	0.01	0.11		c0.04	c0.11		c0.05	c0.10		0.01	0.02	0.00
v/s Ratio Perm							0.03					0.01
v/c Ratio	0.25	0.37		0.53	0.34		0.31	0.29	0.10	0.18	0.10	0.04
Uniform Delay, d1	40.6	24.2		39.3	22.4		32.9	22.4	20.9	38.0	25.9	22.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.3		2.0	0.2		0.1	0.4	0.3	0.1	0.1	0.0
Delay (s)	40.9	24.5		41.3	22.6		33.0	22.8	21.2	38.1	26.0	22.3
Level of Service	D	C		D	C		C	C	C	D	C	C
Approach Delay (s)		25.6			24.7			25.3			27.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	88.7	Sum of lost time (s)	18.9
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

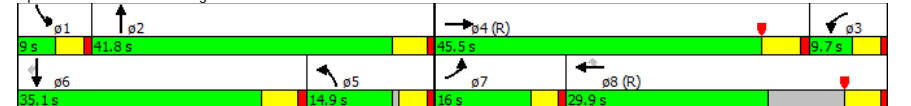
University CPA
44: Regents Road & Nobel Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	167	429	145	348	125	77	275	58	195	44
Future Volume (vph)	167	429	145	348	125	77	275	58	195	44
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	8.4	15.7	8.4	15.3	15.3	8.4	15.2	8.4	15.5	15.5
Total Split (s)	16.0	45.5	9.7	29.9	29.9	14.9	41.8	9.0	35.1	35.1
Total Split (%)	15.1%	42.9%	9.2%	28.2%	28.2%	14.1%	39.4%	8.5%	33.1%	33.1%
Yellow Time (s)	3.4	4.7	3.4	4.3	4.3	3.4	4.2	3.4	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.7	4.4	5.3	5.3	4.4	5.2	4.4	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Min	None	Min	Min

Intersection Summary			
Cycle Length:	106		
Actuated Cycle Length:	106		
Offset:	68 (64%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow		
Natural Cycle:	50		
Control Type:	Actuated-Coordinated		

Splits and Phases: 44: Regents Road & Nobel Drive



University CPA
44: Regents Road & Nobel Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔		↔	↔	↔	↔	↔↔		↔	↔	↔
Traffic Volume (vph)	167	429	42	145	348	125	77	275	166	58	195	44
Future Volume (vph)	167	429	42	145	348	125	77	275	166	58	195	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7		4.4	5.3	5.3	4.4	5.2		4.4	5.5	5.5
Lane Util. Factor	0.97	0.91		0.97	0.95	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	5018		3433	3539	1583	1770	4798		1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	5018		3433	3539	1583	1770	4798		1770	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.88	0.88	0.88	0.72	0.72	0.72	0.71	0.71	0.71
Adj. Flow (vph)	172	442	43	165	395	142	107	382	231	82	275	62
RTOR Reduction (vph)	0	10	0	0	0	88	0	110	0	0	0	47
Lane Group Flow (vph)	172	475	0	165	395	54	107	503	0	82	275	15
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	9.5	44.3		5.3	40.5	40.5	10.1	32.1		4.6	26.3	26.3
Effective Green, g (s)	9.5	44.3		5.3	40.5	40.5	10.1	32.1		4.6	26.3	26.3
Actuated g/C Ratio	0.09	0.42		0.05	0.38	0.38	0.10	0.30		0.04	0.25	0.25
Clearance Time (s)	4.4	5.7		4.4	5.3	5.3	4.4	5.2		4.4	5.5	5.5
Vehicle Extension (s)	2.0	4.4		2.0	6.1	6.1	2.0	5.7		2.0	6.2	6.2
Lane Grp Cap (vph)	307	2097		171	1352	604	168	1452		76	878	392
v/s Ratio Prot	c0.05	0.09		c0.05	c0.11		c0.06	c0.10		c0.05	0.08	
v/s Ratio Perm						0.03						0.01
v/c Ratio	0.56	0.23		0.96	0.29	0.09	0.64	0.35		1.08	0.31	0.04
Uniform Delay, d1	46.2	19.8		50.3	22.8	21.0	46.2	28.8		50.7	32.5	30.3
Progression Factor	1.00	1.00		1.28	1.40	7.25	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.4	0.3		54.4	0.5	0.3	5.7	0.4		126.5	0.6	0.1
Delay (s)	47.6	20.1		118.7	32.3	152.1	51.9	29.2		177.2	33.1	30.4
Level of Service	D	C		F	C	F	D	C		F	C	C
Approach Delay (s)		27.3			76.8			32.5			60.9	
Approach LOS		C			E			C			E	

Intersection Summary			
HCM 2000 Control Delay	48.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	106.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		

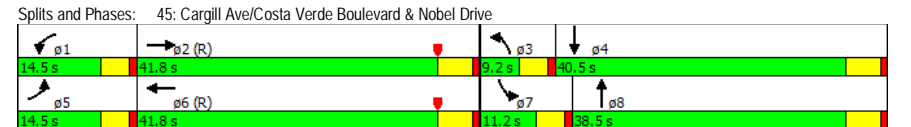
c Critical Lane Group

University CPA
45: Cargill Ave/Costa Verde Boulevard & Nobel Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔↔	↔	↔↔	↔	↔	↔	↔
Traffic Volume (vph)	121	433	39	455	54	45	81	29
Future Volume (vph)	121	433	39	455	54	45	81	29
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	4.0	25.0	4.0	25.0	4.0	25.0	4.0	25.0
Minimum Split (s)	8.4	30.2	8.4	30.2	8.4	30.2	8.4	30.2
Total Split (s)	14.5	41.8	14.5	41.8	9.2	38.5	11.2	40.5
Total Split (%)	13.7%	39.4%	13.7%	39.4%	8.7%	36.3%	10.6%	38.2%
Yellow Time (s)	3.4	4.2	3.4	4.2	3.4	4.2	3.4	4.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.2	4.4	5.2	4.4	5.2	4.4	5.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max

Intersection Summary			
Cycle Length: 106			
Actuated Cycle Length: 106			
Offset: 13.7 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			



University CPA
45: Cargill Ave/Costa Verde Boulevard & Nobel Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕		↔	↕↕		↔	↕		↔	↕	
Traffic Volume (vph)	121	433	21	39	455	80	54	45	38	81	29	77
Future Volume (vph)	121	433	21	39	455	80	54	45	38	81	29	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.2		4.4	5.2		4.4	5.2	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.93		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5050		1770	4971		1770	1734		1770	1659	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5050		1770	4971		1770	1734		1770	1659	
Peak-hour factor, PHF	0.88	0.88	0.88	0.91	0.91	0.91	0.51	0.51	0.51	0.87	0.87	0.87
Adj. Flow (vph)	138	492	24	43	500	88	106	88	75	93	33	89
RTOR Reduction (vph)	0	5	0	0	23	0	0	29	0	0	59	0
Lane Group Flow (vph)	138	511	0	43	565	0	106	134	0	93	63	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	9.8	41.7		5.0	36.9		4.8	33.3		6.8	35.3	
Effective Green, g (s)	9.8	41.7		5.0	36.9		4.8	33.3		6.8	35.3	
Actuated g/C Ratio	0.09	0.39		0.05	0.35		0.05	0.31		0.06	0.33	
Clearance Time (s)	4.4	5.2		4.4	5.2		4.4	5.2		4.4	5.2	
Vehicle Extension (s)	2.0	4.5		2.0	4.5		2.0	4.5		2.0	4.5	
Lane Grp Cap (vph)	163	1986		83	1730		80	544		113	552	
v/s Ratio Prot	c0.08	0.10		0.02	c0.11		c0.06	c0.08		0.05	0.04	
v/s Ratio Perm												
v/c Ratio	0.85	0.26		0.52	0.33		1.32	0.25		0.82	0.11	
Uniform Delay, d1	47.4	21.7		49.3	25.4		50.6	27.0		49.0	24.5	
Progression Factor	0.87	0.97		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	29.0	0.3		2.3	0.5		210.1	1.1		34.8	0.4	
Delay (s)	70.3	21.3		51.6	25.9		260.7	28.1		83.8	24.9	
Level of Service	E	C		D	C		F	C		F	C	
Approach Delay (s)		31.7			27.7			119.8			50.4	
Approach LOS		C			C			F			D	

Intersection Summary			
HCM 2000 Control Delay	45.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	106.0	Sum of lost time (s)	19.2
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

University CPA
46: Lombard Place & Nobel Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔	↕↕	↔	↕↕		↕↕	↔	↕
Traffic Volume (vph)	55	752	7	464	32	0	41	0
Future Volume (vph)	55	752	7	464	32	0	41	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	19.0	8.4	28.9	32.9	32.9	32.9	32.9
Total Split (s)	34.4	65.0	34.4	64.9	44.9	44.9	44.9	44.9
Total Split (%)	23.8%	45.0%	23.8%	45.0%	31.1%	31.1%	31.1%	31.1%
Yellow Time (s)	3.4	4.0	3.4	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.4	5.0	4.4	4.9		4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None


Intersection Summary	
Cycle Length:	144.3
Actuated Cycle Length:	51.2
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated

Splits and Phases: 46: Lombard Place & Nobel Drive



University CPA
46: Lombard Place & Nobel Drive

Existing
Timing Plan: Morning Peak




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	55	752	14	7	464	25	32	0	18	41	0	25
Future Volume (vph)	55	752	14	7	464	25	32	0	18	41	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0		4.4	4.9			4.9		4.9		4.9
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00		1.00
Frt	1.00	1.00		1.00	0.99			0.95		1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97		0.95		1.00
Satd. Flow (prot)	1770	3530		1770	3512			1718		1770		1583
Flt Permitted	0.95	1.00		0.95	1.00			0.79		0.71		1.00
Satd. Flow (perm)	1770	3530		1770	3512			1393		1329		1583
Peak-hour factor, PHF	0.73	0.73	0.73	0.70	0.70	0.70	0.74	0.74	0.74	0.75	0.75	0.75
Adj. Flow (vph)	75	1030	19	10	663	36	43	0	24	55	0	33
RTOR Reduction (vph)	0	1	0	0	3	0	0	41	0	0	28	0
Lane Group Flow (vph)	75	1048	0	10	696	0	0	26	0	55	5	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		4
Actuated Green, G (s)	6.0	32.1		0.7	26.9			7.6		7.6		7.6
Effective Green, g (s)	6.0	32.1		0.7	26.9			7.6		7.6		7.6
Actuated g/C Ratio	0.11	0.59		0.01	0.49			0.14		0.14		0.14
Clearance Time (s)	4.4	5.0		4.4	4.9			4.9		4.9		4.9
Vehicle Extension (s)	2.0	3.7		2.0	4.4			2.0		2.0		2.0
Lane Grp Cap (vph)	194	2071		22	1727			193		184		219
v/s Ratio Prot	c0.04	c0.30		0.01	0.20							0.00
v/s Ratio Perm							0.02			c0.04		
v/c Ratio	0.39	0.51		0.45	0.40			0.13		0.30		0.02
Uniform Delay, d1	22.6	6.6		26.8	8.8			20.7		21.2		20.3
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00		1.00
Incremental Delay, d2	0.5	0.2		5.3	0.3			0.1		0.3		0.0
Delay (s)	23.1	6.9		32.1	9.1			20.8		21.5		20.4
Level of Service	C	A		C	A			C		C		C
Approach Delay (s)		8.0			9.4			20.8				21.1
Approach LOS		A			A			C				C

Intersection Summary			
HCM 2000 Control Delay	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	54.7	Sum of lost time (s)	14.3
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
47: Towne Center Drive & Nobel Drive

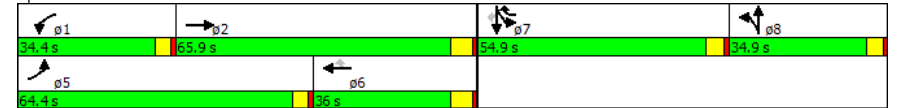
Existing
Timing Plan: Morning Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↕	↔	↕	↔	↕	↔
Traffic Volume (vph)	331	500	7	190	76	126	21	31	185
Future Volume (vph)	331	500	7	190	76	126	21	31	185
Turn Type	Prot	NA	Prot	NA	pm+ov	NA	Split	NA	Perm
Protected Phases	5	2	1	6	7	8	7	7	
Permitted Phases					6				7
Detector Phase	5	2	1	6	7	8	7	7	7
Switch Phase									
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	12.9	8.4	13.0	8.9	8.9	8.9	8.9	8.9
Total Split (s)	64.4	65.9	34.4	36.0	54.9	34.9	54.9	54.9	54.9
Total Split (%)	33.9%	34.6%	18.1%	18.9%	28.9%	18.3%	28.9%	28.9%	28.9%
Yellow Time (s)	3.4	4.9	3.4	5.0	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.9	4.4	6.0	4.9	4.9	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None


Intersection Summary			
Cycle Length: 190.2			
Actuated Cycle Length: 70.3			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			

Splits and Phases: 47: Towne Center Drive & Nobel Drive



University CPA
47: Towne Center Drive & Nobel Drive

Existing
Timing Plan: Morning Peak




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕		↔	↕↕↕	↕		↕↕		↔	↕	↕
Traffic Volume (vph)	331	500	11	7	190	76	18	126	87	21	31	185
Future Volume (vph)	331	500	11	7	190	76	18	126	87	21	31	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.9		4.4	6.0	4.9		4.9		4.9	4.9	4.9
Lane Util. Factor	0.97	0.95		1.00	0.91	1.00		0.95		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3528		1770	5085	1583		3326		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3528		1770	5085	1583		3326		1770	1863	1583
Peak-hour factor, PHF	0.85	0.85	0.85	0.91	0.91	0.91	0.78	0.78	0.78	0.82	0.82	0.82
Adj. Flow (vph)	389	588	13	8	209	84	23	162	112	26	38	226
RTOR Reduction (vph)	0	1	0	0	0	52	0	48	0	0	0	191
Lane Group Flow (vph)	389	600	0	8	209	32	0	249	0	26	38	35
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6	7	8	8		7	7	
Permitted Phases						6						7
Actuated Green, G (s)	14.0	29.5		0.7	16.1	27.4		10.9		11.3	11.3	11.3
Effective Green, g (s)	14.0	29.5		0.7	16.1	27.4		10.9		11.3	11.3	11.3
Actuated g/C Ratio	0.19	0.41		0.01	0.22	0.38		0.15		0.16	0.16	0.16
Clearance Time (s)	4.4	5.9		4.4	6.0	4.9		4.9		4.9	4.9	4.9
Vehicle Extension (s)	2.0	4.9		2.0	3.3	4.0		2.0		4.0	4.0	4.0
Lane Grp Cap (vph)	662	1435		17	1129	598		500		275	290	246
v/s Ratio Prot	c0.11	c0.17		0.00	0.04	0.01		c0.07		0.01	0.02	
v/s Ratio Perm						0.01						c0.02
v/c Ratio	0.59	0.42		0.47	0.19	0.05		0.50		0.09	0.13	0.14
Uniform Delay, d1	26.6	15.4		35.7	22.9	14.3		28.3		26.2	26.4	26.4
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	0.9	0.4		7.3	0.1	0.1		0.3		0.2	0.3	0.4
Delay (s)	27.5	15.8		43.0	23.0	14.4		28.6		26.4	26.6	26.8
Level of Service	C	B		D	C	B		C		C	C	C
Approach Delay (s)		20.4			21.1			28.6			26.7	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	72.5	Sum of lost time (s)	20.2
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
48: Nobel Drive & Shoreline Drive

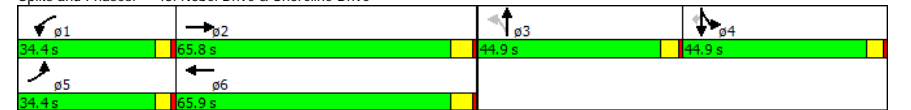
Existing
Timing Plan: Morning Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔	↕↕↕	↔	↕↕↕		↕↕	↔	↕	↕↕
Traffic Volume (vph)	9	619	7	202	29	6	144	1	23
Future Volume (vph)	9	619	7	202	29	6	144	1	23
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	Perm
Protected Phases	5	2	1	6		3	4	4	
Permitted Phases					3				4
Detector Phase	5	2	1	6	3	3	4	4	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	15.8	8.4	30.9	8.9	8.9	33.9	33.9	33.9
Total Split (s)	34.4	65.8	34.4	65.9	44.9	44.9	44.9	44.9	44.9
Total Split (%)	18.1%	34.6%	18.1%	34.7%	23.6%	23.6%	23.6%	23.6%	23.6%
Yellow Time (s)	3.4	4.8	3.4	4.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.8	4.4	5.9		4.9	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None

Intersection Summary
Cycle Length: 190.1
Actuated Cycle Length: 96.3
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 48: Nobel Drive & Shoreline Drive



University CPA
48: Nobel Drive & Shoreline Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔↔		↔	↔↔↔			↔↔		↔	↔	↔↔
Traffic Volume (vph)	9	619	6	7	202	44	29	6	56	144	1	23
Future Volume (vph)	9	619	6	7	202	44	29	6	56	144	1	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.8		4.4	5.9			4.9		4.9	4.9	4.9
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00		1.00	1.00	0.88
Frt	1.00	1.00		1.00	0.97			0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	1.00
Satd. Flow (prot)	1770	5078		1770	4950			1681		1770	1863	2787
Flt Permitted	0.95	1.00		0.95	1.00			0.32		0.95	1.00	1.00
Satd. Flow (perm)	1770	5078		1770	4950			553		1770	1863	2787
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.86	0.86	0.86
Adj. Flow (vph)	10	680	7	8	222	48	33	7	64	167	1	27
RTOR Reduction (vph)	0	1	0	0	20	0	0	22	0	0	0	23
Lane Group Flow (vph)	10	686	0	8	250	0	0	82	0	167	1	4
Turn Type	Prot	NA		Prot	NA		Perm	NA		Split	NA	Perm
Protected Phases	5	2		1	6			3		4	4	
Permitted Phases							3					4
Actuated Green, G (s)	1.0	22.6		1.0	22.5			40.9		15.2	15.2	15.2
Effective Green, g (s)	1.0	22.6		1.0	22.5			40.9		15.2	15.2	15.2
Actuated g/C Ratio	0.01	0.23		0.01	0.23			0.41		0.15	0.15	0.15
Clearance Time (s)	4.4	5.8		4.4	5.9			4.9		4.9	4.9	4.9
Vehicle Extension (s)	2.0	4.6		2.0	4.4			2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	17	1151		17	1117			226		269	284	424
v/s Ratio Prot	c0.01	c0.14		0.00	0.05					c0.09	0.00	
v/s Ratio Perm								c0.15				0.00
v/c Ratio	0.59	0.60		0.47	0.22			0.36		0.62	0.00	0.01
Uniform Delay, d1	49.1	34.5		49.1	31.5			20.4		39.6	35.8	35.9
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	1.00
Incremental Delay, d2	29.3	1.1		7.3	0.2			0.4		3.2	0.0	0.0
Delay (s)	78.4	35.6		56.4	31.6			20.7		42.7	35.8	35.9
Level of Service	E	D		E	C			C		D	D	D
Approach Delay (s)		36.2			32.4			20.7			41.7	
Approach LOS		D			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	35.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	99.7	Sum of lost time (s)	20.1
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

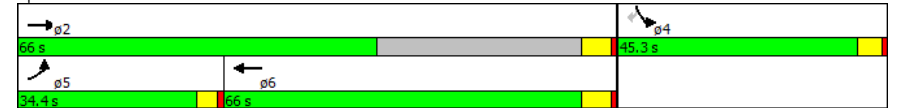
University CPA
49: Nobel Drive & Judicial Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↔	↔↔↔	↔↔↔	↔	↔
Traffic Volume (vph)	195	625	220	206	28
Future Volume (vph)	195	625	220	206	28
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	4.0	10.0	10.0	7.0	7.0
Minimum Split (s)	11.4	16.0	16.0	12.3	12.3
Total Split (s)	34.4	66.0	66.0	45.3	45.3
Total Split (%)	23.6%	45.3%	45.3%	31.1%	31.1%
Yellow Time (s)	3.4	5.0	5.0	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	6.0	6.0	5.3	5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None

Intersection Summary			
Cycle Length:	145.7		
Actuated Cycle Length:	67.6		
Natural Cycle:	40		
Control Type:	Actuated-Uncoordinated		

Splits and Phases: 49: Nobel Drive & Judicial Drive



University CPA
49: Nobel Drive & Judicial Drive

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔↔	↔↔		↔	↔
Traffic Volume (vph)	195	625	220	814	206	28
Future Volume (vph)	195	625	220	814	206	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.0	6.0		5.3	5.3
Lane Util. Factor	0.97	0.91	0.91		0.97	1.00
Frt	1.00	1.00	0.88		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	4485		3433	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3433	5085	4485		3433	1583
Peak-hour factor, PHF	0.91	0.91	0.90	0.90	0.87	0.87
Adj. Flow (vph)	214	687	244	904	237	32
RTOR Reduction (vph)	0	0	439	0	0	25
Lane Group Flow (vph)	214	687	709	0	237	7
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	9.3	41.0	27.3		14.4	14.4
Effective Green, g (s)	9.3	41.0	27.3		14.4	14.4
Actuated g/C Ratio	0.14	0.61	0.41		0.22	0.22
Clearance Time (s)	4.4	6.0	6.0		5.3	5.3
Vehicle Extension (s)	2.0	5.4	5.4		4.4	4.4
Lane Grp Cap (vph)	478	3125	1835		741	341
v/s Ratio Prot	c0.06	0.14	c0.16		c0.07	
v/s Ratio Perm						0.00
v/c Ratio	0.45	0.22	0.39		0.32	0.02
Uniform Delay, d1	26.3	5.7	13.8		22.0	20.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	0.1	0.3		0.4	0.0
Delay (s)	26.6	5.8	14.1		22.4	20.6
Level of Service	C	A	B		C	C
Approach Delay (s)		10.7	14.1		22.2	
Approach LOS		B	B		C	

Intersection Summary			
HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	66.7	Sum of lost time (s)	15.7
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
50: Nobel Drive & I-805 SB On-ramp

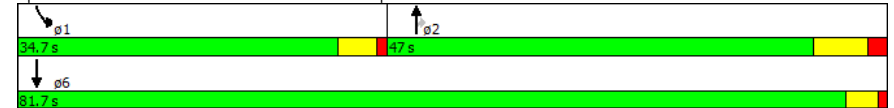
Existing
Timing Plan: Morning Peak



Lane Group	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔
Traffic Volume (vph)	313	523	157	988
Future Volume (vph)	313	523	157	988
Turn Type	NA	Perm	Prot	NA
Protected Phases	2		1	6
Permitted Phases		2		
Detector Phase	2	2	1	6
Switch Phase				
Minimum Initial (s)	12.0	12.0	5.0	1.0
Minimum Split (s)	19.0	19.0	9.7	5.0
Total Split (s)	47.0	47.0	34.7	81.7
Total Split (%)	57.5%	57.5%	42.5%	100.0%
Yellow Time (s)	5.0	5.0	3.7	3.0
All-Red Time (s)	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	4.0
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	Min	Min	None	Min

Intersection Summary	
Cycle Length:	81.7
Actuated Cycle Length:	32.8
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated

Splits and Phases: 50: Nobel Drive & I-805 SB On-ramp



University CPA
50: Nobel Drive & I-805 SB On-ramp

Existing
Timing Plan: Morning Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↑↑	↑↑	↑↑↑
Traffic Volume (vph)	0	0	313	523	157	988
Future Volume (vph)	0	0	313	523	157	988
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.0	7.0	4.7	4.0
Lane Util. Factor			0.95	0.88	0.97	0.91
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			3539	2787	3433	5085
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			3539	2787	3433	5085
Peak-hour factor, PHF	0.25	0.25	0.90	0.90	0.93	0.93
Adj. Flow (vph)	0	0	348	581	169	1062
RTOR Reduction (vph)	0	0	0	303	0	0
Lane Group Flow (vph)	0	0	348	278	169	1062
Turn Type			NA	Perm	Prot	NA
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			16.1	16.1	5.9	33.7
Effective Green, g (s)			16.1	16.1	5.9	33.7
Actuated g/C Ratio			0.48	0.48	0.18	1.00
Clearance Time (s)			7.0	7.0	4.7	4.0
Vehicle Extension (s)			3.0	3.0	3.0	3.0
Lane Grp Cap (vph)			1690	1331	601	5085
v/s Ratio Prot			0.10		0.05	c0.21
v/s Ratio Perm				0.10		
v/c Ratio			0.21	0.21	0.28	0.21
Uniform Delay, d1			5.1	5.1	12.1	0.0
Progression Factor			1.00	1.00	1.00	1.00
Incremental Delay, d2			0.1	0.1	0.3	0.0
Delay (s)			5.2	5.2	12.3	0.0
Level of Service			A	A	B	A
Approach Delay (s)	0.0		5.2			1.7
Approach LOS	A		A			A

Intersection Summary			
HCM 2000 Control Delay	3.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	33.7	Sum of lost time (s)	11.7
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

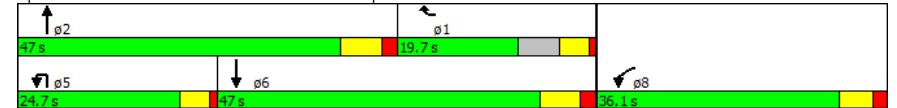
University CPA
51: Nobel Drive & I-805 N Off-ramps

Existing
Timing Plan: Morning Peak

Lane Group	WBL	WBR	NBT	SBT	ø5
Lane Configurations	↑↑	↑↑	↑↑	↑↑↑	
Traffic Volume (vph)	727	666	313	418	
Future Volume (vph)	727	666	313	418	
Turn Type	Prot	Prot	NA	NA	
Protected Phases	8	1	2	6	5
Permitted Phases					
Detector Phase	8	1	2	6	
Switch Phase					
Minimum Initial (s)	5.0	5.0	16.0	11.0	5.0
Minimum Split (s)	11.1	9.7	23.0	18.0	9.7
Total Split (s)	36.1	19.7	47.0	47.0	24.7
Total Split (%)	33.5%	18.3%	43.6%	43.6%	23%
Yellow Time (s)	4.1	3.7	5.0	5.0	3.7
All-Red Time (s)	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.1	4.7	7.0	7.0	
Lead/Lag		Lag	Lead	Lag	Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None

Intersection Summary	
Cycle Length:	107.8
Actuated Cycle Length:	58.9
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated

Splits and Phases: 51: Nobel Drive & I-805 N Off-ramps



University CPA
51: Nobel Drive & I-805 N Off-ramps

Existing
Timing Plan: Morning Peak

	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Movement							
Lane Configurations	↔↔	↔↔	↔	↕↕			↕↕↕
Traffic Volume (vph)	727	666	0	313	0	0	418
Future Volume (vph)	727	666	0	313	0	0	418
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	4.7		7.0			7.0
Lane Util. Factor	0.97	0.88		0.95			0.91
Frt	1.00	0.85		1.00			1.00
Flt Protected	0.95	1.00		1.00			1.00
Satd. Flow (prot)	3433	2787		3539			5085
Flt Permitted	0.95	1.00		1.00			1.00
Satd. Flow (perm)	3433	2787		3539			5085
Peak-hour factor, PHF	0.97	0.97	0.92	0.84	0.84	0.84	0.84
Adj. Flow (vph)	749	687	0	373	0	0	498
RTOR Reduction (vph)	0	598	0	0	0	0	0
Lane Group Flow (vph)	749	89	0	373	0	0	498
Turn Type	Prot	Prot	Prot	NA			NA
Protected Phases	8	1	5	2			6
Permitted Phases							
Actuated Green, G (s)	17.1	7.6		16.2			28.5
Effective Green, g (s)	17.1	7.6		16.2			28.5
Actuated g/C Ratio	0.29	0.13		0.28			0.49
Clearance Time (s)	6.1	4.7		7.0			7.0
Vehicle Extension (s)	2.0	3.0		2.0			2.0
Lane Grp Cap (vph)	1000	360		976			2468
v/s Ratio Prot	c0.22	c0.03		c0.11			0.10
v/s Ratio Perm							
v/c Ratio	0.75	0.25		0.38			0.20
Uniform Delay, d1	18.9	23.0		17.2			8.6
Progression Factor	1.00	1.00		1.00			1.00
Incremental Delay, d2	2.7	0.4		0.1			0.0
Delay (s)	21.6	23.3		17.3			8.6
Level of Service	C	C		B			A
Approach Delay (s)	22.4			17.3			8.6
Approach LOS	C			B			A

Intersection Summary			
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	58.7	Sum of lost time (s)	17.8
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

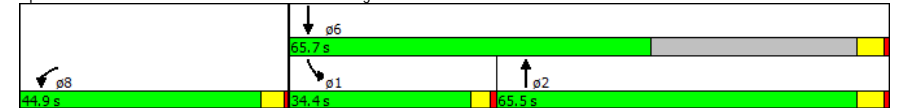
University CPA
52: Nobel Drive & Avenue of Flags

Existing
Timing Plan: Morning Peak

	WBL	NBT	SBL	SBT
Lane Group				
Lane Configurations	↔↔	↕↕	↔↔	↕↕
Traffic Volume (vph)	1	941	2	503
Future Volume (vph)	1	941	2	503
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	4.0	7.0	4.0	7.0
Minimum Split (s)	8.9	12.5	8.4	12.7
Total Split (s)	44.9	65.5	34.4	65.7
Total Split (%)	31.0%	45.2%	23.8%	45.4%
Yellow Time (s)	3.9	4.5	3.4	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	5.5	4.4	5.7
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min

Intersection Summary			
Cycle Length: 144.8			
Actuated Cycle Length: 48.6			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			

Splits and Phases: 52: Nobel Drive & Avenue of Flags



University CPA
52: Nobel Drive & Avenue of Flags

Existing
Timing Plan: Morning Peak

	WBL	WBR	NBT	NBR	SBL	SBT
Movement						
Lane Configurations	↖		↕		↗	↕
Traffic Volume (vph)	1	1	941	5	2	503
Future Volume (vph)	1	1	941	5	2	503
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		5.5		4.4	5.7
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.93		1.00		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1695		3536		1770	3539
Flt Permitted	0.98		1.00		0.95	1.00
Satd. Flow (perm)	1695		3536		1770	3539
Peak-hour factor, PHF	0.25	0.25	0.88	0.88	0.97	0.97
Adj. Flow (vph)	4	4	1069	6	2	519
RTOR Reduction (vph)	4	0	0	0	0	0
Lane Group Flow (vph)	4	0	1075	0	2	519
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	0.7		40.2		0.6	45.0
Effective Green, g (s)	0.7		40.2		0.6	45.0
Actuated g/C Ratio	0.01		0.71		0.01	0.80
Clearance Time (s)	4.9		5.5		4.4	5.7
Vehicle Extension (s)	2.0		5.2		2.0	4.9
Lane Grp Cap (vph)	21		2524		18	2828
v/s Ratio Prot	c0.00		c0.30		0.00	c0.15
v/s Ratio Perm						
v/c Ratio	0.19		0.43		0.11	0.18
Uniform Delay, d1	27.5		3.3		27.6	1.3
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	1.6		0.3		1.0	0.1
Delay (s)	29.2		3.6		28.6	1.4
Level of Service	C		A		C	A
Approach Delay (s)	29.2		3.6		1.5	
Approach LOS	C		A		A	

Intersection Summary			
HCM 2000 Control Delay	3.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	56.3	Sum of lost time (s)	14.8
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
53: Regents Road & Health Science Drive

Existing
Timing Plan: Morning Peak

	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group									
Lane Configurations		↖	↗		↕	↖	↗	↖	↗
Traffic Volume (vph)	20	0	62	2	0	656	251	16	91
Future Volume (vph)	20	0	62	2	0	656	251	16	91
Turn Type	Perm	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4	5		8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	5	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.4	22.9	22.9	8.4	14.9	8.4	14.9
Total Split (s)	44.9	44.9	44.4	44.9	44.9	44.4	64.9	34.4	64.9
Total Split (%)	29.1%	29.1%	28.8%	29.1%	29.1%	28.8%	42.1%	22.3%	42.1%
Yellow Time (s)	3.9	3.9	3.4	3.9	3.9	3.4	3.9	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9	4.4		4.9	4.4	4.9	4.4	4.9
Lead/Lag			Lead			Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	None	Min	None	None	None

Intersection Summary	
Cycle Length:	154.2
Actuated Cycle Length:	73.2
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated

Splits and Phases: 53: Regents Road & Health Science Drive



University CPA
53: Regents Road & Health Science Drive

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	20	0	62	2	0	2	656	251	32	16	91	111
Future Volume (vph)	20	0	62	2	0	2	656	251	32	16	91	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.4		4.9		4.4	4.9		4.4	4.9		
Lane Util. Factor	1.00	1.00		1.00		1.00	1.00		1.00	1.00		
Frt	1.00	0.85		0.93		1.00	0.98		1.00	0.92		
Flt Protected	0.95	1.00		0.98		0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1770	1583		1695		1770	1831		1770	1709		
Flt Permitted	1.00	1.00		0.83		0.95	1.00		0.95	1.00		
Satd. Flow (perm)	1863	1583		1443		1770	1831		1770	1709		
Peak-hour factor, PHF	0.93	0.93	0.93	0.33	0.33	0.33	0.85	0.85	0.85	0.72	0.72	0.72
Adj. Flow (vph)	22	0	67	6	0	6	772	295	38	22	126	154
RTOR Reduction (vph)	0	0	27	0	11	0	0	2	0	0	37	0
Lane Group Flow (vph)	0	22	40	0	1	0	772	331	0	22	243	0
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		3.8	45.1		3.8		41.3	56.0		2.2	16.9	
Effective Green, g (s)		3.8	45.1		3.8		41.3	56.0		2.2	16.9	
Actuated g/C Ratio		0.05	0.59		0.05		0.54	0.73		0.03	0.22	
Clearance Time (s)		4.9	4.4		4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)		92	936		71		959	1345		51	379	
v/s Ratio Prot			0.02				c0.44	0.18		0.01	c0.14	
v/s Ratio Perm		c0.01	0.00		0.00							
v/c Ratio		0.24	0.04		0.01		0.81	0.25		0.43	0.64	
Uniform Delay, d1		34.8	6.5		34.4		14.2	3.3		36.4	26.9	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5	0.0		0.0		4.7	0.1		2.1	4.0	
Delay (s)		35.3	6.5		34.4		18.9	3.4		38.5	30.9	
Level of Service		D	A		C		B	A		D	C	
Approach Delay (s)		13.6			34.4		14.2			31.5		
Approach LOS		B			C		B			C		

Intersection Summary			
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	76.2	Sum of lost time (s)	14.2
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

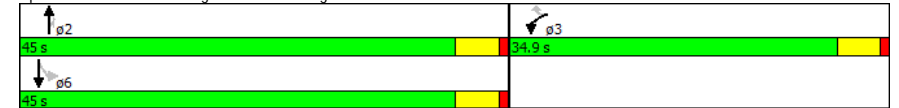
University CPA
54: Regents Road & Eastgate Mall

Existing
Timing Plan: Morning Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↕	↕	↕	↕	↕	↕
Traffic Volume (vph)	157	231	651	208	47	145
Future Volume (vph)	157	231	651	208	47	145
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	3		2			6
Permitted Phases		3		2	6	
Detector Phase	3	3	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.9	8.9	12.0	12.0	12.0	12.0
Total Split (s)	34.9	34.9	45.0	45.0	45.0	45.0
Total Split (%)	43.7%	43.7%	56.3%	56.3%	56.3%	56.3%
Yellow Time (s)	3.9	3.9	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	Min	Min	Min

Splits and Phases: 54: Regents Road & Eastgate Mall



University CPA
54: Regents Road & Eastgate Mall

Existing
Timing Plan: Morning Peak

	WBL	WBR	NBT	NBR	SBL	SBT
Movement						
Lane Configurations	↖	↗	↕	↖	↗	↕
Traffic Volume (vph)	157	231	651	208	47	145
Future Volume (vph)	157	231	651	208	47	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.20	1.00
Satd. Flow (perm)	1770	1583	1863	1583	372	1863
Peak-hour factor, PHF	0.72	0.72	0.81	0.81	0.87	0.87
Adj. Flow (vph)	218	321	804	257	54	167
RTOR Reduction (vph)	0	98	0	111	0	0
Lane Group Flow (vph)	218	223	804	146	54	167
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	3		2			6
Permitted Phases		3		2	6	
Actuated Green, G (s)	13.5	13.5	31.0	31.0	31.0	31.0
Effective Green, g (s)	13.5	13.5	31.0	31.0	31.0	31.0
Actuated g/C Ratio	0.25	0.25	0.57	0.57	0.57	0.57
Clearance Time (s)	4.9	4.9	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	3.4	3.4	3.5	3.5
Lane Grp Cap (vph)	439	392	1061	902	211	1061
v/s Ratio Prot	0.12		c0.43			0.09
v/s Ratio Perm		c0.14		0.09	0.15	
v/c Ratio	0.50	0.57	0.76	0.16	0.26	0.16
Uniform Delay, d1	17.5	17.9	8.9	5.5	5.9	5.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	1.1	3.2	0.1	0.8	0.1
Delay (s)	17.9	19.0	12.1	5.6	6.7	5.6
Level of Service	B	B	B	A	A	A
Approach Delay (s)	18.6		10.5			5.9
Approach LOS	B		B			A

Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	54.4	Sum of lost time (s)	9.9
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

University CPA
55: Regents Road & Executive Drive

Existing
Timing Plan: Morning Peak

	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group									
Lane Configurations		↕	↖	↗	↖	↗	↕	↖	↗
Traffic Volume (vph)	1	2	27	1	47	4	804	25	251
Future Volume (vph)	1	2	27	1	47	4	804	25	251
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		8	5	2	1
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	4.0	10.0	4.0	10.0
Minimum Split (s)	11.9	11.9	11.9	11.9	11.9	8.4	14.9	8.4	14.9
Total Split (s)	34.9	34.9	44.9	44.9	44.9	34.4	64.9	34.4	64.9
Total Split (%)	24.2%	24.2%	31.1%	31.1%	31.1%	23.9%	45.0%	23.9%	45.0%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.4	3.9	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9		4.9	4.9	4.4	4.9	4.4	4.9
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min

Intersection Summary	
Cycle Length: 144.2	
Actuated Cycle Length: 56.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 55: Regents Road & Executive Drive



University CPA
55: Regents Road & Executive Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (vph)	1	2	5	27	1	47	4	804	101	25	251	4
Future Volume (vph)	1	2	5	27	1	47	4	804	101	25	251	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9	4.9	4.4	4.9		4.4	4.9	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Flt		0.91			1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected		1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1695			1777	1583	1770	3480		1770	3531	
Flt Permitted		0.97			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1659			1350	1583	1770	3480		1770	3531	
Peak-hour factor, PHF	0.67	0.67	0.67	0.82	0.82	0.82	0.82	0.82	0.82	0.80	0.80	0.80
Adj. Flow (vph)	1	3	7	33	1	57	5	980	123	31	314	5
RTOR Reduction (vph)	0	6	0	0	0	50	0	4	0	0	0	0
Lane Group Flow (vph)	0	5	0	0	34	7	5	1099	0	31	319	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		8	5	2		1	6
Permitted Phases		4			8		8					
Actuated Green, G (s)		7.8			7.8	7.8	0.7	36.2		2.3	37.8	
Effective Green, g (s)		7.8			7.8	7.8	0.7	36.2		2.3	37.8	
Actuated g/C Ratio		0.13			0.13	0.13	0.01	0.60		0.04	0.62	
Clearance Time (s)		4.9			4.9	4.9	4.4	4.9		4.4	4.9	
Vehicle Extension (s)		2.0			3.1	3.1	2.0	3.1		2.0	3.1	
Lane Grp Cap (vph)		213			174	204	20	2082		67	2206	
v/s Ratio Prot							0.00	c0.32		c0.02	0.09	
v/s Ratio Perm		0.00			c0.03	0.00						
v/c Ratio		0.02			0.20	0.04	0.25	0.53		0.46	0.14	
Uniform Delay, d1		23.0			23.5	23.1	29.6	7.1		28.5	4.7	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			0.6	0.1	2.4	0.3		1.8	0.0	
Delay (s)		23.0			24.1	23.1	32.0	7.4		30.3	4.7	
Level of Service		C			C	C	C	A		C	A	
Approach Delay (s)		23.0			23.5			7.5			7.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	60.5	Sum of lost time (s)	14.2
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		

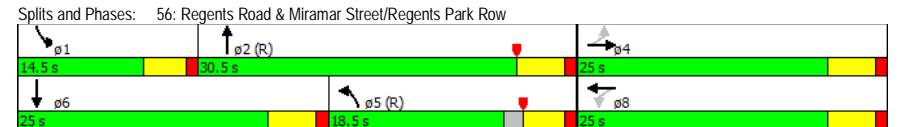
c Critical Lane Group

University CPA
56: Regents Road & Miramar Street/Regents Park Row

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (vph)	52	6	74	17	174	776	44	235
Future Volume (vph)	52	6	74	17	174	776	44	235
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	7.0	4.0	7.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.4	11.9	8.4	11.9
Total Split (s)	25.0	25.0	25.0	25.0	18.5	30.5	14.5	25.0
Total Split (%)	35.7%	35.7%	35.7%	35.7%	26.4%	43.6%	20.7%	35.7%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	3.9	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.4	4.9	4.4	4.9
Lead/Lag					Lag	Lag	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	Max

Intersection Summary	
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	10 (14%), Referenced to phase 2:NBT and 5:NBL, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated



University CPA

56: Regents Road & Miramar Street/Regents Park Row

Existing

Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕		↔	↕		↔	↕	
Traffic Volume (vph)	52	6	163	74	17	70	174	776	228	44	235	29
Future Volume (vph)	52	6	163	74	17	70	174	776	228	44	235	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.86		1.00	0.88		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1593		1770	1637		1770	3419		1770	3481	
Flt Permitted	0.68	1.00		0.58	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1273	1593		1087	1637		1770	3419		1770	3481	
Peak-hour factor, PHF	0.97	0.97	0.97	0.76	0.76	0.76	0.81	0.81	0.81	0.87	0.87	0.87
Adj. Flow (vph)	54	6	168	97	22	92	215	958	281	51	270	33
RTOR Reduction (vph)	0	138	0	0	75	0	0	27	0	0	12	0
Lane Group Flow (vph)	54	36	0	97	39	0	215	1212	0	51	291	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	12.6	12.6		12.6	12.6		15.6	38.6		4.6	27.6	
Effective Green, g (s)	12.6	12.6		12.6	12.6		15.6	38.6		4.6	27.6	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.22	0.55		0.07	0.39	
Clearance Time (s)	4.9	4.9		4.9	4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)	229	286		195	294		394	1885		116	1372	
v/s Ratio Prot		0.02			0.02		0.12	c0.35		c0.03	0.08	
v/s Ratio Perm	0.04			c0.09								
v/c Ratio	0.24	0.13		0.50	0.13		0.55	0.64		0.44	0.21	
Uniform Delay, d1	24.6	24.1		25.8	24.1		24.1	10.9		31.5	14.0	
Progression Factor	1.00	1.00		1.00	1.00		1.18	1.67		1.00	1.00	
Incremental Delay, d2	0.2	0.1		0.7	0.1		3.6	1.1		1.0	0.4	
Delay (s)	24.8	24.2		26.6	24.2		31.9	19.4		32.4	14.4	
Level of Service	C	C		C	C		C	B		C	B	
Approach Delay (s)		24.3			25.3			21.2			17.0	
Approach LOS		C			C			C			B	

Intersection Summary

HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

University CPA

57: Regents Road & Plaza De Palmas

Existing

Timing Plan: Morning Peak

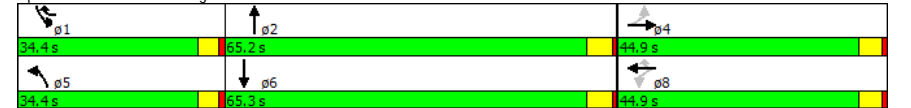


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↕	↔	↕	↕	↔	↕	↔	↕
Traffic Volume (vph)	62	8	28	7	134	20	652	16	180
Future Volume (vph)	62	8	28	7	134	20	652	16	180
Turn Type	Perm	NA	Perm	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases		4		8	1	5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	1	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.4	8.4	15.2	8.4	15.3
Total Split (s)	44.9	44.9	44.9	44.9	34.4	34.4	65.2	34.4	65.3
Total Split (%)	31.1%	31.1%	31.1%	31.1%	23.8%	23.8%	45.1%	23.8%	45.2%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	3.4	4.2	3.4	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9		4.9	4.4	4.4	5.2	4.4	5.3
Lead/Lag				Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 144.6
Actuated Cycle Length: 52.6
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 57: Regents Road & Plaza De Palmas



University CPA
57: Regents Road & Plaza De Palmas

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕	↕	↕	↕		↕	↕		
Traffic Volume (vph)	62	8	20	28	7	134	20	652	17	16	180	10	
Future Volume (vph)	62	8	20	28	7	134	20	652	17	16	180	10	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.9			4.9			4.4		5.2		4.4		5.3
Lane Util. Factor	1.00			1.00			1.00		0.91		1.00		0.95
Frt	0.97			1.00			0.85		1.00		1.00		0.99
Flt Protected	0.97			0.96			1.00		0.95		1.00		1.00
Satd. Flow (prot)	1746			1791			1583		1770		5066		1770
Flt Permitted	0.77			0.78			1.00		0.95		1.00		0.95
Satd. Flow (perm)	1386			1460			1583		1770		5066		1770
Peak-hour factor, PHF	0.78	0.78	0.78	0.81	0.81	0.81	0.75	0.75	0.75	0.70	0.70	0.70	
Adj. Flow (vph)	79	10	26	35	9	165	27	869	23	23	257	14	
RTOR Reduction (vph)	0	8	0	0	0	48	0	2	0	0	2	0	
Lane Group Flow (vph)	0	107	0	0	44	117	27	890	0	23	269	0	
Turn Type	Perm	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA		
Protected Phases	4		4		8		1		5		2		
Permitted Phases	4		8		8		8		1		6		
Actuated Green, G (s)	10.0		10.0		15.9		2.1		25.6		5.9		
Effective Green, g (s)	10.0		10.0		15.9		2.1		25.6		5.9		
Actuated g/C Ratio	0.18		0.18		0.28		0.04		0.46		0.11		
Clearance Time (s)	4.9		4.9		4.4		4.4		5.2		4.4		
Vehicle Extension (s)	2.0		2.0		2.0		2.0		4.5		2.0		
Lane Grp Cap (vph)	247		260		449		66		2315		186		
v/s Ratio Prot					c0.03		0.02		c0.18		0.01		
v/s Ratio Perm	c0.08				0.03		0.05						
v/c Ratio	0.43		0.17		0.26		0.41		0.38		0.12		
Uniform Delay, d1	20.5		19.5		15.5		26.3		10.0		22.7		
Progression Factor	1.00		1.00		1.00		1.00		1.00		1.00		
Incremental Delay, d2	0.4		0.1		0.1		1.5		0.2		0.1		
Delay (s)	20.9		19.6		15.6		27.8		10.2		22.8		
Level of Service	C		B		B		C		B		C		
Approach Delay (s)	20.9		16.5				10.7				8.2		
Approach LOS	C		B				B				A		

Intersection Summary			
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	56.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	38.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
58: Regents Road & Berino Court

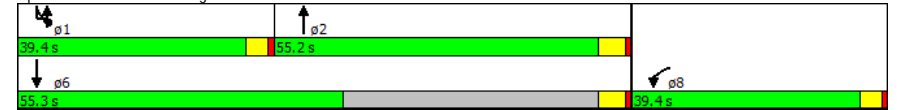
Existing
Timing Plan: Morning Peak



Lane Group	WBL	NBT	SBL	SBT
Lane Configurations	↕	↕	↕	↕
Traffic Volume (vph)	74	243	163	181
Future Volume (vph)	74	243	163	181
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	4.0	7.0	4.0	7.0
Minimum Split (s)	8.4	12.2	8.4	23.3
Total Split (s)	39.4	55.2	39.4	55.3
Total Split (%)	29.4%	41.2%	29.4%	41.3%
Yellow Time (s)	3.4	4.2	3.4	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.2	4.4	5.3
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	None	None	None

Intersection Summary			
Cycle Length: 134			
Actuated Cycle Length: 80			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			

Splits and Phases: 58: Regents Road & Berino Court



University CPA
58: Regents Road & Berino Court

Existing
Timing Plan: Morning Peak

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↘		↕			↗	↕
Traffic Volume (vph)	74	89	243	123	81	163	181
Future Volume (vph)	74	89	243	123	81	163	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4		5.2			4.4	5.3
Lane Util. Factor	1.00		0.95			1.00	0.95
Flt	0.93		0.95			1.00	1.00
Flt Protected	0.98		1.00			0.95	1.00
Satd. Flow (prot)	1687		3361			1770	3539
Flt Permitted	0.98		1.00			0.95	1.00
Satd. Flow (perm)	1687		3361			1770	3539
Peak-hour factor, PHF	0.51	0.51	0.77	0.77	0.92	0.77	0.77
Adj. Flow (vph)	145	175	316	160	88	212	235
RTOR Reduction (vph)	0	0	59	0	0	0	0
Lane Group Flow (vph)	320	0	417	0	0	300	235
Turn Type	Prot		NA		Prot	Prot	NA
Protected Phases	8		2		1	1	6
Permitted Phases							
Actuated Green, G (s)	30.0		17.5			18.3	40.1
Effective Green, g (s)	30.0		17.5			18.3	40.1
Actuated g/C Ratio	0.38		0.22			0.23	0.50
Clearance Time (s)	4.4		5.2			4.4	5.3
Vehicle Extension (s)	2.0		3.9			2.0	3.7
Lane Grp Cap (vph)	634		737			405	1778
v/s Ratio Prot	c0.19		c0.12			c0.17	0.07
v/s Ratio Perm							
v/c Ratio	0.50		0.57			0.74	0.13
Uniform Delay, d1	19.2		27.8			28.5	10.6
Progression Factor	1.00		1.00			1.00	1.00
Incremental Delay, d2	0.2		1.2			6.3	0.0
Delay (s)	19.4		29.0			34.8	10.6
Level of Service	B		C			C	B
Approach Delay (s)	19.4		29.0			24.2	
Approach LOS	B		C			C	

Intersection Summary			
HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	79.8	Sum of lost time (s)	14.0
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

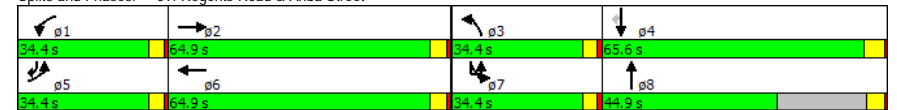
University CPA
59: Regents Road & Ariba Street

Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↕	↗	↕	↘	↕	↗	↕	↗
Traffic Volume (vph)	134	89	4	131	6	15	95	6	79
Future Volume (vph)	134	89	4	131	6	15	95	6	79
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	8	7	4	5
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	5
Switch Phase									
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	4.0
Minimum Split (s)	8.4	11.9	8.4	11.9	8.4	11.9	8.4	12.6	8.4
Total Split (s)	34.4	64.9	34.4	64.9	34.4	44.9	34.4	65.6	34.4
Total Split (%)	17.3%	32.6%	17.3%	32.6%	17.3%	22.5%	17.3%	32.9%	17.3%
Yellow Time (s)	3.4	3.9	3.4	3.9	3.4	3.9	3.4	4.6	3.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.4	4.9	4.4	4.9	4.4	5.6	4.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None

Intersection Summary	
Cycle Length:	199.3
Actuated Cycle Length:	94.5
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated

Splits and Phases: 59: Regents Road & Ariba Street



University CPA
59: Regents Road & Ariba Street

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↔	↕	↔	↔	↕	↕	↔	↕	↔	↔	↔	↕
Traffic Volume (vph)	134	89	8	4	131	106	6	15	15	90	95	6
Future Volume (vph)	134	89	8	4	131	106	6	15	15	90	95	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.6	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.93		1.00	0.93		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3496		1770	3302		1770	3274		1770	3539	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3496		1770	3302		1770	3274		1770	3539	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.64	0.64	0.64	0.92	0.68	0.68
Adj. Flow (vph)	170	113	10	5	166	134	9	23	23	98	140	9
RTOR Reduction (vph)	0	3	0	0	75	0	0	20	0	0	0	0
Lane Group Flow (vph)	170	120	0	5	225	0	9	26	0	0	238	9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	Prot	NA
Protected Phases	5	2		1	6		3	8		7	7	4
Permitted Phases												
Actuated Green, G (s)	15.5	41.9		0.9	27.3		1.0	10.7			21.9	30.9
Effective Green, g (s)	15.5	41.9		0.9	27.3		1.0	10.7			21.9	30.9
Actuated g/C Ratio	0.16	0.45		0.01	0.29		0.01	0.11			0.23	0.33
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9			4.4	5.6
Vehicle Extension (s)	2.0	6.3		2.0	5.9		2.0	4.8			2.0	4.4
Lane Grp Cap (vph)	291	1558		16	958		18	372			412	1163
v/s Ratio Prot	c0.10	0.03		0.00	c0.07		0.01	0.01			c0.13	0.00
v/s Ratio Perm												
v/c Ratio	0.58	0.08		0.31	0.24		0.50	0.07			0.58	0.01
Uniform Delay, d1	36.3	15.0		46.2	25.4		46.3	37.2			32.0	21.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	1.9	0.1		4.0	0.3		7.7	0.2			1.2	0.0
Delay (s)	38.2	15.0		50.3	25.7		54.0	37.4			33.2	21.2
Level of Service	D	B		D	C		D	D			C	C
Approach Delay (s)		28.5			26.2			40.1				26.3
Approach LOS		C			C			D				C

Intersection Summary			
HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	94.0	Sum of lost time (s)	19.3
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
59: Regents Road & Ariba Street

Existing
Timing Plan: Morning Peak



Movement	SBR
Lane Configurations	↔
Traffic Volume (vph)	79
Future Volume (vph)	79
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.4
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.68
Adj. Flow (vph)	116
RTOR Reduction (vph)	59
Lane Group Flow (vph)	57
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4
Actuated Green, G (s)	46.4
Effective Green, g (s)	46.4
Actuated g/C Ratio	0.49
Clearance Time (s)	4.4
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	781
v/s Ratio Prot	c0.01
v/s Ratio Perm	0.02
v/c Ratio	0.07
Uniform Delay, d1	12.5
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	12.5
Level of Service	B
Approach Delay (s)	
Approach LOS	

Intersection Summary	

University CPA
60: Regents Road & Governor Drive

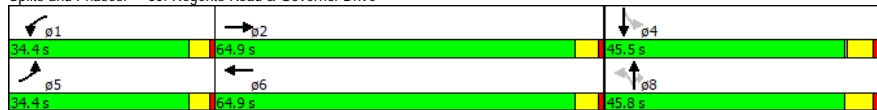
Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↗
Traffic Volume (vph)	12	183	329	150	41	75	323	37	43
Future Volume (vph)	12	183	329	150	41	75	323	37	43
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	7.0	7.0	7.0	7.0	4.0	4.0
Minimum Split (s)	8.4	8.9	8.4	11.9	12.8	12.8	12.8	9.5	9.5
Total Split (s)	34.4	64.9	34.4	64.9	45.8	45.8	45.8	45.5	45.5
Total Split (%)	23.7%	44.7%	23.7%	44.7%	31.6%	31.6%	31.6%	31.4%	31.4%
Yellow Time (s)	3.4	3.9	3.4	3.9	4.8	4.8	4.8	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.4	4.9	5.8	5.8	5.8	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 145.1
 Actuated Cycle Length: 75.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 60: Regents Road & Governor Drive



University CPA
60: Regents Road & Governor Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↖	↗	↗	↗
Traffic Volume (vph)	12	183	43	329	150	6	41	75	323	37	43	15
Future Volume (vph)	12	183	43	329	150	6	41	75	323	37	43	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		5.8	5.8	5.8	5.5	5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	0.95	
Flt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3438		1770	3518		1770	1863	1583	1770	3403	
Flt Permitted	0.95	1.00		0.95	1.00		0.71	1.00	1.00	0.69	1.00	
Satd. Flow (perm)	1770	3438		1770	3518		1316	1863	1583	1285	3403	
Peak-hour factor, PHF	0.74	0.74	0.74	0.78	0.78	0.78	0.72	0.72	0.72	0.78	0.78	0.78
Adj. Flow (vph)	16	247	58	422	192	8	57	104	449	47	55	19
RTOR Reduction (vph)	0	18	0	0	1	0	0	0	366	0	15	0
Lane Group Flow (vph)	16	287	0	422	199	0	57	104	83	47	59	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	1.0	18.4		30.9	48.3		14.7	14.7	14.7	15.0	15.0	
Effective Green, g (s)	1.0	18.4		30.9	48.3		14.7	14.7	14.7	15.0	15.0	
Actuated g/C Ratio	0.01	0.23		0.39	0.61		0.19	0.19	0.19	0.19	0.19	
Clearance Time (s)	4.4	4.9		4.4	4.9		5.8	5.8	5.8	5.5	5.5	
Vehicle Extension (s)	2.0	4.5		2.0	5.0		4.6	4.6	4.6	2.0	2.0	
Lane Grp Cap (vph)	22	799		691	2148		244	346	294	243	645	
v/s Ratio Prot	0.01	c0.08		c0.24	0.06			c0.06			0.02	
v/s Ratio Perm							0.04		0.05	0.04		
v/c Ratio	0.73	0.36		0.61	0.09		0.23	0.30	0.28	0.19	0.09	
Uniform Delay, d1	38.9	25.4		19.3	6.4		27.4	27.8	27.7	27.0	26.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	67.5	0.5		1.1	0.0		0.9	0.9	1.0	0.1	0.0	
Delay (s)	106.5	25.9		20.4	6.4		28.3	28.6	28.6	27.1	26.4	
Level of Service	F	C		C	A		C	C	C	C	C	
Approach Delay (s)		29.9			15.9			28.6			26.7	
Approach LOS		C			B			C			C	

Intersection Summary


HCM 2000 Control Delay: 24.0, HCM 2000 Level of Service: C
 HCM 2000 Volume to Capacity ratio: 0.47
 Actuated Cycle Length (s): 79.1, Sum of lost time (s): 15.1
 Intersection Capacity Utilization: 46.2%, ICU Level of Service: A
 Analysis Period (min): 15

c Critical Lane Group

University CPA

61: Regents Road & SR-52 WB On/SR-52 WB OFF

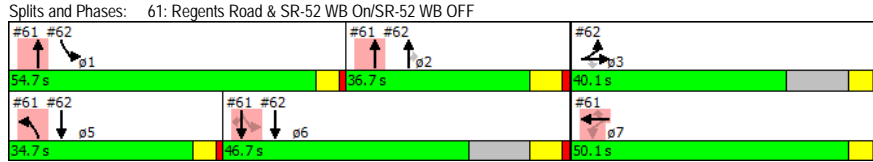
Existing
Timing Plan: Morning Peak



Lane Group	WBT	WBR	NBL	NBT	SBL	SBT	SBR	ø1	ø2	ø3
Lane Configurations	↕	↕	↕↕	↕↕		↕↕	↕			
Traffic Volume (vph)	1	166	508	662	1	338	417			
Future Volume (vph)	1	166	508	662	1	338	417			
Turn Type	NA	Perm	Prot	NA	Perm	NA	Perm			
Protected Phases	7		5	1 2		6		1	2	3
Permitted Phases		7			6		6			
Detector Phase	7	7	5	1 2	6	6	6			
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0		13.0	13.0	13.0	5.0	13.0	5.0
Minimum Split (s)	36.1	36.1	9.7		19.7	19.7	19.7	22.7	19.7	36.1
Total Split (s)	50.1	50.1	34.7		46.7	46.7	46.7	54.7	36.7	40.1
Total Split (%)	35.4%	35.4%	24.5%		33.0%	33.0%	33.0%	39%	26%	28%
Yellow Time (s)	4.1	4.1	3.7		5.2	5.2	5.2	3.7	5.2	4.1
All-Red Time (s)	1.0	1.0	1.0		1.5	1.5	1.5	1.0	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0	0.0			
Total Lost Time (s)	5.1	5.1	4.7			6.7	6.7			
Lead/Lag			Lead		Lag	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		Max	Max	Max	None	Max	None

Intersection Summary


Cycle Length: 141.5
 Actuated Cycle Length: 129.2
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated



University CPA

61: Regents Road & SR-52 WB On/SR-52 WB OFF

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↕	↕↕	↕↕			↕↕	↕
Traffic Volume (vph)	0	0	0	299	1	166	508	662	0	1	338	417
Future Volume (vph)	0	0	0	299	1	166	508	662	0	1	338	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.1	5.1	4.7	4.7			6.7	6.7
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)					1774	1583	3433	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			0.95	1.00
Satd. Flow (perm)					1774	1583	3433	3539			3376	1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.58	0.58	0.58	0.96	0.96	0.96	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	516	2	286	529	690	0	1	380	469
RTOR Reduction (vph)	0	0	0	0	0	136	0	0	0	0	0	300
Lane Group Flow (vph)	0	0	0	0	518	150	529	690	0	0	381	169
Turn Type				Perm	NA	Perm	Prot	NA		Perm	NA	Perm
Protected Phases					7		5	1 2			6	6
Permitted Phases					7		7			6		6
Actuated Green, G (s)					40.6	40.6	25.3	76.6			46.6	46.6
Effective Green, g (s)					40.6	40.6	25.3	76.6			46.6	46.6
Actuated g/C Ratio					0.31	0.31	0.20	0.59			0.36	0.36
Clearance Time (s)					5.1	5.1	4.7			6.7	6.7	
Vehicle Extension (s)					2.0	2.0	2.0			3.0	3.0	
Lane Grp Cap (vph)					558	498	673	2101			1219	571
v/s Ratio Prot							c0.15	c0.19				
v/s Ratio Perm					0.29	0.09					0.11	0.11
v/c Ratio					0.93	0.30	0.79	0.33			0.31	0.30
Uniform Delay, d1					42.8	33.5	49.3	13.2			29.7	29.5
Progression Factor					1.00	1.00	1.21	1.48			1.00	1.00
Incremental Delay, d2					21.5	0.1	1.5	0.0			0.7	1.3
Delay (s)					64.3	33.6	61.3	19.6			30.3	30.8
Level of Service					E	C	E	B			C	C
Approach Delay (s)			0.0		53.4			37.7			30.6	
Approach LOS			A		D			D			C	

Intersection Summary

HCM 2000 Control Delay	40.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	129.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		


c Critical Lane Group

University CPA

62: Regents Road & SR-52 EB Off/SR-52 EB On

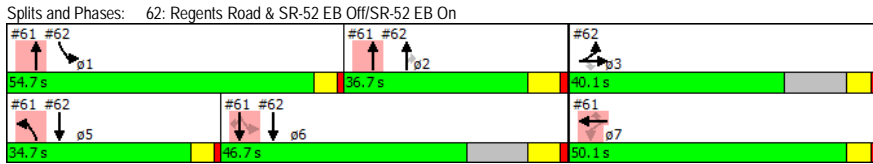
Existing

Timing Plan: Morning Peak



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT	ø5	ø6	ø7
Lane Configurations	↔	↔	↔	↕	↕	↔	↕			
Traffic Volume (vph)	259	0	159	911	498	299	338			
Future Volume (vph)	259	0	159	911	498	299	338			
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA			
Protected Phases	3	3		2		1	5 6	5	6	7
Permitted Phases			3		2					
Detector Phase	3	3	3	2	2	1	5 6			
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	13.0	13.0	5.0		5.0	13.0	5.0
Minimum Split (s)	36.1	36.1	36.1	19.7	19.7	22.7		9.7	19.7	36.1
Total Split (s)	40.1	40.1	40.1	36.7	36.7	54.7		34.7	46.7	50.1
Total Split (%)	28.3%	28.3%	28.3%	25.9%	25.9%	38.7%		25%	33%	35%
Yellow Time (s)	4.1	4.1	4.1	5.2	5.2	3.7		3.7	5.2	4.1
All-Red Time (s)	1.0	1.0	1.0	1.5	1.5	1.0		1.0	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0				
Total Lost Time (s)	5.1	5.1	5.1	6.7	6.7	4.7				
Lead/Lag				Lag	Lag	Lead		Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Max	Max	None		None	Max	None

Intersection Summary
 Cycle Length: 141.5
 Actuated Cycle Length: 129.2
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated




University CPA

62: Regents Road & SR-52 EB Off/SR-52 EB On

Existing

Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔					↕	↕	↔	↕	↕
Traffic Volume (vph)	259	0	159	0	0	0	0	911	498	299	338	0
Future Volume (vph)	259	0	159	0	0	0	0	911	498	299	338	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1	5.1					6.7	6.7	4.7	4.7	
Lane Util. Factor	0.95	0.95	1.00					0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1681	1583					3539	1583	1770	3539	
Flt Permitted	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1681	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	0.78	0.78	0.78	0.25	0.25	0.25	0.91	0.91	0.91	0.65	0.65	0.65
Adj. Flow (vph)	332	0	204	0	0	0	0	1001	547	460	520	0
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	77	0	0	0
Lane Group Flow (vph)	166	166	109	0	0	0	0	1001	470	460	520	0
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	3	3						2		1	5 6	
Permitted Phases			3						2			
Actuated Green, G (s)	40.6	40.6	40.6					30.5	30.5	41.4	76.6	
Effective Green, g (s)	40.6	40.6	40.6					30.5	30.5	41.4	76.6	
Actuated g/C Ratio	0.31	0.31	0.31					0.24	0.24	0.32	0.59	
Clearance Time (s)	5.1	5.1	5.1					6.7	6.7	4.7		
Vehicle Extension (s)	2.0	2.0	2.0					3.0	3.0	3.0		
Lane Grp Cap (vph)	529	529	498					836	374	568	2101	
v/s Ratio Prot	c0.10	0.10						0.28		c0.26	0.15	
v/s Ratio Perm			0.07							c0.30		
v/c Ratio	0.31	0.31	0.22					1.20	1.26	0.81	0.25	
Uniform Delay, d1	33.6	33.6	32.5					49.2	49.2	40.2	12.5	
Progression Factor	1.00	1.00	1.00					1.00	1.00	1.28	1.22	
Incremental Delay, d2	0.1	0.1	0.1					100.4	135.5	7.1	0.0	
Delay (s)	33.7	33.7	32.6					149.6	184.7	58.7	15.2	
Level of Service	C	C	C					F	F	E	B	
Approach Delay (s)		33.3			0.0			162.0			35.6	
Approach LOS		C			A			F			D	

Intersection Summary
 HCM 2000 Control Delay: 99.1 HCM 2000 Level of Service: F
 HCM 2000 Volume to Capacity ratio: 0.75
 Actuated Cycle Length (s): 129.0 Sum of lost time (s): 16.5
 Intersection Capacity Utilization: 68.3% ICU Level of Service: C
 Analysis Period (min): 15

c Critical Lane Group

University CPA
63: Clairemont Mesa Blvd/Regents Road & Luna Ave

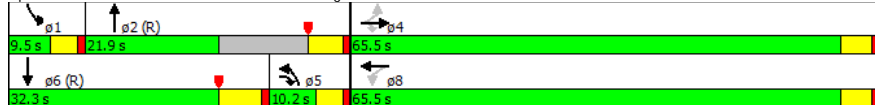
Existing
Timing Plan: Morning Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔	↔		↕	↕	↕↔	↔	↕↔
Traffic Volume (vph)	531	7	94	7	12	122	811	9	251
Future Volume (vph)	531	7	94	7	12	122	811	9	251
Turn Type	Perm	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4	5		8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	5	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	4.0	1.0	1.0	4.0	10.0	4.0	4.0
Minimum Split (s)	14.9	14.9	8.4	5.9	5.9	8.4	15.3	8.4	10.2
Total Split (s)	65.5	65.5	10.2	65.5	65.5	10.2	21.9	9.5	32.3
Total Split (%)	60.6%	60.6%	9.4%	60.6%	60.6%	9.4%	20.3%	8.8%	29.9%
Yellow Time (s)	3.9	3.9	3.4	3.9	3.9	3.4	4.3	3.4	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9	4.4		4.9	4.4	5.3	4.4	6.2
Lead/Lag						Lag	Lag	Lead	Lead
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 108
Actuated Cycle Length: 108
Offset: 78 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 63: Clairemont Mesa Blvd/Regents Road & Luna Ave



University CPA
63: Clairemont Mesa Blvd/Regents Road & Luna Ave

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↕		↕	↕↔		↔	↕↔	
Traffic Volume (vph)	531	7	94	7	12	77	122	811	4	9	251	235
Future Volume (vph)	531	7	94	7	12	77	122	811	4	9	251	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.4		4.9		4.4	5.3		4.4	6.2	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Flt		1.00	0.85		0.89		1.00	1.00		1.00	0.93	
Flt Protected		0.95	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1775	1583		1654		1770	3537		1770	3283	
Flt Permitted		0.63	1.00		0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1182	1583		1588		1770	3537		1770	3283	
Peak-hour factor, PHF	0.87	0.87	0.87	0.62	0.62	0.62	0.94	0.94	0.94	0.73	0.73	0.73
Adj. Flow (vph)	610	8	108	11	19	124	130	863	4	12	344	322
RTOR Reduction (vph)	0	0	39	0	56	0	0	0	0	0	162	0
Lane Group Flow (vph)	0	618	69	0	98	0	130	867	0	12	504	0
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		59.3	68.6		59.3		9.3	33.1		1.0	23.9	
Effective Green, g (s)		59.3	68.6		59.3		9.3	33.1		1.0	23.9	
Actuated g/C Ratio		0.55	0.64		0.55		0.09	0.31		0.01	0.22	
Clearance Time (s)		4.9	4.4		4.9		4.4	5.3		4.4	6.2	
Vehicle Extension (s)		4.0	2.0		2.0		2.0	4.4		2.0	3.2	
Lane Grp Cap (vph)		649	1069		871		152	1084		16	726	
v/s Ratio Prot			0.01				0.07	c0.25		0.01	c0.15	
v/s Ratio Perm		c0.52	0.04		0.06							
v/c Ratio		0.95	0.06		0.11		0.86	0.80		0.75	0.69	
Uniform Delay, d1		23.0	7.5		11.7		48.7	34.4		53.4	38.7	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		24.2	0.0		0.0		33.7	6.2		97.6	5.4	
Delay (s)		47.2	7.5		11.7		82.4	40.6		151.0	44.1	
Level of Service		D	A		B		F	D		F	D	
Approach Delay (s)		41.3			11.7		46.1			46.0		
Approach LOS		D			B		D			D		

Intersection Summary

HCM 2000 Control Delay: 42.6, HCM 2000 Level of Service: D
 HCM 2000 Volume to Capacity ratio: 0.92
 Actuated Cycle Length (s): 108.0, Sum of lost time (s): 15.5
 Intersection Capacity Utilization: 74.5%, ICU Level of Service: D
 Analysis Period (min): 15

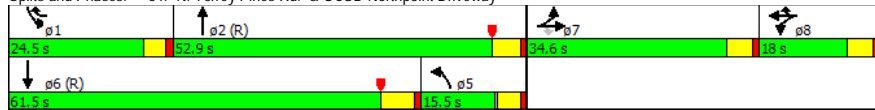
c Critical Lane Group

University CPA Existing
 64: N. Torrey Pines Rd. & UCSD Northpoint Driveway Timing Plan: Morning Peak

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔↔	↔↔	↔↔
Traffic Volume (vph)	20	11	29	14	52	53	619	145	444
Future Volume (vph)	20	11	29	14	52	53	619	145	444
Turn Type	NA	Perm	Split	NA	pt+ov	Prot	NA	Prot	NA
Protected Phases	7		8	8	8 1	5	2	1	6
Permitted Phases		7							
Detector Phase	7	7	8	8	8 1	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9		8.4	15.3	8.4	15.9
Total Split (s)	34.6	34.6	18.0	18.0		15.5	52.9	24.5	61.5
Total Split (%)	26.6%	26.6%	13.8%	13.8%		11.9%	40.7%	18.8%	47.3%
Yellow Time (s)	3.9	3.9	3.9	3.9		3.4	4.3	3.4	4.9
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9		4.4	5.3	4.4	5.9
Lead/Lag	Lead	Lead	Lag	Lag		Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None		None	C-Max	None	C-Max

Intersection Summary
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 72 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 64: N. Torrey Pines Rd. & UCSD Northpoint Driveway



University CPA Existing
 64: N. Torrey Pines Rd. & UCSD Northpoint Driveway Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔
Traffic Volume (vph)	8	20	11	29	14	52	53	619	84	145	444	58
Future Volume (vph)	8	20	11	29	14	52	53	619	84	145	444	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9	4.9	4.9	4.9	4.4	5.3		4.4	5.9	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00	1.00	0.95		0.97	0.95	
Flt		1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.98	
Flt Protected		0.99	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1836	1583	1770	1863	1583	1770	3476		3433	3478	
Flt Permitted		0.99	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1836	1583	1770	1863	1583	1770	3476		3433	3478	
Peak-hour factor, PHF	0.89	0.89	0.89	0.77	0.77	0.77	0.89	0.89	0.89	0.91	0.91	0.91
Adj. Flow (vph)	9	22	12	38	18	68	60	696	94	159	488	64
RTOR Reduction (vph)	0	0	11	0	0	57	0	5	0	0	5	0
Lane Group Flow (vph)	0	31	1	38	18	11	60	785	0	159	547	0
Turn Type	Split	NA	Perm	Split	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8	8 1	5	2		1	6	
Permitted Phases			7									
Actuated Green, G (s)		14.3	14.3	6.4	6.4	21.7	9.2	79.4		10.4	80.0	
Effective Green, g (s)		14.3	14.3	6.4	6.4	21.7	9.2	79.4		10.4	80.0	
Actuated g/C Ratio		0.11	0.11	0.05	0.05	0.17	0.07	0.61		0.08	0.62	
Clearance Time (s)		4.9	4.9	4.9	4.9		4.4	5.3		4.4	5.9	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	4.8		2.0	4.7	
Lane Grp Cap (vph)		201	174	87	91	264	125	2123		274	2140	
v/s Ratio Prot		c0.02		c0.02	0.01	0.01	c0.03	c0.23		c0.05	0.16	
v/s Ratio Perm			0.00									
v/c Ratio		0.15	0.01	0.44	0.20	0.04	0.48	0.37		0.58	0.26	
Uniform Delay, d1		52.4	51.5	60.0	59.3	45.4	58.1	12.7		57.7	11.4	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.72	1.73	
Incremental Delay, d2		0.1	0.0	1.3	0.4	0.0	1.1	0.5		1.8	0.3	
Delay (s)		52.5	51.5	61.3	59.7	45.5	59.2	13.2		43.6	20.0	
Level of Service		D	D	E	E	D	E	B		D	C	
Approach Delay (s)		52.2			52.4			16.5			25.3	
Approach LOS		D			D			B			C	

Intersection Summary		
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.37	C
Actuated Cycle Length (s)	130.0	Sum of lost time (s)
Intersection Capacity Utilization	44.4%	ICU Level of Service
Analysis Period (min)	15	A

c Critical Lane Group

University CPA
65: N. Torrey Pines Rd. & Pangea Drive

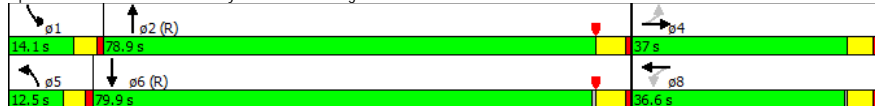
Existing
Timing Plan: Morning Peak

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕	↗	↘	↖	↗	↘	↖
Traffic Volume (vph)	8	0	14	0	14	874	26	322
Future Volume (vph)	8	0	14	0	14	874	26	322
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8		5		2
Permitted Phases	4		8		5		2	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	4.0	10.0	4.0	10.0
Minimum Split (s)	11.9	11.9	11.9	11.9	8.4	15.3	8.4	15.3
Total Split (s)	37.0	37.0	36.6	36.6	12.5	78.9	14.1	79.9
Total Split (%)	28.5%	28.5%	28.2%	28.2%	9.6%	60.7%	10.8%	61.5%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	4.3	3.4	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9	4.9	4.9	4.4	5.3	4.4	5.3
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 59 (45%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 65: N. Torrey Pines Rd. & Pangea Drive



University CPA
65: N. Torrey Pines Rd. & Pangea Drive

Existing
Timing Plan: Morning Peak

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	8	0	9	14	0	12	14	874	62	26	322	5
Future Volume (vph)	8	0	9	14	0	12	14	874	62	26	322	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9		4.9	4.9		4.4	5.3		4.4	5.3	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Flt		0.93		1.00	0.85		1.00	0.99		1.00	1.00	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1688		1770	1583		1770	3504		1770	3532	
Flt Permitted		0.88		0.74	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1528		1381	1583		1770	3504		1770	3532	
Peak-hour factor, PHF	0.71	0.71	0.71	0.81	0.81	0.81	0.90	0.90	0.90	0.93	0.93	0.93
Adj. Flow (vph)	11	0	13	17	0	15	16	971	69	28	346	5
RTOR Reduction (vph)	0	22	0	0	13	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	2	0	17	2	0	16	1038	0	28	351	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		13.4		13.4	13.4		2.8	97.4		4.6	99.2	
Effective Green, g (s)		13.4		13.4	13.4		2.8	97.4		4.6	99.2	
Actuated g/C Ratio		0.10		0.10	0.10		0.02	0.75		0.04	0.76	
Clearance Time (s)		4.9		4.9	4.9		4.4	5.3		4.4	5.3	
Vehicle Extension (s)		2.0		2.0	2.0		2.0	5.7		2.0	5.5	
Lane Grp Cap (vph)		157		142	163		38	2625		62	2695	
v/s Ratio Prot					0.00		0.01	c0.30		c0.02	0.10	
v/s Ratio Perm		0.00		c0.01								
v/c Ratio		0.02		0.12	0.01		0.42	0.40		0.45	0.13	
Uniform Delay, d1		52.4		52.9	52.3		62.8	5.8		61.5	4.1	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		0.1	0.0		2.7	0.4		1.9	0.1	
Delay (s)		52.4		53.1	52.4		65.5	6.3		63.4	4.2	
Level of Service		D		D	D		E	A		E	A	
Approach Delay (s)		52.4			52.7			7.2			8.5	
Approach LOS		D			D			A			A	

Intersection Summary

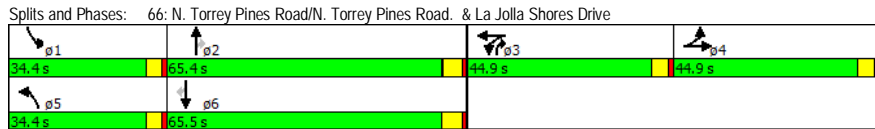
HCM 2000 Control Delay	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	42.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA Existing
 66: N. Torrey Pines Road/N. Torrey Pines Road. & La Jolla Shores Drive Timing Plan: Morning Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↕	↔	↕	↔	↔	↕	↕
Traffic Volume (vph)	222	15	18	23	140	1183	50	31	200	141
Future Volume (vph)	222	15	18	23	140	1183	50	31	200	141
Turn Type	Split	NA	Split	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	4	4	3	3	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	4	4	3	3	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	10.0	4.0	4.0	10.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.4	15.4	8.9	8.4	15.5	15.5
Total Split (s)	44.9	44.9	44.9	44.9	34.4	65.4	44.9	34.4	65.5	65.5
Total Split (%)	23.7%	23.7%	23.7%	23.7%	18.1%	34.5%	23.7%	18.1%	34.5%	34.5%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	4.4	3.9	3.4	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.4	5.4	4.9	4.4	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary
 Cycle Length: 189.7
 Actuated Cycle Length: 139.4
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated



University CPA Existing
 66: N. Torrey Pines Road/N. Torrey Pines Road. & La Jolla Shores Drive Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕		↔	↕	↕	↔	↕	↕
Traffic Volume (vph)	222	15	92	18	23	64	140	1183	50	31	200	141
Future Volume (vph)	222	15	92	18	23	64	140	1183	50	31	200	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		4.4	5.4	4.9	4.4	5.5	5.5
Lane Util. Factor	0.95	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.98		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1681	1591		3433	1657		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	0.98		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1681	1591		3433	1657		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.69	0.69	0.69	0.93	0.93	0.93	0.77	0.77	0.77
Adj. Flow (vph)	247	17	102	26	33	93	151	1272	54	40	260	183
RTOR Reduction (vph)	0	26	0	0	55	0	0	0	13	0	0	0
Lane Group Flow (vph)	188	152	0	26	71	0	151	1272	41	40	260	183
Turn Type	Split	NA		Split	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2	3	1	6	
Permitted Phases										2		6
Actuated Green, G (s)	25.3	25.3		25.7	25.7		16.3	62.9	88.6	6.3	52.8	52.8
Effective Green, g (s)	25.3	25.3		25.7	25.7		16.3	62.9	88.6	6.3	52.8	52.8
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.12	0.45	0.63	0.05	0.38	0.38
Clearance Time (s)	4.9	4.9		4.9	4.9		4.4	5.4	4.9	4.4	5.5	5.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0	2.0	2.0	3.9	3.9
Lane Grp Cap (vph)	304	287		631	304		206	1592	1003	79	1336	597
v/s Ratio Prot	c0.11	0.10		0.01	c0.04		c0.09	c0.36	0.01	0.02	0.07	
v/s Ratio Perm									0.02			0.12
v/c Ratio	0.62	0.53		0.04	0.23		0.73	0.80	0.04	0.51	0.19	0.31
Uniform Delay, d1	52.8	51.9		46.9	48.6		59.6	33.0	9.6	65.2	29.2	30.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.6	0.8		0.0	0.1		11.0	3.1	0.0	1.9	0.1	0.4
Delay (s)	55.4	52.7		46.9	48.8		70.6	36.1	9.6	67.1	29.3	31.0
Level of Service	E	D		D	D		E	D	A	E	C	C
Approach Delay (s)		54.1			48.5			38.7			33.1	
Approach LOS		D			D			D			C	

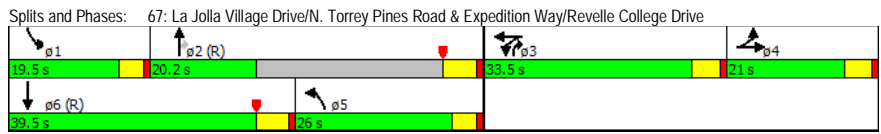
Intersection Summary
 HCM 2000 Control Delay: 40.4
 HCM 2000 Volume to Capacity ratio: 0.65
 Actuated Cycle Length (s): 139.8
 Intersection Capacity Utilization: 64.3%
 Analysis Period (min): 15

c Critical Lane Group

University CPA Existing
67: La Jolla Village Drive/N. Torrey Pines Road & Expedition Way/Revelle College Drive Existing Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↕	↔	↕	↔	↕	↔	↕	↕
Traffic Volume (vph)	1	20	18	16	250	1369	137	19	286
Future Volume (vph)	1	20	18	16	250	1369	137	19	286
Turn Type	Split	NA	Split	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	4	4	3	3	5	2	3	1	6
Permitted Phases							2		
Detector Phase	4	4	3	3	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	10.0	4.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.4	15.6	8.9	8.4	15.4
Total Split (s)	21.0	21.0	33.5	33.5	26.0	20.2	33.5	19.5	39.5
Total Split (%)	17.5%	17.5%	27.9%	27.9%	21.7%	16.8%	27.9%	16.3%	32.9%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	4.6	3.9	3.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.4	5.6	4.9	4.4	5.4
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	None	C-Max

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 27 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated



University CPA Existing
67: La Jolla Village Drive/N. Torrey Pines Road & Expedition Way/Revelle College Drive Existing Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕		↔	↕	↔	↕	↕	
Traffic Volume (vph)	1	20	59	18	16	3	250	1369	137	19	286	6
Future Volume (vph)	1	20	59	18	16	3	250	1369	137	19	286	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		4.4	5.6	4.9	4.4	5.4	
Lane Util. Factor	0.95	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	0.85	1.00	0.95	
Satd. Flow (prot)	1681	1571		3433	1815		1770	3539	1583	1770	3528	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1571		3433	1815		1770	3539	1583	1770	3528	
Peak-hour factor, PHF	0.91	0.91	0.91	0.66	0.66	0.66	0.94	0.94	0.94	0.77	0.77	0.77
Adj. Flow (vph)	1	22	65	27	24	5	266	1456	146	25	371	8
RTOR Reduction (vph)	0	61	0	0	5	0	0	38	0	1	0	0
Lane Group Flow (vph)	1	26	0	27	24	0	266	1456	108	25	378	0
Turn Type	Split	NA		Split	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	4	4		3	3		5	2	3	1	6	
Permitted Phases											2	
Actuated Green, G (s)	7.0	7.0		10.1	10.1		23.4	78.8	88.9	4.3	59.9	
Effective Green, g (s)	7.0	7.0		10.1	10.1		23.4	78.8	88.9	4.3	59.9	
Actuated g/C Ratio	0.06	0.06		0.08	0.08		0.19	0.66	0.74	0.04	0.50	
Clearance Time (s)	4.9	4.9		4.9	4.9		4.4	5.6	4.9	4.4	5.4	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0	2.0	2.0	4.2	
Lane Grp Cap (vph)	98	91		288	152		345	2323	1172	63	1761	
v/s Ratio Prot	0.00	c0.02		0.01	c0.01		c0.15	c0.41	0.01	c0.01	0.11	
v/s Ratio Perm									0.06			
v/c Ratio	0.01	0.28		0.09	0.16		0.77	0.63	0.09	0.40	0.21	
Uniform Delay, d1	53.2	54.1		50.7	51.0		45.8	12.0	4.3	56.6	16.9	
Progression Factor	1.00	1.00		1.00	1.00		0.95	0.56	1.99	1.00	1.00	
Incremental Delay, d2	0.0	0.6		0.1	0.2		8.5	1.2	0.0	1.5	0.3	
Delay (s)	53.3	54.7		50.8	51.2		51.8	7.9	8.6	58.1	17.1	
Level of Service	D	D		D	D		D	A	A	E	B	
Approach Delay (s)		54.7			51.0			14.2			19.7	
Approach LOS		D			D			B			B	

Intersection Summary
 HCM 2000 Control Delay: 17.5
 HCM 2000 Volume to Capacity ratio: 0.57
 Actuated Cycle Length (s): 120.0
 Intersection Capacity Utilization: 60.8%
 Analysis Period (min): 15
 HCM 2000 Level of Service: B
 Sum of lost time (s): 19.8
 ICU Level of Service: B

c Critical Lane Group

University CPA
68: Gilman Drive & Villa La Jolla Drive

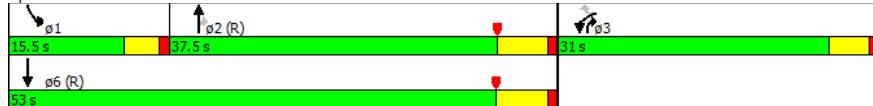
Existing
Timing Plan: Morning Peak

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔	↕↕	↔	↔↔	↕↕
Traffic Volume (vph)	49	106	616	83	150	292
Future Volume (vph)	49	106	616	83	150	292
Turn Type	Prot	Perm	NA	pm+ov	Prot	NA
Protected Phases	3		2	3	1	6
Permitted Phases		3		2		
Detector Phase	3	3	2	3	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	7.0	4.0	4.0	7.0
Minimum Split (s)	8.9	8.9	12.9	8.9	8.4	13.0
Total Split (s)	31.0	31.0	37.5	31.0	15.5	53.0
Total Split (%)	36.9%	36.9%	44.6%	36.9%	18.5%	63.1%
Yellow Time (s)	3.9	3.9	4.9	3.9	3.4	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	5.9	4.9	4.4	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	C-Max	None	None	C-Max

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 9 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 68: Gilman Drive & Villa La Jolla Drive



University CPA
68: Gilman Drive & Villa La Jolla Drive

Existing
Timing Plan: Morning Peak

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔	↕↕	↔	↔↔	↕↕
Traffic Volume (vph)	49	106	616	83	150	292
Future Volume (vph)	49	106	616	83	150	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	5.9	4.9	4.4	6.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	1583	3539	1583	1770	3539
Peak-hour factor, PHF	0.69	0.69	0.76	0.76	0.65	0.65
Adj. Flow (vph)	71	154	811	109	231	449
RTOR Reduction (vph)	0	140	0	43	0	0
Lane Group Flow (vph)	71	14	811	66	231	449
Turn Type	Prot	Perm	NA	pm+ov	Prot	NA
Protected Phases	3		2	3	1	6
Permitted Phases		3		2		
Actuated Green, G (s)	7.7	7.7	42.5	50.2	18.6	65.4
Effective Green, g (s)	7.7	7.7	42.5	50.2	18.6	65.4
Actuated g/C Ratio	0.09	0.09	0.51	0.60	0.22	0.78
Clearance Time (s)	4.9	4.9	5.9	4.9	4.4	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	314	145	1790	946	391	2755
v/s Ratio Prot	c0.02		c0.23	0.01	c0.13	0.13
v/s Ratio Perm		0.01				0.04
v/c Ratio	0.23	0.10	0.45	0.07	0.59	0.16
Uniform Delay, d1	35.4	35.0	13.3	7.1	29.3	2.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.3	0.8	0.0	2.4	0.1
Delay (s)	35.8	35.3	14.1	7.1	31.7	2.5
Level of Service	D	D	B	A	C	A
Approach Delay (s)	35.4		13.3			12.4
Approach LOS	D		B			B

Intersection Summary

HCM 2000 Control Delay: 15.7, HCM 2000 Level of Service: B
 HCM 2000 Volume to Capacity ratio: 0.46
 Actuated Cycle Length (s): 84.0, Sum of lost time (s): 15.2
 Intersection Capacity Utilization: 41.3%, ICU Level of Service: A
 Analysis Period (min): 15

c Critical Lane Group

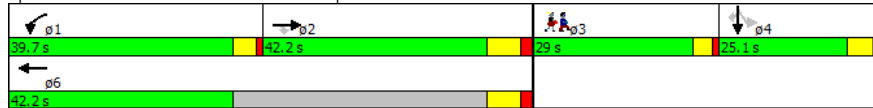
University CPA
69: I-5 SB On/I-5 SB Off Ramp & Gilman Drive

Existing
Timing Plan: Morning Peak

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	ø3
Lane Configurations	↑	↑↑	↓	↑↑	↓	↑	
Traffic Volume (vph)	66	423	312	662	0	26	
Future Volume (vph)	66	423	312	662	0	26	
Turn Type	NA	Perm	Prot	NA	NA	Perm	
Protected Phases	2		1	6	4		3
Permitted Phases		2				4	
Detector Phase	2	2	1	6	4	4	
Switch Phase							
Minimum Initial (s)	13.0	13.0	5.0	12.0	5.0	5.0	1.0
Minimum Split (s)	20.2	20.2	9.7	19.2	17.1	17.1	29.0
Total Split (s)	42.2	42.2	39.7	42.2	25.1	25.1	29.0
Total Split (%)	31.0%	31.0%	29.2%	31.0%	18.5%	18.5%	21%
Yellow Time (s)	5.2	5.2	3.7	5.2	4.1	4.1	3.0
All-Red Time (s)	2.0	2.0	1.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.2	7.2	4.7	7.2	5.1	5.1	
Lead/Lag	Lag	Lag	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	Min	Min	None	Min	None	None	None

Intersection Summary	
Cycle Length:	136
Actuated Cycle Length:	43.9
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated

Splits and Phases: 69: I-5 SB On/I-5 SB Off Ramp & Gilman Drive



University CPA
69: I-5 SB On/I-5 SB Off Ramp & Gilman Drive

Existing
Timing Plan: Morning Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑↑	↓	↑↑						↓	↑
Traffic Volume (vph)	0	66	423	312	662	0	0	0	0	7	0	26
Future Volume (vph)	0	66	423	312	662	0	0	0	0	7	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2	4.7	7.2						5.1	5.1
Lane Util. Factor		1.00	0.88	1.00	0.95						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		1863	2787	1770	3539						1770	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		1863	2787	1770	3539						1770	1583
Peak-hour factor, PHF	0.84	0.84	0.84	0.94	0.94	0.94	0.25	0.25	0.25	0.75	0.75	0.75
Adj. Flow (vph)	0	79	504	332	704	0	0	0	0	9	0	35
RTOR Reduction (vph)	0	0	354	0	0	0	0	0	0	0	0	33
Lane Group Flow (vph)	0	79	150	332	704	0	0	0	0	0	9	2
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						4	4
Permitted Phases			2							4		4
Actuated Green, G (s)		13.7	13.7	12.6	31.0						2.7	2.7
Effective Green, g (s)		13.7	13.7	12.6	31.0						2.7	2.7
Actuated g/C Ratio		0.30	0.30	0.27	0.67						0.06	0.06
Clearance Time (s)		7.2	7.2	4.7	7.2						5.1	5.1
Vehicle Extension (s)		2.0	2.0	2.0	2.0						2.0	2.0
Lane Grp Cap (vph)		554	830	484	2384						103	92
v/s Ratio Prot		0.04		c0.19	c0.20							
v/s Ratio Perm			0.05								0.01	0.00
v/c Ratio		0.14	0.18	0.69	0.30						0.09	0.02
Uniform Delay, d1		11.8	12.0	14.9	3.1						20.5	20.4
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.0	0.0	3.2	0.0						0.1	0.0
Delay (s)		11.9	12.0	18.1	3.1						20.6	20.4
Level of Service		B	B	B	A						C	C
Approach Delay (s)		12.0			7.9			0.0			20.5	
Approach LOS		B			A			A			C	

Intersection Summary	
HCM 2000 Control Delay	9.7
HCM 2000 Volume to Capacity ratio	0.55
Actuated Cycle Length (s)	46.0
Intersection Capacity Utilization	63.8%
Analysis Period (min)	15

c Critical Lane Group

University CPA
70: Gilman Drive & I-5 NB Ramps

Existing
Timing Plan: Morning Peak

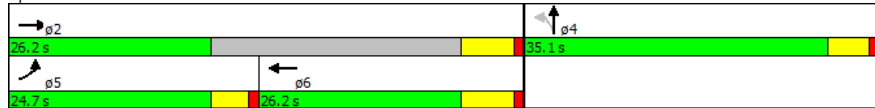


Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations	↘	↑	↕	↙	↕
Traffic Volume (vph)	50	24	347	648	0
Future Volume (vph)	50	24	347	648	0
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				4	
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	12.0	12.0	5.0	5.0
Minimum Split (s)	9.7	18.2	18.2	10.1	10.1
Total Split (s)	24.7	26.2	26.2	35.1	35.1
Total Split (%)	28.7%	30.5%	30.5%	40.8%	40.8%
Yellow Time (s)	3.7	5.2	5.2	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	5.1	5.1
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None

Intersection Summary

Cycle Length: 86
Actuated Cycle Length: 52
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 70: Gilman Drive



University CPA
70: Gilman Drive & I-5 NB Ramps

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↕		↙	↕				
Traffic Volume (vph)	50	24	0	0	347	75	648	0	121	0	0	0
Future Volume (vph)	50	24	0	0	347	75	648	0	121	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	6.2			6.2		5.1	5.1				
Lane Util. Factor	1.00	1.00			0.95		0.95	0.95				
Frt	1.00	1.00			0.97		1.00	0.95				
Flt Protected	0.95	1.00			1.00		0.95	0.97				
Satd. Flow (prot)	1770	1863			3445		1681	1630				
Flt Permitted	0.95	1.00			1.00		0.95	0.97				
Satd. Flow (perm)	1770	1863			3445		1681	1630				
Peak-hour factor, PHF	0.80	0.80	0.80	0.84	0.84	0.84	0.95	0.95	0.95	0.25	0.25	0.25
Adj. Flow (vph)	62	30	0	0	413	89	682	0	127	0	0	0
RTOR Reduction (vph)	0	0	0	0	20	0	66	0	0	0	0	0
Lane Group Flow (vph)	63	30	0	0	482	0	409	334	0	0	0	0
Turn Type	Prot	NA			NA		Perm	NA				
Protected Phases	5	2			6			4				
Permitted Phases							4					
Actuated Green, G (s)	3.9	23.5			14.9		18.3	18.3				
Effective Green, g (s)	3.9	23.5			14.9		18.3	18.3				
Actuated g/C Ratio	0.07	0.44			0.28		0.34	0.34				
Clearance Time (s)	4.7	6.2			6.2		5.1	5.1				
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0				
Lane Grp Cap (vph)	130	824			966		579	561				
v/s Ratio Prot	c0.04	0.02			c0.14							
v/s Ratio Perm							c0.24	0.21				
v/c Ratio	0.48	0.04			0.50		0.71	0.60				
Uniform Delay, d1	23.6	8.4			16.0		15.1	14.4				
Progression Factor	1.00	1.00			1.00		1.00	1.00				
Incremental Delay, d2	1.0	0.0			0.1		3.2	1.1				
Delay (s)	24.7	8.4			16.1		18.3	15.5				
Level of Service	C	A			B		B	B				
Approach Delay (s)		19.4			16.1		16.9				0.0	
Approach LOS		B			B		B				A	

Intersection Summary

HCM 2000 Control Delay	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	53.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

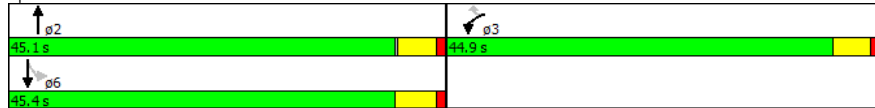
University CPA
71: Palmilla Drive/Charmant Dr & Lebon Drive

Existing
Timing Plan: Morning Peak

	↙	↖	↑	↗	↘
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↔↔	↔	↕↕	↔	↕↕
Traffic Volume (vph)	69	44	13	241	26
Future Volume (vph)	69	44	13	241	26
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	3		2		6
Permitted Phases		3		6	
Detector Phase	3	3	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.9	11.9	12.1	12.4	12.4
Total Split (s)	44.9	44.9	45.1	45.4	45.4
Total Split (%)	49.7%	49.7%	49.9%	50.3%	50.3%
Yellow Time (s)	3.9	3.9	4.1	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	5.1	5.4	5.4
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Min	Min	None	None	None

Intersection Summary					
Cycle Length:	90.3				
Actuated Cycle Length:	39.1				
Natural Cycle:	40				
Control Type:	Actuated-Uncoordinated				

Splits and Phases: 71: Palmilla Drive/Charmant Dr & Lebon Drive



University CPA
71: Palmilla Drive/Charmant Dr & Lebon Drive

Existing
Timing Plan: Morning Peak

	↙	↖	↑	↗	↘	↙	↘
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	↔↔	↔	↕↕		↔	↕↕	
Traffic Volume (vph)	69	44	13	239	241	26	
Future Volume (vph)	69	44	13	239	241	26	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.9	4.9	5.1		5.4	5.4	
Lane Util. Factor	0.97	0.91	0.95		1.00	0.95	
Flt	0.98	0.85	0.86		1.00	1.00	
Flt Protected	0.96	1.00	1.00		0.95	1.00	
Satd. Flow (prot)	3401	1441	3036		1770	3539	
Flt Permitted	0.96	1.00	1.00		0.56	1.00	
Satd. Flow (perm)	3401	1441	3036		1052	3539	
Peak-hour factor, PHF	0.88	0.88	0.82	0.82	0.93	0.93	
Adj. Flow (vph)	78	50	16	291	259	28	
RTOR Reduction (vph)	7	30	153	0	0	0	
Lane Group Flow (vph)	81	10	154	0	259	28	
Turn Type	Prot	Perm	NA		Perm	NA	
Protected Phases	3		2			6	
Permitted Phases		3			6		
Actuated Green, G (s)	9.9	9.9	17.9		17.6	17.6	
Effective Green, g (s)	9.9	9.9	17.9		17.6	17.6	
Actuated g/C Ratio	0.26	0.26	0.47		0.47	0.47	
Clearance Time (s)	4.9	4.9	5.1		5.4	5.4	
Vehicle Extension (s)	2.0	2.0	3.8		3.4	3.4	
Lane Grp Cap (vph)	890	377	1437		489	1647	
v/s Ratio Prot	c0.02		0.05			0.01	
v/s Ratio Perm		0.01			c0.25		
v/c Ratio	0.09	0.03	0.11		0.53	0.02	
Uniform Delay, d1	10.5	10.4	5.5		7.2	5.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.0	0.0		1.2	0.0	
Delay (s)	10.6	10.4	5.6		8.3	5.4	
Level of Service	B	B	A		A	A	
Approach Delay (s)	10.5		5.6			8.0	
Approach LOS	B		A			A	

Intersection Summary			
HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	37.8	Sum of lost time (s)	10.3
Intersection Capacity Utilization	40.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
72: Palmilla Drive & Ariba Street

Existing
Timing Plan: Morning Peak

	↙	↑	↘	↓
Lane Group	WBL	NBT	SBL	SBT
Lane Configurations	↔↔	↕↕	↔	↕↕
Traffic Volume (vph)	121	66	68	47
Future Volume (vph)	121	66	68	47
Turn Type	Prot	NA	Perm	NA
Protected Phases	3	2		6
Permitted Phases			6	
Detector Phase	3	2	6	6
Switch Phase				
Minimum Initial (s)	6.0	7.0	7.0	7.0
Minimum Split (s)	10.9	11.9	12.0	12.0
Total Split (s)	44.9	64.9	65.0	65.0
Total Split (%)	40.9%	59.1%	59.1%	59.1%
Yellow Time (s)	3.9	3.9	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min

Intersection Summary

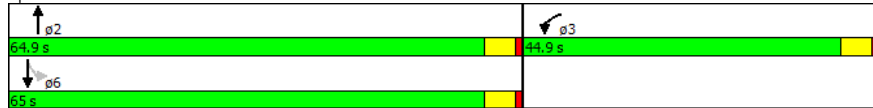
Cycle Length: 109.9

Actuated Cycle Length: 33.1

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Splits and Phases: 72: Palmilla Drive & Ariba Street



University CPA
72: Palmilla Drive & Ariba Street

Existing
Timing Plan: Morning Peak

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↕↕		↔	↕↕
Traffic Volume (vph)	121	91	66	145	68	47
Future Volume (vph)	121	91	66	145	68	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		4.9		5.0	5.0
Lane Util. Factor	0.97		0.95		1.00	0.95
Frt	0.94		0.90		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	3287		3175		1770	3539
Flt Permitted	0.97		1.00		0.60	1.00
Satd. Flow (perm)	3287		3175		1110	3539
Peak-hour factor, PHF	0.83	0.83	0.84	0.84	0.72	0.72
Adj. Flow (vph)	146	110	79	173	94	65
RTOR Reduction (vph)	80	0	100	0	0	0
Lane Group Flow (vph)	176	0	152	0	94	65
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		2			6
Permitted Phases					6	
Actuated Green, G (s)	8.6		13.3		13.2	13.2
Effective Green, g (s)	8.6		13.3		13.2	13.2
Actuated g/C Ratio	0.27		0.42		0.42	0.42
Clearance Time (s)	4.9		4.9		5.0	5.0
Vehicle Extension (s)	2.0		4.0		3.8	3.8
Lane Grp Cap (vph)	891		1332		462	1473
v/s Ratio Prot	c0.05		0.05			0.02
v/s Ratio Perm					c0.08	
v/c Ratio	0.20		0.11		0.20	0.04
Uniform Delay, d1	8.9		5.6		5.9	5.5
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.0		0.1		0.3	0.0
Delay (s)	8.9		5.7		6.2	5.5
Level of Service	A		A		A	A
Approach Delay (s)	8.9		5.7			5.9
Approach LOS	A		A			A

Intersection Summary

HCM 2000 Control Delay 7.0 HCM 2000 Level of Service A

HCM 2000 Volume to Capacity ratio 0.20

Actuated Cycle Length (s) 31.7 Sum of lost time (s) 9.9

Intersection Capacity Utilization 31.0% ICU Level of Service A

Analysis Period (min) 15

c Critical Lane Group

University CPA
73: Towne Center Drive & Eastgate Mall

Existing
Timing Plan: Morning Peak

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔↔	↕↕	↔	↕↕	↔↔	↕↕	↔↔	↕↕
Traffic Volume (vph)	123	234	40	465	199	422	11	37
Future Volume (vph)	123	234	40	465	199	422	11	37
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0
Minimum Split (s)	8.4	11.9	8.4	12.7	8.4	12.2	8.4	12.7
Total Split (s)	34.4	64.9	34.4	65.7	34.4	45.2	34.4	45.2
Total Split (%)	19.1%	36.1%	19.1%	36.6%	19.1%	25.2%	19.1%	25.2%
Yellow Time (s)	3.4	3.9	3.4	4.7	3.4	4.2	3.4	4.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.4	5.7	4.4	5.2	4.4	5.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

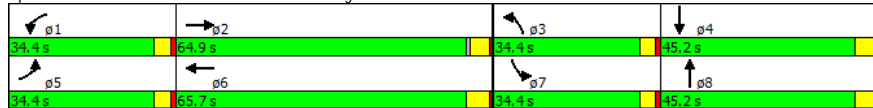
Cycle Length: 179.7

Actuated Cycle Length: 80.6

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Splits and Phases: 73: Towne Center Drive & Eastgate Mall



University CPA
73: Towne Center Drive & Eastgate Mall

Existing
Timing Plan: Morning Peak

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕	↔	↔	↕↕	↔	↔↔	↕↕	↔	↔↔	↕↕	↔
Traffic Volume (vph)	123	234	104	40	465	84	199	422	173	11	37	9
Future Volume (vph)	123	234	104	40	465	84	199	422	173	11	37	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.7		4.4	5.2		4.4	5.2	
Lane Util. Factor	0.97	0.95		1.00	0.95		0.97	0.95		0.97	0.95	
Frt	1.00	0.95		1.00	0.98		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	3376		1770	3458		3433	3385		3433	3435	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	3376		1770	3458		3433	3385		3433	3435	
Peak-hour factor, PHF	0.94	0.94	0.94	0.96	0.96	0.96	0.86	0.86	0.86	0.75	0.75	0.75
Adj. Flow (vph)	131	249	111	42	484	88	231	491	201	15	49	12
RTOR Reduction (vph)	0	27	0	0	8	0	0	21	0	0	10	0
Lane Group Flow (vph)	131	333	0	42	564	0	231	671	0	15	51	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	8.4	31.3		4.3	26.4		14.7	28.9		1.7	15.9	
Effective Green, g (s)	8.4	31.3		4.3	26.4		14.7	28.9		1.7	15.9	
Actuated g/C Ratio	0.10	0.37		0.05	0.31		0.17	0.34		0.02	0.19	
Clearance Time (s)	4.4	4.9		4.4	5.7		4.4	5.2		4.4	5.2	
Vehicle Extension (s)	2.0	5.1		2.0	4.8		2.0	5.1		2.0	4.8	
Lane Grp Cap (vph)	338	1241		89	1072		593	1149		68	641	
v/s Ratio Prot	c0.04	c0.10		0.02	c0.16		c0.07	c0.20		0.00	0.01	
v/s Ratio Perm												
v/c Ratio	0.39	0.27		0.47	0.53		0.39	0.58		0.22	0.08	
Uniform Delay, d1	35.9	18.9		39.3	24.2		31.2	23.1		41.0	28.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.3		1.4	0.8		0.2	1.2		0.6	0.1	
Delay (s)	36.2	19.1		40.7	25.0		31.4	24.4		41.6	28.7	
Level of Service	D	B		D	C		C	C		D	C	
Approach Delay (s)		23.7			26.1			26.1			31.2	
Approach LOS		C			C			C			C	

Intersection Summary

HCM 2000 Control Delay	25.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	85.1	Sum of lost time (s)	19.7
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA

74: Towne Center Drive & Executive Drive

Existing

Timing Plan: Morning Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↕	↔	↕	↔	↕	↔	↔	↕
Traffic Volume (vph)	50	120	39	53	198	770	414	12	157
Future Volume (vph)	50	120	39	53	198	770	414	12	157
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	7.0	4.0	7.0	7.0	4.0	7.0
Minimum Split (s)	8.4	8.9	8.4	11.9	8.4	11.9	11.9	8.4	12.3
Total Split (s)	34.4	45.7	34.4	44.9	34.4	64.9	64.9	34.4	65.3
Total Split (%)	19.1%	25.4%	19.1%	25.0%	19.1%	36.1%	36.1%	19.1%	36.3%
Yellow Time (s)	3.4	3.9	3.4	3.9	3.4	3.9	3.9	3.4	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.4	4.9	4.4	4.9	4.9	4.4	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 179.8

Actuated Cycle Length: 75.8

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Splits and Phases: 74: Towne Center Drive & Executive Drive

Phase	Duration (s)	Phase	Duration (s)	Phase	Duration (s)	Phase	Duration (s)
↙ ρ1	34.4 s	↕ ρ2	64.9 s	↘ ρ3	34.4 s	→ ρ4	45.7 s
↙ ρ5	34.4 s	↕ ρ6	65.3 s	↘ ρ7	34.4 s	← ρ8	44.9 s

University CPA

74: Towne Center Drive & Executive Drive

Existing

Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕		↔	↕	↔	↕	↕	
Traffic Volume (vph)	50	120	29	39	53	10	198	770	414	12	157	20
Future Volume (vph)	50	120	29	39	53	10	198	770	414	12	157	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.4	4.9	4.9	4.4	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	0.95	1.00	0.95
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3435		1770	3455		1770	3539	1583	1770	3479	
Flt Permitted	0.95	1.00		0.95	1.00		0.50	1.00	1.00	0.35	1.00	
Satd. Flow (perm)	1770	3435		1770	3455		937	3539	1583	644	3479	
Peak-hour factor, PHF	0.84	0.84	0.84	0.72	0.72	0.72	0.95	0.95	0.95	0.72	0.72	0.72
Adj. Flow (vph)	60	143	35	54	74	14	208	811	436	17	218	28
RTOR Reduction (vph)	0	12	0	0	9	0	0	0	139	0	6	0
Lane Group Flow (vph)	60	166	0	54	79	0	208	811	297	17	240	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	6.5	16.9		6.2	16.6		41.0	35.1	35.1	24.1	22.6	
Effective Green, g (s)	6.5	16.9		6.2	16.6		41.0	35.1	35.1	24.1	22.6	
Actuated g/C Ratio	0.08	0.22		0.08	0.21		0.52	0.45	0.45	0.31	0.29	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9	4.9	4.4	5.3	
Vehicle Extension (s)	2.0	5.3		2.0	5.4		2.0	3.8	3.8	2.0	3.8	
Lane Grp Cap (vph)	146	741		140	732		635	1586	709	219	1004	
v/s Ratio Prot	c0.03	c0.05		0.03	0.02		c0.06	c0.23		0.00	0.07	
v/s Ratio Perm							0.11		0.19	0.02		
v/c Ratio	0.41	0.22		0.39	0.11		0.33	0.51	0.42	0.08	0.24	
Uniform Delay, d1	34.1	25.3		34.2	24.9		10.2	15.5	14.7	18.9	21.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.4		0.6	0.2		0.1	0.4	0.5	0.1	0.2	
Delay (s)	34.8	25.7		34.9	25.0		10.3	15.8	15.2	19.0	21.4	
Level of Service	C	C		C	C		B	B	B	B	C	
Approach Delay (s)		28.0			28.8			14.8			21.3	
Approach LOS		C			C			B			C	

Intersection Summary

HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	78.3	Sum of lost time (s)	19.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
75: Towne Center Drive & Golden Haven Drive

Existing
Timing Plan: Morning Peak

	↙	↖	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↙	↖	↕	↘	↓
Traffic Volume (vph)	71	372	341	181	109
Future Volume (vph)	71	372	341	181	109
Turn Type	Prot	pm+ov	NA	Prot	NA
Protected Phases	8	1	2	1	6
Permitted Phases		8			
Detector Phase	8	1	2	1	6
Switch Phase					
Minimum Initial (s)	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	33.4	8.4	14.9	8.4	15.8
Total Split (s)	44.4	34.4	64.9	34.4	64.8
Total Split (%)	30.9%	23.9%	45.2%	23.9%	45.1%
Yellow Time (s)	3.4	3.4	3.9	3.4	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.4	4.9	4.4	5.8
Lead/Lag		Lead	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	
Recall Mode	None	None	None	None	None

Intersection Summary	
Cycle Length:	143.7
Actuated Cycle Length:	55.4
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated

Splits and Phases: 75: Towne Center Drive & Golden Haven Drive



University CPA
75: Towne Center Drive & Golden Haven Drive


Existing
Timing Plan: Morning Peak

	↙	↖	↑	↘	↓	
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖	↕		↘	↓
Traffic Volume (vph)	71	372	341	140	181	109
Future Volume (vph)	71	372	341	140	181	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		0%			-7%
Total Lost time (s)	4.4	4.4	4.9		4.4	5.8
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.96		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3385		1832	3663
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3385		1832	3663
Peak-hour factor, PHF	0.91	0.91	0.86	0.86	0.85	0.85
Adj. Flow (vph)	78	409	397	163	213	128
RTOR Reduction (vph)	0	197	33	0	0	0
Lane Group Flow (vph)	78	212	527	0	213	128
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Actuated Green, G (s)	8.1	20.8	20.3		12.7	36.5
Effective Green, g (s)	8.1	20.8	20.3		12.7	36.5
Actuated g/C Ratio	0.15	0.38	0.37		0.23	0.67
Clearance Time (s)	4.4	4.4	4.9		4.4	5.8
Vehicle Extension (s)	2.0	2.0	5.0		2.0	5.0
Lane Grp Cap (vph)	261	727	1253		424	2439
v/s Ratio Prot	0.04	c0.07	c0.16		c0.12	0.03
v/s Ratio Perm		0.07				
v/c Ratio	0.30	0.29	0.42		0.50	0.05
Uniform Delay, d1	20.8	11.9	12.9		18.3	3.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	0.1	0.5		0.3	0.0
Delay (s)	21.1	11.9	13.3		18.6	3.2
Level of Service	C	B	B		B	A
Approach Delay (s)	13.4		13.3			12.8
Approach LOS	B		B			B

Intersection Summary			
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	54.8	Sum of lost time (s)	13.7
Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

University CPA
76: Executive Way & Executive Drive

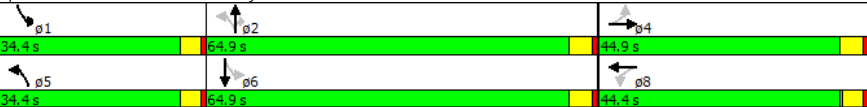
Existing
Timing Plan: Morning Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
Lane Configurations	↔	↕	↔	↕	↔	↕	↔	↔	↕	
Traffic Volume (vph)	62	174	27	174	198	81	69	13	25	
Future Volume (vph)	62	174	27	174	198	81	69	13	25	
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		8		5		2	1	6
Permitted Phases		4		8		2		2	6	
Detector Phase		4		8		5		2	1	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	8.9	8.9	8.4	8.4	8.4	11.9	11.9	8.4	11.9	
Total Split (s)	44.9	44.9	44.4	44.4	34.4	64.9	64.9	34.4	64.9	
Total Split (%)	31.1%	31.1%	30.8%	30.8%	23.9%	45.0%	45.0%	23.9%	45.0%	
Yellow Time (s)	3.9	3.9	3.4	3.4	3.4	3.9	3.9	3.4	3.9	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.9	4.9	4.4	4.4	4.4	4.9	4.9	4.4	4.9	
Lead/Lag					Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Min	Min	None	Min	

Intersection Summary	
Cycle Length:	144.2
Actuated Cycle Length:	47.8
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated


Splits and Phases: 76: Executive Way & Executive Drive



Phase	Duration (s)
φ1	34.4 s
φ2	54.9 s
φ3	44.9 s
φ4	44.9 s
φ5	34.4 s
φ6	54.9 s
φ7	44.9 s
φ8	44.4 s

University CPA
76: Executive Way & Executive Drive

Existing
Timing Plan: Morning Peak




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↕	↔	↕	↔	↔	↕	↕
Traffic Volume (vph)	62	174	40	27	174	27	198	81	69	13	25	29
Future Volume (vph)	62	174	40	27	174	27	198	81	69	13	25	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.4	4.4		4.4	4.9	4.9	4.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3440		1770	3468		1770	1863	1583	1770	1714	
Flt Permitted	0.61	1.00		0.60	1.00		0.54	1.00	1.00	0.69	1.00	
Satd. Flow (perm)	1141	3440		1110	3468		1009	1863	1583	1294	1714	
Peak-hour factor, PHF	0.85	0.85	0.85	0.90	0.90	0.90	0.84	0.84	0.84	0.70	0.70	0.70
Adj. Flow (vph)	73	205	47	30	193	30	236	96	82	19	36	41
RTOR Reduction (vph)	0	15	0	0	9	0	0	41	0	29	0	0
Lane Group Flow (vph)	73	237	0	30	214	0	236	96	41	19	48	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2	2	1	6	
Permitted Phases		4			8		2		2	6		
Actuated Green, G (s)	10.5	10.5		11.0	11.0		30.3	25.3	25.3	15.0	14.4	
Effective Green, g (s)	10.5	10.5		11.0	11.0		30.3	25.3	25.3	15.0	14.4	
Actuated g/C Ratio	0.21	0.21		0.22	0.22		0.60	0.50	0.50	0.30	0.28	
Clearance Time (s)	4.9	4.9		4.4	4.4		4.4	4.9	4.9	4.4	4.9	
Vehicle Extension (s)	2.0	2.0		2.3	2.3		2.0	2.9	2.9	2.0	2.6	
Lane Grp Cap (vph)	236	713		241	753		777	931	791	389	487	
v/s Ratio Prot		c0.07			0.06		c0.07	0.05		0.00	0.03	
v/s Ratio Perm	0.06			0.03			c0.11		0.03	0.01		
v/c Ratio	0.31	0.33		0.12	0.28		0.30	0.10	0.05	0.05	0.10	
Uniform Delay, d1	17.0	17.1		15.9	16.5		4.9	6.7	6.5	12.7	13.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.1		0.1	0.1		0.1	0.0	0.0	0.0	0.1	
Delay (s)	17.3	17.2		16.1	16.6		5.0	6.7	6.5	12.7	13.4	
Level of Service	B	B		B	B		A	A	A	B	B	
Approach Delay (s)		17.2			16.6			5.7			13.2	
Approach LOS		B			B			A			B	

Intersection Summary	
HCM 2000 Control Delay	12.3
HCM 2000 Volume to Capacity ratio	0.34
Actuated Cycle Length (s)	50.6
Intersection Capacity Utilization	38.9%
Analysis Period (min)	15

c Critical Lane Group

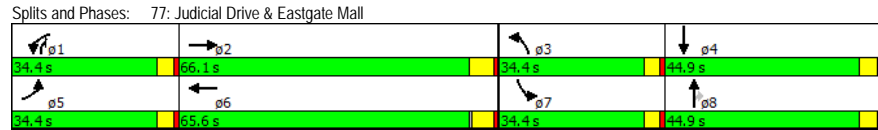
University CPA
77: Judicial Drive & Eastgate Mall

Existing
Timing Plan: Morning Peak




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↕	↔	↕	↔	↕	↕	↔	↕
Traffic Volume (vph)	153	226	138	422	154	94	67	2	8
Future Volume (vph)	153	226	138	422	154	94	67	2	8
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6	3	8	1	7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	1	7	4
Switch Phase									
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	13.1	8.4	12.6	8.4	8.9	8.4	8.4	8.9
Total Split (s)	34.4	66.1	34.4	65.6	34.4	44.9	34.4	34.4	44.9
Total Split (%)	19.1%	36.8%	19.1%	36.5%	19.1%	25.0%	19.1%	19.1%	25.0%
Yellow Time (s)	3.4	5.1	3.4	4.6	3.4	3.9	3.4	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	6.1	4.4	5.6	4.4	4.9	4.4	4.4	4.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None

Intersection Summary	
Cycle Length:	179.8
Actuated Cycle Length:	71
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated



University CPA
77: Judicial Drive & Eastgate Mall

Existing
Timing Plan: Morning Peak




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↕	↕	↕	↔	↕	↕	↔	↕	↔
Traffic Volume (vph)	153	226	41	138	422	36	154	94	67	2	8	13
Future Volume (vph)	153	226	41	138	422	36	154	94	67	2	8	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.1		4.4	5.6		4.4	4.9	4.4	4.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Flt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3458		1770	3497		1770	1863	1583	1770	1692	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3458		1770	3497		1770	1863	1583	1770	1692	
Peak-hour factor, PHF	0.93	0.93	0.93	0.84	0.84	0.84	0.94	0.94	0.94	0.58	0.58	0.58
Adj. Flow (vph)	165	243	44	164	502	43	164	100	71	3	14	22
RTOR Reduction (vph)	0	9	0	0	4	0	0	0	40	0	20	0
Lane Group Flow (vph)	165	278	0	164	541	0	164	100	31	3	16	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases									8			
Actuated Green, G (s)	13.3	19.3		13.3	19.8		13.3	18.1	31.4	0.6	5.4	
Effective Green, g (s)	13.3	19.3		13.3	19.8		13.3	18.1	31.4	0.6	5.4	
Actuated g/C Ratio	0.19	0.27		0.19	0.28		0.19	0.25	0.44	0.01	0.08	
Clearance Time (s)	4.4	6.1		4.4	5.6		4.4	4.9	4.4	4.4	4.9	
Vehicle Extension (s)	2.0	2.7		2.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	331	938		331	973		331	474	699	14	128	
v/s Ratio Prot	c0.09	0.08		0.09	c0.15		c0.09	c0.05	0.01	0.00	0.01	
v/s Ratio Perm									0.01			
v/c Ratio	0.50	0.30		0.50	0.56		0.50	0.21	0.04	0.21	0.12	
Uniform Delay, d1	25.9	20.5		25.9	21.9		25.9	20.9	11.3	35.0	30.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	0.1		0.4	0.7		0.4	0.1	0.0	2.8	0.2	
Delay (s)	26.3	20.7		26.3	22.6		26.3	21.0	11.3	37.8	30.8	
Level of Service	C	C		C	C		C	C	B	D	C	
Approach Delay (s)		22.7			23.5			21.5			31.3	
Approach LOS		C			C			C			C	

Intersection Summary	
HCM 2000 Control Delay	23.0
HCM 2000 Volume to Capacity ratio	0.50
Actuated Cycle Length (s)	71.1
Intersection Capacity Utilization	48.9%
Analysis Period (min)	15

c Critical Lane Group

University CPA
78: I-805 SB Ramps & Governor Drive


Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑	↑	↓	↑↑					↓		↑	
Traffic Volume (veh/h)	1	340	465	20	446	0	0	0	0	72	2	307	
Future Volume (Veh/h)	1	340	465	20	446	0	0	0	0	72	2	307	
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.25	0.25	0.25	0.90	0.90	0.90	
Hourly flow rate (vph)	1	386	528	22	501	0	0	0	0	80	2	341	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None			TWLTL									
Median storage (veh)	2												
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	501	386			1024	933	193	740	933	250			
vC1, stage 1 conf vol						388	388	545	545				
vC2, stage 2 conf vol						636	545	195	388				
vCu, unblocked vol	501	386			1024	933	193	740	933	250			
tC, single (s)	4.1	4.1			7.5	6.5	6.9	7.5	6.5	6.9			
tC, 2 stage (s)						6.5	5.5	6.5	5.5				
tF (s)	2.2	2.2			3.5	4.0	3.3	3.5	4.0	3.3			
p0 queue free %	100	98			100	100	100	82	100	54			
cM capacity (veh/h)	1059	1169			218	439	816	452	435	749			
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2					
Volume Total	130	257	528	22	250	250	80	343					
Volume Left	1	0	0	22	0	0	80	0					
Volume Right	0	0	528	0	0	0	0	341					
cSH	1059	1700	1700	1169	1700	1700	452	746					
Volume to Capacity	0.00	0.15	0.31	0.02	0.15	0.15	0.18	0.46					
Queue Length 95th (ft)	0	0	0	1	0	0	16	61					
Control Delay (s)	0.1	0.0	0.0	8.1	0.0	0.0	14.7	13.9					
Lane LOS	A	A			B		B						
Approach Delay (s)	0.0	0.3			14.0								
Approach LOS	B												
Intersection Summary													
Average Delay	3.3												
Intersection Capacity Utilization	Err%			ICU Level of Service									H
Analysis Period (min)	15												

University CPA
79: I-805 NB Ramps/I-805 SB Ramps & Governor Drive

Existing
Timing Plan: Morning Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑		↓	↑			↑				↑	
Traffic Volume (veh/h)	387	16	0	0	22	9	478	11	14	0	0	0	
Future Volume (Veh/h)	387	16	0	0	22	9	478	11	14	0	0	0	
Sign Control	Stop			Stop			Free			Free			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.96	0.96	0.96	0.55	0.55	0.55	0.95	0.95	0.95	0.25	0.25	0.25	
Hourly flow rate (vph)	403	17	0	0	40	16	503	12	15	0	0	0	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							None			None			
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	1062	1033	0	1034	1026	20	0	27					
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1062	1033	0	1034	1026	20	0	27					
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1					
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2					
p0 queue free %	0	89	100	100	75	98	69	100					
cM capacity (veh/h)	124	160	1085	148	162	1058	1623	1587					
Direction, Lane #	EB 1	WB 1	NB 1										
Volume Total	420	56	530										
Volume Left	403	0	503										
Volume Right	0	16	15										
cSH	125	214	1623										
Volume to Capacity	3.37	0.26	0.31										
Queue Length 95th (ft)	Err	25	33										
Control Delay (s)	Err	27.7	7.9										
Lane LOS	F	D	A										
Approach Delay (s)	Err	27.7	7.9										
Approach LOS	F	D											
Intersection Summary													
Average Delay	4180.3												
Intersection Capacity Utilization	63.5%			ICU Level of Service									B
Analysis Period (min)	15												

University CPA
1: N. Torrey Pines Rd. & Genesee Ave

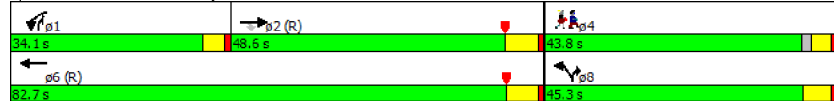
MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø4
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑	↑↑	
Traffic Volume (vph)	130	285	386	1100	235	267	
Future Volume (vph)	130	285	386	1100	235	267	
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov	
Protected Phases	2		1	6	8	8 1	4
Permitted Phases		2					
Detector Phase	2	2	1	6	8	8 1	
Switch Phase							
Minimum Initial (s)	10.0	10.0	7.0	10.0	10.0		4.0
Minimum Split (s)	43.2	43.2	11.4	24.9	23.3		41.0
Total Split (s)	48.6	48.6	34.1	82.7	45.3		43.8
Total Split (%)	38.0%	38.0%	26.6%	64.6%	35.4%		34%
Yellow Time (s)	5.2	5.2	3.4	5.0	4.3		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.2	6.2	4.4	6.0	5.3		
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	None	C-Max	None		None

Intersection Summary

Cycle Length: 128
Actuated Cycle Length: 128
Offset: 70 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: N. Torrey Pines Rd. & Genesee Ave



University CPA
1: N. Torrey Pines Rd. & Genesee Ave

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑	↑↑
Traffic Volume (vph)	130	285	386	1100	235	267
Future Volume (vph)	130	285	386	1100	235	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.2	4.4	6.0	5.3	5.3
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Fit	1.00	0.85	1.00	1.00	1.00	0.85
Fit Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	2787
Fit Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	2787
Peak-hour factor, PHF	0.67	0.67	0.92	0.92	0.87	0.87
Adj. Flow (vph)	194	425	420	1196	270	307
RTOR Reduction (vph)	0	174	0	0	0	207
Lane Group Flow (vph)	194	251	420	1196	270	100
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	2		1	6	8	8 1
Permitted Phases		2				
Actuated Green, G (s)	75.5	75.5	20.0	100.1	16.6	41.9
Effective Green, g (s)	75.5	75.5	20.0	100.1	16.6	41.9
Actuated g/C Ratio	0.59	0.59	0.16	0.78	0.13	0.33
Clearance Time (s)	6.2	6.2	4.4	6.0	5.3	
Vehicle Extension (s)	4.0	4.0	2.0	3.7	3.8	
Lane Grp Cap (vph)	2999	933	536	3976	445	912
v/s Ratio Prot	0.04		c0.12	c0.24	c0.08	0.04
v/s Ratio Perm		0.16				
v/c Ratio	0.06	0.27	0.78	0.30	0.61	0.11
Uniform Delay, d1	11.2	12.8	51.9	4.0	52.6	30.0
Progression Factor	1.00	1.00	1.74	0.33	1.00	1.00
Incremental Delay, d2	0.0	0.7	6.5	0.2	2.6	0.1
Delay (s)	11.2	13.5	97.1	1.5	55.2	30.1
Level of Service	B	B	F	A	E	C
Approach Delay (s)	12.8			26.4	41.9	
Approach LOS	B			C	D	

Intersection Summary

HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	15.9
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

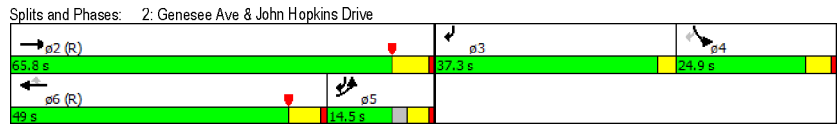
c Critical Lane Group

University CPA
2: Genesee Ave & John Hopkins Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	ø3
Lane Configurations	↔	↔↔↔	↑↑↑↑	↔	↔↔	↔	
Traffic Volume (vph)	108	354	1408	240	286	39	
Future Volume (vph)	108	354	1408	240	286	39	
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov	
Protected Phases	5	2	6		4	3.5	3
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	3.5	
Switch Phase							
Minimum Initial (s)	4.0	10.0	10.0	10.0	7.0	4.0	
Minimum Split (s)	9.5	16.7	15.9	15.9	11.9	7.0	
Total Split (s)	14.5	65.8	49.0	49.0	24.9	37.3	
Total Split (%)	11.3%	51.4%	38.3%	38.3%	19.5%	29%	
Yellow Time (s)	3.4	5.7	4.9	4.9	3.9	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.4	6.7	5.9	5.9	4.9		
Lead/Lag	Lag		Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	C-Max	None	None	

Intersection Summary
 Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 58 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated



University CPA
2: Genesee Ave & John Hopkins Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔↔↔	↑↑↑↑	↔	↔↔	↔
Traffic Volume (vph)	108	354	1408	240	286	39
Future Volume (vph)	108	354	1408	240	286	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.7	5.9	5.9	4.9	3.0
Lane Util. Factor	1.00	0.91	0.81	1.00	0.97	1.00
Fit	1.00	1.00	1.00	0.85	1.00	0.85
Fit Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	7544	1583	3433	1583
Fit Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	5085	7544	1583	3433	1583
Peak-hour factor, PHF	0.80	0.80	0.90	0.90	0.79	0.79
Adj. Flow (vph)	135	442	1564	267	362	49
RTOR Reduction (vph)	0	0	0	112	0	1
Lane Group Flow (vph)	135	443	1564	155	362	48
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov
Protected Phases	5	2	6		4	3.5
Permitted Phases				6		4
Actuated Green, G (s)	12.4	89.7	73.7	73.7	20.5	40.5
Effective Green, g (s)	12.4	89.7	73.7	73.7	20.5	36.1
Actuated g/C Ratio	0.10	0.70	0.58	0.58	0.16	0.28
Clearance Time (s)	4.4	6.7	5.9	5.9	4.9	
Vehicle Extension (s)	2.0	4.0	3.9	3.9	5.0	
Lane Grp Cap (vph)	171	3563	4343	911	549	483
v/s Ratio Prot	c0.08	0.09	c0.21		c0.11	c0.01
v/s Ratio Perm				0.10		0.02
v/c Ratio	0.79	0.12	0.36	0.17	0.66	0.10
Uniform Delay, d1	56.5	6.3	14.5	12.8	50.5	33.9
Progression Factor	0.97	0.88	1.80	6.53	1.00	1.00
Incremental Delay, d2	19.5	0.1	0.2	0.4	3.8	0.0
Delay (s)	74.6	5.6	26.4	83.7	54.3	34.0
Level of Service	E	A	C	F	D	C
Approach Delay (s)	21.7	34.7			51.9	
Approach LOS	C	C			D	

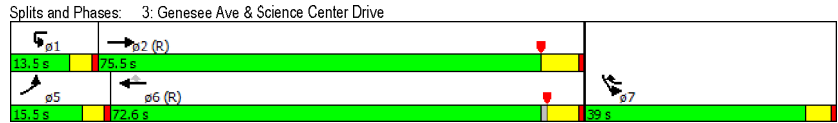
Intersection Summary
 HCM 2000 Control Delay: 34.6
 HCM 2000 Volume to Capacity ratio: 0.46
 Actuated Cycle Length (s): 128.0
 Intersection Capacity Utilization: 43.1%
 Analysis Period (min): 15
 HCM 2000 Level of Service: C
 Sum of lost time (s): 18.2
 ICU Level of Service: A
 c Critical Lane Group

University CPA
3: Genesee Ave & Science Center Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

	EBL	EBT	WBU	WBT	WBR	SBL
Lane Configurations	↖	↖↖↖	↖	↖↖↖	↖	↖↖↖
Traffic Volume (vph)	49	574	7	1657	255	36
Future Volume (vph)	49	574	7	1657	255	36
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot
Protected Phases	5	2	1	6	7	7
Permitted Phases				6		
Detector Phase	5	2	1	6	/	/
Switch Phase						
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0
Minimum Split (s)	9.5	22.5	9.5	16.0	8.9	8.9
Total Split (s)	15.5	75.5	13.5	72.6	39.0	39.0
Total Split (%)	12.1%	59.0%	10.5%	56.7%	30.5%	30.5%
Yellow Time (s)	3.4	5.9	3.4	5.0	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	6.9	4.4	6.0	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	None

Intersection Summary
 Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 108 (84%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated



University CPA
3: Genesee Ave & Science Center Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↖	↖↖↖	↖	↖↖↖	↖	↖↖↖	↖↖↖
Traffic Volume (vph)	49	574	7	1657	255	36	13
Future Volume (vph)	49	574	7	1657	255	36	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.9	4.4	6.0	4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	0.97	
Fit	1.00	1.00	1.00	1.00	0.85	0.96	
Fit Protected	0.95	1.00	0.95	1.00	1.00	0.96	
Satd. Flow (prot)	1770	5085	1770	5085	1583	3348	
Fit Permitted	0.95	1.00	0.95	1.00	1.00	0.96	
Satd. Flow (perm)	1770	5085	1770	5085	1583	3348	
Peak-hour factor, PHF	0.82	0.82	0.92	0.92	0.92	0.86	0.86
Adj. Flow (vph)	60	700	8	1801	277	42	15
RTOR Reduction (vph)	0	0	0	0	52	14	0
Lane Group Flow (vph)	60	700	8	1801	225	43	0
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	
Protected Phases	5	2	1	6	7	7	
Permitted Phases				6			
Actuated Green, G (s)	8.5	103.2	1.5	97.1	104.2	7.1	
Effective Green, g (s)	8.5	103.2	1.5	97.1	104.2	7.1	
Actuated g/C Ratio	0.07	0.81	0.01	0.76	0.81	0.06	
Clearance Time (s)	4.4	6.9	4.4	6.0	4.9	4.9	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	117	4099	20	3857	1288	185	
v/s Ratio Prot	c0.03	0.14	0.00	c0.35	0.01	c0.01	
v/s Ratio Perm					0.13		
v/c Ratio	0.51	0.17	0.40	0.47	0.18	0.23	
Uniform Delay, d1	57.7	2.8	62.8	5.8	2.6	57.8	
Progression Factor	0.88	2.24	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.6	0.1	12.6	0.4	0.1	0.6	
Delay (s)	54.2	6.3	75.4	6.2	2.6	58.5	
Level of Service	D	A	E	A	A	E	
Approach Delay (s)	10.1			6.0		58.5	
Approach LOS	B			A		E	

Intersection Summary
 HCM 2000 Control Delay: 8.1
 HCM 2000 Volume to Capacity ratio: 0.46
 Actuated Cycle Length (s): 128.0
 Intersection Capacity Utilization: 51.4%
 Analysis Period (min): 15
 HCM 2000 Level of Service: A
 Sum of lost time (s): 16.2
 ICU Level of Service: A
 c Critical Lane Group

University CPA
4: Genesee Ave & I-5 Ramps

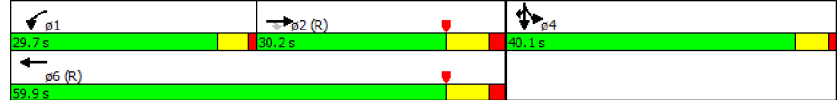
MID Day Peak Hour
Timing Plan: Mid Day Peak

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↕↕	↘	↙	↕↕	↘	↙	↘
Traffic Volume (vph)	436	249	145	1174	698	0	522
Future Volume (vph)	436	249	145	1174	698	0	522
Turn Type	NA	Pem	Prot	NA	Split	NA	Prot
Protected Phases	2		1	6	4	4	4
Permitted Phases	2						
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	13.0	13.0	13.0
Minimum Split (s)	17.2	17.2	9.7	17.2	18.1	18.1	18.1
Total Split (s)	30.2	30.2	29.7	59.9	40.1	40.1	40.1
Total Split (%)	30.2%	30.2%	29.7%	59.9%	40.1%	40.1%	40.1%
Yellow Time (s)	5.2	5.2	3.7	5.2	4.1	4.1	4.1
All-Red Time (s)	2.0	2.0	1.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2	4.7	7.2	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	Min	Min	Min

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Genesee Ave & I-5 Ramps



University CPA
4: Genesee Ave & I-5 Ramps

MID Day Peak Hour
Timing Plan: Mid Day Peak

	↘	→	↘	↙	←	↘	↙	↑	↘	↙	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↘	↙	↕↕					↘	↙	↘
Traffic Volume (vph)	0	436	249	145	1174	0	0	0	0	698	0	522
Future Volume (vph)	0	436	249	145	1174	0	0	0	0	698	0	522
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2	4.7	7.2					5.1	5.1	5.1
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Fit Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3539	1583	1770	3539					1681	1681	1583
Fit Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3539	1583	1770	3539					1681	1681	1583
Peak-hour factor, PHF	0.67	0.67	0.67	0.92	0.92	0.92	0.25	0.25	0.25	0.86	0.86	0.86
Adj. Flow (vph)	0	651	372	158	1276	0	0	0	0	812	0	607
RTOR Reduction (vph)	0	0	243	0	0	0	0	0	0	0	0	63
Lane Group Flow (vph)	0	651	129	158	1276	0	0	0	0	406	406	544
Turn Type	NA	Pem	Prot	NA						Split	NA	Prot
Protected Phases		2		1	6					4	4	4
Permitted Phases		2										
Actuated Green, G (s)		34.7	34.7	13.3	52.7					35.0	35.0	35.0
Effective Green, g (s)		34.7	34.7	13.3	52.7					35.0	35.0	35.0
Actuated g/C Ratio		0.35	0.35	0.13	0.53					0.35	0.35	0.35
Clearance Time (s)		7.2	7.2	4.7	7.2					5.1	5.1	5.1
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1228	549	235	1865					588	588	554
v/s Ratio Prot		0.18		0.09	0.36					0.24	0.24	0.34
v/s Ratio Perm			0.08									
v/c Ratio		0.53	0.24	0.67	0.68					0.69	0.69	0.98
Uniform Delay, d1		26.1	23.2	41.3	17.5					27.9	27.9	32.2
Progression Factor		1.00	1.00	1.36	0.79					1.00	1.00	1.00
Incremental Delay, d2		1.6	1.0	2.6	0.9					2.8	2.8	33.3
Delay (s)		27.8	24.2	58.9	14.7					30.7	30.7	65.5
Level of Service		C	C	E	B					C	C	E
Approach Delay (s)		26.5			19.6			0.0			45.6	
Approach LOS		C			B			A			D	

Intersection Summary

HCM 2000 Control Delay: 30.9, HCM 2000 Level of Service: C
 HCM 2000 Volume to Capacity ratio: 0.85
 Actuated Cycle Length (s): 100.0, Sum of lost time (s): 17.0
 Intersection Capacity Utilization: 124.6%, ICU Level of Service: H
 Analysis Period (min): 15

c Critical Lane Group

University CPA
5: I-5 Ramps & Genesee Ave

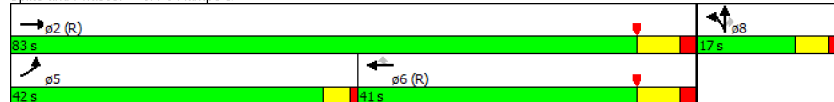
MID Day Peak Hour
Timing Plan: Mid Day Peak

	←	→	←	↖	↗	↑	↖
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↖	↖↖	↖↖↖	↖	↖	↖	↖
Traffic Volume (vph)	800	231	1052	887	418	0	286
Future Volume (vph)	800	231	1052	887	418	0	286
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6	6	8	8	8
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	11.0	10.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	15.2	17.2	17.2	17.2	10.1	10.1	10.1
Total Split (s)	42.0	83.0	41.0	41.0	17.0	17.0	17.0
Total Split (%)	42.0%	83.0%	41.0%	41.0%	17.0%	17.0%	17.0%
Yellow Time (s)	3.2	5.2	5.2	5.2	4.1	4.1	4.1
All-Red Time (s)	1.0	2.0	2.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	7.2	7.2	7.2	5.1	5.1	5.1
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Min	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 5: I-5 Ramps & Genesee Ave



University CPA
5: I-5 Ramps & Genesee Ave

MID Day Peak Hour
Timing Plan: Mid Day Peak

	←	→	↖	↗	←	↖	↗	↑	↖	↗	↘	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖			↖↖↖	↖	↖	↖	↖			
Traffic Volume (vph)	800	231	0	0	1052	887	418	0	286	0	0	0
Future Volume (vph)	800	231	0	0	1052	887	418	0	286	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	7.2			7.2	7.2	5.1	5.1	5.1			
Lane Util. Factor	1.00	0.95			0.91	1.00	0.95	0.95	1.00			
Fit	1.00	1.00			1.00	0.85	1.00	1.00	0.85			
Fit Protected	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (prot)	1770	3539			5085	1583	1681	1681	1583			
Fit Permitted	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (perm)	1770	3539			5085	1583	1681	1681	1583			
Peak-hour factor, PHF	0.90	0.90	0.90	0.88	0.88	0.88	0.79	0.79	0.79	0.25	0.25	0.25
Adj. Flow (vph)	889	257	0	0	1195	1008	529	0	362	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	196	0	0	319	0	0	0
Lane Group Flow (vph)	889	257	0	0	1195	812	264	265	43	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Actuated Green, G (s)	37.8	75.8			33.8	33.8	11.9	11.9	11.9			
Effective Green, g (s)	37.8	75.8			33.8	33.8	11.9	11.9	11.9			
Actuated g/C Ratio	0.38	0.76			0.34	0.34	0.12	0.12	0.12			
Clearance Time (s)	4.2	7.2			7.2	7.2	5.1	5.1	5.1			
Vehicle Extension (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lane Grp Cap (vph)	669	2682			1718	535	200	200	188			
v/s Ratio Prot	c0.50	0.07			0.23		0.16	c0.16				
v/s Ratio Perm							c0.51		0.03			
v/c Ratio	1.33	0.10			0.70	1.52	1.32	1.32	0.23			
Uniform Delay, d1	31.1	3.2			28.6	33.1	44.0	44.0	39.9			
Progression Factor	1.11	0.63			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	156.1	0.1			2.4	242.5	174.6	176.6	0.2			
Delay (s)	190.7	2.0			31.0	275.6	218.7	220.7	40.1			
Level of Service	F	A			C	F	F	F	D			
Approach Delay (s)	148.4				142.9			146.7		0.0		
Approach LOS	F				F			F		A		

Intersection Summary

HCM 2000 Control Delay: 145.2
HCM 2000 Volume to Capacity ratio: 1.40
Actuated Cycle Length (s): 100.0
Intersection Capacity Utilization: 124.6%
Analysis Period (min): 15
HCM 2000 Level of Service: F
Sum of lost time (s): 16.5
ICU Level of Service: H

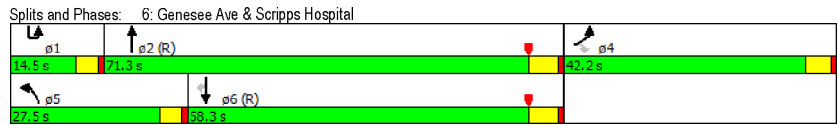
c Critical Lane Group

University CPA
6: Genesee Ave & Scripps Hospital

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Configurations							
Traffic Volume (vph)	434	217	114	867	28	912	302
Future Volume (vph)	434	217	114	867	28	912	302
Turn Type	Prot	Pem	Prot	NA	Prot	NA	Pem
Protected Phases	4		5	2	1	6	
Permitted Phases		4					6
Detector Phase	4	4	5	2	1	6	6
Switch Phase							
Minimum Initial (s)	7.0	7.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	11.9	11.9	9.5	22.5	9.5	30.5	30.5
Total Split (s)	42.2	42.2	27.5	71.3	14.5	58.3	58.3
Total Split (%)	33.0%	33.0%	21.5%	55.7%	11.3%	45.5%	45.5%
Yellow Time (s)	3.9	3.9	3.4	4.7	3.4	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.4	5.7	4.4	5.7	5.7
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary
 Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 60 (47%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated



University CPA
6: Genesee Ave & Scripps Hospital


MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Configurations							
Traffic Volume (vph)	434	217	114	867	28	912	302
Future Volume (vph)	434	217	114	867	28	912	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.4	5.7	4.4	5.7	5.7
Lane Util. Factor	0.97	1.00	1.00	0.91	1.00	0.91	1.00
Fit	1.00	0.85	1.00	1.00	1.00	1.00	0.85
Fit Protected	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	5085	1770	5085	1583
Fit Permitted	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1583	1770	5085	1770	5085	1583
Peak-hour factor, PHF	0.93	0.93	0.96	0.96	0.92	0.93	0.93
Adj. Flow (vph)	467	233	119	903	30	981	325
RTOR Reduction (vph)	0	193	0	0	0	0	125
Lane Group Flow (vph)	467	40	119	903	30	981	200
Turn Type	Prot	Pem	Prot	NA	Prot	NA	Pem
Protected Phases	4		5	2	1	6	
Permitted Phases		4					6
Actuated Green, G (s)	22.1	22.1	13.0	86.2	4.7	77.9	77.9
Effective Green, g (s)	22.1	22.1	13.0	86.2	4.7	77.9	77.9
Actuated g/C Ratio	0.17	0.17	0.10	0.67	0.04	0.61	0.61
Clearance Time (s)	4.9	4.9	4.4	5.7	4.4	5.7	5.7
Vehicle Extension (s)	2.0	2.0	2.0	5.2	2.0	4.0	4.0
Lane Grp Cap (vph)	592	273	179	3424	64	3094	963
v/s Ratio Prot	c0.14		c0.07	0.18	0.02	c0.19	
v/s Ratio Pem		0.03					0.13
v/c Ratio	0.79	0.15	0.66	0.26	0.47	0.32	0.21
Uniform Delay, d1	50.7	45.0	55.4	8.3	60.4	12.1	11.2
Progression Factor	1.00	1.00	1.05	1.27	1.00	1.00	1.00
Incremental Delay, d2	6.4	0.1	6.8	0.2	2.0	0.3	0.5
Delay (s)	57.1	45.0	64.9	10.7	62.4	12.4	11.7
Level of Service	E	D	E	B	E	B	B
Approach Delay (s)	53.1			17.0		13.4	
Approach LOS	D			B		B	

Intersection Summary
 HCM 2000 Control Delay: 23.7
 HCM 2000 Volume to Capacity ratio: 0.45
 Actuated Cycle Length (s): 128.0
 Intersection Capacity Utilization: 48.8%
 Analysis Period (min): 15
 HCM 2000 Level of Service: C
 Sum of lost time (s): 15.0
 ICU Level of Service: A
 c Critical Lane Group

University CPA
7: Genesee Ave & Campus Point Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

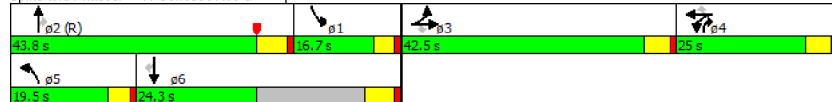


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	283	10	211	115	20	126	254	665	162	112	669	322
Future Volume (vph)	283	10	211	115	20	126	254	665	162	112	669	322
Turn Type	Split	NA	Pem	Split	NA	Pem	Prot	NA	pm+ov	Prot	NA	Pem
Protected Phases	3	3		4			5	2	4	1		6
Permitted Phases			3			4			2			6
Detector Phase	3	3	3	4	4	4	5	2	4	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	4.0	10.0	7.0	4.0	10.0	10.0
Minimum Split (s)	11.9	11.9	11.9	22.5	22.5	22.5	8.4	37.7	22.5	8.4	33.7	33.7
Total Split (s)	42.5	42.5	42.5	25.0	25.0	25.0	19.5	43.8	25.0	16.7	24.3	24.3
Total Split (%)	33.2%	33.2%	33.2%	19.5%	19.5%	19.5%	15.2%	34.2%	19.5%	13.0%	19.0%	19.0%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.4	4.7	3.9	3.4	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	5.7	4.9	4.4	5.7	5.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	None	None	None	None

Intersection Summary

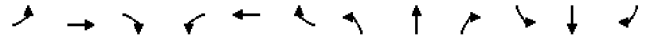
Cycle Length: 128
Actuated Cycle Length: 128
Offset: 26 (20%), Referenced to phase 2.NBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 7: Genesee Ave & Campus Point Drive



University CPA
7: Genesee Ave & Campus Point Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	283	10	211	115	20	126	254	665	162	112	669	322
Future Volume (vph)	283	10	211	115	20	126	254	665	162	112	669	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	5.7	4.9	4.4	5.7	5.7
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Fit	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	0.96	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1681	1691	1583	1681	1709	2787	3433	5085	1583	3433	5085	1583
Fit Permitted	0.95	0.96	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1681	1691	1583	1681	1709	2787	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.89	0.89	0.89	0.84	0.84	0.84	0.84	0.94	0.94
Adj. Flow (vph)	308	11	229	129	22	142	302	792	193	119	712	343
RTOR Reduction (vph)	0	0	198	0	0	130	0	0	69	0	0	170
Lane Group Flow (vph)	160	159	31	75	76	12	302	792	124	119	712	173
Turn Type	Split	NA	Pem	Split	NA	Pem	Prot	NA	pm+ov	Prot	NA	Pem
Protected Phases	3	3		4	4		5	2	4	1		6
Permitted Phases			3			4			2			6
Actuated Green, G (s)	17.2	17.2	17.2	10.7	10.7	10.7	15.6	71.4	82.1	8.8	64.6	64.6
Effective Green, g (s)	17.2	17.2	17.2	10.7	10.7	10.7	15.6	71.4	82.1	8.8	64.6	64.6
Adj. g/C Ratio	0.13	0.13	0.13	0.08	0.08	0.08	0.12	0.56	0.64	0.07	0.50	0.50
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	5.7	4.9	4.4	5.7	5.7
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.7	2.0	2.0	4.0	4.0
Lane Grp Cap (vph)	225	227	212	140	142	232	418	2836	1075	236	2566	798
v/s Ratio Prot	c0.10	0.09		c0.04	0.04		c0.09	0.16	0.01	c0.03	c0.14	
v/s Ratio Perm			0.02			0.00						0.11
v/c Ratio	0.71	0.70	0.15	0.54	0.54	0.05	0.72	0.28	0.12	0.50	0.28	0.22
Uniform Delay, d1	53.0	52.9	48.9	56.3	56.3	54.0	54.1	14.8	8.9	57.5	18.3	17.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.37	0.67	0.38	0.81	0.77	0.27
Incremental Delay, d2	8.5	7.7	0.1	2.0	1.9	0.0	4.7	0.2	0.0	0.6	0.1	0.2
Delay (s)	61.5	60.7	49.0	58.2	58.2	54.0	79.0	10.2	3.4	47.0	14.1	5.0
Level of Service	E	E	D	E	E	D	E	B	A	D	B	A
Approach Delay (s)	56.0				56.2			25.3			14.7	
Approach LOS	E				E			C			B	

Intersection Summary

HCM 2000 Control Delay: 29.4
HCM 2000 Level of Service: C
HCM 2000 Volume to Capacity ratio: 0.45
Actuated Cycle Length (s): 128.0
Sum of lost time (s): 19.9
Intersection Capacity Utilization: 47.4%
ICU Level of Service: A
Analysis Period (min): 15
c Critical Lane Group

University CPA
8: Regents & Genesee Ave

MID Day Peak Hour
Timing Plan: Mid Day Peak

	EBU	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↔	↔↔↔	↔	↔	↔↔↔	↔
Traffic Volume (vph)	37	878	96	50	1226	159
Future Volume (vph)	37	878	96	50	1226	159
Turn Type	Prot	NA	Perm	Prot	NA	Prot
Protected Phases	5	2		1	6	8
Permitted Phases			2			
Detector Phase	5	2	2	1	6	8
Switch Phase						
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	7.0
Minimum Split (s)	9.5	22.7	22.7	9.5	22.5	37.9
Total Split (s)	14.5	68.3	68.3	16.5	70.3	43.2
Total Split (%)	11.3%	53.4%	53.4%	12.9%	54.9%	33.8%
Yellow Time (s)	3.4	4.7	4.7	3.4	4.7	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.7	5.7	4.4	5.7	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	None

Intersection Summary
 Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 56 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated



University CPA
8: Regents & Genesee Ave

MID Day Peak Hour
Timing Plan: Mid Day Peak

	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Movement	↔	↔↔↔	↔	↔	↔↔↔	↔	↔
Lane Configurations	↔	↔↔↔	↔	↔	↔↔↔	↔	↔
Traffic Volume (vph)	37	878	96	50	1226	159	26
Future Volume (vph)	37	878	96	50	1226	159	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	16	12
Total Lost time (s)	4.4	5.7	5.7	4.4	5.7	4.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.96	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1986	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.96	
Satd. Flow (perm)	1770	5085	1583	1770	5085	1986	
Peak-hour factor, PHF	0.92	0.70	0.70	0.72	0.72	0.96	0.96
Adj. Flow (vph)	40	1254	137	69	1703	166	27
RTOR Reduction (vph)	0	0	43	0	0	6	0
Lane Group Flow (vph)	40	1254	94	69	1703	187	0
Turn Type	Prot	NA	Perm	Prot	NA	Prot	
Protected Phases	5	2		1	6	8	
Permitted Phases			2				
Actuated Green, G (s)	6.5	88.2	88.2	8.3	90.0	16.5	
Effective Green, g (s)	6.5	88.2	88.2	8.3	90.0	16.5	
Actuated g/C Ratio	0.05	0.69	0.69	0.06	0.70	0.13	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.7	4.9	
Vehicle Extension (s)	2.0	5.0	5.0	2.0	3.9	2.0	
Lane Grp Cap (vph)	89	3503	1090	114	3575	256	
v/s Ratio Prot	0.02	0.25		c0.04	c0.33	c0.09	
v/s Ratio Perm			0.06				
v/c Ratio	0.45	0.36	0.09	0.61	0.48	0.73	
Uniform Delay, d1	59.0	8.2	6.6	58.3	8.5	53.6	
Progression Factor	1.02	0.58	0.33	1.03	1.39	1.00	
Incremental Delay, d2	1.3	0.3	0.2	6.1	0.5	8.9	
Delay (s)	61.6	5.0	2.3	66.1	12.3	62.5	
Level of Service	E	A	A	E	B	E	
Approach Delay (s)		6.3			14.4	62.5	
Approach LOS		A			B	E	

Intersection Summary
 HCM 2000 Control Delay: 13.7, HCM 2000 Level of Service: B
 HCM 2000 Volume to Capacity ratio: 0.53
 Actuated Cycle Length (s): 128.0, Sum of lost time (s): 15.0
 Intersection Capacity Utilization: 49.9%, ICU Level of Service: A
 Analysis Period (min): 15
 c Critical Lane Group

University CPA
 9: Genesee Ave & Eastgate Mall

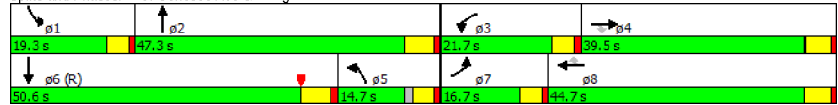
MID Day Peak Hour
 Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	112	103	215	18	106	27	224	668	40	691
Future Volume (vph)	112	103	215	18	106	27	224	668	40	691
Turn Type	Prot	NA	Pem	Prot	NA	Pem	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	/	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.4	38.9	38.9	9.5	39.1	39.1	9.5	31.7	9.5	32.7
Total Split (s)	16.7	39.5	39.5	21.7	44.7	44.7	14.7	47.3	19.3	50.6
Total Split (%)	13.0%	30.9%	30.9%	17.0%	34.9%	34.9%	11.5%	37.0%	15.1%	39.5%
Yellow Time (s)	3.4	3.9	3.9	3.4	4.1	4.1	3.4	4.7	3.4	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.9	4.4	5.1	5.1	4.4	5.7	4.4	5.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	C-Max

Intersection Summary

Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 93 (73%), Referenced to phase 6: SBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 9: Genesee Ave & Eastgate Mall



University CPA
 9: Genesee Ave & Eastgate Mall

MID Day Peak Hour
 Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	103	215	18	106	27	224	668	13	40	691	123
Future Volume (vph)	112	103	215	18	106	27	224	668	13	40	691	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	5.1	5.1	4.4	5.7	4.4	5.7	4.4	5.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.97	0.91		
Fit	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	0.98		
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5070	3433	4970		
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00		
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	5070	3433	4970		
Peak-hour factor, PHF	0.83	0.83	0.83	0.79	0.79	0.79	0.96	0.96	0.96	0.82	0.82	0.82
Adj. Flow (vph)	135	124	259	23	134	34	233	696	14	49	843	150
RTOR Reduction (vph)	0	0	212	0	0	30	0	1	0	0	14	0
Lane Group Flow (vph)	135	124	47	23	134	4	233	709	0	49	979	0
Turn Type	Prot	NA	Pem	Prot	NA	Pem	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	11.7	23.1	23.1	4.3	15.5	15.5	12.5	75.8		5.4	68.7	
Effective Green, g (s)	11.7	23.1	23.1	4.3	15.5	15.5	12.5	75.8		5.4	68.7	
Actuated g/C Ratio	0.09	0.18	0.18	0.03	0.12	0.12	0.10	0.59		0.04	0.54	
Clearance Time (s)	4.4	4.9	4.9	4.4	5.1	5.1	4.4	5.7		4.4	5.7	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.2		2.0	4.3	
Lane Grp Cap (vph)	161	336	285	59	225	191	172	3002		144	2667	
v/s Ratio Prot	c0.08	0.07		0.01	c0.07		c0.13	0.14		0.01	c0.20	
v/s Ratio Pem			0.03			0.00						
v/c Ratio	0.84	0.37	0.16	0.39	0.60	0.02	1.35	0.24		0.34	0.37	
Uniform Delay, d1	57.2	46.1	44.3	60.6	53.3	49.6	57.8	12.4		59.6	17.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.62		1.07	0.57	
Incremental Delay, d2	28.8	0.3	0.1	1.6	2.8	0.0	191.6	0.1		0.5	0.4	
Delay (s)	86.1	46.3	44.4	62.1	56.1	49.6	240.0	7.8		64.4	10.2	
Level of Service	F	D	D	E	E	D	F	A		E	B	
Approach Delay (s)	55.7				55.7			65.1			12.7	
Approach LOS	E				E			E			B	

Intersection Summary

HCM 2000 Control Delay	42.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
10: Genesee Ave & Executive Drive

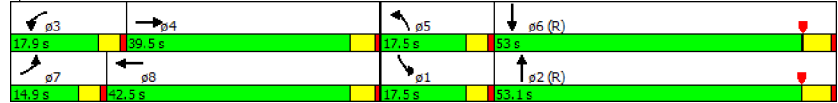
MID Day Peak Hour
Timing Plan: Mid Day Peak

	↖	→	↘	←	↙	↑	↘	↓
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗
Traffic Volume (vph)	26	76	118	89	53	770	79	734
Future Volume (vph)	26	76	118	89	53	770	79	734
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	/	4	3	8	5	2	1	6
Detector Phase	/	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.4	8.9	8.4	8.9	8.4	15.5	8.4	15.4
Total Split (s)	14.9	39.5	17.9	42.5	17.5	53.1	17.5	53.0
Total Split (%)	11.6%	30.9%	14.0%	33.2%	13.7%	41.5%	13.7%	41.4%
Yellow Time (s)	3.4	3.9	3.4	3.9	3.4	4.5	3.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.4	4.9	4.4	5.5	4.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 114 (89%), Referenced to phase 6:SBT and 2:NBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Spplits and Phases: 10: Genesee Ave & Executive Drive



University CPA
10: Genesee Ave & Executive Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

	↖	→	↘	↖	←	↙	↑	↘	↓	↙		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖↗	↖↗		↖↗	↖↗		↖↗	↖↗	↖↗
Traffic Volume (vph)	26	76	48	118	89	99	53	770	126	79	734	30
Future Volume (vph)	26	76	48	118	89	99	53	770	126	79	734	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.4	5.5		4.4	5.4	
Lane Util. Factor	1.00	0.95		0.97	0.95		0.97	0.91		0.97	0.91	
Fit	1.00	0.94		1.00	0.92		1.00	0.98		1.00	0.99	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3334		3433	3259		3433	4978		3433	5055	
Fit Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3334		3433	3259		3433	4978		3433	5055	
Peak-hour factor, PHF	0.85	0.85	0.85	0.86	0.86	0.86	0.80	0.80	0.80	0.80	0.80	0.94
Adj. Flow (vph)	31	89	56	137	103	115	66	962	158	84	781	32
RTOR Reduction (vph)	0	52	0	0	102	0	0	10	0	0	2	0
Lane Group Flow (vph)	31	93	0	137	116	0	66	1111	0	84	811	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.8	9.7		9.5	14.4		5.9	82.1		7.5	83.8	
Effective Green, g (s)	4.8	9.7		9.5	14.4		5.9	82.1		7.5	83.8	
Actuated g/C Ratio	0.04	0.08		0.07	0.11		0.05	0.64		0.06	0.65	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	5.5		4.4	5.4	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.6		2.0	3.8	
Lane Grp Cap (vph)	66	252		254	366		158	3192		201	3309	
v/s Ratio Prot	0.02	0.03		c0.04	c0.04		0.02	c0.22		c0.02	0.16	
v/s Ratio Perm												
v/c Ratio	0.47	0.37		0.54	0.32		0.42	0.35		0.42	0.25	
Uniform Delay, d1	60.4	56.2		57.1	52.3		59.4	10.6		58.1	9.1	
Progression Factor	1.00	1.00		1.00	1.00		1.11	0.69		1.41	0.31	
Incremental Delay, d2	1.9	0.3		1.1	0.2		0.6	0.3		0.5	0.2	
Delay (s)	62.3	56.6		58.2	52.5		66.6	7.6		82.2	3.0	
Level of Service	E	E		E	D		E	A		F	A	
Approach Delay (s)	57.6			54.7			10.9			10.4		
Approach LOS	E			D			B			B		

Intersection Summary

HCM 2000 Control Delay: 19.8, HCM 2000 Level of Service: B
 HCM 2000 Volume to Capacity ratio: 0.37
 Actuated Cycle Length (s): 128.0, Sum of lost time (s): 19.2
 Intersection Capacity Utilization: 46.0%, ICU Level of Service: A
 Analysis Period (min): 15

c Critical Lane Group

University CPA
11: Genesee Ave & Executive Square

MID Day Peak Hour
Timing Plan: Mid Day Peak

	↖	→	↘	↙	←	↖	↑	↘	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↔	↘	↖	↔	↖	↖	↖	↖
Traffic Volume (vph)	18	3	98	223	3	77	914	14	882
Future Volume (vph)	18	3	98	223	3	//	914	14	882
Turn Type	Split	NA	Prot	Split	NA	Prot	NA	Prot	NA
Protected Phases	4	4	4	3	3	5	2	1	6
Permitted Phases									
Detector Phase	4	4	4	3	3	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	10.0	4.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.9	8.4	15.7	8.4	15.7
Total Split (s)	22.0	22.0	22.0	21.2	21.2	19.5	68.3	16.5	65.3
Total Split (%)	17.2%	17.2%	17.2%	16.6%	16.6%	15.2%	53.4%	12.9%	51.0%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.4	4.7	3.4	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9	4.4	5.7	4.4	5.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 128
Actuated Cycle Length: 128
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Spplits and Phases: 11: Genesee Ave & Executive Square



University CPA
11: Genesee Ave & Executive Square

MID Day Peak Hour
Timing Plan: Mid Day Peak

	↖	→	↘	↙	←	↖	↑	↘	↙	↖	↙	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↔	↘	↖	↔		↖	↖		↖	↖	
Traffic Volume (vph)	18	3	98	223	3	16	77	914	117	14	882	19
Future Volume (vph)	18	3	98	223	3	16	//	914	117	14	882	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.9		4.4	5.7		4.4	5.7	
Lane Util. Factor	0.95	0.91	0.95	0.95	0.95		0.97	0.91		1.00	0.91	
Fit	1.00	0.86	0.85	1.00	0.98		1.00	0.98		1.00	1.00	
Fit Protected	0.95	1.00	1.00	0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1461	1504	1681	1663		3433	4999		1770	5069	
Fit Permitted	0.95	1.00	1.00	0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1461	1504	1681	1663		3433	4999		1770	5069	
Peak-hour factor, PHF	0.94	0.94	0.94	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	19	3	104	232	3	17	84	993	127	15	919	20
RTOR Reduction (vph)	0	48	52	0	4	0	0	8	0	0	1	0
Lane Group Flow (vph)	17	7	2	128	120	0	84	1112	0	15	938	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4	4	3	3		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	5.4	5.4	5.4	13.3	13.3		7.5	86.7		2.7	81.9	
Effective Green, g (s)	5.4	5.4	5.4	13.3	13.3		7.5	86.7		2.7	81.9	
Actuated g/C Ratio	0.04	0.04	0.04	0.10	0.10		0.06	0.68		0.02	0.64	
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.4	5.7		4.4	5.7	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	3.9		2.0	2.2	
Lane Grp Cap (vph)	70	61	63	174	172		201	3386		37	3243	
v/s Ratio Prot	c0.01	0.00	0.00	c0.08	0.07		c0.02	c0.22		0.01	0.19	
v/s Ratio Perm												
v/c Ratio	0.24	0.12	0.04	0.74	0.69		0.42	0.33		0.41	0.29	
Uniform Delay, d1	59.3	59.0	58.8	55.6	55.4		58.1	8.6		61.9	10.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.20	0.72	
Incremental Delay, d2	0.7	0.3	0.1	13.0	9.4		0.5	0.3		2.6	0.2	
Delay (s)	60.0	59.3	58.9	68.6	64.8		58.7	8.8		76.5	7.6	
Level of Service	E	E	E	E	E		E	A		E	A	
Approach Delay (s)					66.7			12.3			8.6	
Approach LOS					E			B			A	

Intersection Summary

HCM 2000 Control Delay: 18.7, HCM 2000 Level of Service: B
 HCM 2000 Volume to Capacity ratio: 0.39
 Actuated Cycle Length (s): 128.0, Sum of lost time (s): 19.9
 Intersection Capacity Utilization: 49.5%, ICU Level of Service: A
 Analysis Period (min): 15

c Critical Lane Group

University CPA
12: Genesee Ave & La Jolla Village Drive

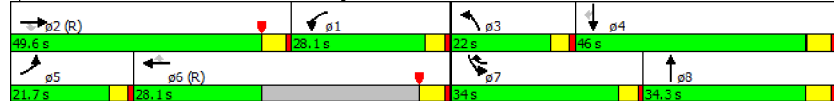
MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	218	382	191	336	618	315	195	564	546	462	198
Future Volume (vph)	218	382	191	336	618	315	195	564	546	462	198
Turn Type	Prot	NA	Pem	Prot	NA	pm+ov	Prot	NA	Prot	NA	Pem
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	10.0	4.0	10.0	10.0	10.0
Minimum Split (s)	8.4	15.3	15.3	8.4	15.5	8.4	8.4	15.7	8.4	15.4	15.4
Total Split (s)	21.7	49.6	49.6	28.1	28.1	34.0	22.0	34.3	34.0	46.0	46.0
Total Split (%)	14.9%	34.0%	34.0%	19.2%	19.2%	23.3%	15.1%	23.5%	23.3%	31.5%	31.5%
Yellow Time (s)	3.4	4.3	4.3	3.4	4.5	3.4	3.4	4.7	3.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.3	5.3	4.4	5.5	4.4	4.4	5.7	4.4	5.4	5.4
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 146
 Actuated Cycle Length: 146
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Spplits and Phases: 12: Genesee Ave & La Jolla Village Drive



University CPA
12: Genesee Ave & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	218	382	191	336	618	315	195	564	212	546	462	198
Future Volume (vph)	218	382	191	336	618	315	195	564	212	546	462	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.5	4.4	4.4	5.7	4.4	5.4	5.4	5.4
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	0.97	0.91	1.00	1.00
Fit	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	1.00	1.00	0.85	1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	4877	3433	5085	1583	1583
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	4877	3433	5085	1583	1583
Peak-hour factor, PHF	0.80	0.80	0.80	0.87	0.87	0.87	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	272	478	239	386	710	362	207	600	226	587	497	213
RTOR Reduction (vph)	0	0	162	0	0	23	0	47	0	0	0	151
Lane Group Flow (vph)	273	478	77	386	710	339	207	779	0	587	497	62
Turn Type	Prot	NA	Pem	Prot	NA	pm+ov	Prot	NA		Prot	NA	Pem
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	15.2	47.0	47.0	23.7	55.3	83.1	13.2	27.7		27.8	42.6	42.6
Effective Green, g (s)	15.2	47.0	47.0	23.7	55.3	83.1	13.2	27.7		27.8	42.6	42.6
Actuated g/C Ratio	0.10	0.32	0.32	0.16	0.38	0.57	0.09	0.19		0.19	0.29	0.29
Clearance Time (s)	4.4	5.3	5.3	4.4	5.5	4.4	4.4	5.7		4.4	5.4	5.4
Vehicle Extension (s)	2.0	6.0	6.0	2.0	5.8	2.0	2.0	3.5		2.0	4.1	4.1
Lane Grp Cap (vph)	357	1636	509	557	1926	901	310	925		653	1483	461
v/s Ratio Prot	c0.08	0.09		c0.11	0.14	c0.07	0.06	c0.16		c0.17	0.10	
v/s Ratio Perm			0.05			0.14						0.04
v/c Ratio	0.76	0.29	0.15	0.69	0.37	0.38	0.67	0.84		0.90	0.34	0.13
Uniform Delay, d1	63.7	37.0	35.3	57.7	32.7	17.2	64.3	57.0		57.7	40.6	38.1
Progression Factor	0.78	1.25	5.45	0.87	0.73	1.24	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.7	0.4	0.6	2.9	0.5	0.1	4.2	7.2		14.8	0.2	0.2
Delay (s)	57.1	46.6	192.9	53.3	24.6	21.6	68.5	64.2		72.6	40.8	38.3
Level of Service	E	D	F	D	C	C	E	E		E	D	D
Approach Delay (s)	84.8				31.4			65.1			54.8	
Approach LOS	F				C			E			D	

Intersection Summary

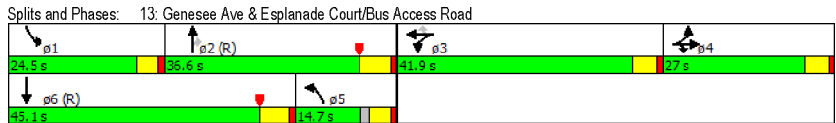
HCM 2000 Control Delay	56.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	146.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA
13: Genesee Ave & Esplanade Court/Bus Access Road
MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	179	21	67	133	30	200	51	525	147	248	426
Future Volume (vph)	179	21	67	133	30	200	51	525	147	248	426
Turn Type	Split	NA	Prot	Split	NA	Pem	Prot	NA	Pem	Prot	NA
Protected Phases	4	4	4	3	3		5	2		1	6
Permitted Phases						3			2		
Detector Phase	4	4	4	3	3	3	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	10.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.9	8.9	8.4	16.0	16.0	8.4	15.7
Total Split (s)	27.0	27.0	27.0	41.9	41.9	41.9	14.7	36.6	36.6	24.5	45.1
Total Split (%)	20.8%	20.8%	20.8%	32.2%	32.2%	32.2%	11.3%	28.2%	28.2%	18.8%	34.7%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.4	5.0	5.0	3.4	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	6.0	6.0	4.4	5.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 65 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated



University CPA
13: Genesee Ave & Esplanade Court/Bus Access Road
MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	179	21	67	133	30	200	51	525	147	248	426	146
Future Volume (vph)	179	21	67	133	30	200	51	525	147	248	426	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	6.0	6.0	4.4	5.7	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.91	0.95	1.00	0.95	1.00	0.97	0.91	
Fit	1.00	1.00	0.85	1.00	0.90	0.85	1.00	1.00	0.85	1.00	0.96	
Fit Protected	0.95	0.96	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1702	1583	1681	1521	1504	1770	3539	1583	3433	4891	
Fit Permitted	0.95	0.96	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1702	1583	1681	1521	1504	1770	3539	1583	3433	4891	
Peak-hour factor, PHF	0.78	0.78	0.78	0.68	0.68	0.68	0.84	0.84	0.84	0.82	0.82	0.82
Adj. Flow (vph)	229	27	86	196	44	294	61	625	175	302	520	178
RTOR Reduction (vph)	0	0	//	0	63	148	0	0	92	0	32	0
Lane Group Flow (vph)	128	128	9	176	122	25	61	625	83	302	666	0
Turn Type	Split	NA	Prot	Split	NA	Pem	Prot	NA	Pem	Prot	NA	
Protected Phases	4	4	4	3	3		5	2		1	6	
Permitted Phases						3			2			
Actuated Green, G (s)	14.2	14.2	14.2	18.6	18.6	18.6	9.3	61.2	61.2	15.8	68.0	
Effective Green, g (s)	14.2	14.2	14.2	18.6	18.6	18.6	9.3	61.2	61.2	15.8	68.0	
Actuated g/C Ratio	0.11	0.11	0.11	0.14	0.14	0.14	0.07	0.47	0.47	0.12	0.52	
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	6.0	6.0	4.4	5.7	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.7	3.7	2.0	4.1	
Lane Grp Cap (vph)	183	185	172	240	217	215	126	1666	745	417	2558	
v/s Ratio Prot	c0.08	0.08	0.01	c0.10	0.08		c0.03	c0.18		c0.09	0.14	
v/s Ratio Pem						0.02			0.05			
v/c Ratio	0.70	0.69	0.05	0.73	0.56	0.12	0.48	0.38	0.11	0.72	0.26	
Uniform Delay, d1	55.8	55.8	51.9	53.3	51.9	48.5	58.0	22.1	19.2	55.0	17.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.76	1.23	1.00	1.00	
Incremental Delay, d2	9.1	8.7	0.0	9.6	2.0	0.1	1.0	0.6	0.3	5.2	0.2	
Delay (s)	64.9	64.5	51.9	62.9	53.9	48.6	50.7	17.5	23.8	60.2	17.4	
Level of Service	E	E	D	E	D	D	D	B	C	E	B	
Approach Delay (s)	61.5				55.2			21.1		30.3		
Approach LOS	E				E			C		C		

Intersection Summary
 HCM 2000 Control Delay 36.2 HCM 2000 Level of Service D
 HCM 2000 Volume to Capacity ratio 0.53
 Actuated Cycle Length (s) 130.0 Sum of lost time (s) 20.2
 Intersection Capacity Utilization 47.5% ICU Level of Service A
 Analysis Period (min) 15
 c Critical Lane Group

University CPA
14: Genesee Ave & Nobel Drive

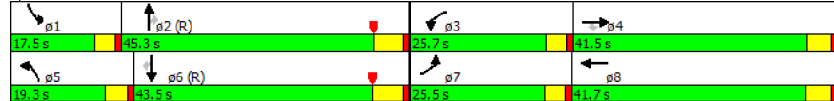
MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔	↔↔	↔↔	↔	↔↔	↔↔	↔	↔↔	↔↔↔	↔
Traffic Volume (vph)	208	362	138	118	435	219	488	120	137	698	112	112
Future Volume (vph)	208	362	138	118	435	219	488	120	137	698	112	112
Turn Type	Prot	NA	Pem	Prot	NA	Prot	NA	Pem	Prot	NA	NA	Pem
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2				6
Detector Phase	/	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	10.0	10.0	4.0	10.0	10.0	
Minimum Split (s)	8.4	37.9	37.9	8.4	40.1	8.4	35.7	35.7	8.4	38.9	38.9	
Total Split (s)	25.5	41.5	41.5	25.7	41.7	19.3	45.3	45.3	17.5	43.5	43.5	
Total Split (%)	19.6%	31.9%	31.9%	19.8%	32.1%	14.8%	34.8%	34.8%	13.5%	33.5%	33.5%	
Yellow Time (s)	3.4	3.9	3.9	3.4	4.1	3.4	4.7	4.7	3.4	4.9	4.9	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.4	4.9	4.9	4.4	5.1	4.4	5.7	5.7	4.4	5.9	5.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 83 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Spplits and Phases: 14: Genesee Ave & Nobel Drive



University CPA
14: Genesee Ave & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔	↔↔	↔↔	↔	↔↔	↔↔	↔	↔↔	↔↔↔	↔
Traffic Volume (vph)	208	362	138	118	435	66	219	488	120	137	698	112
Future Volume (vph)	208	362	138	118	435	66	219	488	120	137	698	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	5.1		4.4	5.7	5.7	4.4	5.9	5.9
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.95	1.00	0.97	0.91	1.00
Fit	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3469		3433	3539	1583	3433	5085	1583
Fit Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3469		3433	3539	1583	3433	5085	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.87	0.87	0.87	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	231	402	153	136	500	76	252	561	138	149	759	122
RTOR Reduction (vph)	0	0	118	0	10	0	0	61	0	0	68	
Lane Group Flow (vph)	231	402	35	136	566	0	252	561	77	149	759	54
Turn Type	Prot	NA	Pem	Prot	NA		Prot	NA	Pem	Prot	NA	Pem
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4					2				6
Actuated Green, G (s)	13.1	29.7	29.7	9.5	25.9		13.9	61.4	61.4	10.0	57.3	57.3
Effective Green, g (s)	13.1	29.7	29.7	9.5	25.9		13.9	61.4	61.4	10.0	57.3	57.3
Actuated g/C Ratio	0.10	0.23	0.23	0.07	0.20		0.11	0.47	0.47	0.08	0.44	0.44
Clearance Time (s)	4.4	4.9	4.9	4.4	5.1		4.4	5.7	5.7	4.4	5.9	5.9
Vehicle Extension (s)	2.0	4.0	4.0	2.0	2.1		2.0	8.0	8.0	2.0	4.0	4.0
Lane Grp Cap (vph)	345	808	361	250	691		367	1671	747	264	2241	697
v/s Ratio Prot	c0.07	c0.11		0.04	c0.16		c0.07	c0.16		0.04	0.15	
v/s Ratio Perm			0.02						0.05			0.03
v/c Ratio	0.67	0.50	0.10	0.54	0.82		0.69	0.34	0.10	0.56	0.34	0.08
Uniform Delay, d1	56.4	43.7	39.6	58.2	49.8		56.0	21.5	19.0	57.9	23.9	21.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.36	0.39	0.14	1.21	0.90	1.00
Incremental Delay, d2	3.8	0.7	0.2	1.3	7.2		4.1	0.5	0.3	1.6	0.4	0.2
Delay (s)	60.2	44.3	39.7	59.5	57.0		80.4	8.9	2.9	71.4	21.9	21.3
Level of Service	E	D	D	E	E		F	A	A	E	C	C
Approach Delay (s)		48.1			57.4			27.0			29.0	
Approach LOS		D			E			C			C	

Intersection Summary

HCM 2000 Control Delay: 38.6
HCM 2000 Level of Service: D
HCM 2000 Volume to Capacity ratio: 0.53
Actuated Cycle Length (s): 130.0
Sum of lost time (s): 19.8
Intersection Capacity Utilization: 56.3%
ICU Level of Service: B
Analysis Period (min): 15

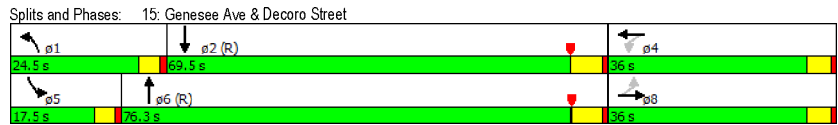
c Critical Lane Group

University CPA
15: Genesee Ave & Decoro Street

MID Day Peak Hour
Timing Plan: Mid Day Peak

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔	↔	↔	↔	↔
Traffic Volume (vph)	15	6	17	5	33	708	95	884
Future Volume (vph)	15	6	17	5	33	708	95	884
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		8		4		1	6	5
Permitted Phases	8		4					
Detector Phase	8	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.4	15.7	8.4	15.9
Total Split (s)	36.0	36.0	36.0	36.0	24.5	76.3	17.5	69.5
Total Split (%)	27.7%	27.7%	27.7%	27.7%	18.8%	58.7%	13.5%	53.5%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	4.7	3.4	4.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.9		4.9		4.4		5.7
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 97 (75%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated



University CPA
15: Genesee Ave & Decoro Street

MID Day Peak Hour
Timing Plan: Mid Day Peak

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (vph)	15	6	8	17	5	122	33	708	44	95	884	16
Future Volume (vph)	15	6	8	17	5	122	33	708	44	95	884	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9		4.4	5.7		4.4	5.9	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Fit Protected		0.96			0.89		1.00	0.99		1.00	1.00	
Satd. Flow (prot)		1748			1640		1770	3508		1770	3530	
Fit Permitted		0.44			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		790			1591		1770	3508		1770	3530	
Peak-hour factor, PHF	0.73	0.73	0.73	0.88	0.88	0.88	0.91	0.91	0.91	0.96	0.96	0.96
Adj. Flow (vph)	21	8	11	19	6	139	36	778	48	99	921	17
RTOR Reduction (vph)	0	10	0	0	130	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	30	0	0	34	0	36	824	0	99	938	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Actuated Green, G (s)		8.2			8.2		5.1	95.2		11.6	101.5	
Effective Green, g (s)		8.2			8.2		5.1	95.2		11.6	101.5	
Actuated g/C Ratio		0.06			0.06		0.04	0.73		0.09	0.78	
Clearance Time (s)		4.9			4.9		4.4	5.7		4.4	5.9	
Vehicle Extension (s)		2.0			2.0		2.0	4.3		2.0	3.7	
Lane Grp Cap (vph)		49			100		69	2568		157	2756	
v/s Ratio Prot							0.02	0.23		0.06	0.27	
v/s Ratio Perm		c0.04			0.02							
v/c Ratio		0.61			0.34		0.52	0.32		0.63	0.34	
Uniform Delay, d1		59.3			58.3		61.3	6.1		57.1	4.3	
Progression Factor		1.00			1.00		0.87	2.30		0.97	1.05	
Incremental Delay, d2		13.6			0.7		3.2	0.3		5.7	0.3	
Delay (s)		73.0			59.0		56.4	14.3		61.1	4.8	
Level of Service		E			E		E	B		E	A	
Approach Delay (s)		73.0			59.0		16.1			10.2		
Approach LOS		E			E		B			B		

Intersection Summary
 HCM 2000 Control Delay: 17.6, HCM 2000 Level of Service: B
 HCM 2000 Volume to Capacity ratio: 0.39
 Actuated Cycle Length (s): 130.0, Sum of lost time (s): 15.2
 Intersection Capacity Utilization: 49.7%, ICU Level of Service: A
 Analysis Period (min): 15
 c Critical Lane Group

University CPA
16: Genesee Ave & Centurion Square

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↑↑	↔	↔	↑↑
Traffic Volume (vph)	85	26	2	721	63	101	820
Future Volume (vph)	85	26	2	721	63	101	820
Turn Type	Prot	Pem	Prot	NA	Pem	Prot	NA
Protected Phases	4		1	6		5	2
Permitted Phases		4			6		
Detector Phase	4	4	1	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	4.0	10.0	10.0	4.0	10.0
Minimum Split (s)	11.9	11.9	8.4	15.7	15.7	8.4	16.4
Total Split (s)	35.5	35.5	15.5	78.3	78.3	15.5	79.0
Total Split (%)	27.3%	27.3%	11.9%	60.2%	60.2%	11.9%	60.8%
Yellow Time (s)	3.9	3.9	3.4	4.7	4.7	3.4	5.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.4	5.7	5.7	4.4	6.4
Lead/Lag			Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 37 (28%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 16: Genesee Ave & Centurion Square



University CPA
16: Genesee Ave & Centurion Square

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↑↑	↔	↔	↑↑
Traffic Volume (vph)	85	26	2	721	63	101	820
Future Volume (vph)	85	26	2	721	63	101	820
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.4	5.7	5.7	4.4	6.4
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.97	0.95
Fit	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Fit Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1770	3539	1583	3433	3539
Fit Permitted	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1770	3539	1583	3433	3539
Peak-hour factor, PHF	0.66	0.66	0.92	0.90	0.90	0.94	0.94
Adj. Flow (vph)	129	39	2	801	70	107	872
RTOR Reduction (vph)	0	35	0	0	20	0	0
Lane Group Flow (vph)	129	4	2	801	50	107	872
Turn Type	Prot	Pem	Prot	NA	Pem	Prot	NA
Protected Phases	4		1	6		5	2
Permitted Phases		4			6		
Actuated Green, G (s)	13.9	13.9	1.1	92.7	92.7	8.4	99.3
Effective Green, g (s)	13.9	13.9	1.1	92.7	92.7	8.4	99.3
Actuated g/C Ratio	0.11	0.11	0.01	0.71	0.71	0.06	0.76
Clearance Time (s)	4.9	4.9	4.4	5.7	5.7	4.4	6.4
Vehicle Extension (s)	2.0	2.0	2.0	4.2	4.2	2.0	3.4
Lane Grp Cap (vph)	189	169	14	2523	1128	221	2703
v/s Ratio Prot	c0.07		0.00	0.23		c0.03	c0.25
v/s Ratio Pem		0.00			0.03		
v/c Ratio	0.68	0.02	0.14	0.32	0.04	0.48	0.32
Uniform Delay, d1	55.9	52.0	64.0	6.9	5.5	58.7	4.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.31	0.37
Incremental Delay, d2	7.8	0.0	1.7	0.3	0.1	0.6	0.3
Delay (s)	63.8	52.0	65.7	7.2	5.6	77.4	2.1
Level of Service	E	D	E	A	A	E	A
Approach Delay (s)	61.0			7.3			10.3
Approach LOS	E			A			B

Intersection Summary

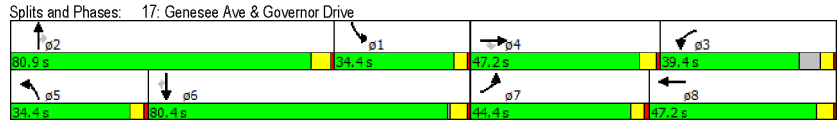
HCM 2000 Control Delay: 13.2, HCM 2000 Level of Service: B
HCM 2000 Volume to Capacity ratio: 0.39
Actuated Cycle Length (s): 130.0, Sum of lost time (s): 15.7
Intersection Capacity Utilization: 44.9%, ICU Level of Service: A
Analysis Period (min): 15
c Critical Lane Group

University CPA
17: Genesee Ave & Governor Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

	↖	→	↗	↙	←	↘	↑	↖	↗	↘	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗
Traffic Volume (vph)	152	250	96	232	219	145	427	170	245	438	117
Future Volume (vph)	152	250	96	232	219	145	427	170	245	438	117
Turn Type	Prot	NA	Pem	Prot	NA	Prot	NA	Pem	Prot	NA	Pem
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	/	4		3	8	5	2		1	6	
Switch Phase											
Minimum Initial (s)	4.0	8.0	8.0	4.0	8.0	4.0	8.0	4.0	8.0	8.0	8.0
Minimum Split (s)	8.4	13.2	13.2	8.4	13.2	8.4	13.9	13.9	8.4	13.4	13.4
Total Split (s)	44.4	47.2	47.2	39.4	47.2	34.4	80.9	80.9	34.4	80.4	80.4
Total Split (%)	21.5%	22.8%	22.8%	19.0%	22.8%	16.6%	39.1%	39.1%	16.6%	38.9%	38.9%
Yellow Time (s)	3.4	4.2	4.2	3.4	4.2	3.4	4.9	4.9	3.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.2	5.2	4.4	5.2	4.4	5.9	5.9	4.4	5.4	5.4
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min

Intersection Summary
 Cycle Length: 206.9
 Actuated Cycle Length: 81.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated



University CPA
17: Genesee Ave & Governor Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

	↖	→	↗	↙	←	↘	↑	↖	↗	↘	↙	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗	↖↗	↖↗	↖↗		↖↗	↖↗	↖↗	↖↗	↖↗	↖↗
Traffic Volume (vph)	152	250	96	232	219	141	145	427	170	245	438	117
Future Volume (vph)	152	250	96	232	219	141	145	427	170	245	438	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)	4.4	5.2	5.2	4.4	5.2		4.4	5.9	5.9	4.4	5.4	5.4
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3775		1770	3539	1583	3433	3539	1583
Fit Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3775		1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.83	0.83	0.83	0.93	0.93	0.93	0.83	0.83	0.83
Adj. Flow (vph)	162	266	102	280	264	170	156	459	183	295	528	141
RTOR Reduction (vph)	0	0	79	0	51	0	0	94	0	0	45	0
Lane Group Flow (vph)	162	266	23	280	383	0	156	459	89	295	528	96
Turn Type	Prot	NA	Pem	Prot	NA		Prot	NA	Pem	Prot	NA	Pem
Protected Phases	/	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	9.6	12.7	12.7	13.6	16.7		13.5	19.5	19.5	15.4	21.9	21.9
Effective Green, g (s)	9.6	12.7	12.7	13.6	16.7		13.5	19.5	19.5	15.4	21.9	21.9
Actuated g/C Ratio	0.12	0.16	0.16	0.17	0.21		0.17	0.24	0.24	0.19	0.27	0.27
Clearance Time (s)	4.4	5.2	5.2	4.4	5.2		4.4	5.9	5.9	4.4	5.4	5.4
Vehicle Extension (s)	2.0	2.3	2.3	2.0	3.8		2.0	2.9	2.9	2.0	3.5	3.5
Lane Grp Cap (vph)	406	554	247	575	777		294	850	380	651	955	427
v/s Ratio Prot	0.05	c0.08		0.08	c0.10		0.09	c0.13		0.09	c0.15	
v/s Ratio Perm			0.01						0.06			0.06
v/c Ratio	0.40	0.48	0.09	0.49	0.49		0.53	0.54	0.23	0.45	0.55	0.23
Uniform Delay, d1	33.1	31.2	29.3	30.6	28.5		30.9	26.9	24.8	29.1	25.4	23.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.4	0.1	0.2	0.6		0.9	0.7	0.3	0.2	0.8	0.3
Delay (s)	33.3	31.6	29.4	30.8	29.1		31.8	27.6	25.1	29.3	26.2	23.3
Level of Service	C	C	C	C	C		C	C	C	C	C	C
Approach Delay (s)		31.7			29.8			27.8			26.7	
Approach LOS		C			C			C			C	

Intersection Summary
 HCM 2000 Control Delay: 28.6, HCM 2000 Level of Service: C
 HCM 2000 Volume to Capacity ratio: 0.56
 Actuated Cycle Length (s): 81.1, Sum of lost time (s): 19.9
 Intersection Capacity Utilization: 51.2%, ICU Level of Service: A
 Analysis Period (min): 15
 c Critical Lane Group

University CPA
18: Genesee Ave & SR-52 Ramp

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↖	↕	↕	↗
Traffic Volume (veh/h)	0	209	178	591	556	181
Future Volume (Veh/h)	0	209	178	591	556	181
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.83	0.83	0.87	0.87
Hourly flow rate (vph)	0	240	214	712	639	208
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1304	320	639			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1304	320	639			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	100	65	77			
cM capacity (veh/h)	117	676	941			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	240	214	237	237	237	320	320	208
Volume Left	0	214	0	0	0	0	0	0
Volume Right	240	0	0	0	0	0	0	208
cSH	676	941	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.35	0.23	0.14	0.14	0.14	0.19	0.19	0.12
Queue Length 95th (ft)	40	22	0	0	0	0	0	0
Control Delay (s)	13.2	9.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	A						
Approach Delay (s)	13.2	2.3						0.0
Approach LOS	B							

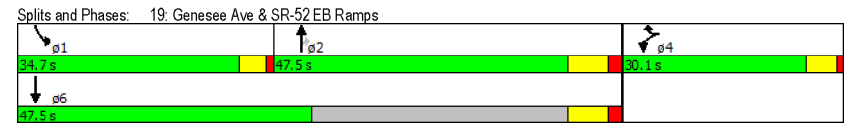
Intersection Summary			
Average Delay		2.6	
Intersection Capacity Utilization	35.0%	ICU Level of Service	A
Analysis Period (min)	15		

University CPA
19: Genesee Ave & SR-52 EB Ramps

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↕	↕	↖	↗
Traffic Volume (vph)	186	169	600	309	539	226
Future Volume (vph)	186	169	600	309	539	226
Turn Type	Prot	Prot	NA	Pem	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	13.0	13.0	5.0	10.0
Minimum Split (s)	37.1	37.1	38.5	38.5	9.7	25.5
Total Split (s)	30.1	30.1	47.5	47.5	34.7	47.5
Total Split (%)	26.8%	26.8%	42.3%	42.3%	30.9%	42.3%
Yellow Time (s)	4.1	4.1	5.5	5.5	3.7	5.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.1	7.5	7.5	4.7	7.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min

Intersection Summary	
Cycle Length:	112.3
Actuated Cycle Length:	91
Natural Cycle:	120
Control Type:	Actuated-Uncoordinated



University CPA
19: Genesee Ave & SR-52 EB Ramps

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖ ↗	↖ ↗	↕	↖ ↗	↖ ↗	↕
Traffic Volume (vph)	186	169	600	309	539	226
Future Volume (vph)	186	169	600	309	539	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1	7.5	7.5	4.7	7.5
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Fit	1.00	0.85	1.00	0.85	1.00	1.00
Fit Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Fit Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Peak-hour factor, PHF	0.92	0.92	0.82	0.82	0.90	0.90
Adj. Flow (vph)	202	184	732	377	599	251
RTOR Reduction (vph)	0	152	0	205	0	0
Lane Group Flow (vph)	202	32	732	172	599	251
Turn Type	Prot	Prot	NA	Pem	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Actuated Green, G (s)	15.8	15.8	27.2	27.2	30.5	62.4
Effective Green, g (s)	15.8	15.8	27.2	27.2	30.5	62.4
Actuated g/C Ratio	0.17	0.17	0.30	0.30	0.34	0.69
Clearance Time (s)	5.1	5.1	7.5	7.5	4.7	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	307	275	1060	474	594	2432
v/s Ratio Prot	c0.11	0.02	c0.21		c0.34	0.07
v/s Ratio Perm				0.11		
v/c Ratio	0.66	0.12	0.69	0.36	1.01	0.10
Uniform Delay, d1	35.0	31.6	28.1	25.0	30.1	4.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.0	0.2	2.0	0.5	39.0	0.0
Delay (s)	40.0	31.8	30.0	25.5	69.2	4.8
Level of Service	D	C	C	C	E	A
Approach Delay (s)	36.1		28.5		50.2	
Approach LOS	D		C		D	

Intersection Summary			
HCM 2000 Control Delay	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	90.8	Sum of lost time (s)	17.3
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

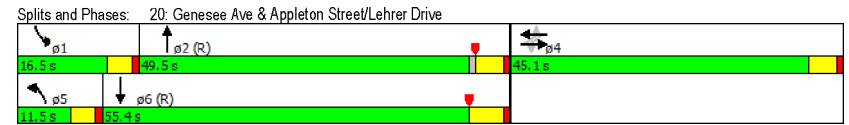
c Critical Lane Group

University CPA
20: Genesee Ave & Appleton Street/Lehrer Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↖ ↗	↕	↖ ↗	↕
Traffic Volume (vph)	206	37	18	26	21	603	49	583
Future Volume (vph)	206	37	18	26	21	603	49	583
Turn Type	Pem	NA	Pem	NA	Prot	NA	Prot	NA
Protected Phases		4		4	5	2	1	6
Permitted Phases	4		4					
Detector Phase	4	4	4	4	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	10.9	10.9	10.9	10.9	8.4	14.9	8.4	15.8
Total Split (s)	45.1	45.1	45.1	45.1	11.5	49.5	16.5	55.4
Total Split (%)	40.3%	40.3%	40.3%	40.3%	10.3%	44.2%	14.7%	49.5%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	3.9	3.4	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9		4.9	4.4	4.9	4.4	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary	
Cycle Length:	112
Actuated Cycle Length:	112
Offset:	88 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	55
Control Type:	Actuated-Coordinated



University CPA
20: Genesee Ave & Appleton Street/Lehrer Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (vph)	206	37	34	18	26	100	21	603	15	49	583	95
Future Volume (vph)	206	37	34	18	26	100	21	603	15	49	583	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)	4.9				4.9		4.4	4.9		4.4	5.8	
Lane Util. Factor	1.00				1.00		1.00	0.95		1.00	0.95	
Frt	0.98				0.91		1.00	1.00		1.00	0.98	
Fit Protected	0.96				0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	2002				1902		1770	3526		1770	3465	
Fit Permitted	0.59				0.93		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1228				1788		1770	3526		1770	3465	
Peak-hour factor, PHF	0.75	0.75	0.75	0.73	0.73	0.73	0.90	0.90	0.90	0.91	0.91	0.91
Adj. Flow (vph)	275	49	45	25	36	137	23	670	17	54	641	104
RTOR Reduction (vph)	0	5	0	0	77	0	0	2	0	0	10	0
Lane Group Flow (vph)	0	364	0	0	121	0	23	685	0	54	735	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Actuated Green, G (s)		36.0			36.0		2.8	54.1		7.7	58.1	
Effective Green, g (s)		36.0			36.0		2.8	54.1		7.7	58.1	
Actuated g/C Ratio		0.32			0.32		0.02	0.48		0.07	0.52	
Clearance Time (s)		4.9			4.9		4.4	4.9		4.4	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		394			574		44	1703		121	1797	
v/s Ratio Prot							0.01	0.19		c0.03	c0.21	
v/s Ratio Perm	c0.30				0.07							
w/c Ratio	0.92				0.21		0.52	0.40		0.45	0.41	
Uniform Delay, d1		36.7			27.7		53.9	18.6		50.1	16.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		27.1			0.2		10.8	0.7		2.6	0.7	
Delay (s)		63.8			27.9		64.7	19.3		52.7	17.2	
Level of Service		E			C		E	B		D	B	
Approach Delay (s)		63.8			27.9		20.8			19.6		
Approach LOS		E			C		C			B		

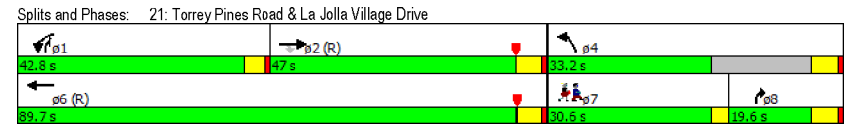
Intersection Summary			
HCM 2000 Control Delay	28.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	112.0	Sum of lost time (s)	15.1
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

University CPA
21: Torrey Pines Road & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø7	ø8
Lane Configurations	↔↔↔	↔	↔↔	↔↔	↔↔	↔↔		
Traffic Volume (vph)	672	131	588	613	113	558		
Future Volume (vph)	672	131	588	613	113	558		
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov		
Protected Phases	2		1	6	4	8 1	7	8
Permitted Phases		2						
Detector Phase	2	2	1	6	4	8 1		
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	10.0	4.0		4.0	4.0
Minimum Split (s)	15.4	15.4	8.4	15.3	9.6		8.0	9.6
Total Split (s)	47.0	47.0	42.8	89.7	33.2		30.6	19.6
Total Split (%)	33.6%	33.6%	30.6%	64.1%	23.7%		22%	14%
Yellow Time (s)	4.4	4.4	3.4	4.3	4.6		3.0	4.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.4	5.4	4.4	5.3	5.6			
Lead/Lag	Lag	Lag	Lead				Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes				Yes	Yes
Recall Mode	C-Max	C-Max	None	C-Max	None		None	None

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 15 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated



University CPA
21: Torrey Pines Road & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑	↑↑
Traffic Volume (vph)	672	131	588	613	113	558
Future Volume (vph)	672	131	588	613	113	558
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	4.4	5.3	5.6	5.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Fr	1.00	0.85	1.00	1.00	1.00	0.85
Fit Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	2787
Fit Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	2787
Peak-hour factor, PHF	0.76	0.76	0.91	0.91	0.82	0.82
Adj. Flow (vph)	884	172	646	674	138	680
RTOR Reduction (vph)	0	90	0	0	0	0
Lane Group Flow (vph)	884	82	646	674	138	680
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	2		1	6	4	8 1
Permitted Phases		2				
Actuated Green, G (s)	67.1	67.1	29.3	100.9	28.2	63.1
Effective Green, g (s)	67.1	67.1	29.3	100.9	28.2	63.1
Actuated g/C Ratio	0.48	0.48	0.21	0.72	0.20	0.45
Clearance Time (s)	5.4	5.4	4.4	5.3	5.6	
Vehicle Extension (s)	5.5	5.5	2.0	8.0	2.0	
Lane Grp Cap (vph)	2437	758	718	3664	691	1256
v/s Ratio Prot	c0.17		c0.19	0.13	0.04	c0.24
v/s Ratio Perm		0.05				
v/c Ratio	0.36	0.11	0.90	0.18	0.20	0.54
Uniform Delay, d1	23.0	20.0	53.9	6.3	46.5	27.9
Progression Factor	1.00	1.00	0.96	0.91	1.00	1.00
Incremental Delay, d2	0.4	0.3	13.6	0.1	0.1	0.3
Delay (s)	23.4	20.3	65.4	5.9	46.6	28.2
Level of Service	C	C	E	A	D	C
Approach Delay (s)	22.9			35.0	31.3	
Approach LOS	C			C	C	

Intersection Summary			
HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.4
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		

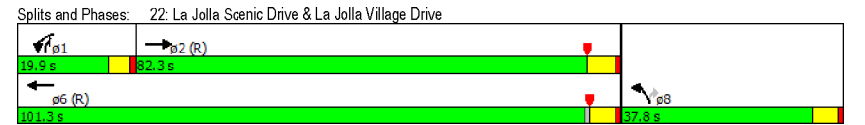
c Critical Lane Group

University CPA
22: La Jolla Scenic Drive & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑
Traffic Volume (vph)	1190	149	1154	46	159
Future Volume (vph)	1190	149	1154	46	159
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	2	1	6	8	1
Permitted Phases					8
Detector Phase	2	1	6	8	1
Switch Phase					
Minimum Initial (s)	10.0	4.0	10.0	4.0	4.0
Minimum Split (s)	15.7	8.4	15.3	9.5	8.4
Total Split (s)	82.3	19.9	101.3	37.8	19.9
Total Split (%)	58.8%	14.2%	72.4%	27.0%	14.2%
Yellow Time (s)	4.7	3.4	4.3	4.5	3.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	4.4	5.3	5.5	4.4
Lead/Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	12 (9%), Referenced to phase 2EBT and 6WBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated



University CPA
22: La Jolla Scenic Drive & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑↑	↑↑↑	↑	↑↑
Traffic Volume (vph)	1190	39	149	1154	46	159
Future Volume (vph)	1190	39	149	1154	46	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		4.4	5.3	5.5	4.4
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Fr	1.00		1.00	1.00	1.00	0.85
Fit Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5061		3433	5085	1770	2787
Fit Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5061		3433	5085	1770	2787
Peak-hour factor, PHF	0.95	0.95	0.92	0.92	0.88	0.88
Adj. Flow (vph)	1253	41	162	1254	52	181
RTOR Reduction (vph)	1	0	0	0	0	//
Lane Group Flow (vph)	1293	0	162	1254	52	104
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Actuated Green, G (s)	105.9		11.0	121.7	7.5	18.5
Effective Green, g (s)	105.9		11.0	121.7	7.5	18.5
Actuated g/C Ratio	0.76		0.08	0.87	0.05	0.13
Clearance Time (s)	5.7		4.4	5.3	5.5	4.4
Vehicle Extension (s)	4.0		2.0	5.9	2.0	2.0
Lane Grp Cap (vph)	3828		269	4420	94	368
v/s Ratio Prot	c0.26		c0.05	0.25	c0.03	0.02
v/s Ratio Perm						0.02
v/c Ratio	0.34		0.60	0.28	0.55	0.28
Uniform Delay, d1	5.6		62.4	1.6	64.6	54.8
Progression Factor	0.94		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		2.6	0.2	4.0	0.2
Delay (s)	5.4		65.0	1.7	68.6	54.9
Level of Service	A		E	A	E	D
Approach Delay (s)	5.4			9.0	58.0	
Approach LOS	A			A	E	

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	15.6
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

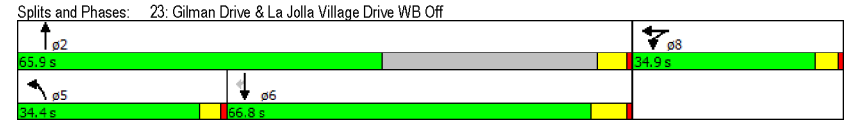
c Critical Lane Group

University CPA
23: Gilman Drive & La Jolla Village Drive WB Off

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations	↔	↖	↑↑	↑↑	↗
Traffic Volume (vph)	0	155	179	226	23
Future Volume (vph)	0	155	179	226	23
Turn Type	NA	Prot	NA	NA	Perm
Protected Phases	8	5	2	6	
Permitted Phases					6
Detector Phase	8	5	2	6	6
Switch Phase					
Minimum Initial (s)	4.0	4.0	10.0	10.0	10.0
Minimum Split (s)	34.9	8.5	17.9	18.8	18.8
Total Split (s)	34.9	34.4	65.9	66.8	66.8
Total Split (%)	25.6%	25.3%	48.4%	49.1%	49.1%
Yellow Time (s)	3.9	3.4	4.9	5.8	5.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.4	5.9	6.8	6.8
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	Min	Min	Min

Intersection Summary	
Cycle Length:	136.1
Actuated Cycle Length:	41.1
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated



University CPA
23: Gilman Drive & La Jolla Village Drive WB Off

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔		↔	↔			↔	↔
Traffic Volume (vph)	0	0	0	18	0	106	155	179	0	0	226	23
Future Volume (vph)	0	0	0	18	0	106	155	179	0	0	226	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.9			4.4	5.9			6.8	6.8
Lane Util. Factor				1.00			1.00	0.95			0.95	1.00
Fit Protected				0.99			0.95	1.00			1.00	1.00
Satd. Flow (prot)				1636			1770	3539			3539	1583
Fit Permitted				0.99			0.95	1.00			1.00	1.00
Satd. Flow (perm)				1636			1770	3539			3539	1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.84	0.84	0.84	0.96	0.96	0.96	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	21	0	126	161	186	0	0	251	26
RTOR Reduction (vph)	0	0	0	0	106	0	0	0	0	0	0	19
Lane Group Flow (vph)	0	0	0	0	41	0	161	186	0	0	251	7
Turn Type				Split	NA	Prot	NA			NA	Perm	
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					6.7		7.6	24.4			11.5	11.5
Effective Green, g (s)					6.7		7.6	24.4			11.5	11.5
Actuated g/C Ratio					0.16		0.18	0.58			0.27	0.27
Clearance Time (s)					4.9		4.4	5.9			6.8	6.8
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					261		321	2060			971	434
v/s Ratio Prot					c0.03		c0.09	0.05			c0.07	
v/s Ratio Perm												0.00
v/c Ratio					0.16		0.50	0.09			0.26	0.02
Uniform Delay, d1					15.2		15.4	3.9			11.9	11.1
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					0.3		1.2	0.0			0.1	0.0
Delay (s)					15.5		16.7	3.9			12.0	11.1
Level of Service					B		B	A			B	B
Approach Delay (s)		0.0			15.5			9.8			11.9	
Approach LOS		A			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	41.9	Sum of lost time (s)	16.1
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

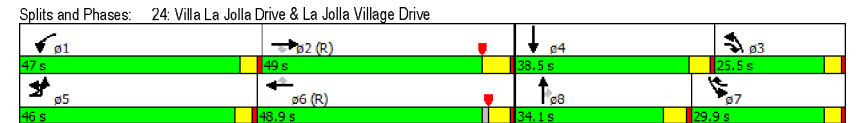
c Critical Lane Group

University CPA
24: Villa La Jolla Drive & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	40	1039	111	691	993	556	142	577	554	437	125
Future Volume (vph)	40	1039	111	691	993	556	142	577	554	437	125
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6	7	3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	3	1	6	7	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	4.0	10.0	4.0	4.0	10.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	16.4	22.4	8.4	15.3	8.4	22.4	9.5	9.5	8.4	8.9
Total Split (s)	46.0	49.0	25.5	47.0	48.9	29.9	25.5	34.1	34.1	29.9	38.5
Total Split (%)	28.8%	30.6%	15.9%	29.4%	30.6%	18.7%	15.9%	21.3%	21.3%	18.7%	24.1%
Yellow Time (s)	3.4	5.4	3.4	3.4	4.3	3.4	3.4	4.5	4.5	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	6.4	4.4	4.4	5.3	4.4	4.4	5.5	5.5	4.4	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None

Intersection Summary	
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	4 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated



University CPA

23b: La Jolla Village Dr EB & Gilman Drive

MID Day Peak Hour

Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	0	226	0	0	0	0	319	40	90	157	0
Future Volume (Veh/h)	18	0	226	0	0	0	0	319	40	90	157	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	0	246	0	0	0	0	347	43	98	171	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			13									
Median type								None				None
Median storage (veh)												
Upstream signal (ft)												483
pX, platoon unblocked												
vC, conflicting volume	540	757	86	752	714	174	171			390		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	540	757	86	752	714	174	171			390		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	74	100	100	100	100			92		
cM capacity (veh/h)	397	307	956	208	325	840	1404			1165		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3					
Volume Total	266	174	174	43	98	86	86					
Volume Left	20	0	0	0	98	0	0					
Volume Right	246	0	0	43	0	0	0					
cSH	1034	1700	1700	1700	1165	1700	1700					
Volume to Capacity	0.26	0.10	0.10	0.03	0.08	0.05	0.05					
Queue Length 95th (ft)	26	0	0	0	7	0	0					
Control Delay (s)	10.4	0.0	0.0	0.0	8.4	0.0	0.0					
Lane LOS	B				A							
Approach Delay (s)	10.4	0.0			3.1							
Approach LOS	B											
Intersection Summary												
Average Delay	3.9											
Intersection Capacity Utilization	37.9%											
ICU Level of Service	A											
Analysis Period (min)	15											

University CPA
24: Villa La Jolla Drive & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↔↔↔	↔	↔↔↔	↔↔↔	↔	↔↔↔	↔	↔↔↔	↔	↔
Traffic Volume (vph)	59	40	1039	111	691	993	556	142	577	554	437	125
Future Volume (vph)	59	40	1039	111	691	993	556	142	577	554	437	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.4	4.4	4.4	4.4	5.3	4.4	4.4	5.5	5.5	4.4	4.9
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.95	0.97	1.00
Fr	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	0.85	1.00	0.97	1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	1746	1504	3433	1799	1799
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	1746	1504	3433	1799	1799
Peak-hour factor, PHF	0.92	0.93	0.93	0.93	0.95	0.95	0.95	0.89	0.89	0.89	0.88	0.88
Adj. Flow (vph)	64	43	1117	119	727	1045	585	160	648	622	497	142
RTOR Reduction (vph)	0	0	0	58	0	0	205	0	2	214	0	/
Lane Group Flow (vph)	0	107	1117	61	727	1045	380	160	708	346	497	177
Turn Type	Prot	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases	5	5	2	3	1	6	7	3	8		7	4
Permitted Phases				2			6			8		
Actuated Green, G (s)	14.1	48.2	82.2	37.6	72.8	97.7	34.0	28.6	28.6	24.9	20.1	20.1
Effective Green, g (s)	14.1	48.2	82.2	37.6	72.8	97.7	34.0	28.6	28.6	24.9	20.1	20.1
Actuated g/C Ratio	0.09	0.30	0.51	0.24	0.45	0.61	0.21	0.18	0.18	0.16	0.13	0.13
Clearance Time (s)	4.4	6.4	4.4	4.4	5.3	4.4	4.4	5.5	5.5	4.4	4.9	4.9
Vehicle Extension (s)	2.0	4.4	2.0	2.0	4.7	2.0	2.0	3.3	3.3	2.0	2.0	2.0
Lane Grp Cap (vph)	155	1531	813	806	2313	966	729	312	268	534	225	225
v/s Ratio Prot	0.06	0.22	0.02	0.21	0.21	0.06	0.05	0.41		0.14	0.10	0.10
v/s Ratio Perm			0.02			0.18			0.23			
v/c Ratio	0.69	0.73	0.08	0.90	0.45	0.39	0.22	2.27	1.29	0.93	0.79	0.79
Uniform Delay, d1	70.8	50.1	19.7	59.4	29.9	16.0	52.0	65.7	65.7	66.7	67.9	67.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.2	3.1	0.0	13.0	0.6	0.1	0.1	580.6	156.7	22.8	15.3	15.3
Delay (s)	81.0	53.2	19.7	72.4	30.6	16.1	52.1	646.3	222.4	89.5	83.1	83.1
Level of Service	F	D	B	E	C	B	D	F	F	F	F	F
Approach Delay (s)		52.4			39.9			413.8				87.8
Approach LOS		D			D			F				F

Intersection Summary			
HCM 2000 Control Delay	140.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	111.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

University CPA
24: Villa La Jolla Drive & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	SBR
Lane Configurations	↔
Traffic Volume (vph)	37
Future Volume (vph)	37
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Fr	
Fit Protected	
Satd. Flow (prot)	
Fit Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.88
Adj. Flow (vph)	42
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary	
HCM 2000 Control Delay	
HCM 2000 Level of Service	
HCM 2000 Volume to Capacity ratio	
Actuated Cycle Length (s)	
Intersection Capacity Utilization	
Analysis Period (min)	

University CPA
25: I-5 SB Off-Ramps & La Jolla Village Drive

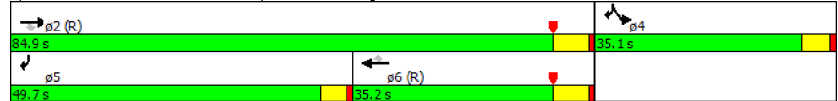
MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR	ø5
Lane Configurations	↑↑↑	↑	↑↑↑	↑	↑↑	↑↑	
Traffic Volume (vph)	1357	690	1136	446	616	1118	
Future Volume (vph)	1357	690	1136	446	616	1118	
Turn Type	NA	Perm	NA	Perm	Prot	custom	
Protected Phases	2		6		4	4 5	5
Permitted Phases		2		6			
Detector Phase	2	2	6	6	4	4 5	
Switch Phase							
Minimum Initial (s)	10.0	10.0	15.0	15.0	5.0		2.0
Minimum Split (s)	16.2	16.2	21.2	21.2	10.1		6.7
Total Split (s)	84.9	84.9	35.2	35.2	35.1		49.7
Total Split (%)	70.8%	70.8%	29.3%	29.3%	29.3%		41%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.1		3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.1		
Lead/Lag			Lag	Lag			Lead
Lead-Lag Optimize?			Yes	Yes			Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min		None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 70 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Spplits and Phases: 25: I-5 SB Off-Ramps & La Jolla Village Drive



University CPA
25: I-5 SB Off-Ramps & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑				↑↑	↑	↑↑
Traffic Volume (vph)	0	1357	690	0	1136	446	0	0	0	616	0	1118
Future Volume (vph)	0	1357	690	0	1136	446	0	0	0	616	0	1118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.2	6.2		6.2	6.2				5.1		5.1
Lane Util. Factor		0.86	1.00		0.91	1.00				0.97		0.88
Fit Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		6408	1583		5085	1583				3433		2787
Fit Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		6408	1583		5085	1583				3433		2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.80	0.80	0.80	0.25	0.25	0.25	0.88	0.88	0.88
Adj. Flow (vph)	0	1475	750	0	1420	558	0	0	0	700	0	1270
RTOR Reduction (vph)	0	0	258	0	0	325	0	0	0	0	0	11
Lane Group Flow (vph)	0	1475	492	0	1420	233	0	0	0	700	0	1259
Turn Type	NA	Perm		NA	Perm					Prot		custom
Protected Phases		2			6					4		4 5
Permitted Phases			2			6						
Actuated Green, G (s)		78.7	78.7		36.5	36.5				30.0		72.6
Effective Green, g (s)		78.7	78.7		36.5	36.5				30.0		72.6
Actuated g/C Ratio		0.66	0.66		0.30	0.30				0.25		0.60
Clearance Time (s)		6.2	6.2		6.2	6.2				5.1		5.1
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		4202	1038		1546	481				858		1686
v/s Ratio Prot		0.23			0.28					0.20		0.45
v/s Ratio Perm			0.31			0.15						
v/c Ratio		0.35	0.47		0.92	0.48				0.82		0.75
Uniform Delay, d1		9.2	10.3		40.3	34.1				42.4		17.1
Progression Factor		1.00	1.00		1.04	1.49				1.00		1.00
Incremental Delay, d2		0.2	1.6		9.7	3.2				5.7		1.6
Delay (s)		9.5	11.9		51.6	53.9				48.1		18.7
Level of Service		A	B		D	D				D		B
Approach Delay (s)		10.3			52.2			0.0				29.1
Approach LOS		B			D			A				C

Intersection Summary

HCM 2000 Control Delay	29.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA
26: I-5 NB Ramps & La Jolla Village Drive

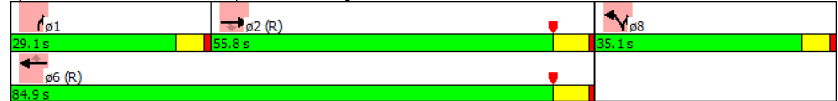
MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR	ø1
Lane Configurations	↑↑↑	↑	↑↑↑	↑	↑↑	↑↑	
Traffic Volume (vph)	1143	840	1183	357	379	276	
Future Volume (vph)	1143	840	1183	357	379	276	
Turn Type	NA	Perm	NA	Perm	Prot	custom	
Protected Phases	2		6		8	18	1
Permitted Phases		2		6			
Detector Phase	2	2	6	6	8	18	
Switch Phase							
Minimum Initial (s)	16.0	16.0	16.0	16.0	5.0		2.0
Minimum Split (s)	36.2	36.2	22.2	22.2	10.1		7.1
Total Split (s)	55.8	55.8	84.9	84.9	35.1		29.1
Total Split (%)	46.5%	46.5%	70.8%	70.8%	29.3%		24%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.1		4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.1		
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes					Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min		None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 75 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Spplits and Phases: 26: I-5 NB Ramps & La Jolla Village Drive



University CPA
26: I-5 NB Ramps & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑	↑↑	↑↑	↑↑			
Traffic Volume (vph)	0	1143	840	0	1183	357	379	0	276	0	0	0
Future Volume (vph)	0	1143	840	0	1183	357	379	0	276	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.2	6.2		6.2	6.2	5.1		5.1			
Lane Util. Factor		0.91	1.00		0.91	1.00	0.97		0.88			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Fit Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	1583		5085	1583	3433		2787			
Fit Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	1583		5085	1583	3433		2787			
Peak-hour factor, PHF	0.84	0.84	0.84	0.83	0.83	0.83	0.83	0.83	0.83	0.25	0.25	0.25
Adj. Flow (vph)	0	1361	1000	0	1425	430	457	0	333	0	0	0
RTOR Reduction (vph)	0	0	350	0	0	114	0	0	22	0	0	0
Lane Group Flow (vph)	0	1361	650	0	1425	316	457	0	311	0	0	0
Turn Type	NA	Perm		NA	Perm	Prot		custom				
Protected Phases		2			6		8		18			
Permitted Phases			2			6						
Actuated Green, G (s)		78.0	78.0		88.2	88.2	20.5		30.7			
Effective Green, g (s)		78.0	78.0		88.2	88.2	20.5		30.7			
Adj. g/C Ratio		0.65	0.65		0.74	0.74	0.17		0.26			
Clearance Time (s)		6.2	6.2		6.2	6.2	5.1					
Vehicle Extension (s)		2.0	2.0		2.0	2.0	2.0					
Lane Grp Cap (vph)		3305	1028		3737	1163	586		713			
v/s Ratio Prot		0.27			0.28		c0.13		c0.11			
v/s Ratio Perm			c0.41			0.20						
v/c Ratio		0.41	0.63		0.38	0.27	0.78		0.44			
Uniform Delay, d1		10.0	12.5		5.9	5.3	47.6		37.4			
Progression Factor		0.97	5.64		1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.3	2.7		0.3	0.6	6.0		0.2			
Delay (s)		10.0	73.1		6.2	5.8	53.5		37.6			
Level of Service		B	E		A	A	D		D			
Approach Delay (s)		36.7			6.1			46.8			0.0	
Approach LOS		D			A			D			A	


Intersection Summary

HCM 2000 Control Delay: 27.0, HCM 2000 Level of Service: C
HCM 2000 Volume to Capacity ratio: 0.66
Actuated Cycle Length (s): 120.0, Sum of lost time (s): 16.4
Intersection Capacity Utilization: 57.2%, ICU Level of Service: B
Analysis Period (min): 15

c Critical Lane Group

University CPA
27: Lebon Drive & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak



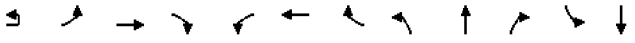
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔↔	↔	↔↔	↔↔↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	6	1208	61	71	1364	154	10	80	7	2	12
Future Volume (vph)	6	1208	61	71	1364	154	10	80	7	2	12
Turn Type	Prot	NA	Pem	Prot	NA	Split	NA	Pem	Pem	NA	Prot
Protected Phases	5	2		1	6	3	3			4	4
Permitted Phases			2					3	4		
Detector Phase	5	2	2	1	6	3	3	3	4	4	4
Switch Phase											
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	7.0	7.0	7.0	4.0	4.0	4.0
Minimum Split (s)	8.4	15.3	15.3	8.4	15.7	39.9	39.9	39.9	8.9	8.9	8.9
Total Split (s)	15.5	73.3	73.3	15.5	73.3	40.0	40.0	40.0	17.2	17.2	17.2
Total Split (%)	10.6%	50.2%	50.2%	10.6%	50.2%	27.4%	27.4%	27.4%	11.8%	11.8%	11.8%
Yellow Time (s)	3.4	4.3	4.3	3.4	4.7	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.3	5.3	4.4	5.7	4.9	4.9	4.9	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary
 Cycle Length: 146
 Actuated Cycle Length: 146
 Offset: 103 (71%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated



University CPA
27: Lebon Drive & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↔↔↔	↔	↔↔	↔↔↔		↔	↔	↔	↔	↔
Traffic Volume (vph)	10	6	1208	61	71	1364	7	154	10	80	7	12
Future Volume (vph)	10	6	1208	61	71	1364	7	154	10	80	7	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.7	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.97	0.95	0.95	0.95	0.95	1.00	1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.88	0.85	1.00	0.96
Satd. Flow (prot)	1770	5085	1583	3433	5081	3433	1561	1504	1791			
Fit Permitted	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.57
Satd. Flow (perm)	1770	5085	1583	3433	5081	3433	1561	1504	1064			
Peak-hour factor, PHF	0.92	0.98	0.98	0.98	0.78	0.78	0.78	0.65	0.65	0.65	0.58	0.58
Adj. Flow (vph)	11	6	1233	62	91	1749	9	237	15	123	12	3
RTOR Reduction (vph)	0	0	0	23	0	0	0	0	47	58	0	0
Lane Group Flow (vph)	0	17	1233	39	91	1758	0	237	23	10	0	15
Turn Type	Prot	Prot	NA	Pem	Prot	NA		Split	NA	Pem	Pem	NA
Protected Phases	5	5	2		1	6		3	3			4
Permitted Phases				2						3	4	
Actuated Green, G (s)	2.9	91.4	91.4	8.3	96.4	20.5	20.5	20.5	6.3			6.3
Effective Green, g (s)	2.9	91.4	91.4	8.3	96.4	20.5	20.5	20.5	6.3			6.3
Actuated g/C Ratio	0.02	0.63	0.63	0.06	0.66	0.14	0.14	0.14	0.04			0.04
Clearance Time (s)	4.4	5.3	5.3	4.4	5.7	4.9	4.9	4.9	4.9			4.9
Vehicle Extension (s)	2.0	6.1	6.1	2.0	5.6	6.5	6.5	6.5	2.0			2.0
Lane Grp Cap (vph)	35	3183	991	195	3354	482	219	211	45			45
v/s Ratio Prot	0.01	0.24		c0.03	c0.35	c0.07	0.01					
v/s Ratio Perm			0.02					0.01				c0.01
v/c Ratio	0.49	0.39	0.04	0.47	0.52	0.49	0.10	0.05	0.33			0.33
Uniform Factor, d1	70.8	13.5	10.5	66.7	12.9	57.9	54.7	54.3	67.8			67.8
Progression Factor	1.00	1.00	1.00	1.05	0.64	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	3.8	0.4	0.1	0.5	0.5	2.5	0.7	0.3	1.6			1.6
Delay (s)	74.6	13.8	10.5	70.6	8.8	60.4	55.4	54.6	69.4			69.4
Level of Service	E	B	B	E	A	E	E	D	E			E
Approach Delay (s)		14.5			11.8		58.4		67.9			67.9
Approach LOS		B			B		E		E			E

Intersection Summary
 HCM 2000 Control Delay: 18.2, HCM 2000 Level of Service: B
 HCM 2000 Volume to Capacity ratio: 0.52
 Actuated Cycle Length (s): 146.0, Sum of lost time (s): 19.9
 Intersection Capacity Utilization: 52.5%, ICU Level of Service: A
 Analysis Period (min): 15
 c Critical Lane Group

University CPA
27: Lebon Drive & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	SBR
Lane Configurations	↗
Traffic Volume (vph)	12
Future Volume (vph)	12
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.9
Lane Util. Factor	1.00
Frt	0.85
Fit Protected	1.00
Satd. Flow (prot)	1583
Fit Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.58
Adj. Flow (vph)	21
RTOR Reduction (vph)	20
Lane Group Flow (vph)	1
Turn Type	Prot
Protected Phases	4
Permitted Phases	
Actuated Green, G (s)	6.3
Effective Green, g (s)	6.3
Actuated g/C Ratio	0.04
Clearance Time (s)	4.9
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	68
v/s Ratio Prot	0.00
v/s Ratio Perm	
v/c Ratio	0.01
Uniform Delay, d1	66.9
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	66.9
Level of Service	E
Approach Delay (s)	
Approach LOS	
Intersection Summary	

University CPA
28: Regents Road & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↕	↔	↕	↕	↕	↕	↕
Traffic Volume (vph)	331	877	167	739	204	233	94	158	263	359
Future Volume (vph)	331	877	167	739	204	233	94	158	263	359
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	/	4	4
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	8.4	41.3	8.4	35.4	8.4	41.3	41.3	8.4	35.3	35.3
Total Split (s)	13.7	52.9	14.7	54.0	21.1	46.3	46.3	32.0	56.9	56.9
Total Split (%)	9.4%	36.2%	10.1%	37.0%	14.5%	31.7%	31.7%	21.9%	39.0%	39.0%
Yellow Time (s)	3.4	4.3	3.4	4.4	3.4	4.3	4.3	3.4	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.3	4.4	5.4	4.4	5.3	5.3	4.4	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Intersection Summary										
Cycle Length: 146										
Actuated Cycle Length: 146										
Offset: 62 (42%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow										
Natural Cycle: 110										
Control Type: Actuated-Coordinated										
Splits and Phases: 28: Regents Road & La Jolla Village Drive										

University CPA
28: Regents Road & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↔		↔	↔		↔	↔	↔	↔	↔
Traffic Volume (vph)	44	331	877	44	167	739	103	204	233	94	158	263
Future Volume (vph)	44	331	877	44	167	739	103	204	233	94	158	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4	5.3		4.4	5.4		4.4	5.3	5.3	4.4	5.3
Lane Util. Factor		0.97	0.91		0.97	0.91		0.97	0.95	1.00	1.00	0.95
Fr		1.00	0.99		1.00	0.98		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		3433	5049		3433	4992		3433	3539	1583	1770	3539
Flt Permitted		0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		3433	5049		3433	4992		3433	3539	1583	1770	3539
Peak-hour factor, PHF	0.92	0.98	0.98	0.98	0.82	0.82	0.82	0.88	0.88	0.88	0.77	0.77
Adj. Flow (vph)	48	338	895	45	204	901	126	232	265	107	205	342
RTOR Reduction (vph)	0	0	4	0	0	13	0	0	0	81	0	0
Lane Group Flow (vph)	0	386	936	0	204	1014	0	232	265	26	205	342
Turn Type	Prot	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases										8		
Actuated Green, G (s)		20.5	56.9		12.3	48.6		14.6	35.7	35.7	21.7	42.8
Effective Green, g (s)		20.5	56.9		12.3	48.6		14.6	35.7	35.7	21.7	42.8
Actuated g/C Ratio		0.14	0.39		0.08	0.33		0.10	0.24	0.24	0.15	0.29
Clearance Time (s)		4.4	5.3		4.4	5.4		4.4	5.3	5.3	4.4	5.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		482	1967		289	1661		343	865	387	263	1037
v/s Ratio Prot		c0.11	0.19		0.06	c0.20		0.07	0.07		c0.12	0.10
v/s Ratio Perm										0.02		
v/c Ratio		0.80	0.48		0.71	0.61		0.68	0.31	0.07	0.78	0.33
Uniform Delay, d1		60.8	33.4		65.1	40.8		63.4	45.0	42.4	59.8	40.4
Progression Factor		1.17	1.13		1.14	0.60		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		8.8	0.8		7.3	1.6		5.2	0.2	0.1	13.6	0.2
Delay (s)		80.2	38.4		81.6	25.9		68.6	45.2	42.4	73.4	40.6
Level of Service		F	D		F	C		E	D	D	E	D
Approach Delay (s)			50.6			35.1			53.7			58.6
Approach LOS			D			D			D			E

Intersection Summary			
HCM 2000 Control Delay	48.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	146.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA
28: Regents Road & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	SBR
Lane Configurations	↔
Traffic Volume (vph)	359
Future Volume (vph)	359
Ideal Flow (vphpl)	1900
Total Lost time (s)	5.3
Lane Util. Factor	1.00
Fr	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.77
Adj. Flow (vph)	466
RTOR Reduction (vph)	61
Lane Group Flow (vph)	405
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Actuated Green, G (s)	42.8
Effective Green, g (s)	42.8
Actuated g/C Ratio	0.29
Clearance Time (s)	5.3
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	464
v/s Ratio Prot	
v/s Ratio Perm	c0.26
v/c Ratio	0.87
Uniform Delay, d1	49.0
Progression Factor	1.00
Incremental Delay, d2	16.3
Delay (s)	65.3
Level of Service	E
Approach Delay (s)	
Approach LOS	

Intersection Summary	
HCM 2000 Control Delay	48.4
HCM 2000 Volume to Capacity ratio	0.76
Actuated Cycle Length (s)	146.0
Intersection Capacity Utilization	71.6%
Analysis Period (min)	15

University CPA
29: La Jolla Village Drive & Executive Way

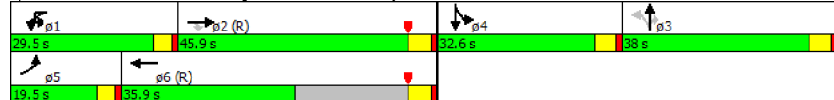
MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔↔↔	↔	↔↔	↔↔	↔	↔	↔	↔	↔↔
Traffic Volume (vph)	65	786	277	368	783	156	59	267	135	57
Future Volume (vph)	65	786	277	368	783	156	59	267	135	57
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	Split	NA
Protected Phases	5	2		1	6		3		4	4
Permitted Phases			2			3		3		
Detector Phase	5	2	2	1	6	3	3	3	4	4
Switch Phase										
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	15.3	15.3	8.4	15.3	45.9	45.9	45.9	8.9	8.9
Total Split (s)	19.5	45.9	45.9	29.5	35.9	38.0	38.0	38.0	32.6	32.6
Total Split (%)	13.4%	31.4%	31.4%	20.2%	24.6%	26.0%	26.0%	26.0%	22.3%	22.3%
Yellow Time (s)	3.4	4.3	4.3	3.4	4.3	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.3	5.3	4.4	5.3	4.9	4.9	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 5 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Spplits and Phases: 29: La Jolla Village Drive & Executive Way



University CPA
29: La Jolla Village Drive & Executive Way

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔↔↔	↔		↔↔	↔↔		↔	↔	↔	↔	↔↔
Traffic Volume (vph)	65	786	277	14	368	783	113	156	59	267	135	57
Future Volume (vph)	65	786	277	14	368	783	113	156	59	267	135	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3		4.4	5.3		4.9	4.9	4.9	4.9	4.9
Lane Util. Factor	1.00	0.91	1.00		0.97	0.91		0.95	0.95	1.00	1.00	0.95
Fit Protected	0.95	1.00	1.00		0.95	1.00		0.95	0.98	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1583		3433	4989		1681	1729	1583	1770	3253
Fit Permitted	0.95	1.00	1.00		0.95	1.00		0.65	0.77	1.00	0.95	1.00
Satd. Flow (perm)	1770	5085	1583		3433	4989		1158	1368	1583	1770	3253
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.84	0.84	0.84	0.88	0.88	0.88	0.80	0.80
Adj. Flow (vph)	68	827	292	15	438	932	135	177	67	303	169	71
RTOR Reduction (vph)	0	0	170	0	0	10	0	0	0	262	0	70
Lane Group Flow (vph)	68	827	122	0	453	1057	0	119	125	41	169	84
Turn Type	Prot	NA	Perm	Prot	Prot	NA		Perm	NA	Perm	Split	NA
Protected Phases	5	2		1	1	6		3		3	4	4
Permitted Phases			2					3		3		
Actuated Green, G (s)	8.8	61.2	61.2		23.4	75.8		19.7	19.7	19.7	22.2	22.2
Effective Green, g (s)	8.8	61.2	61.2		23.4	75.8		19.7	19.7	19.7	22.2	22.2
Actuated g/C Ratio	0.06	0.42	0.42		0.16	0.52		0.13	0.13	0.13	0.15	0.15
Clearance Time (s)	4.4	5.3	5.3		4.4	5.3		4.9	4.9	4.9	4.9	4.9
Vehicle Extension (s)	2.0	5.8	5.8		2.0	5.5		2.0	2.0	2.0	6.1	6.1
Lane Grp Cap (vph)	106	2131	663		550	2590		156	184	213	269	494
v/s Ratio Prot	0.04	0.16			c0.13	c0.21					c0.10	0.03
v/s Ratio Perm			0.08					c0.10	0.09	0.03		
v/c Ratio	0.64	0.39	0.18		0.82	0.41		0.76	0.68	0.19	0.63	0.17
Uniform Delay, d1	67.1	29.4	26.7		59.3	21.4		60.9	60.1	56.1	58.0	53.9
Progression Factor	1.02	0.51	2.15		0.79	0.56		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.4	0.4	0.5		8.7	0.4		17.8	7.6	0.2	7.7	0.5
Delay (s)	76.0	15.3	58.0		55.4	12.5		78.7	67.7	56.2	65.8	54.3
Level of Service	E	B	E		E	B		E	E	E	E	D
Approach Delay (s)		29.3				25.3			63.8			60.3
Approach LOS		C				C			E			E

Intersection Summary

HCM 2000 Control Delay: 35.7
HCM 2000 Level of Service: D
HCM 2000 Volume to Capacity ratio: 0.59
Actuated Cycle Length (s): 146.0
Sum of lost time (s): 19.5
Intersection Capacity Utilization: 66.3%
ICU Level of Service: C
Analysis Period (min): 15

c Critical Lane Group

University CPA
29: La Jolla Village Drive & Executive Way

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	66
Future Volume (vph)	66
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Fr	
Fit Protected	
Satd. Flow (prot)	
Fit Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.80
Adj. Flow (vph)	82
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

University CPA
30: Towne Center Drive & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	39	1109	54	169	1163	122	69	32	265	542	111
Future Volume (vph)	39	1109	54	169	1163	122	69	32	265	542	111
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2		1	6		3	8	1	7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	1	/	4
Switch Phase											
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	15.5	15.5	8.4	15.3	15.3	8.4	9.0	8.4	8.4	9.3
Total Split (s)	14.9	35.6	35.6	33.6	69.2	69.2	16.0	37.6	33.6	24.0	45.9
Total Split (%)	10.2%	24.4%	24.4%	23.0%	47.4%	47.4%	11.0%	25.8%	23.0%	16.4%	31.4%
Yellow Time (s)	3.4	4.5	4.5	3.4	4.3	4.3	3.4	4.0	3.4	3.4	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.5	5.5	4.4	5.3	5.3	4.4	5.0	4.4	4.4	5.3
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Intersection Summary											
Cycle Length: 146											
Actuated Cycle Length: 146											
Offset: 140 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow											
Natural Cycle: 60											
Control Type: Actuated-Coordinated											
Split and Phases: 30: Towne Center Drive & La Jolla Village Drive											
Diagram	<p>The diagram shows a sequence of eight phases (p1 to p8) over a cycle. Each phase is represented by a horizontal bar with a color-coded duration. The phases and their durations are: p1 (33.6 s), p2 (R) (35.6 s), p3 (16 s), p4 (25.9 s), p5 (14.9 s), p6 (R) (69.2 s), p7 (24 s), and p8 (37.6 s). Arrows above and below the bars indicate the movement directions for each phase.</p>										
Intersection Summary											

University CPA
30: Towne Center Drive & La Jolla Village Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	39	1109	54	169	1163	122	69	32	265	542	111	46
Future Volume (vph)	39	1109	54	169	1163	122	69	32	265	542	111	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.5	5.5	4.4	5.3	5.3	4.4	5.0	4.4	4.4	5.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	0.88	0.97	0.95	
Fr	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	1863	2787	3433	3384	
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	1863	2787	3433	3384	
Peak-hour factor, PHF	0.96	0.96	0.96	0.85	0.85	0.85	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	41	1155	56	199	1368	144	77	36	294	589	121	50
RTOR Reduction (vph)	0	0	23	0	0	52	0	0	106	0	38	0
Lane Group Flow (vph)	41	1155	33	199	1368	92	77	36	188	589	133	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6			8			
Actuated Green, G (s)	8.4	86.1	86.1	13.8	91.7	91.7	8.7	7.2	21.0	19.6	17.8	
Effective Green, g (s)	8.4	86.1	86.1	13.8	91.7	91.7	8.7	7.2	21.0	19.6	17.8	
Actuated g/C Ratio	0.06	0.59	0.59	0.09	0.63	0.63	0.06	0.05	0.14	0.13	0.12	
Clearance Time (s)	4.4	5.5	5.5	4.4	5.3	5.3	4.4	5.0	4.4	4.4	5.3	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	197	2998	933	324	3193	994	204	91	400	460	412	
v/s Ratio Prot	0.01	c0.23		c0.06	c0.27		0.02	0.02	c0.04	c0.17	0.04	
v/s Ratio Perm			0.02			0.06			0.02			
v/c Ratio	0.21	0.39	0.04	0.61	0.43	0.09	0.38	0.40	0.47	1.28	0.32	
Uniform Delay, d1	65.6	15.9	12.5	63.5	13.8	10.7	66.0	67.3	57.4	63.2	58.6	
Progression Factor	0.68	0.56	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	0.3	0.1	3.4	0.4	0.2	1.2	2.8	0.9	142.1	0.5	
Delay (s)	45.1	9.2	12.6	67.0	14.2	10.9	67.2	70.1	58.3	205.3	59.1	
Level of Service	D	A	B	E	B	B	E	E	E	F	E	
Approach Delay (s)		10.6			20.1			61.0			172.4	
Approach LOS		B			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	49.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	146.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		

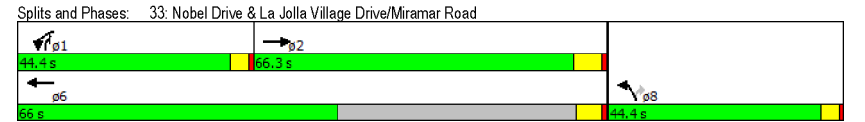
c Critical Lane Group

University CPA
33: Nobel Drive & La Jolla Village Drive/Miramar Road

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔
Traffic Volume (vph)	1224	275	1565	56	732
Future Volume (vph)	1224	275	1565	56	732
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	2	1	6	8	1
Permitted Phases					8
Detector Phase	2	1	6	8	1
Switch Phase					
Minimum Initial (s)	10.0	4.0	10.0	7.0	4.0
Minimum Split (s)	16.3	8.4	16.0	11.4	8.4
Total Split (s)	66.3	44.4	66.0	44.4	44.4
Total Split (%)	42.7%	28.6%	42.6%	28.6%	28.6%
Yellow Time (s)	5.3	3.4	5.0	3.4	3.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	4.4	6.0	4.4	4.4
Lead/Lag	Lag	Lead		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	
Recall Mode	Min	None	Min	None	None

Intersection Summary	
Cycle Length:	155.1
Actuated Cycle Length:	79
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated



University CPA
33: Nobel Drive & La Jolla Village Drive/Miramar Road

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↓	↑↑	↑↑	↓	↑↑
Traffic Volume (vph)	1224	50	275	1565	56	732
Future Volume (vph)	1224	50	275	1565	56	732
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3		4.4	6.0	4.4	4.4
Lane Util. Factor	0.86		0.97	0.86	1.00	0.88
Fr	0.99		1.00	1.00	1.00	0.85
Fit Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	6370		3433	6408	1770	2787
Fit Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	6370		3433	6408	1770	2787
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.96	0.96
Adj. Flow (vph)	1302	53	293	1665	58	762
RTOR Reduction (vph)	3	0	0	0	0	12
Lane Group Flow (vph)	1352	0	293	1665	58	751
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Actuated Green, G (s)	35.3		23.1	63.1	6.2	29.3
Effective Green, g (s)	35.3		23.1	63.1	6.2	29.3
Actuated g/C Ratio	0.44		0.29	0.79	0.08	0.37
Clearance Time (s)	6.3		4.4	6.0	4.4	4.4
Vehicle Extension (s)	5.0		2.0	5.4	2.0	2.0
Lane Grp Cap (vph)	2821		995	5073	137	1178
v/s Ratio Prot	c0.21		0.09	0.26	0.03	c0.18
v/s Ratio Perm						0.08
v/c Ratio	0.48		0.29	0.33	0.42	0.64
Uniform Delay, d1	15.7		22.0	2.3	35.0	20.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		0.1	0.1	0.8	0.8
Delay (s)	16.0		22.0	2.4	35.8	21.7
Level of Service	B		C	A	D	C
Approach Delay (s)	16.0			5.4	22.7	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	79.7	Sum of lost time (s)	15.1
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		

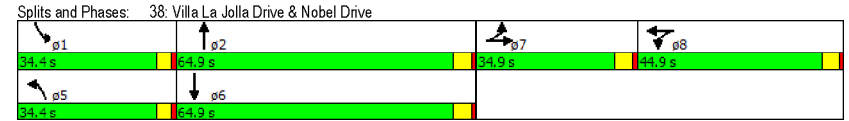
c Critical Lane Group

University CPA
38: Villa La Jolla Drive & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔	↑↑	↓	↑	↑↑	↑↑	↑↑
Traffic Volume (vph)	7	122	3	7	260	308	284
Future Volume (vph)	/	122	3	/	260	308	284
Turn Type	NA	Split	NA	Prot	NA	Prot	NA
Protected Phases	7	8	8	5	2	1	6
Permitted Phases							
Detector Phase	/	8	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	4.0	7.0	6.0	10.0
Minimum Split (s)	10.9	10.9	10.9	8.4	11.9	10.4	14.9
Total Split (s)	34.9	44.9	44.9	34.4	64.9	34.4	64.9
Total Split (%)	19.5%	25.1%	25.1%	19.2%	36.2%	19.2%	36.2%
Yellow Time (s)	3.9	3.9	3.9	3.4	3.9	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.4	4.9	4.4	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	None	Min

Intersection Summary	
Cycle Length:	179.1
Actuated Cycle Length:	54.7
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated



University CPA
38: Villa La Jolla Drive & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	7	7	5	122	3	322	7	260	192	308	284	8
Future Volume (vph)	/	/	5	122	3	322	/	260	192	308	284	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	4.9	4.4	4.9	4.4	4.9
Lane Util. Factor	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.97	0.95	1.00	0.95
Fit Protected	0.96	1.00	0.85	1.00	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Fit Permitted	0.98	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Satd. Flow (prot)	1765	3433	1586	1770	3314	3433	3524					
Satd. Flow (perm)	0.68	0.68	0.92	0.92	0.93	0.93	0.91	0.91	0.91	0.91	0.91	0.91
Peak-hour factor, PHF	10	7	133	3	350	8	280	206	338	312	9	0
RTOR Reduction (vph)	0	/	0	0	302	0	0	74	0	0	1	0
Lane Group Flow (vph)	0	20	0	133	51	0	8	412	0	338	320	0
Turn Type	Split	NA	Split	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		2.0		8.4	8.4		0.8	20.2		11.4	30.8	
Effective Green, g (s)		2.0		8.4	8.4		0.8	20.2		11.4	30.8	
Actuated g/C Ratio		0.03		0.14	0.14		0.01	0.33		0.19	0.50	
Clearance Time (s)		4.9		4.9	4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)		2.0		2.0	2.0		2.0	4.3		2.0	3.7	
Lane Grp Cap (vph)		57		471	218		23	1095		640	1776	
v/s Ratio Prot		c0.01		c0.04	0.03		0.00	c0.12		c0.10	0.09	
v/s Ratio Perm												
v/c Ratio		0.35		0.28	0.23		0.35	0.38		0.53	0.18	
Uniform Delay, d1		28.9		23.6	23.5		29.9	15.6		22.4	8.3	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.4		0.1	0.2		3.3	0.3		0.4	0.1	
Delay (s)		30.3		23.8	23.7		33.2	16.0		22.8	8.3	
Level of Service		C		C	C		C	B		C	A	
Approach Delay (s)		30.3			23.7			16.3			15.7	
Approach LOS		C			C			B			B	

Intersection Summary

HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	61.1	Sum of lost time (s)	19.1
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
39: La Jolla Village Square Dwy & Nobel Drive

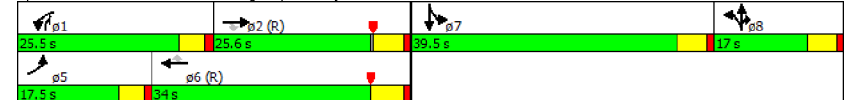
MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	71	261	175	344	240	294	134	57	245	312	64
Future Volume (vph)	71	261	175	344	240	294	134	57	245	312	64
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	pt+ov	Split	NA
Protected Phases	5	2		1	6		8	8	8 1	7	7
Permitted Phases			2			6					
Detector Phase	5	2	2	1	6	6	8	8	8 1	/	/
Switch Phase											
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	8.0	8.0		8.0	8.0
Minimum Split (s)	9.4	12.0	12.0	8.4	12.4	12.4	12.9	12.9		38.9	38.9
Total Split (s)	17.5	25.6	25.6	25.5	34.0	34.0	17.0	17.0		39.5	39.5
Total Split (%)	16.2%	23.7%	23.7%	23.6%	31.5%	31.5%	15.7%	15.7%		36.6%	36.6%
Yellow Time (s)	3.4	4.0	4.0	3.4	4.4	4.4	3.9	3.9		3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.4	5.0	5.0	4.4	5.4	5.4	4.9	4.9		4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None

Intersection Summary

Cycle Length: 108
Actuated Cycle Length: 108
Offset: 41 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 39: La Jolla Village Square Dwy & Nobel Drive



University CPA
39: La Jolla Village Square Dwy & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	71	261	175	344	240	294	134	57	245	312	64	48
Future Volume (vph)	71	261	175	344	240	294	134	57	245	312	64	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0	5.0	4.4	5.4	5.4	4.9	4.9	4.9	4.9	4.9	4.9
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	0.97
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00	0.95	0.98	0.98
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1681	1734	1583	1681	1670	1670
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00	0.95	0.98	0.98
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1681	1734	1583	1681	1670	1670
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.86	0.86	0.86	0.92	0.92	0.92
Adj. Flow (vph)	76	278	186	366	255	313	156	66	285	339	70	52
RTOR Reduction (vph)	0	0	121	0	0	183	0	0	161	0	11	0
Lane Group Flow (vph)	76	278	65	366	255	130	109	113	124	231	219	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	pt+ov	Split	NA	NA
Protected Phases	5	2		1	6		8	8	8	7	7	
Permitted Phases			2			6						
Actuated Green, G (s)	8.0	37.5	37.5	15.8	44.9	44.9	13.5	13.5	34.2	22.0	22.0	
Effective Green, g (s)	8.0	37.5	37.5	15.8	44.9	44.9	13.5	13.5	34.2	22.0	22.0	
Actuated g/C Ratio	0.07	0.35	0.35	0.15	0.42	0.42	0.12	0.12	0.32	0.20	0.20	
Clearance Time (s)	4.4	5.0	5.0	4.4	5.4	5.4	4.9	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	4.1	4.1	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	131	1228	549	502	1471	658	210	216	501	342	340	
v/s Ratio Prot	0.04	c0.08		c0.11	0.07		0.06	c0.07	0.08	c0.14	0.13	
v/s Ratio Perm			0.04			0.08						
v/c Ratio	0.58	0.23	0.12	0.73	0.17	0.20	0.52	0.52	0.25	0.68	0.64	
Uniform Delay, d1	48.4	25.0	24.0	44.1	19.9	20.1	44.2	44.2	27.4	39.7	39.4	
Progression Factor	1.00	1.00	1.00	1.14	0.69	0.62	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.2	0.4	0.4	4.4	0.3	0.7	2.9	3.0	0.4	5.7	4.6	
Delay (s)	52.5	25.4	24.4	54.5	13.9	13.2	47.1	47.2	27.7	45.4	44.0	
Level of Service	D	C	C	D	B	B	D	D	C	D	D	
Approach Delay (s)		28.9			29.6			36.2		44.7		
Approach LOS		C			C			D		D		

Intersection Summary			
HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
40: I-5 SB Ramps & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBT	WBL	WBT
Lane Configurations	↔	↔	↔
Traffic Volume (vph)	529	250	920
Future Volume (vph)	529	250	920
Turn Type	NA	Prot	NA
Protected Phases	2	1	6
Permitted Phases			
Detector Phase	2	1	6
Switch Phase			
Minimum Initial (s)	13.0	5.0	1.0
Minimum Split (s)	18.1	9.7	22.0
Total Split (s)	19.3	34.7	54.0
Yellow Split (%)	35.7%	64.3%	100.0%
Yellow Time (s)	4.1	3.7	3.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.7	4.0
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	C-Max	None	C-Max

Intersection Summary	
Cycle Length:	54
Actuated Cycle Length:	54
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated



University CPA
40: I-5 SB Ramps & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑↑	↑↑		
Traffic Volume (vph)	529	259	250	920	0	0
Future Volume (vph)	529	259	250	920	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		4.7	4.0		
Lane Util. Factor	0.95		0.97	0.95		
Fr	0.95		1.00	1.00		
Fit Protected	1.00		0.95	1.00		
Satd. Flow (prot)	3365		3433	3539		
Fit Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	3365		3433	3539		
Peak-hour factor, PHF	0.89	0.89	0.98	0.98	0.25	0.25
Adj. Flow (vph)	594	291	255	939	0	0
RTOR Reduction (vph)	111	0	0	0	0	0
Lane Group Flow (vph)	774	0	255	939	0	0
Turn Type	NA		Prot	NA		
Protected Phases	2		1	6		
Permitted Phases						
Actuated Green, G (s)	14.2		30.0	54.0		
Effective Green, g (s)	14.2		30.0	54.0		
Actuated g/C Ratio	0.26		0.56	1.00		
Clearance Time (s)	5.1		4.7	4.0		
Vehicle Extension (s)	3.0		3.0	3.0		
Lane Grp Cap (vph)	884		1907	3539		
v/s Ratio Prot	c0.23		0.07	c0.27		
v/s Ratio Perm						
v/c Ratio	0.88		0.13	0.27		
Uniform Delay, d1	19.1		5.8	0.0		
Progression Factor	1.44		0.70	1.00		
Incremental Delay, d2	11.4		0.0	0.2		
Delay (s)	38.8		4.1	0.2		
Level of Service	D		A	A		
Approach Delay (s)	38.8			1.0	0.0	
Approach LOS	D			A	A	

Intersection Summary			
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

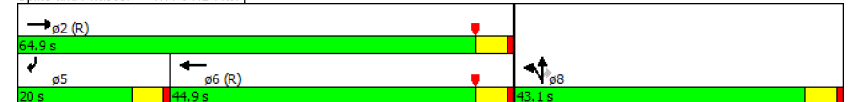
University CPA
41: I-5 NB Ramps & Nobel Drive/Nobel Dr

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBT	WBT	NBL	NBT	NBR	SBR
Lane Configurations	↑↑	↑↑	↑	↑	↑	↑
Traffic Volume (vph)	528	719	303	54	159	148
Future Volume (vph)	528	719	303	54	159	148
Turn Type	NA	NA	Split	NA	Perm	Prot
Protected Phases	2	6	8	8	8	5
Permitted Phases					8	
Detector Phase	2	6	8	8	8	5
Switch Phase						
Minimum Initial (s)	11.0	13.0	5.0	5.0	5.0	5.0
Minimum Split (s)	16.1	18.1	10.1	10.1	10.1	10.0
Total Split (s)	64.9	44.9	43.1	43.1	43.1	20.0
Total Split (%)	60.1%	41.6%	39.9%	39.9%	39.9%	18.5%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.1	5.1	5.1	5.1	5.0
Lead/Lag		Lag				Lead
Lead-Lag Optimize?		Yes				Yes
Recall Mode	C-Max	C-Max	Min	Min	Min	None

Intersection Summary	
Cycle Length:	108
Actuated Cycle Length:	108
Offset:	67 (62%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated

Splits and Phases: 41: I-5 NB Ramps & Nobel Drive/Nobel Dr



University CPA
41: I-5 NB Ramps & Nobel Drive/Nobel Dr

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑		↑	↑	↑			↑
Traffic Volume (vph)	0	528	0	0	719	32	303	54	159	0	0	148
Future Volume (vph)	0	528	0	0	719	32	303	54	159	0	0	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1			5.1		5.1	5.1	5.1			5.0
Lane Util. Factor		0.95			0.91		0.95	0.95	1.00			1.00
Flt		1.00			0.99		1.00	1.00	0.85			0.86
Flt Protected		1.00			1.00		0.95	0.97	1.00			1.00
Satd. Flow (prot)		3539			5053		1681	1709	1583			1611
Flt Permitted		1.00			1.00		0.95	0.97	1.00			1.00
Satd. Flow (perm)		3539			5053		1681	1709	1583			1611
Peak-hour factor, PHF	0.91	0.91	0.91	0.94	0.94	0.94	0.96	0.96	0.96	0.79	0.79	0.79
Adj. Flow (vph)	0	580	0	0	765	34	316	56	166	0	0	187
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	140	0	0	176
Lane Group Flow (vph)	0	580	0	0	796	0	183	189	26	0	0	11
Turn Type	NA			NA		Split	NA	Perm				Prot
Protected Phases		2			6		8	8				5
Permitted Phases									8			
Actuated Green, G (s)		80.8			69.3		17.0	17.0	17.0			6.5
Effective Green, g (s)		80.8			69.3		17.0	17.0	17.0			6.5
Actuated g/C Ratio		0.75			0.64		0.16	0.16	0.16			0.06
Clearance Time (s)		5.1			5.1		5.1	5.1	5.1			5.0
Vehicle Extension (s)		2.0			2.0		2.0	2.0	2.0			2.0
Lane Grp Cap (vph)		2647			3242		264	269	249			96
v/s Ratio Prot		c0.16			c0.16		0.11	c0.11				0.01
v/s Ratio Perm									0.02			
v/c Ratio		0.22			0.25		0.69	0.70	0.10			0.12
Uniform Delay, d1		4.1			8.2		43.0	43.1	39.0			48.0
Progression Factor		0.15			0.98		1.00	1.00	1.00			1.00
Incremental Delay, d2		0.1			0.2		6.2	6.6	0.1			0.2
Delay (s)		0.7			8.3		49.3	49.7	39.0			48.2
Level of Service		A			A		D	D	D			D
Approach Delay (s)		0.7			8.3			46.3				48.2
Approach LOS		A			A			D				D

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

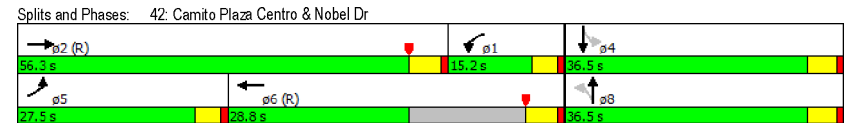
c Critical Lane Group

University CPA
42: Camito Plaza Centro & Nobel Dr

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↑	↑↑↑	↑	↑↑↑		↑		↑
Traffic Volume (vph)	78	609	32	657	34	1	13	2
Future Volume (vph)	78	609	32	657	34	1	13	2
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.5	25.2	9.5	25.2	36.5	36.5	36.5	36.5
Total Split (s)	27.5	56.3	15.2	28.8	36.5	36.5	36.5	36.5
Total Split (%)	25.5%	52.1%	14.1%	26.7%	33.8%	33.8%	33.8%	33.8%
Yellow Time (s)	3.4	4.2	3.4	4.2	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.2	4.4	5.2	4.9	4.9	4.9	4.9
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary			
Cycle Length:	108		
Actuated Cycle Length:	108		
Offset:	22 (20%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow		
Natural Cycle:	75		
Control Type:	Actuated-Coordinated		



University CPA
42: Camito Plaza Centro & Nobel Dr

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	78	609	34	32	657	21	34	1	28	13	2	38
Future Volume (vph)	78	609	34	32	657	21	34	1	28	13	2	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.2			4.9			4.9	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00			1.00	
Flt	1.00	0.99		1.00	1.00			0.94			0.90	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.99	
Satd. Flow (prot)	1770	5045		1770	5061			1704			1661	
Flt Permitted	0.95	1.00		0.95	1.00			0.82			0.93	
Satd. Flow (perm)	1770	5045		1770	5061			1443			1559	
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	83	648	36	34	706	23	41	1	34	16	2	46
RTOR Reduction (vph)	0	3	0	0	2	0	0	30	0	0	41	0
Lane Group Flow (vph)	83	681	0	34	727	0	0	46	0	0	23	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	9.1	75.8		6.5	73.2			11.2			11.2	
Effective Green, g (s)	9.1	75.8		6.5	73.2			11.2			11.2	
Actuated g/C Ratio	0.08	0.70		0.06	0.68			0.10			0.10	
Clearance Time (s)	4.4	5.2		4.4	5.2			4.9			4.9	
Vehicle Extension (s)	3.0	5.0		3.0	4.5			2.5			2.0	
Lane Grp Cap (vph)	149	3540		106	3430			149			161	
v/s Ratio Prot	c0.05	0.13		c0.02	c0.14							
v/s Ratio Perm							c0.03				0.01	
v/c Ratio	0.56	0.19		0.32	0.21			0.31			0.14	
Uniform Delay, d1	47.5	5.5		48.6	6.5			44.8			44.0	
Progression Factor	0.99	0.46		1.00	1.00			1.00			1.00	
Incremental Delay, d2	4.4	0.1		1.8	0.1			0.8			0.1	
Delay (s)	51.3	2.7		50.4	6.7			45.6			44.2	
Level of Service	D	A		D	A			D			D	
Approach Delay (s)		7.9			8.6			45.6			44.2	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		

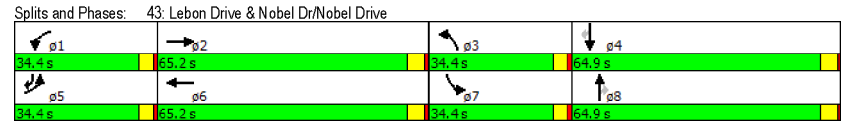
c Critical Lane Group

University CPA
43: Lebon Drive & Nobel Dr/Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	52	527	24	534	110	153	67	56	94	66
Future Volume (vph)	52	527	24	534	110	153	67	56	94	66
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	8		7	4	5
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	/	4	5
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	8.0	8.0	10.0	10.0	4.0
Minimum Split (s)	8.4	15.2	8.4	15.2	8.4	12.9	12.9	14.4	14.9	8.4
Total Split (s)	34.4	65.2	34.4	65.2	34.4	64.9	64.9	34.4	64.9	34.4
Total Split (%)	17.3%	32.8%	17.3%	32.8%	17.3%	32.6%	32.6%	17.3%	32.6%	17.3%
Yellow Time (s)	3.4	4.2	3.4	4.2	3.4	3.9	3.9	3.4	3.9	3.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.2	4.4	5.2	4.4	4.9	4.9	4.4	4.9	4.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary	
Cycle Length:	198.9
Actuated Cycle Length:	64.4
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated



University CPA
43: Lebon Drive & Nobel Dr/Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔	↔↔	↔↔	↔	↔↔	↔↔	↔	↔↔	↔↔	↔↔
Traffic Volume (vph)	52	527	71	24	534	53	110	153	67	56	94	66
Future Volume (vph)	52	527	71	24	534	53	110	153	67	56	94	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.2		4.4	4.9	4.9	4.4	4.9	4.4
Lane Util. Factor	0.97	0.91		1.00	0.91		0.97	0.95	1.00	0.97	0.95	1.00
Fit	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	4995		1770	5016		3433	3539	1583	3433	3539	1583
Fit Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	4995		1770	5016		3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.89	0.89	0.89	0.94	0.94	0.94	0.79	0.79	0.79
Adj. Flow (vph)	57	579	78	27	600	60	117	163	71	71	119	84
RTOR Reduction (vph)	0	8	0	0	6	0	0	0	56	0	0	58
Lane Group Flow (vph)	57	649	0	27	654	0	117	163	15	71	119	26
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases									8			4
Actuated Green, G (s)	5.8	24.2		2.5	20.9		7.2	14.7	14.7	7.7	15.2	21.0
Effective Green, g (s)	5.8	24.2		2.5	20.9		7.2	14.7	14.7	7.7	15.2	21.0
Actuated g/C Ratio	0.09	0.36		0.04	0.31		0.11	0.22	0.22	0.11	0.22	0.31
Clearance Time (s)	4.4	5.2		4.4	5.2		4.4	4.9	4.9	4.4	4.9	4.4
Vehicle Extension (s)	2.0	4.5		2.0	4.5		2.0	6.4	6.4	2.0	5.5	2.0
Lane Grp Cap (vph)	292	1777		65	1541		363	765	342	388	791	488
v/s Ratio Prot	0.02	c0.13		c0.02	c0.13		c0.03	c0.05		0.02	0.03	0.00
v/s Ratio Perm								0.01				0.01
v/c Ratio	0.20	0.37		0.42	0.42		0.32	0.21	0.04	0.18	0.15	0.05
Uniform Delay, d1	28.9	16.2		32.0	18.8		28.1	21.9	21.1	27.3	21.2	16.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.2		1.6	0.3		0.2	0.4	0.2	0.1	0.2	0.0
Delay (s)	29.0	16.4		33.6	19.1		28.3	22.3	21.3	27.4	21.4	16.5
Level of Service	C	B		C	B		C	C	C	C	C	B
Approach Delay (s)		17.4			19.7			24.1			21.5	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	18.9
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

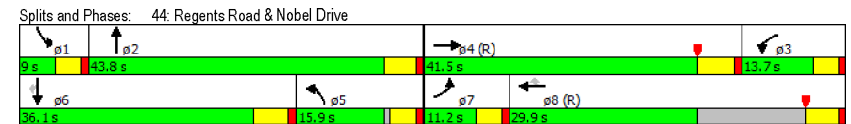
University CPA
44: Regents Road & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔↔	↔↔	↔	↔↔	↔↔	↔↔	↔↔	↔↔
Traffic Volume (vph)	85	480	114	483	96	45	188	80	207	141
Future Volume (vph)	85	480	114	483	96	45	188	80	207	141
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	/	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	8.4	15.7	8.4	15.3	15.3	8.4	15.2	8.4	15.5	15.5
Total Split (s)	11.2	41.5	13.7	29.9	29.9	15.9	43.8	9.0	36.1	36.1
Total Split (%)	10.4%	38.4%	12.7%	27.7%	27.7%	14.7%	40.6%	8.3%	33.4%	33.4%
Yellow Time (s)	3.4	4.7	3.4	4.3	4.3	3.4	4.2	3.4	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.7	4.4	5.3	5.3	4.4	5.2	4.4	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Min	None	Min	Min

Intersection Summary

Cycle Length: 108
Actuated Cycle Length: 108
Offset: 65 (60%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated



University CPA
44: Regents Road & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	480	45	114	483	96	45	188	183	80	207	141
Future Volume (vph)	85	480	45	114	483	96	45	188	183	80	207	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7		4.4	5.3	5.3	4.4	5.2		4.4	5.5	5.5
Lane Util. Factor	0.97	0.91		0.97	0.95	1.00	1.00	0.91		1.00	0.95	1.00
Fr	1.00	0.99		1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Fit Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	5020		3433	3539	1583	1770	4709		1770	3539	1583
Fit Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	5020		3433	3539	1583	1770	4709		1770	3539	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.94	0.94	0.94	0.74	0.74	0.74	0.95	0.95	0.95
Adj. Flow (vph)	93	527	49	121	514	102	61	254	247	84	218	148
RTOR Reduction (vph)	0	8	0	0	0	48	0	200	0	0	0	124
Lane Group Flow (vph)	93	568	0	121	514	54	61	301	0	84	218	24
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	6.3	53.1		10.2	57.4	57.4	7.2	20.4		4.6	17.5	17.5
Effective Green, g (s)	6.3	53.1		10.2	57.4	57.4	7.2	20.4		4.6	17.5	17.5
Actuated g/C Ratio	0.06	0.49		0.09	0.53	0.53	0.07	0.19		0.04	0.16	0.16
Clearance Time (s)	4.4	5.7		4.4	5.3	5.3	4.4	5.2		4.4	5.5	5.5
Vehicle Extension (s)	2.0	4.4		2.0	6.1	6.1	2.0	5.7		2.0	6.2	6.2
Lane Grp Cap (vph)	200	2468		324	1880	841	118	889		75	573	256
v/s Ratio Prot	c0.03	0.11		c0.04	c0.15		c0.03	0.06		c0.05	c0.06	
v/s Ratio Perm						0.03						0.02
v/c Ratio	0.47	0.23		0.37	0.27	0.06	0.52	0.34		1.12	0.38	0.09
Uniform Delay, d1	49.2	15.7		45.9	13.9	12.3	48.7	38.0		51.7	40.4	38.5
Progression Factor	1.00	1.00		1.16	1.02	23.60	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.6	0.2		0.2	0.3	0.1	1.6	0.6		140.2	1.3	0.5
Delay (s)	49.8	16.0		53.3	14.5	289.8	50.3	38.5		191.9	41.7	39.0
Level of Service	D	B		D	B	F	D	D		F	D	D
Approach Delay (s)		20.7			59.0			39.8			68.8	
Approach LOS		C			E			D			E	

Intersection Summary			
HCM 2000 Control Delay	45.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

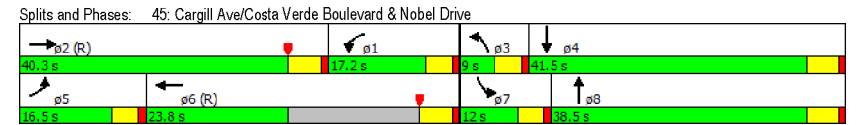
c Critical Lane Group

University CPA
45: Cargill Ave/Costa Verde Boulevard & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	167	528	62	560	34	46	99	26
Future Volume (vph)	167	528	62	560	34	46	99	26
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases							/	4
Detector Phase	5	2	1	6	3	8	/	4
Switch Phase								
Minimum Initial (s)	4.0	25.0	4.0	25.0	4.0	25.0	4.0	25.0
Minimum Split (s)	8.4	30.2	8.4	30.2	8.4	30.2	8.4	30.2
Total Split (s)	16.5	40.3	17.2	23.8	9.0	38.5	12.0	41.5
Total Split (%)	15.3%	37.3%	15.9%	22.0%	8.3%	35.6%	11.1%	38.4%
Yellow Time (s)	3.4	4.2	3.4	4.2	3.4	4.2	3.4	4.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.2	4.4	5.2	4.4	5.2	4.4	5.2
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max

Intersection Summary	
Cycle Length:	108
Actuated Cycle Length:	108
Offset:	6.5 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated



University CPA
45: Cargill Ave/Costa Verde Boulevard & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	167	528	47	62	560	89	34	46	51	99	26	96
Future Volume (vph)	167	528	47	62	560	89	34	46	51	99	26	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.2		4.4	5.2		4.4	5.2	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Fr	1.00	0.99		1.00	0.98		1.00	0.92		1.00	0.88	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5023		1770	4980		1770	1716		1770	1643	
Fit Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5023		1770	4980		1770	1716		1770	1643	
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.73	0.73	0.73	0.81	0.81	0.81
Adj. Flow (vph)	184	580	52	67	609	97	47	63	70	122	32	119
RTOR Reduction (vph)	0	9	0	0	20	0	0	37	0	0	//	0
Lane Group Flow (vph)	184	623	0	67	686	0	47	96	0	122	74	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	12.1	36.8		10.2	34.9		3.7	34.2		7.6	38.1	
Effective Green, g (s)	12.1	36.8		10.2	34.9		3.7	34.2		7.6	38.1	
Actuated g/C Ratio	0.11	0.34		0.09	0.32		0.03	0.32		0.07	0.35	
Clearance Time (s)	4.4	5.2		4.4	5.2		4.4	5.2		4.4	5.2	
Vehicle Extension (s)	2.0	4.5		2.0	4.5		2.0	4.5		2.0	4.5	
Lane Grp Cap (vph)	198	1711		167	1609		60	543		124	579	
v/s Ratio Prot	c0.10	0.12		0.04	c0.14		0.03	c0.06		c0.07	c0.05	
v/s Ratio Perm												
v/c Ratio	0.93	0.36		0.40	0.43		0.78	0.18		0.98	0.13	
Uniform Delay, d1	47.5	26.8		46.0	28.7		51.8	26.7		50.1	23.7	
Progression Factor	1.09	1.16		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	42.2	0.6		0.6	0.8		44.6	0.7		75.2	0.5	
Delay (s)	94.2	31.6		46.6	29.5		96.4	27.4		125.3	24.1	
Level of Service	F	C		D	C		F	C		F	C	
Approach Delay (s)		45.7			31.0			45.4			69.4	
Approach LOS		D			C			D			E	

Intersection Summary			
HCM 2000 Control Delay	43.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	19.2
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA
46: Lombard Place & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔↔	↔	↔↔	↔	↔	↔	↔
Traffic Volume (vph)	209	589	11	511	6	0	95	2
Future Volume (vph)	209	589	11	511	6	0	95	2
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	19.0	9.5	28.9	32.9	32.9	32.9	32.9
Total Split (s)	34.4	65.0	34.4	64.9	44.9	44.9	44.9	44.9
Total Split (%)	23.8%	45.0%	23.8%	45.0%	31.1%	31.1%	31.1%	31.1%
Yellow Time (s)	3.4	4.0	3.4	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.0	4.4	4.9	4.9	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary	
Cycle Length:	144.3
Actuated Cycle Length:	65.5
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated



University CPA
46: Lombard Place & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗	↘	↖ ↗	↖ ↗	↘	↖ ↗	↖ ↗	↘	↖ ↗	↖ ↗	↘
Traffic Volume (vph)	209	589	10	11	511	104	6	0	9	95	2	166
Future Volume (vph)	209	589	10	11	511	104	6	0	9	95	2	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0		4.4	4.9			4.9		4.9		4.9
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00		1.00
Flt	1.00	1.00		1.00	0.97			0.92		1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95		1.00
Satd. Flow (prot)	1770	3530		1770	3449			1678		1770		1587
Flt Permitted	0.95	1.00		0.95	1.00			0.86		0.74		1.00
Satd. Flow (perm)	1770	3530		1770	3449			1473		1386		1587
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.75	0.75	0.75	0.76	0.76	0.76
Adj. Flow (vph)	220	620	11	12	549	112	8	0	12	125	3	218
RTOR Reduction (vph)	0	0	0	0	12	0	0	16	0	0	177	0
Lane Group Flow (vph)	220	631	0	12	649	0	0	4	0	125	44	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	14.8	40.4		1.0	26.7			12.8		12.8	12.8	
Effective Green, g (s)	14.8	40.4		1.0	26.7			12.8		12.8	12.8	
Actuated g/C Ratio	0.22	0.59		0.01	0.39			0.19		0.19	0.19	
Clearance Time (s)	4.4	5.0		4.4	4.9			4.9		4.9	4.9	
Vehicle Extension (s)	3.0	3.7		3.0	4.4			2.0		2.0	2.0	
Lane Grp Cap (vph)	382	2081		25	1344			275		258	296	
v/s Ratio Prot	c0.12	0.18		0.01	c0.19						0.03	
v/s Ratio Perm								0.00		c0.09		
v/c Ratio	0.58	0.30		0.48	0.48			0.01		0.48	0.15	
Uniform Delay, d1	24.0	7.0		33.5	15.7			22.7		24.9	23.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	2.1	0.1		13.8	0.5			0.0		0.5	0.1	
Delay (s)	26.1	7.1		47.3	16.2			22.7		25.4	23.4	
Level of Service	C	A		D	B			C		C	C	
Approach Delay (s)		12.0			16.7			22.7			24.1	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	68.5	Sum of lost time (s)	14.3
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

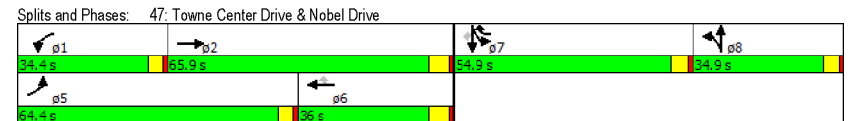
c Critical Lane Group

University CPA
47: Towne Center Drive & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↘	↖ ↗	↖ ↗	↖ ↗	↘
Traffic Volume (vph)	303	331	13	323	111	41	52	57	319
Future Volume (vph)	303	331	13	323	111	41	52	57	319
Turn Type	Prot	NA	Prot	NA	pm+ov	NA	Split	NA	Perm
Protected Phases	5	2	1	6	7	8	7	7	
Permitted Phases					6				7
Detector Phase	5	2	1	6	7	8	/	/	/
Switch Phase									
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	12.9	8.4	13.0	8.9	8.9	8.9	8.9	8.9
Total Split (s)	64.4	65.9	34.4	36.0	54.9	34.9	54.9	54.9	54.9
Total Split (%)	33.9%	34.6%	18.1%	18.9%	28.9%	18.3%	28.9%	28.9%	28.9%
Yellow Time (s)	3.4	4.9	3.4	5.0	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.9	4.4	6.0	4.9	4.9	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None

Intersection Summary
 Cycle Length: 190.2
 Actuated Cycle Length: 59.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated



University CPA
47: Towne Center Drive & Nobel Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	303	331	17	13	323	111	12	41	28	52	57	319
Future Volume (vph)	303	331	17	13	323	111	12	41	28	52	57	319
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.9		4.4	6.0	4.9		4.9		4.9	4.9	4.9
Lane Util. Factor	0.97	0.95		1.00	0.91	1.00		0.95		1.00	1.00	1.00
Fit Protected	1.00	0.99		1.00	1.00	0.85		0.95		1.00	1.00	0.85
Fit Permitted	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	1.00
Satd. Flow (prot)	3433	3513		1770	5085	1583		3331		1770	1863	1583
Satd. Flow (perm)	3433	3513		1770	5085	1583		3331		1770	1863	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.85	0.85	0.85	0.78	0.78	0.78	0.91	0.91	0.91
Adj. Flow (vph)	316	345	18	15	380	131	15	53	36	57	63	351
RTOR Reduction (vph)	0	2	0	0	0	78	0	33	0	0	0	290
Lane Group Flow (vph)	316	361	0	15	380	53	0	71	0	57	63	61
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6	7	8	8		7	7	
Permitted Phases						6						7
Actuated Green, G (s)	11.1	24.9		1.0	14.7	25.7		6.1		11.0	11.0	11.0
Effective Green, g (s)	11.1	24.9		1.0	14.7	25.7		6.1		11.0	11.0	11.0
Actuated g/C Ratio	0.18	0.39		0.02	0.23	0.41		0.10		0.17	0.17	0.17
Clearance Time (s)	4.4	5.9		4.4	6.0	4.9		4.9		4.9	4.9	4.9
Vehicle Extension (s)	2.0	4.9		2.0	3.3	4.0		2.0		4.0	4.0	4.0
Lane Grp Cap (vph)	603	1386		28	1184	644		322		308	324	275
v/s Ratio Prot	c0.09	0.10		0.01	c0.07	0.01		c0.02		0.03	0.03	
v/s Ratio Perm						0.02						c0.04
v/c Ratio	0.52	0.26		0.54	0.32	0.08		0.22		0.19	0.19	0.22
Uniform Delay, d1	23.6	12.9		30.8	20.1	11.5		26.3		22.2	22.3	22.4
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2		9.5	0.2	0.1		0.1		0.4	0.4	0.6
Delay (s)	24.0	13.1		40.3	20.2	11.5		26.4		22.6	22.7	22.9
Level of Service	C	B		D	C	B		C		C	C	C
Approach Delay (s)		18.2			18.6			26.4			22.9	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay	20.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	63.1	Sum of lost time (s)	20.2
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
48: Nobel Drive & Shoreline Drive

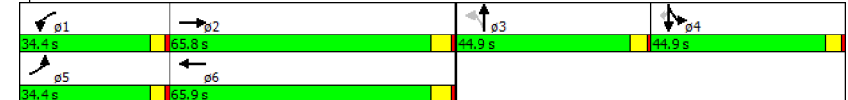
MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	25	373	12	410	12	4	85	2	25
Future Volume (vph)	25	373	12	410	12	4	85	2	25
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	Perm
Protected Phases	5	2	1	6		3	4	4	
Permitted Phases					3				4
Detector Phase	5	2	1	6	3	3	4	4	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	15.8	8.4	30.9	8.9	8.9	33.9	33.9	33.9
Total Split (s)	34.4	65.8	34.4	65.9	44.9	44.9	44.9	44.9	44.9
Total Split (%)	18.1%	34.6%	18.1%	34.7%	23.6%	23.6%	23.6%	23.6%	23.6%
Yellow Time (s)	3.4	4.8	3.4	4.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.8	4.4	5.9	4.9	4.9	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 190.1
Actuated Cycle Length: 47.1
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 48: Nobel Drive & Shoreline Drive



University CPA
48: Nobel Drive & Shoreline Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	25	373	13	12	410	78	12	4	16	85	2	25
Future Volume (vph)	25	373	13	12	410	78	12	4	16	85	2	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.8		4.4	5.9			4.9		4.9	4.9	4.9
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00		1.00	1.00	0.88
Frt	1.00	0.99		1.00	0.98			0.93		1.00	1.00	0.85
Fit Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	1.00
Satd. Flow (prot)	1770	5060		1770	4963			1703		1770	1863	2787
Fit Permitted	0.95	1.00		0.95	1.00			0.52		0.95	1.00	1.00
Satd. Flow (perm)	1770	5060		1770	4963			898		1770	1863	2787
Peak-hour factor, PHF	0.93	0.93	0.93	0.87	0.87	0.87	0.62	0.62	0.62	0.93	0.93	0.93
Adj. Flow (vph)	27	401	14	14	471	90	19	6	26	91	2	27
RTOR Reduction (vph)	0	2	0	0	14	0	0	22	0	0	0	24
Lane Group Flow (vph)	27	413	0	14	547	0	0	29	0	91	2	3
Turn Type	Prot	NA		Prot	NA		Perm	NA		Split	NA	Perm
Protected Phases	5	2		1	6			3		4	4	
Permitted Phases							3					4
Actuated Green, G (s)	1.8	19.8		0.8	18.7			5.3		6.6	6.6	6.6
Effective Green, g (s)	1.8	19.8		0.8	18.7			5.3		6.6	6.6	6.6
Actuated g/C Ratio	0.03	0.38		0.02	0.36			0.10		0.13	0.13	0.13
Clearance Time (s)	4.4	5.8		4.4	5.9			4.9		4.9	4.9	4.9
Vehicle Extension (s)	2.0	4.6		2.0	4.4			2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	60	1908		26	1767			90		222	234	350
v/s Ratio Prot	c0.02	0.08		0.01	c0.11			c0.03		c0.05	0.00	
v/s Ratio Perm												0.00
v/c Ratio	0.45	0.22		0.54	0.31			0.32		0.41	0.01	0.01
Uniform Delay, d1	24.9	11.1		25.7	12.2			21.9		21.2	20.1	20.1
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	1.00
Incremental Delay, d2	1.9	0.1		10.3	0.2			0.7		0.4	0.0	0.0
Delay (s)	26.8	11.2		36.0	12.4			22.7		21.6	20.1	20.1
Level of Service	C	B		D	B			C		C	C	C
Approach Delay (s)		12.1			13.0			22.7			21.2	
Approach LOS		B			B			C			C	

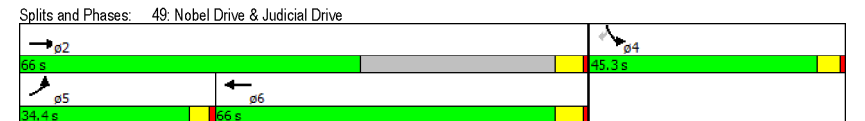
Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	52.5	Sum of lost time (s)	20.1
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

University CPA
49: Nobel Drive & Judicial Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↔	↔↔	↔↔	↔	↔
Traffic Volume (vph)	93	426	382	229	66
Future Volume (vph)	93	426	382	229	66
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	4.0	10.0	10.0	7.0	7.0
Minimum Split (s)	8.4	16.0	36.0	39.3	39.3
Total Split (s)	34.4	66.0	66.0	45.3	45.3
Total Split (%)	23.6%	45.3%	45.3%	31.1%	31.1%
Yellow Time (s)	3.4	5.0	5.0	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	6.0	6.0	5.3	5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None

Intersection Summary	
Cycle Length:	145.7
Actuated Cycle Length:	50
Natural Cycle:	85
Control Type:	Actuated-Uncoordinated



University CPA
49: Nobel Drive & Judicial Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↔↔↔	↔↔↔		↔↔	↔
Traffic Volume (vph)	93	426	382	240	229	66
Future Volume (vph)	93	426	382	240	229	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.0	6.0		5.3	5.3
Lane Util. Factor	0.97	0.91	0.91		0.97	1.00
Fr	1.00	1.00	0.94		1.00	0.85
Fit Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	4791		3433	1583
Fit Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3433	5085	4791		3433	1583
Peak-hour factor, PHF	0.90	0.90	0.85	0.85	0.87	0.87
Adj. Flow (vph)	103	473	449	282	263	76
RTOR Reduction (vph)	0	0	84	0	0	59
Lane Group Flow (vph)	103	473	647	0	263	17
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	5.0	27.9	18.5		11.4	11.4
Effective Green, g (s)	5.0	27.9	18.5		11.4	11.4
Actuated g/C Ratio	0.10	0.55	0.37		0.23	0.23
Clearance Time (s)	4.4	6.0	6.0		5.3	5.3
Vehicle Extension (s)	2.0	5.4	5.4		4.4	4.4
Lane Grp Cap (vph)	339	2803	1751		773	356
v/s Ratio Prot	c0.03	0.09	c0.13		c0.08	
v/s Ratio Perm						0.01
v/c Ratio	0.30	0.17	0.37		0.34	0.05
Uniform Delay, d1	21.2	5.6	11.8		16.4	15.4
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	0.1	0.3		0.4	0.1
Delay (s)	21.4	5.7	12.1		16.9	15.4
Level of Service	C	A	B		B	B
Approach Delay (s)		8.5	12.1		16.6	
Approach LOS		A	B		B	

Intersection Summary			
HCM 2000 Control Delay	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	50.6	Sum of lost time (s)	15.7
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

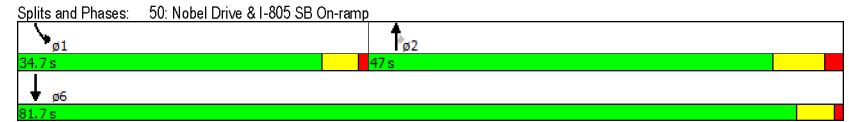
c Critical Lane Group

University CPA
50: Nobel Drive & I-805 SB On-ramp

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	NBT	NBR	SBL	SBT
Lane Configurations	↕↕	↕↕	↕↕	↕↕↕
Traffic Volume (vph)	208	464	174	616
Future Volume (vph)	208	464	174	616
Turn Type	NA	Perm	Prot	NA
Protected Phases	2		1	6
Permitted Phases		2		
Detector Phase	2	2	1	6
Switch Phase				
Minimum Initial (s)	12.0	12.0	5.0	5.0
Minimum Split (s)	39.0	39.0	9.7	9.7
Total Split (s)	47.0	47.0	34.7	81.7
Total Split (%)	57.5%	57.5%	42.5%	100.0%
Yellow Time (s)	5.0	5.0	3.7	3.7
All-Red Time (s)	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.7	4.7
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	Min	Min	None	None

Intersection Summary	
Cycle Length:	81.7
Actuated Cycle Length:	33.9
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated



University CPA
50: Nobel Drive & I-805 SB On-ramp

MID Day Peak Hour
Timing Plan: Mid Day Peak

	←	↖	↑	↗	→	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↗↗	↖↖	↓↓
Traffic Volume (vph)	0	0	208	464	174	616
Future Volume (vph)	0	0	208	464	174	616
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.0	7.0	4.7	4.7
Lane Util. Factor			0.95	0.88	0.97	0.91
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			3539	2787	3433	5085
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			3539	2787	3433	5085
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.94	0.94
Adj. Flow (vph)	0	0	226	504	185	655
RTOR Reduction (vph)	0	0	0	282	0	0
Lane Group Flow (vph)	0	0	226	222	185	655
Turn Type			NA	Perm	Prot	NA
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			14.9	14.9	7.2	33.8
Effective Green, g (s)			14.9	14.9	7.2	33.8
Actuated g/C Ratio			0.44	0.44	0.21	1.00
Clearance Time (s)			7.0	7.0	4.7	4.7
Vehicle Extension (s)			3.0	3.0	3.0	3.0
Lane Grp Cap (vph)			1560	1228	731	5085
v/s Ratio Prot			0.06		c0.05	c0.13
v/s Ratio Perm				0.08		
v/c Ratio			0.14	0.18	0.25	0.13
Uniform Delay, d1			5.6	5.7	11.1	0.0
Progression Factor			1.00	1.00	1.00	1.00
Incremental Delay, d2			0.0	0.1	0.2	0.0
Delay (s)			5.7	5.8	11.2	0.0
Level of Service			A	A	B	A
Approach Delay (s)	0.0		5.8			2.5
Approach LOS	A		A			A

Intersection Summary			
HCM 2000 Control Delay	4.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	33.8	Sum of lost time (s)	11.7
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

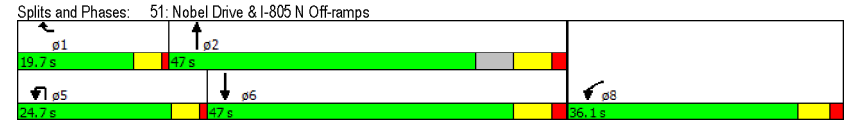
c Critical Lane Group

University CPA
51: Nobel Drive & I-805 N Off-ramps

MID Day Peak Hour
Timing Plan: Mid Day Peak

	←	↖	↑	↓	↘
Lane Group	WBL	WBR	NBT	SBT	ø5
Lane Configurations	↖↖	↗↗	↑↑	↓↓	
Traffic Volume (vph)	458	614	198	342	
Future Volume (vph)	458	614	198	342	
Turn Type	Prot	Prot	NA	NA	
Protected Phases	8	1	2	6	5
Permitted Phases					
Detector Phase	8	1	2	6	
Switch Phase					
Minimum Initial (s)	5.0	5.0	16.0	11.0	5.0
Minimum Split (s)	11.1	11.1	23.0	18.0	9.7
Total Split (s)	36.1	19.7	47.0	47.0	24.7
Total Split (%)	33.5%	18.3%	43.6%	43.6%	23%
Yellow Time (s)	4.1	3.7	5.0	5.0	3.7
All-Red Time (s)	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.1	4.7	7.0	7.0	
Lead/Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None

Intersection Summary	
Cycle Length:	107.8
Actuated Cycle Length:	54.3
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated



University CPA
51: Nobel Drive & I-805 N Off-ramps

MID Day Peak Hour
Timing Plan: Mid Day Peak

	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔↔	↔	↔↔			↔↔↔
Traffic Volume (vph)	458	614	0	198	0	0	342
Future Volume (vph)	458	614	0	198	0	0	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	4.7		7.0			7.0
Lane Util. Factor	0.97	0.88		0.95			0.91
Flt	1.00	0.85		1.00			1.00
Flt Protected	0.95	1.00		1.00			1.00
Satd. Flow (prot)	3433	2787		3539			5085
Flt Permitted	0.95	1.00		1.00			1.00
Satd. Flow (perm)	3433	2787		3539			5085
Peak-hour factor, PHF	0.86	0.86	0.92	0.93	0.93	0.25	0.25
Adj. Flow (vph)	533	714	0	213	0	0	1368
RTOR Reduction (vph)	0	627	0	0	0	0	0
Lane Group Flow (vph)	533	87	0	213	0	0	1368
Turn Type	Prot	Prot	Prot	NA			NA
Protected Phases	8	1	5	2			6
Permitted Phases							
Actuated Green, G (s)	13.6	6.6		16.2			27.5
Effective Green, g (s)	13.6	6.6		16.2			27.5
Actuated g/C Ratio	0.25	0.12		0.30			0.51
Clearance Time (s)	6.1	4.7		7.0			7.0
Vehicle Extension (s)	2.0	2.0		2.0			2.0
Lane Grp Cap (vph)	861	339		1057			2580
v/s Ratio Prot	∅0.16	0.03		0.06			∅0.27
v/s Ratio Perm							
v/c Ratio	0.62	0.26		0.20			0.53
Uniform Delay, d1	18.0	21.6		14.2			9.0
Progression Factor	1.00	1.00		1.00			1.00
Incremental Delay, d2	0.9	0.1		0.0			0.1
Delay (s)	18.9	21.7		14.2			9.1
Level of Service	B	C		B			A
Approach Delay (s)	20.5			14.2			9.1
Approach LOS	C			B			A

Intersection Summary

HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	54.2	Sum of lost time (s)	17.8
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
52: Nobel Drive & Avenue of Flags

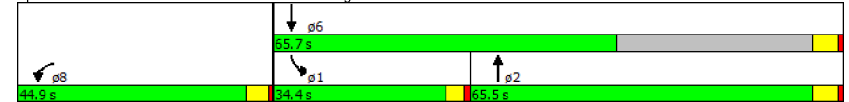
MID Day Peak Hour
Timing Plan: Mid Day Peak

	WBL	NBT	SBL	SBT
Lane Configurations	↔↔	↔↔	↔↔	↔↔
Traffic Volume (vph)	21	776	19	321
Future Volume (vph)	21	776	19	321
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	4.0	7.0	4.0	7.0
Minimum Split (s)	28.9	26.5	9.5	12.7
Total Split (s)	44.9	65.5	34.4	65.7
Total Split (%)	31.0%	45.2%	23.8%	45.4%
Yellow Time (s)	3.9	4.5	3.4	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	5.5	4.4	5.7
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min

Intersection Summary

Cycle Length: 144.8
Actuated Cycle Length: 50
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 52: Nobel Drive & Avenue of Flags



University CPA
52: Nobel Drive & Avenue of Flags

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↓		↑↓	↑↑
Traffic Volume (vph)	21	15	776	36	19	321
Future Volume (vph)	21	15	776	36	19	321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		5.5		4.4	5.7
Lane Util. Factor	1.00		0.95		1.00	0.95
Flt	0.94		0.99		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1708		3515		1770	3539
Flt Permitted	0.97		1.00		0.95	1.00
Satd. Flow (perm)	1708		3515		1770	3539
Peak-hour factor, PHF	0.75	0.75	0.91	0.91	0.89	0.89
Adj. Flow (vph)	28	20	853	40	21	361
RTOR Reduction (vph)	19	0	2	0	0	0
Lane Group Flow (vph)	29	0	892	0	21	361
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	3.5		34.5		2.4	41.1
Effective Green, g (s)	3.5		34.5		2.4	41.1
Actuated g/C Ratio	0.06		0.62		0.04	0.74
Clearance Time (s)	4.9		5.5		4.4	5.7
Vehicle Extension (s)	2.0		5.2		3.0	4.9
Lane Grp Cap (vph)	108		2196		76	2635
v/s Ratio Prot	c0.02		c0.25		c0.01	0.10
v/s Ratio Perm						
v/c Ratio	0.27		0.41		0.28	0.14
Uniform Delay, d1	24.6		5.2		25.6	2.0
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.5		0.3		2.0	0.0
Delay (s)	25.1		5.5		27.5	2.1
Level of Service	C		A		C	A
Approach Delay (s)	25.1		5.5		3.5	
Approach LOS	C		A		A	

Intersection Summary			
HCM 2000 Control Delay	5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	55.2	Sum of lost time (s)	14.8
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

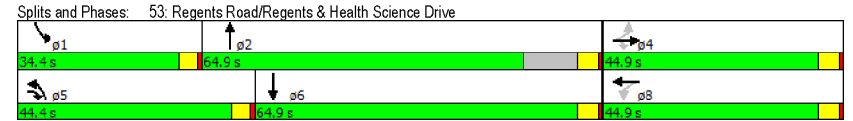
c Critical Lane Group

University CPA
53: Regents Road/Regents & Health Science Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	ø1
Lane Configurations		↓	↑		↑↓	↑↓	↑↓	↑↓	
Traffic Volume (vph)	52	0	300	1	1	259	122	101	
Future Volume (vph)	52	0	300	1	1	259	122	101	
Turn Type	Perm	NA	pm+ov	Perm	NA	Prot	NA	NA	
Protected Phases		4	5		8	5	2	6	1
Permitted Phases	4		4	8					
Detector Phase	4	4	5	8	8	5	2	6	
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	10.0	10.0	4.0
Minimum Split (s)	8.9	8.9	8.4	22.9	22.9	8.4	14.9	14.9	8.4
Total Split (s)	44.9	44.9	44.4	44.9	44.9	44.4	64.9	64.9	34.4
Total Split (%)	29.1%	29.1%	28.8%	29.1%	29.1%	28.8%	42.1%	42.1%	22%
Yellow Time (s)	3.9	3.9	3.4	3.9	3.9	3.4	3.9	3.9	3.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.9	4.4		4.9	4.4	4.9	4.9	
Lead/Lag			Lead			Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	None	Min	None	None	None

Intersection Summary	
Cycle Length:	154.2
Actuated Cycle Length:	47.2
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated



University CPA
53: Regents Road/Regents & Health Science Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕		↕	↕	
Traffic Volume (vph)	52	0	300	1	1	0	259	122	1	0	101	65
Future Volume (vph)	52	0	300	1	1	0	259	122	1	0	101	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.4		4.9		4.4	4.9		4.9		
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00		
Flt		1.00	0.85		1.00		1.00	1.00		0.94		
Flt Protected		0.95	1.00		0.98		0.95	1.00		1.00		
Satd. Flow (prot)		1770	1583		1817		1770	1861		1754		
Flt Permitted		0.76	1.00		0.83		0.95	1.00		1.00		
Satd. Flow (perm)		1407	1583		1549		1770	1861		1754		
Peak-hour factor, PHF	0.78	0.78	0.78	0.50	0.50	0.50	0.92	0.92	0.92	0.81	0.81	0.81
67. Flow (vph)	67	0	385	2	2	0	282	133	1	0	125	80
RTOR Reduction (vph)	0	0	224	0	0	0	0	0	0	0	17	0
Lane Group Flow (vph)	0	67	161	0	4	0	282	134	0	0	188	0
Turn Type	Pem	NA	pm+ov	Pem	NA		Prot	NA		Prot	NA	
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.2	20.0		6.2		13.8	31.8			13.6	
Effective Green, g (s)		6.2	20.0		6.2		13.8	31.8			13.6	
Actuated g/C Ratio		0.13	0.42		0.13		0.29	0.67			0.28	
Clearance Time (s)		4.9	4.4		4.9		4.4	4.9			4.9	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	3.8			3.8	
Lane Grp Cap (vph)		182	662		200		511	1238			499	
v/s Ratio Prot			0.07				c0.16	0.07			c0.11	
v/s Ratio Perm		c0.05	0.03		0.00							
v/c Ratio		0.37	0.24		0.02		0.55	0.11			0.38	
Uniform Delay, d1		19.0	9.0		18.1		14.4	2.9			13.7	
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	
Incremental Delay, d2		0.5	0.1		0.0		0.7	0.1			0.6	
Delay (s)		19.5	9.1		18.2		15.1	2.9			14.3	
Level of Service		B	A		B		B	A			B	
Approach Delay (s)		10.6			18.2		11.2				14.3	
Approach LOS		B			B		B				B	

Intersection Summary

HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	47.8	Sum of lost time (s)	14.2
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

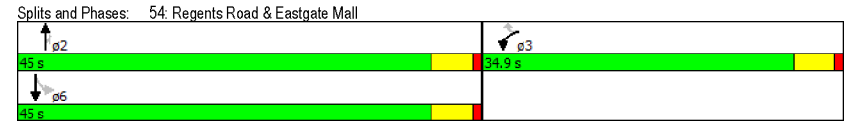
University CPA
54: Regents Road & Eastgate Mall

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↕	↕	↕	↕	↕	↕
Traffic Volume (vph)	83	65	320	79	63	340
Future Volume (vph)	83	65	320	79	63	340
Turn Type	Prot	Pem	NA	Pem	Pem	NA
Protected Phases	3		2			6
Permitted Phases		3		2	6	
Detector Phase	3	3	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.9	8.9	12.0	12.0	12.0	12.0
Total Split (s)	34.9	34.9	45.0	45.0	45.0	45.0
Total Split (%)	43.7%	43.7%	56.3%	56.3%	56.3%	56.3%
Yellow Time (s)	3.9	3.9	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	Min	Min	Min

Intersection Summary

Cycle Length: 79.9
Actuated Cycle Length: 33.3
Natural Cycle: 40
Control Type: Actuated-Uncoordinated



University CPA
54: Regents Road & Eastgate Mall

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	83	65	320	79	63	340
Future Volume (vph)	83	65	320	79	63	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fit	1.00	0.85	1.00	0.85	1.00	1.00
Fit Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Fit Permitted	0.95	1.00	1.00	1.00	0.56	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1036	1863
Peak-hour factor, PHF	0.95	0.95	0.94	0.94	0.85	0.85
Adj. Flow (vph)	87	68	340	84	74	400
RTOR Reduction (vph)	0	5/	0	37	0	0
Lane Group Flow (vph)	87	11	340	47	74	400
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	3		2			6
Permitted Phases		3		2	6	
Actuated Green, G (s)	5.3	5.3	19.1	19.1	19.1	19.1
Effective Green, g (s)	5.3	5.3	19.1	19.1	19.1	19.1
Actuated g/C Ratio	0.15	0.15	0.56	0.56	0.56	0.56
Clearance Time (s)	4.9	4.9	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	3.4	3.4	3.5	3.5
Lane Grp Cap (vph)	273	244	1037	881	576	1037
v/s Ratio Prot	c0.05		0.18			c0.21
v/s Ratio Perm		0.01		0.03	0.07	
v/c Ratio	0.32	0.04	0.33	0.05	0.13	0.39
Uniform Delay, d1	12.9	12.3	4.1	3.5	3.6	4.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.0	0.2	0.0	0.1	0.3
Delay (s)	13.1	12.4	4.3	3.5	3.7	4.6
Level of Service	B	B	A	A	A	A
Approach Delay (s)	12.8		4.2			4.4
Approach LOS	B		A			A

Intersection Summary			
HCM 2000 Control Delay	5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	34.3	Sum of lost time (s)	9.9
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		

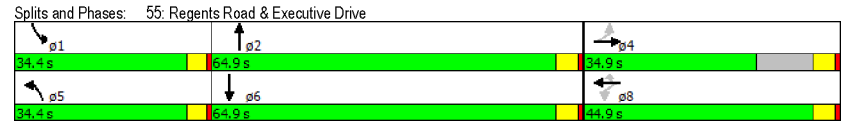
c Critical Lane Group

University CPA
55: Regents Road & Executive Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations		↕	↖	↗	↖	↗	↖	↗	↖
Traffic Volume (vph)	4	8	93	8	36	13	345	37	350
Future Volume (vph)	4	8	93	8	36	13	345	37	350
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	4.0	10.0	4.0	10.0
Minimum Split (s)	11.9	11.9	11.9	11.9	11.9	8.4	14.9	8.4	14.9
Total Split (s)	34.9	34.9	44.9	44.9	44.9	34.4	64.9	34.4	64.9
Total Split (%)	24.2%	24.2%	31.1%	31.1%	31.1%	23.9%	45.0%	23.9%	45.0%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.4	3.9	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9		4.9		4.4	4.9	4.4	4.9
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min

Intersection Summary	
Cycle Length:	144.2
Actuated Cycle Length:	37.2
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated



University CPA
55: Regents Road & Executive Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	4	8	11	93	8	36	13	345	83	37	350	12
Future Volume (vph)	4	8	11	93	8	36	13	345	83	37	350	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9	4.9	4.4	4.9		4.4	4.9	
Lane Util. Factor		1.00			1.00	1.00	0.95	1.00		1.00	0.95	
Fr		0.94			1.00	0.85	1.00	0.97		1.00	0.99	
Fit Protected		0.99			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1727			1781	1583	1770	3437		1770	3521	
Fit Permitted		0.94			0.73	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1632			1353	1583	1770	3437		1770	3521	
Peak-hour factor, PHF	0.96	0.96	0.90	0.90	0.90	0.90	0.95	0.95	0.93	0.93	0.93	0.93
Adj. Flow (vph)	4	8	11	103	9	40	14	363	87	40	376	13
RTOR Reduction (vph)	0	9	0	0	0	32	0	15	0	0	2	0
Lane Group Flow (vph)	0	14	0	0	112	8	14	435	0	40	387	0
Turn Type	Pem	NA		Pem	NA	Pem	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		8.0			8.0	8.0	0.9	17.3		2.1	18.5	
Effective Green, g (s)		8.0			8.0	8.0	0.9	17.3		2.1	18.5	
Actuated g/C Ratio		0.19			0.19	0.19	0.02	0.42		0.05	0.44	
Clearance Time (s)		4.9			4.9	4.9	4.4	4.9		4.4	4.9	
Vehicle Extension (s)		2.0			3.1	3.1	2.0	3.1		2.0	3.1	
Lane Grp Cap (vph)		313			260	304	38	1429		89	1565	
v/s Ratio Prot							0.01	c0.13		c0.02	0.11	
v/s Ratio Perm		0.01			c0.08	0.00						
v/c Ratio		0.05			0.43	0.03	0.37	0.30		0.45	0.25	
Uniform Delay, d1		13.7			14.8	13.6	20.1	8.1		19.2	7.2	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			1.2	0.0	2.2	0.1		1.3	0.1	
Delay (s)		13.7			16.0	13.7	22.3	8.3		20.5	7.3	
Level of Service		B			B	B	C	A		C	A	
Approach Delay (s)		13.7			15.4			8.7			8.5	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	41.6	Sum of lost time (s)	14.2
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		

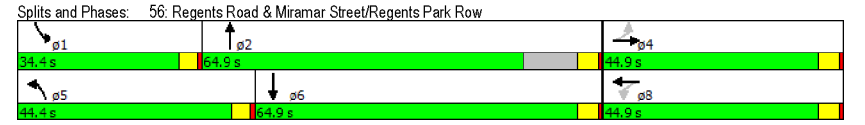
c Critical Lane Group

University CPA
56: Regents Road & Miramar Street/Regents Park Row

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	24	5	143	7	61	387	67	406
Future Volume (vph)	24	5	143	7	61	387	67	406
Turn Type	Pem	NA	Pem	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	7.0	4.0	7.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.4	11.9	8.4	11.9
Total Split (s)	44.9	44.9	44.9	44.9	44.4	64.9	34.4	64.9
Total Split (%)	29.1%	29.1%	29.1%	29.1%	28.8%	42.1%	22.3%	42.1%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	3.9	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.4	4.9	4.4	4.9
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary	
Cycle Length:	154.2
Actuated Cycle Length:	50.7
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated



University CPA
56: Regents Road & Miramar Street/Regents Park Row
 MID Day Peak Hour
 Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	24	5	73	143	7	86	61	387	126	67	406	33
Future Volume (vph)	24	5	73	143	7	86	61	387	126	67	406	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	4.9	4.4	4.9	4.4	4.9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Flt	1.00	0.86	1.00	0.86	1.00	0.86	1.00	0.96	1.00	0.99	1.00	0.99
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1770	1602	1770	1603	1770	1603	1770	3408	1770	3500	1770	3500
Flt Permitted	0.69	1.00	0.69	1.00	0.69	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1292	1602	1292	1603	1292	1603	1770	3408	1770	3500	1770	3500
Peak-hour factor, PHF	0.75	0.75	0.75	0.95	0.95	0.95	0.86	0.86	0.86	0.91	0.91	0.91
Adj. Flow (vph)	32	7	97	151	7	91	71	450	147	74	446	36
RTOR Reduction (vph)	0	73	0	0	69	0	0	24	0	0	4	0
Lane Group Flow (vph)	32	31	0	151	29	0	71	573	0	74	478	0
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases		4		8		8		5		2		1
Permitted Phases	4			8								6
Actuated Green, G (s)	12.6	12.6	12.6	12.6	5.8	18.3	5.9	18.4				
Effective Green, g (s)	12.6	12.6	12.6	12.6	5.8	18.3	5.9	18.4				
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.11	0.36	0.12	0.36				
Clearance Time (s)	4.9	4.9	4.9	4.9	4.4	4.9	4.4	4.9				
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	3.8	2.0	3.8				
Lane Grp Cap (vph)	319	395	317	396	201	1222	204	1262				
v/s Ratio Prot		0.02		0.02		0.04	c0.17	c0.04				0.14
v/s Ratio Perm	0.02			c0.12								
v/c Ratio	0.10	0.08	0.48	0.07	0.35	0.47	0.36	0.38				
Uniform Delay, d1	14.8	14.7	16.4	14.7	20.9	12.6	20.8	12.1				
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Incremental Delay, d2	0.1	0.0	0.4	0.0	0.4	0.4	0.4	0.2				
Delay (s)	14.9	14.8	16.8	14.8	21.3	13.0	21.2	12.3				
Level of Service	B	B	B	B	C	B	C	B				
Approach Delay (s)	14.8		16.0		13.9		13.5					
Approach LOS	B		B		B		B					

Intersection Summary			
HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	51.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
57: Regents Road & Plaza De Palmas
 MID Day Peak Hour
 Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	26	5	32	19	119	13	343	54	377
Future Volume (vph)	26	5	32	19	119	13	343	54	377
Turn Type	Perm	NA	Perm	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases		4		8		1	5	2	1
Permitted Phases	4		8		8				6
Detector Phase	4	4	8	8	1	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.4	8.4	15.2	8.4	15.3
Total Split (s)	44.9	44.9	44.9	44.9	34.4	34.4	65.2	34.4	65.3
Total Split (%)	31.1%	31.1%	31.1%	31.1%	23.8%	23.8%	45.1%	23.8%	45.2%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	3.4	4.2	3.4	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.4	4.4	5.2	4.4	5.3	4.4	5.3
Lead/Lag				Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None

Intersection Summary	
Cycle Length:	144.6
Actuated Cycle Length:	30.1
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated



University CPA
57: Regents Road & Plaza De Palmas

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	26	5	6	32	19	119	13	343	33	54	377	25
Future Volume (vph)	26	5	6	32	19	119	13	343	33	54	377	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9	4.4	4.4	5.2		4.4	5.3	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.91		1.00	0.95	
Flt		0.98			1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected		0.97			0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1759			1806	1583	1770	5018		1770	3506	
Flt Permitted		1.00			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1821			1863	1583	1770	5018		1770	3506	
Peak-hour factor, PHF	0.77	0.77	0.77	0.94	0.94	0.94	0.90	0.90	0.90	0.89	0.89	0.89
Adj. Flow (vph)	34	6	8	34	20	127	14	381	37	61	424	28
RTOR Reduction (vph)	0	/	0	0	0	103	0	8	0	0	3	0
Lane Group Flow (vph)	0	41	0	0	54	24	14	410	0	61	449	0
Turn Type	Pem	NA		Pem	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		2.1			2.1	6.8	0.8	15.3		4.7	19.1	
Effective Green, g (s)		2.1			2.1	6.8	0.8	15.3		4.7	19.1	
Actuated g/C Ratio		0.06			0.06	0.19	0.02	0.42		0.13	0.52	
Clearance Time (s)		4.9			4.9	4.4	4.4	5.2		4.4	5.3	
Vehicle Extension (s)		2.0			2.0	2.0	2.0	4.5		2.0	4.2	
Lane Grp Cap (vph)		104			106	294	38	2097		227	1829	
v/s Ratio Prot						0.01	0.01	0.08		c0.03	c0.13	
v/s Ratio Perm		0.02			c0.03	0.00						
v/c Ratio		0.40			0.51	0.08	0.37	0.20		0.27	0.25	
Uniform Delay, d1		16.6			16.7	12.3	17.7	6.7		14.4	4.8	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.9			1.4	0.0	2.2	0.1		0.2	0.1	
Delay (s)		17.6			18.2	12.4	19.8	6.8		14.6	4.9	
Level of Service		B			B	B	B	A		B	A	
Approach Delay (s)		17.6			14.1			7.3			6.1	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	36.6	Sum of lost time (s)	14.6
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		

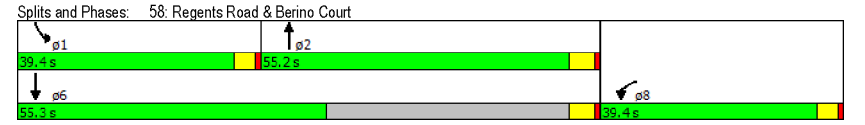
c Critical Lane Group

University CPA
58: Regents Road & Berino Court

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔
Traffic Volume (vph)	11	147	77	261
Future Volume (vph)	11	147	77	261
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	4.0	7.0	4.0	7.0
Minimum Split (s)	8.4	12.2	8.4	12.3
Total Split (s)	39.4	55.2	39.4	55.3
Total Split (%)	29.4%	41.2%	29.4%	41.3%
Yellow Time (s)	3.4	4.2	3.4	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.2	4.4	5.3
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	None	None	None

Intersection Summary	
Cycle Length:	134
Actuated Cycle Length:	20
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated



University CPA
58: Regents Road & Berino Court

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑↓	↔	↔	↑↑
Traffic Volume (vph)	11	2	147	5	77	261
Future Volume (vph)	11	2	147	5	77	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4		5.2		4.4	5.3
Lane Util. Factor	1.00		0.95		1.00	0.95
Flt	0.98		0.99		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1755		3521		1770	3539
Flt Permitted	0.96		1.00		0.95	1.00
Satd. Flow (perm)	1755		3521		1770	3539
Peak-hour factor, PHF	0.81	0.81	0.88	0.88	0.91	0.91
Adj. Flow (vph)	14	2	167	6	85	287
RTOR Reduction (vph)	2	0	2	0	0	0
Lane Group Flow (vph)	14	0	171	0	85	287
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	0.6		6.4		1.9	12.6
Effective Green, g (s)	0.6		6.4		1.9	12.6
Actuated g/C Ratio	0.03		0.28		0.08	0.55
Clearance Time (s)	4.4		5.2		4.4	5.3
Vehicle Extension (s)	2.0		3.9		2.0	3.7
Lane Grp Cap (vph)	45		984		146	1947
v/s Ratio Prot	c0.01		0.05		c0.05	c0.08
v/s Ratio Perm						
v/c Ratio	0.31		0.17		0.58	0.15
Uniform Delay, d1	10.9		6.2		10.1	2.5
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	1.4		0.1		3.8	0.0
Delay (s)	12.4		6.4		13.9	2.6
Level of Service	B		A		B	A
Approach Delay (s)	12.4		6.4		5.2	
Approach LOS	B		A		A	

Intersection Summary			
HCM 2000 Control Delay	5.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	22.9	Sum of lost time (s)	14.0
Intersection Capacity Utilization	25.1%	ICU Level of Service	A
Analysis Period (min)	15		

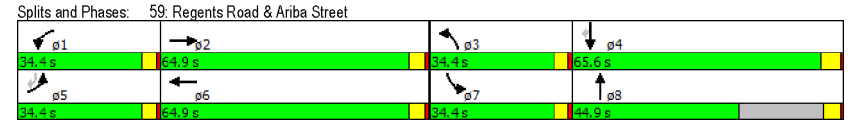
c Critical Lane Group

University CPA
59: Regents Road & Ariba Street

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	55	82	2	80	5	7	127	24	68
Future Volume (vph)	55	82	2	80	5	7	127	24	68
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	custom
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									5 4
Detector Phase	5	2	1	6	3	8	7	4	5 4
Switch Phase									
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	
Minimum Split (s)	8.4	11.9	8.4	11.9	8.4	11.9	8.4	12.6	
Total Split (s)	34.4	64.9	34.4	64.9	34.4	44.9	34.4	65.6	
Total Split (%)	17.3%	32.6%	17.3%	32.6%	17.3%	22.5%	17.3%	32.9%	
Yellow Time (s)	3.4	3.9	3.4	3.9	3.4	3.9	3.4	4.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.4	4.9	4.4	4.9	4.4	4.9	4.4	5.6	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	

Intersection Summary	
Cycle Length:	199.3
Actuated Cycle Length:	41.8
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated



University CPA
59: Regents Road & Ariba Street

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↕	↔	↕	↔	↔	↕	↕
Traffic Volume (vph)	55	82	12	2	80	26	5	7	9	127	24	68
Future Volume (vph)	55	82	12	2	80	26	5	7	9	127	24	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.6	4.4
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Flt	1.00	0.98		1.00	0.96		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3472		1770	3408		1770	3244		1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3472		1770	3408		1770	3244		1770	3539	1583
Peak-hour factor, PHF	0.85	0.85	0.85	0.71	0.71	0.71	0.88	0.88	0.88	0.87	0.87	0.87
Adj. Flow (vph)	65	96	14	3	113	37	6	8	10	146	28	78
RTOR Reduction (vph)	0	5	0	0	17	0	0	10	0	0	0	53
Lane Group Flow (vph)	65	105	0	3	133	0	6	8	0	146	28	25
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	custom
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												5 4
Actuated Green, G (s)	5.5	16.0		0.7	11.2		0.7	1.1		9.5	9.2	20.3
Effective Green, g (s)	5.5	16.0		0.7	11.2		0.7	1.1		9.5	9.2	14.7
Actuated g/C Ratio	0.12	0.35		0.02	0.24		0.02	0.02		0.21	0.20	0.32
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.6	
Vehicle Extension (s)	2.0	6.3		2.0	5.9		2.0	4.8		2.0	4.4	
Lane Grp Cap (vph)	212	1210		26	831		26	77		366	709	506
v/s Ratio Prot	c0.04	0.03		0.00	c0.04		0.00	0.00		c0.08	0.01	
v/s Ratio Perm												c0.02
v/c Ratio	0.31	0.09		0.12	0.16		0.23	0.11		0.40	0.04	0.05
Uniform Delay, d1	18.5	10.0		22.3	13.6		22.3	21.9		15.7	14.8	10.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	0.1		0.7	0.2		1.7	1.2		0.3	0.0	0.0
Delay (s)	18.8	10.1		23.0	13.9		24.0	23.1		16.0	14.8	10.8
Level of Service	B	B		C	B		C	C		B	B	B
Approach Delay (s)		13.3			14.1			23.3			14.3	
Approach LOS		B			B			C			B	

Intersection Summary			
HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	45.9	Sum of lost time (s)	19.3
Intersection Capacity Utilization	32.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
60: Regents Road & Governor Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↕	↔	↕	↔	↕	↔	↕	↕
Traffic Volume (vph)	9	99	250	136	32	79	193	21	25
Future Volume (vph)	9	99	250	136	32	79	193	21	25
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6			8		4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	7.0	7.0	7.0	4.0	4.0	
Minimum Split (s)	8.4	8.9	8.4	11.9	12.8	12.8	9.5	9.5	
Total Split (s)	34.4	64.9	34.4	64.9	45.8	45.8	45.5	45.5	
Total Split (%)	23.7%	44.7%	23.7%	44.7%	31.6%	31.6%	31.6%	31.4%	
Yellow Time (s)	3.4	3.9	3.4	3.9	4.8	4.8	4.8	4.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.4	4.9	4.4	4.9	5.8	5.8	5.8	5.5	
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	

Intersection Summary	
Cycle Length:	145.1
Actuated Cycle Length:	48.4
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated



University CPA
60: Regents Road & Governor Drive

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	9	99	32	250	136	11	32	79	193	21	25	7
Future Volume (vph)	9	99	32	250	136	11	32	79	193	21	25	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.4	4.9	5.8	5.8	5.8	5.5	5.5			
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00		
Fit	1.00	0.96	1.00	0.99	1.00	1.00	0.85	1.00	0.97			
Fit Protected	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00			
Satd. Flow (prot)	1770	3408	1770	3499	1770	1863	1583	1770	3427			
Fit Permitted	0.95	1.00	0.95	1.00	0.73	1.00	1.00	0.70	1.00			
Satd. Flow (perm)	1770	3408	1770	3499	1362	1863	1583	1297	3427			
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.84	0.84	0.84	0.83	0.83	0.83
Adj. Flow (vph)	10	110	36	291	158	13	38	94	230	25	30	8
RTOR Reduction (vph)	0	27	0	0	4	0	0	0	183	0	6	0
Lane Group Flow (vph)	10	119	0	291	167	0	38	94	47	25	32	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA			
Protected Phases	5	2	1	6			8	8	4			
Permitted Phases												
Actuated Green, G (s)	0.9	12.8	13.4	25.3	10.5	10.5	10.5	10.8	10.8			
Effective Green, g (s)	0.9	12.8	13.4	25.3	10.5	10.5	10.5	10.8	10.8			
Actuated g/C Ratio	0.02	0.25	0.26	0.49	0.20	0.20	0.20	0.21	0.21			
Clearance Time (s)	4.4	4.9	4.4	4.9	5.8	5.8	5.8	5.5	5.5			
Vehicle Extension (s)	2.0	4.5	2.0	5.0	4.6	4.6	4.6	2.0	2.0			
Lane Grp Cap (vph)	30	842	457	1708	276	377	320	270	714			
v/s Ratio Prot	0.01	c0.03	c0.16	0.05			c0.05		0.01			
v/s Ratio Perm					0.03		0.03	0.02				
v/c Ratio	0.33	0.14	0.64	0.10	0.14	0.25	0.15	0.09	0.04			
Uniform Delay, d1	25.2	15.2	17.0	7.1	16.9	17.3	17.0	16.5	16.4			
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	2.4	0.1	2.1	0.1	0.4	0.6	0.4	0.1	0.0			
Delay (s)	27.5	15.3	19.2	7.2	17.3	18.0	17.3	16.6	16.4			
Level of Service	C	B	B	A	B	B	B	B	B			
Approach Delay (s)	16.1		14.7		17.5		16.5					
Approach LOS	B		B		B		B					

Intersection Summary			
HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	51.8	Sum of lost time (s)	15.1
Intersection Capacity Utilization	38.6%	ICU Level of Service	A
Analysis Period (min)	15		

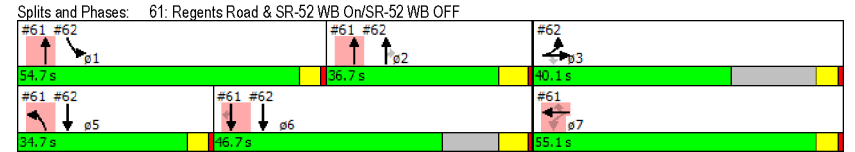
c Critical Lane Group

University CPA
61: Regents Road & SR-52 WB On/SR-52 WB OFF

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR	ø1	ø2	ø3
Lane Configurations	↔	↔	↔	↔	↔	↔			
Traffic Volume (vph)	2	147	303	362	302	204			
Future Volume (vph)	2	147	303	362	302	204			
Turn Type	NA	Perm	Prot	NA	NA	Perm			
Protected Phases	7		5	12	6		1	2	3
Permitted Phases		7				6			
Detector Phase	/	/	5	12	6	6			
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0		13.0	13.0	5.0	13.0	5.0
Minimum Split (s)	36.1	36.1	9.7		19.2	19.2	9.7	19.2	36.1
Total Split (s)	55.1	55.1	34.7		46.7	46.7	54.7	36.7	40.1
Total Split (%)	37.6%	37.6%	23.7%		31.9%	31.9%	37%	25%	27%
Yellow Time (s)	4.1	4.1	3.7		5.2	5.2	3.7	5.2	4.1
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.1	5.1	4.7		6.2	6.2			
Lead/Lag			Lead		Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		Max	Max	None	Max	None

Intersection Summary	
Cycle Length:	146.5
Actuated Cycle Length:	95.6
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated



University CPA
61: Regents Road & SR-52 WB On/SR-52 WB OFF

MID Day Peak Hour
Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↕	↕	↕			↕	↕
Traffic Volume (vph)	0	0	0	290	2	147	303	362	0	0	302	204
Future Volume (vph)	0	0	0	290	2	147	303	362	0	0	302	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.1	5.1	4.7	4.7			6.2	6.2
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	1.00
Fr					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)					1775	1583	3433	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1775	1583	3433	3539			3539	1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.93	0.93	0.93	0.85	0.85	0.85	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	312	2	158	356	426	0	0	347	234
RTOR Reduction (vph)	0	0	0	0	0	122	0	0	0	0	0	133
Lane Group Flow (vph)	0	0	0	314	36	356	426	0	0	347	101	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					7		5	12			6	
Permitted Phases				/		/						6
Actuated Green, G (s)					21.9	21.9	16.5	62.2			41.0	41.0
Effective Green, g (s)					21.9	21.9	16.5	62.2			41.0	41.0
Actuated g/C Ratio					0.23	0.23	0.17	0.65			0.43	0.43
Clearance Time (s)					5.1	5.1	4.7				6.2	6.2
Vehicle Extension (s)					2.0	2.0	2.0				2.0	2.0
Lane Grp Cap (vph)					407	363	593	2307			1520	680
v/s Ratio Prot							c0.10	c0.12			c0.10	
v/s Ratio Perm					0.18	0.02						0.06
v/c Ratio					0.77	0.10	0.60	0.18			0.23	0.15
Uniform Delay, d1					34.4	29.0	36.4	6.6			17.2	16.6
Progression Factor					1.00	1.00	1.11	1.44			1.00	1.00
Incremental Delay, d2					8.0	0.0	0.1	0.0			0.3	0.5
Delay (s)					42.4	29.0	40.4	9.5			17.5	17.0
Level of Service					D	C	D	A			B	B
Approach Delay (s)		0.0			37.9			23.6			17.3	
Approach LOS		A			D			C			B	

Intersection Summary			
HCM 2000 Control Delay	25.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	95.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

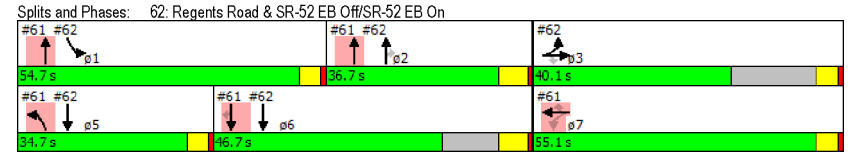
c Critical Lane Group

University CPA
62: Regents Road & SR-52 EB Off/SR-52 EB On

MID Day Peak Hour
Timing Plan: Mid Day Peak

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT	ø5	ø6	ø7
Lane Configurations	↕	↕	↕	↕	↕	↕			
Traffic Volume (vph)	235	3	297	452	140	452			
Future Volume (vph)	235	3	297	452	140	452			
Turn Type	Split	NA	Perm	NA	Prot	NA			
Protected Phases	3	3		2	1	5 6	5	6	7
Permitted Phases			3						
Detector Phase	3	3	3	2	1	5 6			
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	13.0	5.0		5.0	13.0	5.0
Minimum Split (s)	36.1	36.1	36.1	19.2	9.7		9.7	19.2	36.1
Total Split (s)	40.1	40.1	40.1	36.7	54.7		34.7	46.7	55.1
Total Split (%)	27.4%	27.4%	27.4%	25.1%	37.3%		24%	32%	38%
Yellow Time (s)	4.1	4.1	4.1	5.2	3.7		3.7	5.2	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0				
Total Lost Time (s)	5.1	5.1	5.1	6.2	4.7				
Lead/Lag				Lag	Lead		Lead	Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Max	None		None	Max	None

Intersection Summary			
Cycle Length:	146.5		
Actuated Cycle Length:	95.6		
Natural Cycle:	150		
Control Type:	Actuated-Uncoordinated		



University CPA

62: Regents Road & SR-52 EB Off/SR-52 EB On

MID Day Peak Hour

Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔					↕	↕	↕	↕	
Traffic Volume (vph)	235	3	297	0	0	0	140	452	0	140	452	0
Future Volume (vph)	235	3	297	0	0	0	140	452	0	140	452	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1	5.1					6.2		4.7	4.7	
Lane Util. Factor	0.95	0.95	1.00					0.95		1.00	0.95	
Flt	1.00	1.00	0.85					1.00		1.00	1.00	
Flt Protected	0.95	0.95	1.00					0.99		0.95	1.00	
Satd. Flow (prot)	1681	1687	1583					3498		1770	3539	
Flt Permitted	0.95	0.95	1.00					0.71		0.95	1.00	
Satd. Flow (perm)	1681	1687	1583					2515		1770	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.25	0.25	0.25	0.86	0.86	0.86	0.89	0.89	0.89
Adj. Flow (vph)	245	3	309	0	0	0	163	526	0	157	508	0
RTOR Reduction (vph)	0	0	216	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	125	123	93	0	0	0	0	689	0	157	508	0
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	3	3						2		1	5	6
Permitted Phases			3						2			
Actuated Green, G (s)	21.9	21.9	21.9					43.4		14.1	62.2	
Effective Green, g (s)	21.9	21.9	21.9					43.4		14.1	62.2	
Actuated g/C Ratio	0.23	0.23	0.23					0.45		0.15	0.65	
Clearance Time (s)	5.1	5.1	5.1					6.2		4.7		
Vehicle Extension (s)	2.0	2.0	2.0					2.0		2.0		
Lane Grp Cap (vph)	385	387	363					1144		261	2307	
v/s Ratio Prot	c0.07	0.07								c0.09	c0.14	
v/s Ratio Perm			0.06					c0.27				
v/c Ratio	0.32	0.32	0.25					0.60		0.60	0.22	
Uniform Delay, d1	30.6	30.5	30.1					19.5		38.0	6.7	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.09	
Incremental Delay, d2	0.2	0.2	0.1					2.4		2.6	0.0	
Delay (s)	30.8	30.7	30.2					21.9		40.6	7.4	
Level of Service	C	C	C					C		D	A	
Approach Delay (s)	30.4				0.0			21.9			15.2	
Approach LOS	C				A			C			B	

Intersection Summary

HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	95.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA

23b: Gilman Drive & La Jolla Village EB

MID Day Peak Hour

Timing Plan: Mid Day Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔					↕	↕	↕	↕	
Traffic Volume (veh/h)	18	4	226	0	0	0	0	319	40	90	157	0
Future Volume (Veh/h)	18	4	226	0	0	0	0	319	40	90	157	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	4	246	0	0	0	0	347	43	98	171	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)	13											
Median type				None						None		
Median storage (veh)												
Upstream signal (ft)												483
pX, platoon unblocked												
vC, conflicting volume	540	757	86	754	714	174	171					390
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	540	757	86	754	714	174	171					390
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1					4.1
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	95	99	74	100	100	100	100					92
cM capacity (veh/h)	397	307	956	205	325	840	1404					1165
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3					
Volume Total	266	174	174	43	98	86	86					
Volume Left	20	0	0	0	98	0	0					
Volume Right	246	0	0	43	0	0	0					
cSH	1034	1700	1700	1700	1165	1700	1700					
Volume to Capacity	0.26	0.10	0.10	0.03	0.08	0.05	0.05					
Queue Length 95th (ft)	26	0	0	0	7	0	0					
Control Delay (s)	10.4	0.0	0.0	0.0	8.4	0.0	0.0					
Lane LOS	B				A							
Approach Delay (s)	Err	0.0			3.1							
Approach LOS	F											

Intersection Summary

Average Delay	Err
Intersection Capacity Utilization	Err%
ICU Level of Service	H
Analysis Period (min)	15

University CPA
1: N. Torrey Pines Rd. & Genesee Ave

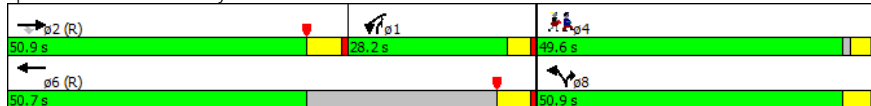
Existing
Timing Plan: Evening Peak

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø4
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑	↑↑	
Traffic Volume (vph)	825	824	494	240	561	388	
Future Volume (vph)	825	824	494	240	561	388	
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov	
Protected Phases	2		1	6	8	8 1	4
Permitted Phases		2					
Detector Phase	2	2	1	6	8	8 1	
Switch Phase							
Minimum Initial (s)	10.0	10.0	7.0	10.0	10.0		4.0
Minimum Split (s)	43.2	43.2	11.4	24.9	23.3		41.0
Total Split (s)	50.9	50.9	28.2	50.7	50.9		49.6
Total Split (%)	39.2%	39.2%	21.7%	39.0%	39.2%		38%
Yellow Time (s)	5.2	5.2	3.4	5.0	4.3		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.2	6.2	4.4	6.0	5.3		
Lead/Lag	Lead	Lead	Lag				
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	None	C-Max	None		None

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 7 (5%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Splits and Phases: 1: N. Torrey Pines Rd. & Genesee Ave



University CPA
1: N. Torrey Pines Rd. & Genesee Ave

Existing
Timing Plan: Evening Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑	↑↑
Traffic Volume (vph)	825	824	494	240	561	388
Future Volume (vph)	825	824	494	240	561	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.2	4.4	6.0	5.3	5.3
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	2787
Peak-hour factor, PHF	0.95	0.95	0.73	0.73	0.90	0.90
Adj. Flow (vph)	868	867	677	329	623	431
RTOR Reduction (vph)	0	406	0	0	0	37
Lane Group Flow (vph)	868	461	677	329	623	394
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	2		1	6	8	8 1
Permitted Phases		2				
Actuated Green, G (s)	58.3	58.3	23.8	86.7	32.0	60.2
Effective Green, g (s)	58.3	58.3	23.8	86.7	32.0	55.8
Actuated g/C Ratio	0.45	0.45	0.18	0.67	0.25	0.43
Clearance Time (s)	6.2	6.2	4.4	6.0	5.3	
Vehicle Extension (s)	4.0	4.0	2.0	3.7	3.8	
Lane Grp Cap (vph)	2280	709	628	3391	845	1196
v/s Ratio Prot	0.17		c0.20	0.06	c0.18	0.14
v/s Ratio Perm		c0.29				
v/c Ratio	0.38	0.65	1.08	0.10	0.74	0.33
Uniform Delay, d1	23.8	27.9	53.1	7.7	45.1	24.7
Progression Factor	1.00	1.00	0.70	0.46	0.79	0.74
Incremental Delay, d2	0.5	4.6	58.5	0.1	3.4	0.2
Delay (s)	24.3	32.5	95.7	3.6	39.3	18.4
Level of Service	C	C	F	A	D	B
Approach Delay (s)	28.4			65.6	30.7	
Approach LOS	C			E	C	

Intersection Summary

HCM 2000 Control Delay	38.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.9
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

University CPA
2: Genesee Ave & John Hopkins Drive

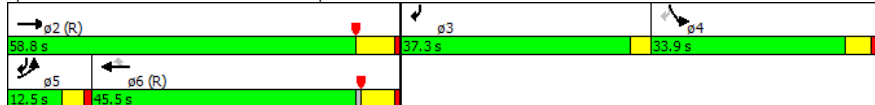
Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	ø3
Lane Configurations	↘	↑↑↑	↑↑↑↑	↗	↘↗	↗	
Traffic Volume (vph)	37	1176	616	103	541	117	
Future Volume (vph)	37	1176	616	103	541	117	
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov	
Protected Phases	5	2	6		4	3 5	3
Permitted Phases				6		4	
Detector Phase	5	2	6	6	4	3 5	
Switch Phase							
Minimum Initial (s)	4.0	10.0	10.0	10.0	7.0		4.0
Minimum Split (s)	9.5	16.7	15.9	15.9	11.9		7.0
Total Split (s)	12.5	58.8	45.5	45.5	33.9		37.3
Total Split (%)	9.6%	45.2%	35.0%	35.0%	26.1%		29%
Yellow Time (s)	3.4	5.7	4.9	4.9	3.9		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.4	6.7	5.9	5.9	4.9		
Lead/Lag	Lead		Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	C-Max	None		None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 22 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 2: Genesee Ave & John Hopkins Drive



University CPA
2: Genesee Ave & John Hopkins Drive

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑↑	↗	↘↗	↗
Traffic Volume (vph)	37	1176	616	103	541	117
Future Volume (vph)	37	1176	616	103	541	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.7	5.9	5.9	4.9	3.0
Lane Util. Factor	1.00	0.91	0.81	1.00	0.97	1.00
Friction	1.00	1.00	1.00	0.85	1.00	0.85
Fit Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	7544	1583	3433	1583
Fit Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	5085	7544	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.78	0.78	0.76	0.76
Adj. Flow (vph)	40	1278	790	132	712	154
RTOR Reduction (vph)	0	0	0	75	0	20
Lane Group Flow (vph)	40	1278	790	57	712	134
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov
Protected Phases	5	2	6		4	3 5
Permitted Phases				6		4
Actuated Green, G (s)	6.8	66.2	55.8	55.8	31.5	56.0
Effective Green, g (s)	6.8	66.2	55.8	55.8	31.5	56.0
Actuated g/C Ratio	0.05	0.51	0.43	0.43	0.24	0.43
Clearance Time (s)	4.4	6.7	5.9	5.9	4.9	
Vehicle Extension (s)	2.0	4.0	3.9	3.9	5.0	
Lane Grp Cap (vph)	92	2589	3238	679	831	718
v/s Ratio Prot	0.02	c0.25	0.10		c0.21	c0.04
v/s Ratio Perm				0.04		0.05
v/c Ratio	0.43	0.49	0.24	0.08	0.86	0.19
Uniform Delay, d1	59.7	20.9	23.7	22.0	47.1	22.9
Progression Factor	0.97	0.79	0.85	0.53	1.00	1.00
Incremental Delay, d2	1.1	0.6	0.2	0.2	9.5	0.0
Delay (s)	59.1	17.1	20.3	11.9	56.6	22.9
Level of Service	E	B	C	B	E	C
Approach Delay (s)		18.4	19.1		50.6	
Approach LOS		B	B		D	

Intersection Summary

HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
3: Genesee Ave & Science Center Drive

Existing
Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL
Lane Configurations						
Traffic Volume (vph)	80	1637	11	629	300	281
Future Volume (vph)	80	1637	11	629	300	281
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot
Protected Phases	5	2	1	6	7	7
Permitted Phases					6	
Detector Phase	5	2	1	6	7	7
Switch Phase						
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0
Minimum Split (s)	9.5	22.5	9.5	16.0	8.9	8.9
Total Split (s)	14.5	77.5	14.5	76.6	38.0	38.0
Total Split (%)	11.2%	59.6%	11.2%	58.9%	29.2%	29.2%
Yellow Time (s)	3.4	5.9	3.4	5.0	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	6.9	4.4	6.0	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	None

Intersection Summary

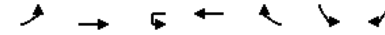
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 55 (42%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 3: Genesee Ave & Science Center Drive



University CPA
3: Genesee Ave & Science Center Drive

Existing
Timing Plan: Evening Peak



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	80	1637	11	629	300	281	70
Future Volume (vph)	80	1637	11	629	300	281	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.9	4.4	6.0	4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	0.97	
Frt	1.00	1.00	1.00	1.00	0.85	0.97	
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.96	
Satd. Flow (prot)	1770	5085	1770	5085	1583	3370	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	0.96	
Satd. Flow (perm)	1770	5085	1770	5085	1583	3370	
Peak-hour factor, PHF	0.97	0.97	0.92	0.83	0.83	0.90	0.90
Adj. Flow (vph)	82	1688	12	758	361	312	78
RTOR Reduction (vph)	0	0	0	0	56	20	0
Lane Group Flow (vph)	82	1688	12	758	305	370	0
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	
Protected Phases	5	2	1	6	7	7	
Permitted Phases					6		
Actuated Green, G (s)	11.4	90.6	3.0	83.1	103.3	20.2	
Effective Green, g (s)	11.4	90.6	3.0	83.1	103.3	20.2	
Actuated g/C Ratio	0.09	0.70	0.02	0.64	0.79	0.16	
Clearance Time (s)	4.4	6.9	4.4	6.0	4.9	4.9	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	155	3543	40	3250	1257	523	
v/s Ratio Prot	c0.05	c0.33	0.01	0.15	0.04	c0.11	
v/s Ratio Perm					0.15		
v/c Ratio	0.53	0.48	0.30	0.23	0.24	0.71	
Uniform Delay, d1	56.7	8.9	62.5	9.9	3.4	52.1	
Progression Factor	1.23	0.43	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.5	0.4	4.2	0.2	0.1	4.3	
Delay (s)	72.5	4.2	66.7	10.1	3.5	56.4	
Level of Service	E	A	E	B	A	E	
Approach Delay (s)		7.3		8.6		56.4	
Approach LOS		A		A		E	

Intersection Summary

HCM 2000 Control Delay	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

University CPA
4: I-5 SB Ramps & Genesee Ave

Existing
Timing Plan: Evening Peak

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑	↑
Traffic Volume (vph)	1281	671	312	548	850	3	338
Future Volume (vph)	1281	671	312	548	850	3	338
Turn Type	NA	Perm	Prot	NA	Split	NA	Prot
Protected Phases	2		1	6	4	4	4
Permitted Phases		2					
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	13.0	13.0	13.0
Minimum Split (s)	17.2	17.2	9.7	17.2	18.1	18.1	18.1
Total Split (s)	40.2	40.2	24.7	64.9	25.1	25.1	25.1
Total Split (%)	44.7%	44.7%	27.4%	72.1%	27.9%	27.9%	27.9%
Yellow Time (s)	5.2	5.2	3.7	5.2	4.1	4.1	4.1
All-Red Time (s)	2.0	2.0	1.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2	4.7	7.2	5.1	5.1	5.1
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	Max	C-Max	Min	Min	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 4: I-5 SB Ramps & Genesee Ave



University CPA
4: I-5 SB Ramps & Genesee Ave

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (vph)	0	1281	671	312	548	0	0	0	0	850	3	338
Future Volume (vph)	0	1281	671	312	548	0	0	0	0	850	3	338
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2	4.7	7.2					5.1	5.1	5.1
Lane Util. Factor		0.95	1.00	1.00	0.95					0.95	0.95	1.00
Flt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3539	1583	1770	3539					1681	1686	1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3539	1583	1770	3539					1681	1686	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.89	0.89	0.89	0.25	0.25	0.25	0.90	0.90	0.90
Adj. Flow (vph)	0	1348	706	351	616	0	0	0	0	944	3	376
RTOR Reduction (vph)	0	0	383	0	0	0	0	0	0	0	0	244
Lane Group Flow (vph)	0	1348	323	351	616	0	0	0	0	472	475	132
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		2		1	6					4	4	4
Permitted Phases			2									
Actuated Green, G (s)		33.0	33.0	20.0	57.7					20.0	20.0	20.0
Effective Green, g (s)		33.0	33.0	20.0	57.7					20.0	20.0	20.0
Actuated g/C Ratio		0.37	0.37	0.22	0.64					0.22	0.22	0.22
Clearance Time (s)		7.2	7.2	4.7	7.2					5.1	5.1	5.1
Vehicle Extension (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1297	580	393	2268					373	374	351
v/s Ratio Prot		c0.38		c0.20	0.17					0.28	c0.28	0.08
v/s Ratio Perm			0.20									
v/c Ratio		1.04	0.56	0.89	0.27					1.27	1.27	0.38
Uniform Delay, d1		28.5	22.7	34.0	7.0					35.0	35.0	29.7
Progression Factor		1.00	1.00	0.88	0.37					1.00	1.00	1.00
Incremental Delay, d2		35.8	3.8	22.7	0.3					139.2	141.0	0.2
Delay (s)		64.3	26.5	52.5	2.9					174.2	176.0	29.9
Level of Service		E	C	D	A					F	F	C
Approach Delay (s)		51.3			20.9				0.0			133.9
Approach LOS		D			C				A			F

Intersection Summary

HCM 2000 Control Delay	69.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	127.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

University CPA
5: I-5 NB Ramps & Genesee Ave

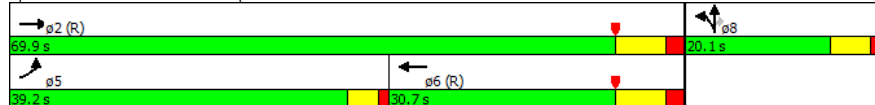
Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↵	↗↗	↗↗↗	↗	↗	↗	↗
Traffic Volume (vph)	854	1277	541	969	319	4	99
Future Volume (vph)	854	1277	541	969	319	4	99
Turn Type	Prot	NA	NA	NA	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases							8
Detector Phase	5	2	6		8	8	
Switch Phase							
Minimum Initial (s)	11.0	10.0	10.0		5.0	5.0	5.0
Minimum Split (s)	15.2	17.2	17.2		10.1	10.1	10.1
Total Split (s)	39.2	69.9	30.7		20.1	20.1	20.1
Total Split (%)	43.6%	77.7%	34.1%		22.3%	22.3%	22.3%
Yellow Time (s)	3.2	5.2	5.2		4.1	4.1	4.1
All-Red Time (s)	1.0	2.0	2.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.2	7.2	7.2		5.1	5.1	5.1
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	Max	C-Max	C-Max		Min	Min	Min

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 43 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 5: I-5 NB Ramps & Genesee Ave



University CPA
5: I-5 NB Ramps & Genesee Ave

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↗↗			↗↗↗	↗	↗	↗	↗			
Traffic Volume (vph)	854	1277	0	0	541	969	319	4	99	0	0	0
Future Volume (vph)	854	1277	0	0	541	969	319	4	99	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	7.2			7.2	4.0	5.1	5.1	5.1			
Lane Util. Factor	1.00	0.95			0.91	1.00	0.95	0.95	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (prot)	1770	3539			5085	1583	1681	1687	1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (perm)	1770	3539			5085	1583	1681	1687	1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.90	0.90	0.90	0.91	0.91	0.91	0.25	0.25	0.25
Adj. Flow (vph)	899	1344	0	0	601	1077	351	4	109	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	588	0	0	87	0	0	0
Lane Group Flow (vph)	899	1344	0	0	601	489	179	176	22	0	0	0
Turn Type	Prot	NA			NA	NA	Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases									8			
Actuated Green, G (s)	37.2	64.9			23.5	0.0	12.8	12.8	12.8			
Effective Green, g (s)	37.2	64.9			23.5	0.0	12.8	12.8	12.8			
Actuated g/C Ratio	0.41	0.72			0.26	0.00	0.14	0.14	0.14			
Clearance Time (s)	4.2	7.2			7.2		5.1	5.1	5.1			
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	731	2552			1327	0	239	239	225			
v/s Ratio Prot	c0.51	c0.38			0.12		c0.11	0.10				
v/s Ratio Perm									0.01			
v/c Ratio	1.23	0.53			0.45	no cap	0.75	0.74	0.10			
Uniform Delay, d1	26.4	5.6			27.9	Error	37.1	37.0	33.6			
Progression Factor	1.08	0.09			1.00		1.00	1.00	1.00			
Incremental Delay, d2	104.6	0.1			1.1	Error	10.7	9.7	0.1			
Delay (s)	133.2	0.6			29.0	Error	47.7	46.7	33.6			
Level of Service	F	A			C	F	D	D	C			
Approach Delay (s)		53.7			Error		44.0				0.0	
Approach LOS		D			F		D				A	


Intersection Summary

HCM 2000 Control Delay	Error	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	127.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

University CPA
6: Genesee Ave & Scripps Hospital

Existing
Timing Plan: Evening Peak



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↖ ↗	↗	↖	↕	↕	↕	↗
Traffic Volume (vph)	444	242	85	1059	7	1496	99
Future Volume (vph)	444	242	85	1059	7	1496	99
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	4		5	2	1	6	
Permitted Phases		4					6
Detector Phase	4	4	5	2	1	6	6
Switch Phase							
Minimum Initial (s)	7.0	7.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	11.9	11.9	9.5	22.5	9.5	30.5	30.5
Total Split (s)	42.2	42.2	17.5	75.3	14.5	72.3	72.3
Total Split (%)	32.0%	32.0%	13.3%	57.0%	11.0%	54.8%	54.8%
Yellow Time (s)	3.9	3.9	3.4	4.7	3.4	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.4	5.7	4.4	5.7	5.7
Lead/Lag			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 132
Actuated Cycle Length: 132
Offset: 49 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated


Splits and Phases: 6: Genesee Ave & Scripps Hospital



Phase	Duration (s)	Split (s)
φ1	14.5 s	75.3 s
φ2 (R)	75.3 s	42.2 s
φ5	17.5 s	72.3 s
φ6 (R)	72.3 s	

University CPA
6: Genesee Ave & Scripps Hospital

Existing
Timing Plan: Evening Peak



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↖ ↗	↗	↖	↕	↕	↕	↗
Traffic Volume (vph)	444	242	85	1059	7	1496	99
Future Volume (vph)	444	242	85	1059	7	1496	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.4	5.7	4.4	5.7	5.7
Lane Util. Factor	0.97	1.00	1.00	0.91	1.00	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	1.00	0.85
Frt Protected	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	5085	1770	5085	1583
Frt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1583	1770	5085	1770	5085	1583
Peak-hour factor, PHF	0.88	0.88	0.86	0.86	0.92	0.89	0.89
Adj. Flow (vph)	505	275	99	1231	8	1681	111
RTOR Reduction (vph)	0	125	0	0	0	0	28
Lane Group Flow (vph)	505	150	99	1231	8	1681	83
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	4		5	2	1	6	
Permitted Phases		4					6
Actuated Green, G (s)	24.4	24.4	11.7	91.3	1.3	80.9	80.9
Effective Green, g (s)	24.4	24.4	11.7	91.3	1.3	80.9	80.9
Actuated g/C Ratio	0.18	0.18	0.09	0.69	0.01	0.61	0.61
Clearance Time (s)	4.9	4.9	4.4	5.7	4.4	5.7	5.7
Vehicle Extension (s)	2.0	2.0	2.0	5.2	2.0	4.0	4.0
Lane Grp Cap (vph)	634	292	156	3517	17	3116	970
v/s Ratio Prot	c0.15		c0.06	0.24	0.00	c0.33	
v/s Ratio Perm		0.09					0.05
v/c Ratio	0.80	0.51	0.63	0.35	0.47	0.54	0.09
Uniform Delay, d1	51.4	48.5	58.1	8.3	65.0	14.8	10.4
Progression Factor	1.00	1.00	1.08	0.57	1.00	1.00	1.00
Incremental Delay, d2	6.4	0.6	5.8	0.3	7.3	0.7	0.2
Delay (s)	57.9	49.1	68.7	5.0	72.3	15.5	10.6
Level of Service	E	D	E	A	E	B	B
Approach Delay (s)	54.8			9.8		15.4	
Approach LOS	D			A		B	

Intersection Summary

HCM 2000 Control Delay: 21.3
 HCM 2000 Volume to Capacity ratio: 0.60
 Actuated Cycle Length (s): 132.0
 Intersection Capacity Utilization: 58.8%
 Analysis Period (min): 15

HCM 2000 Level of Service: C
 Sum of lost time (s): 15.0
 ICU Level of Service: B

c Critical Lane Group

University CPA

7: Genesee Ave & Campus Point Drive

Existing

Timing Plan: Evening Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	9	339	381	25	283	183	536	41	59	1551	139
Future Volume (vph)	323	9	339	381	25	283	183	536	41	59	1551	139
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	3	3		4	4		5	2	4	1	6	
Permitted Phases			3			4			2			6
Detector Phase	3	3	3	4	4	4	5	2	4	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	4.0	10.0	7.0	4.0	10.0	10.0
Minimum Split (s)	11.9	11.9	11.9	22.5	22.5	22.5	8.4	37.7	22.5	8.4	33.7	33.7
Total Split (s)	32.2	32.2	32.2	34.0	34.0	34.0	18.5	48.4	34.0	15.7	47.3	47.3
Total Split (%)	24.4%	24.4%	24.4%	25.8%	25.8%	25.8%	14.0%	36.7%	25.8%	11.9%	35.8%	35.8%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.4	4.7	3.9	3.4	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	5.7	4.9	4.4	5.7	5.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 132

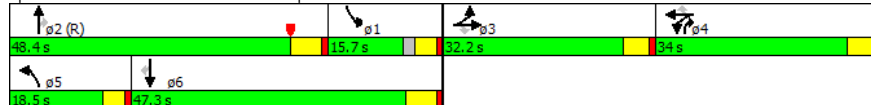
Actuated Cycle Length: 132

Offset: 126 (95%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Splits and Phases: 7: Genesee Ave & Campus Point Drive



University CPA

7: Genesee Ave & Campus Point Drive

Existing

Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	9	339	381	25	283	183	536	41	59	1551	139
Future Volume (vph)	323	9	339	381	25	283	183	536	41	59	1551	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.9	4.4	5.7	4.9	4.4	5.7	5.7	5.7
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Fr1	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.95	1.00	0.95	0.96	1.00	0.95	1.00	0.85	1.00	0.95	1.00
Satd. Flow (prot)	1681	1690	1583	1681	1695	2787	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	0.95	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1681	1690	1583	1681	1695	2787	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.87	0.87	0.87	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	359	10	377	438	29	325	199	583	45	63	1650	148
RTOR Reduction (vph)	0	0	188	0	0	268	0	0	17	0	0	53
Lane Group Flow (vph)	183	186	189	232	235	57	199	583	28	63	1650	95
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	3	3		4	4		5	2	4	1	6	
Permitted Phases			3			4			2			6
Actuated Green, G (s)	20.7	20.7	20.7	23.3	23.3	23.3	11.7	57.7	81.0	10.4	56.4	56.4
Effective Green, g (s)	20.7	20.7	20.7	23.3	23.3	23.3	11.7	57.7	81.0	10.4	56.4	56.4
Actuated g/C Ratio	0.16	0.16	0.16	0.18	0.18	0.18	0.09	0.44	0.61	0.08	0.43	0.43
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	5.7	4.9	4.4	5.7	5.7
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.7	2.0	2.0	4.0	4.0
Lane Grp Cap (vph)	263	265	248	296	299	491	304	2222	1030	270	2172	676
v/s Ratio Prot	0.11	0.11		0.14	0.14		0.06	0.11	0.00	0.02	0.32	
v/s Ratio Perm			c0.12			0.02						0.06
v/c Ratio	0.70	0.70	0.76	0.78	0.79	0.12	0.65	0.26	0.03	0.23	0.76	0.14
Uniform Delay, d1	52.7	52.7	53.3	51.9	52.0	45.7	58.2	23.6	10.0	57.1	32.1	23.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.49	0.39	0.10	1.00	0.98	1.40
Incremental Delay, d2	6.3	6.7	11.7	11.8	11.8	0.0	3.8	0.3	0.0	0.1	1.4	0.1
Delay (s)	59.0	59.4	65.0	63.7	63.8	45.7	90.7	9.5	1.0	57.0	32.9	32.4
Level of Service	E	E	E	E	E	D	F	A	A	E	C	C
Approach Delay (s)		62.1			56.4			28.6			33.7	
Approach LOS		E			E			C			C	

Intersection Summary

HCM 2000 Control Delay	42.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

University CPA
8: Regents Road & Genesee Ave

Existing
Timing Plan: Evening Peak

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↺	↑↑↑	↻	↻	↑↑↑	↻
Traffic Volume (vph)	44	1574	649	36	638	103
Future Volume (vph)	44	1574	649	36	638	103
Turn Type	Prot	NA	Perm	Prot	NA	Prot
Protected Phases	5	2		1	6	8
Permitted Phases			2			
Detector Phase	5	2	2	1	6	8
Switch Phase						
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	7.0
Minimum Split (s)	9.5	22.7	22.7	9.5	22.5	37.9
Total Split (s)	15.5	75.3	75.3	15.5	75.3	41.2
Total Split (%)	11.7%	57.0%	57.0%	11.7%	57.0%	31.2%
Yellow Time (s)	3.4	4.7	4.7	3.4	4.7	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.7	5.7	4.4	5.7	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 132
Actuated Cycle Length: 132
Offset: 29 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 8: Regents Road & Genesee Ave

<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> ϕ_1 15.5 s </div> <div style="text-align: center;"> ϕ_2 (R) 75.3 s </div> </div>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> ϕ_5 15.5 s </div> <div style="text-align: center;"> ϕ_6 (R) 75.3 s </div> </div>
--	--

University CPA
8: Regents Road & Genesee Ave

Existing
Timing Plan: Evening Peak

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↺	↑↑↑	↻	↻	↑↑↑	↻	
Traffic Volume (vph)	44	1574	649	36	638	103	59
Future Volume (vph)	44	1574	649	36	638	103	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	16	12
Total Lost time (s)	4.4	5.7	5.7	4.4	5.7	4.9	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1945	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (perm)	1770	5085	1583	1770	5085	1945	
Peak-hour factor, PHF	0.92	0.96	0.96	0.94	0.94	0.88	0.88
Adj. Flow (vph)	48	1640	676	38	679	117	67
RTOR Reduction (vph)	0	0	181	0	0	17	0
Lane Group Flow (vph)	48	1640	495	38	679	167	0
Turn Type	Prot	NA	Perm	Prot	NA	Prot	
Protected Phases	5	2		1	6	8	
Permitted Phases			2				
Actuated Green, G (s)	7.1	82.3	82.3	6.4	81.6	28.3	
Effective Green, g (s)	7.1	82.3	82.3	6.4	81.6	28.3	
Actuated g/C Ratio	0.05	0.62	0.62	0.05	0.62	0.21	
Clearance Time (s)	4.4	5.7	5.7	4.4	5.7	4.9	
Vehicle Extension (s)	2.0	5.0	5.0	2.0	3.9	2.0	
Lane Grp Cap (vph)	95	3170	986	85	3143	416	
v/s Ratio Prot	c0.03	c0.32		0.02	0.13	c0.09	
v/s Ratio Perm			0.31				
w/c Ratio	0.51	0.52	0.50	0.45	0.22	0.40	
Uniform Delay, d1	60.7	13.8	13.6	61.1	11.1	44.6	
Progression Factor	1.05	0.50	0.44	0.74	1.48	1.00	
Incremental Delay, d2	1.0	0.4	1.2	1.3	0.2	0.2	
Delay (s)	64.6	7.3	7.2	46.7	16.6	44.8	
Level of Service	E	A	A	D	B	D	
Approach Delay (s)		8.4			18.2	44.8	
Approach LOS		A			B	D	

Intersection Summary

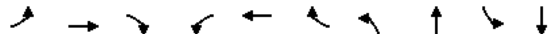
HCM 2000 Control Delay: 12.6
HCM 2000 Level of Service: B
HCM 2000 Volume to Capacity ratio: 0.49
Actuated Cycle Length (s): 132.0
Sum of lost time (s): 15.0
Intersection Capacity Utilization: 54.7%
ICU Level of Service: A
Analysis Period (min): 15
c Critical Lane Group

University CPA

9: Genesee Ave & Eastgate Mall

Existing

Timing Plan: Evening Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↑	↗	↖	↑	↗	↔	↔	↖	↗
Traffic Volume (vph)	48	177	63	206	239	194	27	423	482	889
Future Volume (vph)	48	177	63	206	239	194	27	423	482	889
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.4	38.9	38.9	9.5	39.1	39.1	9.5	31.7	9.5	32.7
Total Split (s)	14.7	39.5	39.5	19.7	44.7	44.7	16.7	37.3	35.3	54.6
Total Split (%)	11.1%	29.9%	29.9%	14.9%	33.9%	33.9%	12.7%	28.3%	26.7%	41.4%
Yellow Time (s)	3.4	3.9	3.9	3.4	4.1	4.1	3.4	4.7	3.4	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.9	4.4	5.1	5.1	4.4	5.7	4.4	5.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	C-Max

Intersection Summary

Cycle Length: 132
 Actuated Cycle Length: 132
 Offset: 58 (44%), Referenced to phase 6:SBT, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated

Splits and Phases: 9: Genesee Ave & Eastgate Mall

Phase	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
φ1	35.3 s									
φ2		37.3 s								
φ3				19.7 s						
φ4							39.5 s			
φ5 (R)	54.6 s									
φ6			16.7 s							
φ7				14.7 s						
φ8							44.7 s			

University CPA

9: Genesee Ave & Eastgate Mall

Existing

Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↗	↖	↑	↗	↔	↔		↖	↗	↔
Traffic Volume (vph)	48	177	63	206	239	194	27	423	101	482	889	60
Future Volume (vph)	48	177	63	206	239	194	27	423	101	482	889	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	5.1	5.1	4.4	5.7		4.4	5.7	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	4939		3433	5037	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	4939		3433	5037	
Peak-hour factor, PHF	0.92	0.92	0.92	0.82	0.82	0.82	0.96	0.96	0.96	0.95	0.95	0.95
Adj. Flow (vph)	52	192	68	251	291	237	28	441	105	507	936	63
RTOR Reduction (vph)	0	0	58	0	0	169	0	27	0	0	5	0
Lane Group Flow (vph)	52	192	10	251	291	68	28	519	0	507	994	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	7.3	20.0	20.0	25.5	38.0	38.0	4.6	43.3		23.8	62.5	
Effective Green, g (s)	7.3	20.0	20.0	25.5	38.0	38.0	4.6	43.3		23.8	62.5	
Actuated g/C Ratio	0.06	0.15	0.15	0.19	0.29	0.29	0.03	0.33		0.18	0.47	
Clearance Time (s)	4.4	4.9	4.9	4.4	5.1	5.1	4.4	5.7		4.4	5.7	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.2		2.0	4.3	
Lane Grp Cap (vph)	97	282	239	341	536	455	61	1620		618	2384	
v/s Ratio Prot	0.03	c0.10		c0.14	0.16		c0.02	0.11		c0.15	c0.20	
v/s Ratio Perm			0.01			0.04						
v/c Ratio	0.54	0.68	0.04	0.74	0.54	0.15	0.46	0.32		0.82	0.42	
Uniform Delay, d1	60.7	53.0	47.8	50.1	39.7	35.0	62.5	33.3		52.0	22.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.91	0.33	
Incremental Delay, d2	2.8	5.3	0.0	7.0	0.6	0.1	2.0	0.2		7.2	0.5	
Delay (s)	63.5	58.3	47.9	57.0	40.3	35.0	64.5	33.5		54.4	8.0	
Level of Service	E	E	D	E	D	D	E	C		D	A	
Approach Delay (s)		56.9			44.1			35.0			23.7	
Approach LOS		E			D			C			C	

Intersection Summary

HCM 2000 Control Delay: 34.0, HCM 2000 Level of Service: C
 HCM 2000 Volume to Capacity ratio: 0.62
 Actuated Cycle Length (s): 132.0, Sum of lost time (s): 19.6
 Intersection Capacity Utilization: 61.1%, ICU Level of Service: B
 Analysis Period (min): 15

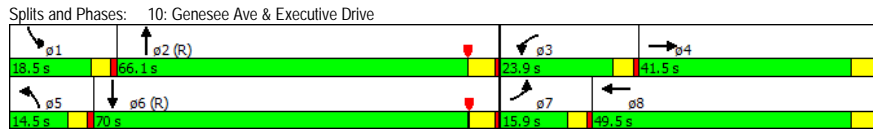
c Critical Lane Group

University CPA
10: Genesee Ave & Executive Drive

Existing
Timing Plan: Evening Peak

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↗	↙	↗	↙	↗	↙	↗
Traffic Volume (vph)	21	105	117	213	72	335	103	1261
Future Volume (vph)	21	105	117	213	72	335	103	1261
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.4	8.9	8.4	8.9	8.4	15.5	9.5	15.4
Total Split (s)	15.9	41.5	23.9	49.5	14.5	66.1	18.5	70.0
Total Split (%)	10.6%	27.7%	15.9%	33.0%	9.7%	44.1%	12.3%	46.7%
Yellow Time (s)	3.4	3.9	3.4	3.9	3.4	4.5	3.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.4	4.9	4.4	5.5	4.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 100 (67%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated



University CPA
10: Genesee Ave & Executive Drive

Existing
Timing Plan: Evening Peak

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↗	↘	↙	↗	↘	↙	↗	↘	↙	↗	↘
Traffic Volume (vph)	21	105	66	117	213	90	72	335	65	103	1261	45
Future Volume (vph)	21	105	66	117	213	90	72	335	65	103	1261	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.4	5.5		4.4	5.4	
Lane Util. Factor	1.00	0.95		0.97	0.95		0.97	0.91		0.97	0.91	
Flt	1.00	0.94		1.00	0.96		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3334		3433	3382		3433	4962		3433	5059	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3334		3433	3382		3433	4962		3433	5059	
Peak-hour factor, PHF	0.60	0.60	0.60	0.92	0.92	0.92	0.91	0.91	0.91	0.90	0.90	0.90
Adj. Flow (vph)	35	175	110	127	232	98	79	368	71	114	1401	50
RTOR Reduction (vph)	0	74	0	0	37	0	0	13	0	0	2	0
Lane Group Flow (vph)	35	211	0	127	293	0	79	426	0	114	1449	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.5	21.7		9.9	25.1		7.9	89.8		9.4	91.4	
Effective Green, g (s)	6.5	21.7		9.9	25.1		7.9	89.8		9.4	91.4	
Actuated g/C Ratio	0.04	0.14		0.07	0.17		0.05	0.60		0.06	0.61	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	5.5		4.4	5.4	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.6		2.0	3.8	
Lane Grp Cap (vph)	76	482		226	565		180	2970		215	3082	
v/s Ratio Prot	0.02	0.06		c0.04	c0.09		0.02	0.09		c0.03	c0.29	
v/s Ratio Perm												
v/c Ratio	0.46	0.44		0.56	0.52		0.44	0.14		0.53	0.47	
Uniform Delay, d1	70.0	58.6		67.9	56.9		68.9	13.2		68.2	16.0	
Progression Factor	1.00	1.00		1.00	1.00		1.10	0.83		1.00	1.00	
Incremental Delay, d2	1.6	0.2		1.9	0.3		0.6	0.1		1.3	0.5	
Delay (s)	71.6	58.8		69.8	57.3		76.2	11.1		69.4	16.6	
Level of Service	E	E		E	E		E	B		E	B	
Approach Delay (s)		60.2			60.8			21.0			20.4	
Approach LOS		E			E			C			C	

Intersection Summary
 HCM 2000 Control Delay: 31.4
 HCM 2000 Volume to Capacity ratio: 0.50
 Actuated Cycle Length (s): 150.0
 Intersection Capacity Utilization: 56.7%
 Analysis Period (min): 15

c Critical Lane Group

University CPA
11: Genesee Ave & Executive Square

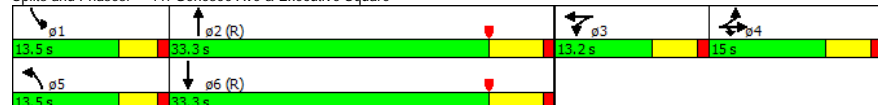
Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↔	↗	↖	↔	↗	↖	↔	↗
Traffic Volume (vph)	29	2	172	127	10	37	425	6	1435
Future Volume (vph)	29	2	172	127	10	37	425	6	1435
Turn Type	Split	NA	Prot	Split	NA	Prot	NA	Prot	NA
Protected Phases	4	4	4	3	3	5	2	1	6
Permitted Phases									
Detector Phase	4	4	4	3	3	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.9	8.4	15.7	8.4	15.7
Total Split (s)	15.0	15.0	15.0	13.2	13.2	13.5	33.3	13.5	33.3
Total Split (%)	20.0%	20.0%	20.0%	17.6%	17.6%	18.0%	44.4%	18.0%	44.4%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.4	4.7	3.4	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9	4.4	5.7	4.4	5.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	None

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Genesee Ave & Executive Square



University CPA
11: Genesee Ave & Executive Square

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↔	↗	↖	↔		↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	29	2	172	127	10	15	37	425	12	6	1435	13
Future Volume (vph)	29	2	172	127	10	15	37	425	12	6	1435	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.9		4.4	5.7		4.4	5.7	
Lane Util. Factor	0.95	0.91	0.95	0.95	0.95		0.97	0.91		1.00	0.91	
Flt Protected	1.00	0.86	0.85	1.00	0.97		1.00	1.00		1.00	1.00	
Flt Permitted	0.95	1.00	1.00	0.95	0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1453	1504	1681	1661		3433	5065		1770	5079	
Satd. Flow (perm)	1681	1453	1504	1681	1661		3433	5065		1770	5079	
Peak-hour factor, PHF	0.76	0.76	0.76	0.75	0.75		0.75	0.91		0.91	0.91	0.91
Adj. Flow (vph)	38	3	226	169	13	20	41	467	13	7	1577	14
RTOR Reduction (vph)	0	101	105	0	12	0	0	3	0	0	1	0
Lane Group Flow (vph)	34	17	10	101	89	0	41	477	0	7	1590	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4	4	3	3		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.5	6.5	6.5	6.4	6.4		3.5	41.1		1.1	38.7	
Effective Green, g (s)	6.5	6.5	6.5	6.4	6.4		3.5	41.1		1.1	38.7	
Actuated g/C Ratio	0.09	0.09	0.09	0.09	0.09		0.05	0.55		0.01	0.52	
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.4	5.7		4.4	5.7	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	3.9		2.0	2.2	
Lane Grp Cap (vph)	145	125	130	143	141		160	2775		25	2620	
v/s Ratio Prot	c0.02	0.01	0.01	c0.06	0.05		c0.01	0.09		0.00	c0.31	
v/s Ratio Perm												
v/c Ratio	0.23	0.13	0.08	0.71	0.63		0.26	0.17		0.28	0.61	
Uniform Delay, d1	31.9	31.6	31.5	33.4	33.2		34.5	8.5		36.6	12.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.92	0.98		1.24	1.25	
Incremental Delay, d2	0.3	0.2	0.1	12.2	6.6		0.3	0.1		2.0	1.0	
Delay (s)	32.2	31.8	31.6	45.6	39.8		32.0	8.4		47.4	16.9	
Level of Service	C	C	C	D	D		C	A		D	B	
Approach Delay (s)		31.8			42.7			10.2			17.0	
Approach LOS		C			D			B			B	

Intersection Summary

HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

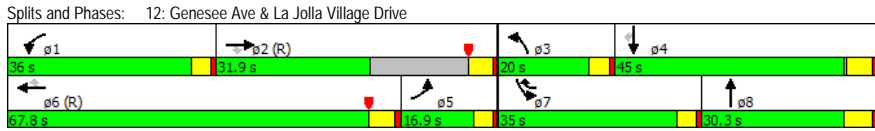
c Critical Lane Group

University CPA
12: Genesee Ave & La Jolla Village Drive

Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔↔	↔	↔↔	↔↔↔	↔	↔↔	↔↔↔	↔↔	↔↔↔	↔
Traffic Volume (vph)	114	1122	197	344	1342	110	233	241	512	877	253
Future Volume (vph)	114	1122	197	344	1342	110	233	241	512	877	253
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	8.4	15.3	15.3	8.4	15.5	8.4	8.4	15.7	8.4	15.4	15.4
Total Split (s)	16.9	31.9	31.9	36.0	67.8	35.0	20.0	30.3	35.0	45.0	45.0
Total Split (%)	11.3%	21.3%	21.3%	24.0%	45.2%	23.3%	13.3%	20.2%	23.3%	30.0%	30.0%
Yellow Time (s)	3.4	4.3	4.3	3.4	4.5	3.4	3.4	4.7	3.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.3	5.3	4.4	5.5	4.4	4.4	5.7	4.4	5.4	5.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary	
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated



University CPA
12: Genesee Ave & La Jolla Village Drive

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔↔	↔	↔↔	↔↔↔	↔	↔↔	↔↔↔		↔↔	↔↔↔	↔
Traffic Volume (vph)	114	1122	197	344	1342	110	233	241	71	512	877	253
Future Volume (vph)	114	1122	197	344	1342	110	233	241	71	512	877	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.5	4.4	4.4	5.7		4.4	5.4	5.4
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	4912		3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	4912		3433	5085	1583
Peak-hour factor, PHF	0.79	0.79	0.79	0.72	0.72	0.72	0.91	0.91	0.91	0.93	0.93	0.93
Adj. Flow (vph)	144	1420	249	478	1864	153	256	265	78	551	943	272
RTOR Reduction (vph)	0	0	115	0	0	46	0	35	0	0	0	116
Lane Group Flow (vph)	144	1420	134	478	1864	107	256	308	0	551	943	156
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	12.5	53.3	53.3	25.2	65.8	93.3	14.3	24.2		27.5	37.7	37.7
Effective Green, g (s)	12.5	53.3	53.3	25.2	65.8	93.3	14.3	24.2		27.5	37.7	37.7
Actuated g/C Ratio	0.08	0.36	0.36	0.17	0.44	0.62	0.10	0.16		0.18	0.25	0.25
Clearance Time (s)	4.4	5.3	5.3	4.4	5.5	4.4	4.4	5.7		4.4	5.4	5.4
Vehicle Extension (s)	2.0	6.0	6.0	2.0	5.8	2.0	3.5	2.0		2.0	4.1	4.1
Lane Grp Cap (vph)	286	1806	562	576	2230	984	327	792		629	1278	397
v/s Ratio Prot	0.04	c0.28		0.14	c0.37	0.02	0.07	0.06		c0.16	c0.19	
v/s Ratio Perm			0.08			0.05						0.10
v/c Ratio	0.50	0.79	0.24	0.83	0.84	0.11	0.78	0.39		0.88	0.74	0.39
Uniform Delay, d1	65.8	43.3	34.1	60.3	37.3	11.5	66.3	56.3		59.6	51.6	46.6
Progression Factor	0.64	0.56	0.39	0.84	0.47	0.39	0.99	1.13		1.24	0.71	0.58
Incremental Delay, d2	0.2	1.1	0.3	3.5	1.4	0.0	9.8	0.3		11.0	2.1	0.8
Delay (s)	42.3	25.6	13.6	54.0	18.8	4.5	75.1	63.8		85.0	38.6	27.6
Level of Service	D	C	B	D	B	A	E	E		F	D	C
Approach Delay (s)		25.2			24.7			68.6			51.4	
Approach LOS		C			C			E			D	

Intersection Summary	
HCM 2000 Control Delay	35.9 HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio	0.85
Actuated Cycle Length (s)	150.0 Sum of lost time (s) 20.0
Intersection Capacity Utilization	71.3% ICU Level of Service C
Analysis Period (min)	15

c Critical Lane Group

University CPA
13: Genesee Ave & Esplanade Court

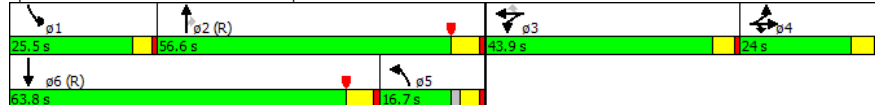
Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗
Traffic Volume (vph)	148	31	74	181	39	243	73	487	170	288	1031
Future Volume (vph)	148	31	74	181	39	243	73	487	170	288	1031
Turn Type	Split	NA	Prot	Split	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	4	4	4	3	3		5	2		1	6
Permitted Phases						3			2		
Detector Phase	4	4	4	3	3	3	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	8.9	8.9	8.9	8.9	8.9	8.9	8.4	16.0	16.0	8.4	15.7
Total Split (s)	24.0	24.0	24.0	43.9	43.9	43.9	16.7	56.6	56.6	25.5	63.8
Total Split (%)	16.0%	16.0%	16.0%	29.3%	29.3%	29.3%	11.1%	37.7%	37.7%	17.0%	42.5%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.4	5.0	5.0	3.4	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	6.0	6.0	4.4	5.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 125 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 13: Genesee Ave & Esplanade Court



University CPA
13: Genesee Ave & Esplanade Court

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	148	31	74	181	39	243	73	487	170	288	1031	157
Future Volume (vph)	148	31	74	181	39	243	73	487	170	288	1031	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	6.0	6.0	4.4	5.7	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.91	0.95	1.00	0.95	1.00	0.97	0.91	
Frt	1.00	1.00	0.85	1.00	0.91	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	0.97	1.00	0.95	0.99	1.00	0.95	1.00	0.85	1.00	0.95	1.00
Satd. Flow (prot)	1681	1713	1583	1681	1527	1504	1770	3539	1583	3433	4985	
Flt Permitted	0.95	0.97	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1713	1583	1681	1527	1504	1770	3539	1583	3433	4985	
Peak-hour factor, PHF	0.74	0.74	0.74	0.83	0.83	0.83	0.76	0.76	0.76	0.80	0.80	0.80
Adj. Flow (vph)	200	42	100	218	47	293	96	641	224	360	1289	196
RTOR Reduction (vph)	0	0	90	0	40	131	0	0	133	0	13	0
Lane Group Flow (vph)	120	122	10	194	148	45	96	641	91	360	1472	0
Turn Type	Split	NA	Prot	Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4	4	3	3		5	2		1	6	
Permitted Phases						3				2		
Actuated Green, G (s)	14.8	14.8	14.8	38.0	38.0	38.0	13.9	57.8	57.8	19.2	63.4	
Effective Green, g (s)	14.8	14.8	14.8	38.0	38.0	38.0	13.9	57.8	57.8	19.2	63.4	
Actuated g/C Ratio	0.10	0.10	0.10	0.25	0.25	0.25	0.09	0.39	0.39	0.13	0.42	
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	6.0	6.0	4.4	5.7	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.7	3.7	2.0	4.1	
Lane Grp Cap (vph)	165	169	156	425	386	381	164	1363	609	439	2106	
v/s Ratio Prot	c0.07	0.07	0.01	c0.12	0.10		c0.05	0.18		c0.10	c0.30	
v/s Ratio Perm						0.03			0.06			
v/c Ratio	0.73	0.72	0.06	0.46	0.38	0.12	0.59	0.47	0.15	0.82	0.70	
Uniform Delay, d1	65.6	65.6	61.3	47.3	46.3	43.1	65.3	34.6	30.1	63.7	35.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.07	1.71	0.86	0.44	
Incremental Delay, d2	12.7	12.1	0.1	0.3	0.2	0.1	3.2	1.1	0.5	9.3	1.6	
Delay (s)	78.3	77.7	61.4	47.6	46.6	43.1	67.8	38.3	51.9	64.0	17.1	
Level of Service	E	E	E	D	D	D	E	D	D	E	B	
Approach Delay (s)		73.1			45.8			44.4			26.2	
Approach LOS		E			D			D			C	

Intersection Summary

HCM 2000 Control Delay	38.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	55.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

University CPA
14: Genesee Ave & Nobel Drive

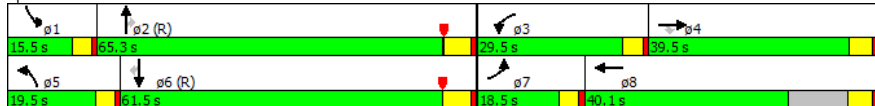
Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	202	323	204	277	554	191	453	118	113	1230	121
Future Volume (vph)	202	323	204	277	554	191	453	118	113	1230	121
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4				2				6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	8.4	37.9	37.9	8.4	40.1	8.4	35.7	35.7	8.4	38.9	38.9
Total Split (s)	18.5	39.5	39.5	29.5	40.1	19.5	65.3	65.3	15.5	61.5	61.5
Total Split (%)	12.3%	26.3%	26.3%	19.7%	26.7%	13.0%	43.5%	43.5%	10.3%	41.0%	41.0%
Yellow Time (s)	3.4	3.9	3.9	3.4	4.1	3.4	4.7	4.7	3.4	4.9	4.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.9	4.4	5.1	4.4	5.7	5.7	4.4	5.9	5.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 132 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Genesee Ave & Nobel Drive



University CPA
14: Genesee Ave & Nobel Drive

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	323	204	277	554	65	191	453	118	113	1230	121
Future Volume (vph)	202	323	204	277	554	65	191	453	118	113	1230	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9	4.9	4.4	5.1		4.4	5.7	5.7	4.4	5.9	5.9
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.95	1.00	0.97	0.91	1.00
Fr t	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3484		3433	3539	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3484		3433	3539	1583	3433	5085	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.84	0.84	0.84	0.87	0.87	0.87	0.84	0.84	0.84
Adj. Flow (vph)	222	355	224	330	660	77	220	521	136	135	1464	144
RTOR Reduction (vph)	0	0	127	0	7	0	0	0	65	0	0	61
Lane Group Flow (vph)	222	355	97	330	730	0	220	521	71	135	1464	83
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	12.9	30.7	30.7	18.7	36.3		13.7	71.1	71.1	10.1	67.3	67.3
Effective Green, g (s)	12.9	30.7	30.7	18.7	36.3		13.7	71.1	71.1	10.1	67.3	67.3
Actuated g/C Ratio	0.09	0.20	0.20	0.12	0.24		0.09	0.47	0.47	0.07	0.45	0.45
Clearance Time (s)	4.4	4.9	4.9	4.4	5.1		4.4	5.7	5.7	4.4	5.9	5.9
Vehicle Extension (s)	2.0	4.0	4.0	2.0	2.1		2.0	8.0	8.0	2.0	4.0	4.0
Lane Grp Cap (vph)	295	724	323	427	843		313	1677	750	231	2281	710
v/s Ratio Prot	0.06	0.10		c0.10	c0.21		c0.06	c0.15		0.04	c0.29	
v/s Ratio Perm			0.06					0.05				0.05
v/c Ratio	0.75	0.49	0.30	0.77	0.87		0.70	0.31	0.10	0.58	0.64	0.12
Uniform Delay, d1	67.0	52.7	50.5	63.6	54.5		66.2	24.3	21.7	67.9	32.0	24.1
Progression Factor	0.73	0.91	2.04	1.00	1.00		1.02	1.00	1.39	1.26	0.44	0.15
Incremental Delay, d2	8.8	0.7	0.7	7.7	9.0		5.2	0.4	0.2	2.0	1.1	0.3
Delay (s)	57.6	48.7	103.8	71.3	63.6		73.0	24.8	30.5	87.3	15.1	3.9
Level of Service	E	D	F	E	E		E	C	C	F	B	A
Approach Delay (s)		66.6			66.0			37.8			19.7	
Approach LOS		E			E			D			B	

Intersection Summary

HCM 2000 Control Delay	42.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA
15: Genesee Ave & Decoro Street

Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔	↔	↔	↔	↔
Traffic Volume (vph)	21	25	245	38	179	724	16	1851
Future Volume (vph)	21	25	245	38	179	724	16	1851
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		8		4	1	6	5	2
Permitted Phases		8		4				
Detector Phase		8		4	1	6	5	2
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.4	15.7	8.4	15.9
Total Split (s)	49.2	49.2	49.0	49.0	19.5	85.3	15.5	81.3
Total Split (%)	32.8%	32.8%	32.7%	32.7%	13.0%	56.9%	10.3%	54.2%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	4.7	3.4	4.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9		4.9	4.4	5.7	4.4	5.9
Lead/Lag					Lead	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 24 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 15: Genesee Ave & Decoro Street



University CPA
15: Genesee Ave & Decoro Street

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (vph)	21	25	208	245	38	15	179	724	29	16	1851	49
Future Volume (vph)	21	25	208	245	38	15	179	724	29	16	1851	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9		4.4	5.7		4.4	5.9	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Flt		0.89			0.99		1.00	0.99		1.00	1.00	
Flt Protected		1.00			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1650			1777		1770	3519		1770	3526	
Flt Permitted		0.96			0.41		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1587			765		1770	3519		1770	3526	
Peak-hour factor, PHF	0.85	0.85	0.85	0.79	0.79	0.79	0.85	0.85	0.85	0.90	0.90	0.90
Adj. Flow (vph)	25	29	245	310	48	19	211	852	34	18	2057	54
RTOR Reduction (vph)	0	109	0	0	1	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	190	0	0	376	0	211	884	0	18	2110	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases		8			4							
Actuated Green, G (s)		44.3			44.3		15.1	84.0		6.7	75.4	
Effective Green, g (s)		44.3			44.3		15.1	84.0		6.7	75.4	
Actuated g/C Ratio		0.30			0.30		0.10	0.56		0.04	0.50	
Clearance Time (s)		4.9			4.9		4.4	5.7		4.4	5.9	
Vehicle Extension (s)		2.0			2.0		2.0	4.3		2.0	3.7	
Lane Grp Cap (vph)		468			225		178	1970		79	1772	
v/s Ratio Prot							c0.12	0.25		0.01	c0.60	
v/s Ratio Perm		0.12			c0.49							
v/c Ratio		0.41			1.67		1.19	0.45		0.23	1.19	
Uniform Delay, d1		42.3			52.9		67.5	19.4		69.2	37.3	
Progression Factor		1.00			1.00		1.01	0.73		0.91	0.86	
Incremental Delay, d2		0.2			320.0		124.8	0.7		0.4	90.8	
Delay (s)		42.5			372.8		192.6	14.9		63.4	122.9	
Level of Service		D			F		F	B		E	F	
Approach Delay (s)		42.5			372.8		49.1			122.4		
Approach LOS		D			F		D			F		

Intersection Summary

HCM 2000 Control Delay: 119.8, HCM 2000 Level of Service: F
 HCM 2000 Volume to Capacity ratio: 1.34
 Actuated Cycle Length (s): 150.0, Sum of lost time (s): 15.2
 Intersection Capacity Utilization: 111.2%, ICU Level of Service: H
 Analysis Period (min): 15

c Critical Lane Group

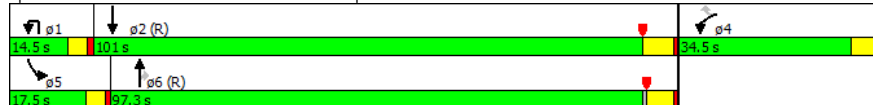
University CPA
16: Genesee Ave & Centurion Square

Existing
Timing Plan: Evening Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø1
Lane Configurations	↘	↘	↕	↗	↘	↕	
Traffic Volume (vph)	85	22	901	46	41	2266	
Future Volume (vph)	85	22	901	46	41	2266	
Turn Type	Prot	Perm	NA	Perm	Prot	NA	
Protected Phases	4		6		5	2	1
Permitted Phases		4		6			
Detector Phase	4	4	6	6	5	2	
Switch Phase							
Minimum Initial (s)	7.0	7.0	10.0	10.0	4.0	10.0	4.0
Minimum Split (s)	11.9	11.9	15.7	15.7	8.4	16.4	8.4
Total Split (s)	34.5	34.5	97.3	97.3	17.5	101.0	14.5
Total Split (%)	23.0%	23.0%	64.9%	64.9%	11.7%	67.3%	10%
Yellow Time (s)	3.9	3.9	4.7	4.7	3.4	5.4	3.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	5.7	5.7	4.4	6.4	
Lead/Lag			Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None

Intersection Summary
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 33 (22%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 16: Genesee Ave & Centurion Square



University CPA
16: Genesee Ave & Centurion Square

Existing
Timing Plan: Evening Peak

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↘	↘	↕	↗	↘	↕
Traffic Volume (vph)	85	22	0	901	46	41	2266
Future Volume (vph)	85	22	0	901	46	41	2266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		5.7	5.7	4.4	6.4
Lane Util. Factor	1.00	1.00		0.95	1.00	0.97	0.95
Fr't	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00		1.00	1.00	0.95	1.00
Sat'd. Flow (prot)	1770	1583		3539	1583	3433	3539
Flt Permitted	0.95	1.00		1.00	1.00	0.95	1.00
Sat'd. Flow (perm)	1770	1583		3539	1583	3433	3539
Peak-hour factor, PHF	0.80	0.80	0.92	0.89	0.89	0.94	0.94
Adj. Flow (vph)	106	28	0	1012	52	44	2411
RTOR Reduction (vph)	0	25	0	0	12	0	0
Lane Group Flow (vph)	106	3	0	1012	40	44	2411
Turn Type	Prot	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	4		1	6		5	2
Permitted Phases		4			6		
Actuated Green, G (s)	13.4	13.4		116.2	116.2	5.4	125.3
Effective Green, g (s)	13.4	13.4		116.2	116.2	5.4	125.3
Actuated g/C Ratio	0.09	0.09		0.77	0.77	0.04	0.84
Clearance Time (s)	4.9	4.9		5.7	5.7	4.4	6.4
Vehicle Extension (s)	2.0	2.0		4.2	4.2	2.0	3.4
Lane Grp Cap (vph)	158	141		2741	1226	123	2956
v/s Ratio Prot	c0.06			0.29		0.01	c0.68
v/s Ratio Perm		0.00			0.03		
v/c Ratio	0.67	0.02		0.37	0.03	0.36	0.82
Uniform Delay, d1	66.2	62.3		5.3	3.9	70.6	6.4
Progression Factor	1.00	1.00		1.00	1.00	0.76	2.18
Incremental Delay, d2	8.5	0.0		0.4	0.0	0.1	0.2
Delay (s)	74.6	62.3		5.7	4.0	54.0	14.1
Level of Service	E	E		A	A	D	B
Approach Delay (s)	72.1			5.6			14.9
Approach LOS	E			A			B

Intersection Summary
 HCM 2000 Control Delay: 14.3, HCM 2000 Level of Service: B
 HCM 2000 Volume to Capacity ratio: 0.83
 Actuated Cycle Length (s): 150.0, Sum of lost time (s): 15.7
 Intersection Capacity Utilization: 77.9%, ICU Level of Service: D
 Analysis Period (min): 15

c Critical Lane Group

University CPA
17: Genesee Ave & Governor Drive

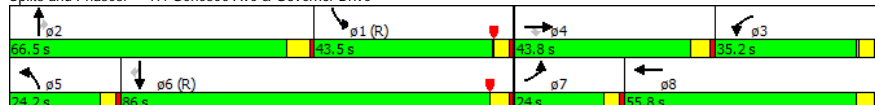
Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	195	279	118	314	334	189	511	250	402	1376	464
Future Volume (vph)	195	279	118	314	334	189	511	250	402	1376	464
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4				2				6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	4.0	8.0	8.0	4.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0
Minimum Split (s)	8.4	13.2	13.2	8.4	13.2	8.4	13.9	13.9	8.4	13.4	13.4
Total Split (s)	24.0	43.8	43.8	35.2	55.8	24.2	66.5	66.5	43.5	86.0	86.0
Total Split (%)	12.6%	23.1%	23.1%	18.5%	29.4%	12.7%	35.0%	35.0%	22.9%	45.3%	45.3%
Yellow Time (s)	3.4	4.2	4.2	3.4	4.2	3.4	4.9	4.9	3.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.2	5.2	4.4	5.2	4.4	5.9	5.9	4.4	5.4	5.4
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 65.7 (35%), Referenced to phase 1:SBL and 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 17: Genesee Ave & Governor Drive



University CPA
17: Genesee Ave & Governor Drive

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	195	279	118	314	334	114	189	511	250	402	1376	464
Future Volume (vph)	195	279	118	314	334	114	189	511	250	402	1376	464
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)	4.4	5.2	5.2	4.4	5.2	4.4	5.9	5.9	4.4	5.4	5.4	5.4
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	1.00	0.97	0.95	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.96	1.00	1.00	0.85	1.00	1.00	0.85	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3858	1770	3539	1583	3433	3539	1583	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3858	1770	3539	1583	3433	3539	1583	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	205	294	124	361	384	131	205	555	272	452	1546	521
RTOR Reduction (vph)	0	0	87	0	19	0	0	0	125	0	0	50
Lane Group Flow (vph)	205	294	37	361	496	0	205	555	147	452	1546	471
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2					6
Actuated Green, G (s)	15.6	29.9	29.9	25.1	39.4		28.1	37.0		78.1	87.5	87.5
Effective Green, g (s)	15.6	29.9	29.9	25.1	39.4		28.1	37.0		78.1	87.5	87.5
Actuated g/C Ratio	0.08	0.16	0.16	0.13	0.21		0.15	0.19		0.41	0.46	0.46
Clearance Time (s)	4.4	5.2	5.2	4.4	5.2		4.4	5.9		4.4	5.4	5.4
Vehicle Extension (s)	2.0	2.3	2.3	2.0	3.8		2.0	2.9		2.0	3.5	3.5
Lane Grp Cap (vph)	281	556	249	453	800		261	689		1411	1629	729
v/s Ratio Prot	c0.06	0.08		c0.11	c0.13		0.12	c0.16		0.13	c0.44	
v/s Ratio Perm			0.02						0.09			0.30
v/c Ratio	0.73	0.53	0.15	0.80	0.62		0.79	0.81		0.48	0.32	0.65
Uniform Delay, d1	85.1	73.6	69.1	80.0	68.5		78.0	73.1		67.9	37.9	49.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.8	0.6	0.2	8.8	1.6		13.3	6.8		1.1	0.6	13.1
Delay (s)	92.9	74.2	69.2	88.8	70.1		91.4	79.9		69.0	38.5	62.2
Level of Service	F	E	E	F	E		F	E		E	D	E
Approach Delay (s)	79.4			77.8			79.3				54.1	
Approach LOS	E			E			E				D	

Intersection Summary

HCM 2000 Control Delay: 66.5, HCM 2000 Level of Service: E
 HCM 2000 Volume to Capacity ratio: 0.86
 Actuated Cycle Length (s): 190.0, Sum of lost time (s): 19.9
 Intersection Capacity Utilization: 83.1%, ICU Level of Service: E
 Analysis Period (min): 15
 c Critical Lane Group

University CPA
18: Genesee Ave & SR-52 Ramp

Existing
Timing Plan: Evening Peak

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↖	↗	↕	↕	↗
Traffic Volume (veh/h)	0	422	331	455	1558	338
Future Volume (Veh/h)	0	422	331	455	1558	338
Sign Control	Stop		Free	Free		
Grade	0%		0%	0%		
Peak Hour Factor	0.81	0.81	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	521	364	500	1712	371
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2607	856	1712			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2607	856	1712			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	0	1			
cM capacity (veh/h)	0	301	367			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	521	364	167	167	167	856	856	371
Volume Left	0	364	0	0	0	0	0	0
Volume Right	521	0	0	0	0	0	0	371
cSH	301	367	1700	1700	1700	1700	1700	1700
Volume to Capacity	1.73	0.99	0.10	0.10	0.10	0.50	0.50	0.22
Queue Length 95th (ft)	834	288	0	0	0	0	0	0
Control Delay (s)	371.8	79.5	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	F						
Approach Delay (s)	371.8	33.5				0.0		
Approach LOS	F							

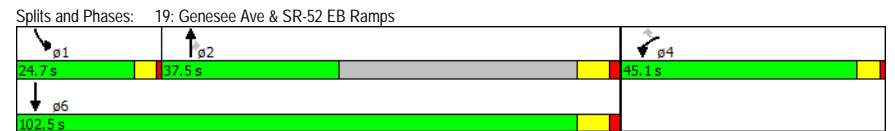
Intersection Summary								
Average Delay	64.2							
Intersection Capacity Utilization	75.9%		ICU Level of Service				D	
Analysis Period (min)	15							

University CPA
19: Genesee Ave & SR-52 EB Ramps

Existing
Timing Plan: Evening Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↖	↕	↖	↖	↕
Traffic Volume (vph)	352	225	561	300	760	1220
Future Volume (vph)	352	225	561	300	760	1220
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	13.0	13.0	5.0	10.0
Minimum Split (s)	10.1	10.1	20.5	20.5	10.7	17.5
Total Split (s)	45.1	45.1	37.5	37.5	24.7	102.5
Total Split (%)	30.6%	30.6%	25.4%	25.4%	16.7%	69.4%
Yellow Time (s)	4.1	4.1	5.5	5.5	3.7	5.5
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.1	7.5	7.5	4.7	7.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min

Intersection Summary	
Cycle Length:	147.6
Actuated Cycle Length:	90.2
Natural Cycle:	110
Control Type:	Actuated-Uncoordinated



University CPA
19: Genesee Ave & SR-52 EB Ramps

Existing
Timing Plan: Evening Peak



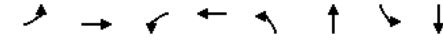
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↘	↕	↗	↘	↕
Traffic Volume (vph)	352	225	561	300	760	1220
Future Volume (vph)	352	225	561	300	760	1220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1	7.5	7.5	4.7	7.5
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Peak-hour factor, PHF	0.86	0.86	0.91	0.91	0.92	0.92
Adj. Flow (vph)	409	262	616	330	826	1326
RTOR Reduction (vph)	0	162	0	208	0	0
Lane Group Flow (vph)	409	100	616	122	826	1326
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2		
Actuated Green, G (s)	28.0	28.0	24.2	24.2	20.4	49.3
Effective Green, g (s)	28.0	28.0	24.2	24.2	20.4	49.3
Actuated g/C Ratio	0.31	0.31	0.27	0.27	0.23	0.55
Clearance Time (s)	5.1	5.1	7.5	7.5	4.7	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	551	493	952	426	401	1940
v/s Ratio Prot	c0.23		0.17		c0.47	c0.37
v/s Ratio Perm		0.06		0.08		
v/c Ratio	0.74	0.20	0.65	0.29	2.06	0.68
Uniform Delay, d1	27.7	22.7	29.1	26.0	34.8	14.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.4	0.2	1.5	0.4	485.5	1.0
Delay (s)	33.1	22.9	30.6	26.4	520.3	15.7
Level of Service	C	C	C	C	F	B
Approach Delay (s)	29.1		29.1		209.3	
Approach LOS	C		C		F	

Intersection Summary			
HCM 2000 Control Delay	132.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	89.9	Sum of lost time (s)	17.3
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

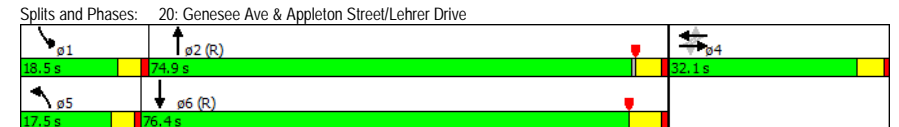
University CPA
20: Genesee Ave & Appleton Street/Lehrer Drive

Existing
Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↖	↗	↖	↗
Traffic Volume (vph)	180	85	26	37	52	614	144	1180
Future Volume (vph)	180	85	26	37	52	614	144	1180
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		4	5	2	1	6
Permitted Phases	4		4					
Detector Phase	4	4	4	4	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	10.9	10.9	10.9	10.9	8.4	14.9	8.4	15.8
Total Split (s)	32.1	32.1	32.1	32.1	17.5	74.9	18.5	76.4
Total Split (%)	25.5%	25.5%	25.5%	25.5%	13.9%	59.4%	14.7%	60.6%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	3.9	3.4	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9		4.9	4.4	4.9	4.4	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 126	
Offset: 107 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	



University CPA

Existing

20: Genesee Ave & Appleton Street/Lehrer Drive

Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	180	85	44	26	37	63	52	614	17	144	1180	247
Future Volume (vph)	180	85	44	26	37	63	52	614	17	144	1180	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	12	12	12	12
Total Lost time (s)		4.9			4.9		4.4	4.9		4.4	5.8	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.98			0.93		1.00	1.00		1.00	0.97	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2012			1948		1770	3525		1770	3447	
Flt Permitted		0.65			0.89		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1342			1754		1770	3525		1770	3447	
Peak-hour factor, PHF	0.86	0.86	0.86	0.84	0.84	0.84	0.82	0.82	0.82	0.93	0.93	0.93
Adj. Flow (vph)	209	99	51	31	44	75	63	749	21	155	1269	266
RTOR Reduction (vph)	0	5	0	0	28	0	0	2	0	0	13	0
Lane Group Flow (vph)	0	354	0	0	122	0	63	768	0	155	1522	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Actuated Green, G (s)		27.2			27.2		8.5	71.1		13.5	75.2	
Effective Green, g (s)		27.2			27.2		8.5	71.1		13.5	75.2	
Actuated g/C Ratio		0.22			0.22		0.07	0.56		0.11	0.60	
Clearance Time (s)		4.9			4.9		4.4	4.9		4.4	5.8	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		289			378		119	1989		189	2057	
v/s Ratio Prot					0.04		0.04	0.22		c0.09	c0.44	
v/s Ratio Perm		c0.26			0.07							
w/c Ratio		1.23			0.32		0.53	0.39		0.82	0.74	
Uniform Delay, d1		49.4			41.6		56.8	15.3		55.1	18.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		128.4			0.5		4.2	0.6		23.9	2.4	
Delay (s)		177.8			42.1		61.0	15.9		78.9	20.8	
Level of Service		F			D		E	B		E	C	
Approach Delay (s)		177.8			42.1		19.3			26.1		
Approach LOS		F			D		B			C		

Intersection Summary

HCM 2000 Control Delay	43.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	126.0	Sum of lost time (s)	15.1
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

University CPA

Existing

21: Torrey Pines Road & La Jolla Village Drive

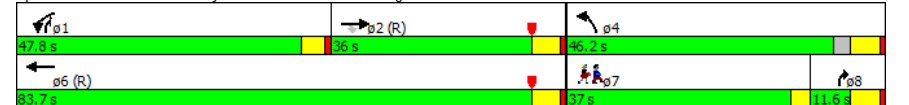
Timing Plan: Evening Peak

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø7	ø8
Lane Configurations	↕↕↕	↕	↕↕	↕↕↕	↕↕	↕↕		
Traffic Volume (vph)	1462	272	1096	661	101	802		
Future Volume (vph)	1462	272	1096	661	101	802		
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov		
Protected Phases	2		1	6	4	8 1	7	8
Permitted Phases		2						
Detector Phase	2	2	1	6	4	8 1		
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	10.0	4.0		4.0	4.0
Minimum Split (s)	15.4	15.4	8.4	15.3	9.6		37.0	9.6
Total Split (s)	36.0	36.0	47.8	83.7	46.2		37.0	11.6
Total Split (%)	27.2%	27.2%	36.1%	63.2%	34.9%		28%	9%
Yellow Time (s)	4.4	4.4	3.4	4.3	4.6		3.0	4.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.4	5.4	4.4	5.3	5.6			
Lead/Lag	Lag	Lag	Lead				Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes				Yes	Yes
Recall Mode	C-Max	C-Max	None	C-Max	None		None	None

Intersection Summary

Cycle Length: 132.4
Actuated Cycle Length: 132.4
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 21: Torrey Pines Road & La Jolla Village Drive



University CPA
21: Torrey Pines Road & La Jolla Village Drive

Existing
Timing Plan: Evening Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑	↑↑
Traffic Volume (vph)	1462	272	1096	661	101	802
Future Volume (vph)	1462	272	1096	661	101	802
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	4.4	5.3	5.6	5.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	2787
Peak-hour factor, PHF	0.90	0.90	0.89	0.89	0.91	0.91
Adj. Flow (vph)	1624	302	1231	743	111	881
RTOR Reduction (vph)	0	142	0	0	0	0
Lane Group Flow (vph)	1624	160	1231	743	111	881
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	2		1	6	4	8 1
Permitted Phases	2					
Actuated Green, G (s)	30.0	30.0	48.4	82.9	38.6	62.4
Effective Green, g (s)	30.0	30.0	48.4	82.9	38.6	62.4
Actuated g/C Ratio	0.23	0.23	0.37	0.63	0.29	0.47
Clearance Time (s)	5.4	5.4	4.4	5.3	5.6	
Vehicle Extension (s)	5.5	5.5	2.0	8.0	2.0	
Lane Grp Cap (vph)	1152	358	1254	3183	1000	1313
v/s Ratio Prot	c0.32		c0.36	0.15	c0.03	c0.32
v/s Ratio Perm		0.10				
v/c Ratio	1.41	0.45	0.98	0.23	0.11	0.67
Uniform Delay, d1	51.2	44.1	41.6	10.8	34.3	27.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	189.6	4.0	20.9	0.2	0.0	1.1
Delay (s)	240.8	48.1	62.5	11.0	34.4	28.1
Level of Service	F	D	E	B	C	C
Approach Delay (s)	210.6		43.1		28.8	
Approach LOS	F		D		C	

Intersection Summary			
HCM 2000 Control Delay	106.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	132.4	Sum of lost time (s)	18.4
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

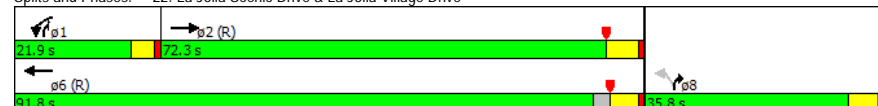
University CPA
22: La Jolla Scenic Drive & La Jolla Village Drive

Existing
Timing Plan: Evening Peak

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑
Traffic Volume (vph)	2215	388	1698	59	268
Future Volume (vph)	2215	388	1698	59	268
Turn Type	NA	Prot	NA	Perm	pt+ov
Protected Phases	2	1	6		8 1
Permitted Phases	8				
Detector Phase	2	1	6	8	8 1
Switch Phase					
Minimum Initial (s)	10.0	4.0	10.0	4.0	
Minimum Split (s)	15.7	8.4	15.3	9.5	
Total Split (s)	72.3	21.9	91.8	35.8	
Total Split (%)	55.6%	16.8%	70.6%	27.5%	
Yellow Time (s)	4.7	3.4	4.3	4.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	4.4	5.3	5.5	
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

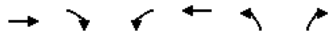
Splits and Phases: 22: La Jolla Scenic Drive & La Jolla Village Drive



University CPA

22: La Jolla Scenic Drive & La Jolla Village Drive

Existing
Timing Plan: Evening Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑↑	↑↑↑	↑	↑↑
Traffic Volume (vph)	2215		388	1698	59	268
Future Volume (vph)	2215	50	388	1698	59	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		4.4	5.3	5.5	5.5
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Flt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5069		3433	5085	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5069		3433	5085	1770	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.83	0.83
Adj. Flow (vph)	2408	54	422	1846	71	323
RTOR Reduction (vph)	2	0	0	0	0	2
Lane Group Flow (vph)	2460	0	422	1846	71	321
Turn Type	NA		Prot	NA	Perm	pt+ov
Protected Phases	2		1	6		8
Permitted Phases					8	
Actuated Green, G (s)	76.7		19.6	101.1	18.1	43.2
Effective Green, g (s)	76.7		19.6	101.1	18.1	43.2
Actuated g/C Ratio	0.59		0.15	0.78	0.14	0.33
Clearance Time (s)	5.7		4.4	5.3	5.5	
Vehicle Extension (s)	4.0		2.0	5.9	2.0	
Lane Grp Cap (vph)	2990		517	3954	246	926
v/s Ratio Prot	c0.49		c0.12	0.36		c0.12
v/s Ratio Perm					0.04	
v/c Ratio	0.82		0.82	0.47	0.29	0.35
Uniform Delay, d1	21.2		53.5	5.0	50.2	32.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7		9.2	0.4	0.2	0.1
Delay (s)	23.9		62.6	5.4	50.4	32.8
Level of Service	C		E	A	D	C
Approach Delay (s)	23.9			16.1	36.0	
Approach LOS	C			B	D	

Intersection Summary			
HCM 2000 Control Delay	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.6
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA

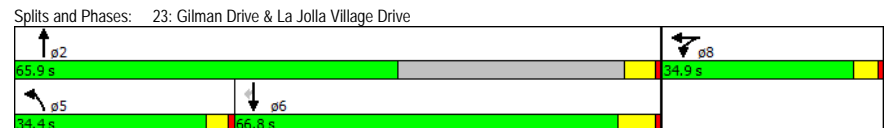
23: Gilman Drive & La Jolla Village Drive

Existing
Timing Plan: Evening Peak



Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↑↑	↑↑	↔
Traffic Volume (vph)	0	185	179	889	31
Future Volume (vph)	0	185	179	889	31
Turn Type	NA	Prot	NA	NA	Perm
Protected Phases	8	5	2	6	
Permitted Phases					6
Detector Phase	8	5	2	6	6
Switch Phase					
Minimum Initial (s)	4.0	4.0	10.0	10.0	10.0
Minimum Split (s)	8.9	8.4	15.9	16.8	16.8
Total Split (s)	34.9	34.4	65.9	66.8	66.8
Total Split (%)	25.6%	25.3%	48.4%	49.1%	49.1%
Yellow Time (s)	3.9	3.4	4.9	5.8	5.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.4	5.9	6.8	6.8
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	Min	Min	Min

Intersection Summary	
Cycle Length:	136.1
Actuated Cycle Length:	75.5
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated



University CPA
23: Gilman Drive & La Jolla Village Drive

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↕	↕	↕	↕			↕	↕
Traffic Volume (vph)	0	0	0	78	0	95	185	179	0	0	889	31
Future Volume (vph)	0	0	0	78	0	95	185	179	0	0	889	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.9		4.4	5.9				6.8	6.8
Lane Util. Factor				1.00		1.00	0.95				0.95	1.00
Flt				0.93		1.00	1.00				1.00	0.85
Flt Protected				0.98		0.95	1.00				1.00	1.00
Satd. Flow (prot)				1687		1770	3539				3539	1583
Flt Permitted				0.98		0.95	1.00				1.00	1.00
Satd. Flow (perm)				1687		1770	3539				3539	1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.83	0.83	0.83	0.83	0.83	0.83	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	94	0	114	223	216	0	0	916	32
RTOR Reduction (vph)	0	0	0	0	54	0	0	0	0	0	0	19
Lane Group Flow (vph)	0	0	0	0	154	0	223	216	0	0	916	13
Turn Type				Split	NA		Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)					13.1		16.2	50.8			29.3	29.3
Effective Green, g (s)					13.1		16.2	50.8			29.3	29.3
Actuated g/C Ratio					0.18		0.22	0.68			0.39	0.39
Clearance Time (s)					4.9		4.4	5.9			6.8	6.8
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					295		383	2406			1388	620
v/s Ratio Prot					c0.09		c0.13	0.06			c0.26	
v/s Ratio Perm												0.01
v/c Ratio					0.52		0.58	0.09			0.66	0.02
Uniform Delay, d1					28.0		26.2	4.1			18.6	13.9
Progression Factor					1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2					1.7		2.3	0.0			1.1	0.0
Delay (s)					29.6		28.5	4.1			19.8	13.9
Level of Service					C		C	A			B	B
Approach Delay (s)		0.0			29.6		16.5				19.6	
Approach LOS		A			C		B				B	

Intersection Summary			
HCM 2000 Control Delay	20.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	74.7	Sum of lost time (s)	16.1
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

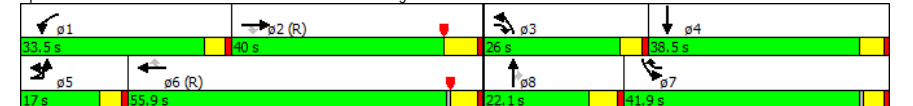
University CPA
24: Villa La Jolla Drive & La Jolla Village Drive

Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (vph)	39	1896	57	456	1141	235	356	110	451	746	384
Future Volume (vph)	39	1896	57	456	1141	235	356	110	451	746	384
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	3	1	6	7	3	8		7	4
Permitted Phases				2		6			8		
Detector Phase	5	2	3	1	6	7	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	4.0	10.0	4.0	4.0	10.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	16.4	22.4	8.4	15.3	8.4	22.4	9.5	9.5	8.4	8.9
Total Split (s)	17.0	40.0	26.0	33.5	55.9	41.9	26.0	22.1	22.1	41.9	38.5
Total Split (%)	12.3%	29.0%	18.8%	24.3%	40.5%	30.4%	18.8%	16.0%	16.0%	30.4%	27.9%
Yellow Time (s)	3.4	5.4	3.4	3.4	4.3	3.4	3.4	4.5	4.5	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	6.4	4.4	4.4	5.3	4.4	4.4	5.5	5.5	4.4	4.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None

Intersection Summary	
Cycle Length:	138
Actuated Cycle Length:	138
Offset:	44 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated

Splits and Phases: 24: Villa La Jolla Drive & La Jolla Village Drive



University CPA

23b: La Jolla Village Dr EB & Gilman Drive

Existing

Timing Plan: Evening Peak



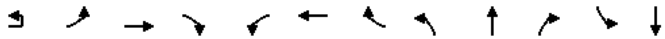
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	698	0	0	0	0	350	50	222	748	0
Future Volume (Veh/h)	14	0	698	0	0	0	0	350	50	222	748	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.25	0.25	0.25	0.83	0.83	0.83	0.96	0.96	0.96
Hourly flow rate (vph)	14	0	720	0	0	0	0	422	60	231	779	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			13									
Median type							None	None	None	None	None	None
Median storage (veh)												
Upsream signal (ft)												483
pX, platoon unblocked	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82				
vC, conflicting volume	1452	1723	390	1634	1663	211	779			482		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1101	1434	0	1324	1360	211	276			482		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	100	19	100	100	100	100			79		
cM capacity (veh/h)	113	85	884	14	94	794	1047			1077		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	734	211	211	60	231	390	390
Volume Left	14	0	0	0	231	0	0
Volume Right	720	0	0	60	0	0	0
cSH	901	1700	1700	1700	1077	1700	1700
Volume to Capacity	0.81	0.12	0.12	0.04	0.21	0.23	0.23
Queue Length 95th (ft)	229	0	0	0	20	0	0
Control Delay (s)	24.5	0.0	0.0	0.0	9.3	0.0	0.0
Lane LOS	C	C	C	C	A	C	C
Approach Delay (s)	24.5	0.0			2.1		
Approach LOS	C	C			C		

Intersection Summary			
Average Delay	9.0		
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

University CPA
24: Villa La Jolla Drive & La Jolla Village Drive

Existing
Timing Plan: Evening Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↗↘↗	↖	↖↗↖	↗↖↗	↖	↖↗↖	↖	↖	↗↘↗	↖
Traffic Volume (vph)	49	39	1896	57	456	1141	235	356	110	451	746	384
Future Volume (vph)	49	39	1896	57	456	1141	235	356	110	451	746	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.4	4.4	4.4	5.3	4.4	4.4	5.5	5.5	4.4	4.4	4.9
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00	1.00
Flt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91	0.85	1.00	0.97	0.97
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	1605	1504	3433	1814	1814
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	1605	1504	3433	1814	1814
Peak-hour factor, PHF	0.92	0.75	0.75	0.75	0.85	0.85	0.85	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	53	52	2528	76	536	1342	276	434	134	550	910	468
RTOR Reduction (vph)	0	0	0	44	0	0	95	0	43	261	0	5
Lane Group Flow (vph)	0	105	2528	32	536	1342	181	434	311	69	910	561
Turn Type	Prot	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases	5	5	2	3	1	6	7	3	8		7	4
Permitted Phases				2			6			8		
Actuated Green, G (s)	11.2	37.4	57.6	25.3	52.6	90.6	20.2	16.6	16.6	38.0	35.0	35.0
Effective Green, g (s)	11.2	37.4	57.6	25.3	52.6	90.6	20.2	16.6	16.6	38.0	35.0	35.0
Actuated g/C Ratio	0.08	0.27	0.42	0.18	0.38	0.66	0.15	0.12	0.12	0.28	0.25	0.25
Clearance Time (s)	4.4	6.4	4.4	4.4	5.3	4.4	4.4	5.5	5.5	4.4	4.9	4.9
Vehicle Extension (s)	2.0	4.4	2.0	2.0	4.7	2.0	2.0	3.3	3.3	2.0	2.0	2.0
Lane Grp Cap (vph)	143	1378	660	629	1938	1039	502	193	180	945	460	460
v/s Ratio Prot	0.06	c0.50	0.01	c0.16	0.26	0.05	0.13	c0.19		0.27	c0.31	
v/s Ratio Perm			0.01			0.07			0.05			
v/c Ratio	0.73	1.83	0.05	0.85	0.69	0.17	0.86	1.61	0.38	0.96	1.22	1.22
Uniform Delay, d1	61.9	50.3	23.9	54.5	35.9	9.2	57.6	60.7	56.0	49.3	51.5	51.5
Progression Factor	1.00	1.00	1.00	1.10	0.79	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.4	378.4	0.0	9.5	1.9	0.0	13.9	297.6	1.5	20.6	116.9	116.9
Delay (s)	77.4	428.7	23.9	69.4	30.2	1.3	71.5	358.3	57.5	69.9	168.4	168.4
Level of Service	E	F	C	E	C	A	E	F	E	E	F	F
Approach Delay (s)			403.7			36.2			158.2			107.7
Approach LOS			F			D			F			F

Intersection Summary			
HCM 2000 Control Delay	202.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	138.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	103.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

University CPA
24: Villa La Jolla Drive & La Jolla Village Drive

Existing
Timing Plan: Evening Peak

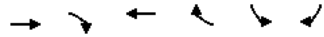


Movement	SBR
Lane Configurations	↖
Traffic Volume (vph)	80
Future Volume (vph)	80
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Flt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.82
Adj. Flow (vph)	98
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary	
HCM 2000 Control Delay	
HCM 2000 Volume to Capacity ratio	
Actuated Cycle Length (s)	
Intersection Capacity Utilization	
Analysis Period (min)	

University CPA
25: I-5 SB Off-Ramps & La Jolla Village Drive

Existing
Timing Plan: Evening Peak



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR	ø5
Lane Configurations	↑↑↑	↔	↑↑↑	↔	↔	↔	
Traffic Volume (vph)	2074	820	1228	1095	664	609	
Future Volume (vph)	2074	820	1228	1095	664	609	
Turn Type	NA	Perm	NA	Perm	Prot	custom	
Protected Phases	2		6		4	4 5	5
Permitted Phases		2		6			
Detector Phase	2	2	6	6	4	4 5	
Switch Phase							
Minimum Initial (s)	10.0	10.0	15.0	15.0	5.0		2.0
Minimum Split (s)	16.2	16.2	21.2	21.2	10.1		6.7
Total Split (s)	101.9	101.9	68.2	68.2	36.1		33.7
Total Split (%)	73.8%	73.8%	49.4%	49.4%	26.2%		24%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.1		3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.1		
Lead/Lag			Lag	Lag			Lead
Lead-Lag Optimize?			Yes	Yes			Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min		None

Intersection Summary

Cycle Length: 138
 Actuated Cycle Length: 138
 Offset: 60 (43%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 25: I-5 SB Off-Ramps & La Jolla Village Drive



University CPA
25: I-5 SB Off-Ramps & La Jolla Village Drive

Existing
Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↔		↑↑↑	↔				↔	↔	↔
Traffic Volume (vph)	0	2074	820	0	1228	1095	0	0	0	664	0	609
Future Volume (vph)	0	2074	820	0	1228	1095	0	0	0	664	0	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.2	6.2		6.2	6.2				5.1		5.1
Lane Util. Factor		0.86	1.00		0.91	1.00				0.97		0.88
Flt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		6408	1583		5085	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		6408	1583		5085	1583				3433		2787
Peak-hour factor, PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.25	0.25	0.25	0.84	0.84	0.84
Adj. Flow (vph)	0	2230	882	0	1306	1165	0	0	0	790	0	725
RTOR Reduction (vph)	0	0	270	0	0	462	0	0	0	0	0	24
Lane Group Flow (vph)	0	2230	612	0	1306	703	0	0	0	790	0	701
Turn Type		NA	Perm		NA	Perm				Prot		custom
Protected Phases		2			6					4		4 5
Permitted Phases			2			6						
Actuated Green, G (s)		95.7	95.7		79.6	79.6				31.0		47.5
Effective Green, g (s)		95.7	95.7		79.6	79.6				31.0		47.5
Actuated g/C Ratio		0.69	0.69		0.58	0.58				0.22		0.34
Clearance Time (s)		6.2	6.2		6.2	6.2				5.1		
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		
Lane Grp Cap (vph)		4443	1097		2933	913				771		959
v/s Ratio Prot		0.35			0.26					c0.23		c0.25
v/s Ratio Perm			0.39			c0.44						
v/c Ratio		0.50	0.56		0.45	0.77				1.02		0.73
Uniform Delay, d1		9.9	10.6		16.6	22.2				53.5		39.6
Progression Factor		0.44	17.62		0.90	2.72				1.00		1.00
Incremental Delay, d2		0.0	0.2		0.4	5.4				38.8		2.5
Delay (s)		4.4	186.5		15.4	65.8				92.3		42.1
Level of Service		A	F		B	E				F		D
Approach Delay (s)		56.0			39.2		0.0				68.3	
Approach LOS		E			D		A				E	

Intersection Summary

HCM 2000 Control Delay 52.8 HCM 2000 Level of Service D
 HCM 2000 Volume to Capacity ratio 0.85
 Actuated Cycle Length (s) 138.0 Sum of lost time (s) 16.0
 Intersection Capacity Utilization 73.0% ICU Level of Service C
 Analysis Period (min) 15

c Critical Lane Group

University CPA

26: I-5 NB Ramps & La Jolla Village Drive

Existing

Timing Plan: Evening Peak

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR	ø1
Lane Configurations	↑↑↑	↑	↑↑↑	↑	↑↑	↑↑	
Traffic Volume (vph)	1490	1248	2034	544	289	258	
Future Volume (vph)	1490	1248	2034	544	289	258	
Turn Type	NA	Perm	NA	Perm	Prot	custom	
Protected Phases	2		6		8	18	1
Permitted Phases		2		6			
Detector Phase	2	2	6	6	8	18	
Switch Phase							
Minimum Initial (s)	16.0	16.0	16.0	16.0	5.0		2.0
Minimum Split (s)	36.2	36.2	22.2	22.2	10.1		7.1
Total Split (s)	82.8	82.8	103.9	103.9	34.1		21.1
Total Split (%)	60.0%	60.0%	75.3%	75.3%	24.7%		15%
Yellow Time (s)	5.2	5.2	5.2	5.2	4.1		4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.2	6.2	6.2	6.2	5.1		
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes					Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min		None

Intersection Summary

Cycle Length: 138
 Actuated Cycle Length: 138
 Offset: 65 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 26: I-5 NB Ramps & La Jolla Village Drive



University CPA

26: I-5 NB Ramps & La Jolla Village Drive

Existing

Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑	↑↑		↑↑			
Traffic Volume (vph)	0	1490	1248	0	2034	544	289	0	258	0	0	0
Future Volume (vph)	0	1490	1248	0	2034	544	289	0	258	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.2	6.2		6.2	6.2	5.1		5.1			
Lane Util. Factor		0.91	1.00		0.91	1.00	0.97		0.88			
Flt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	1583		5085	1583	3433		2787			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	1583		5085	1583	3433		2787			
Peak-hour factor, PHF	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.92	0.92	0.25	0.25	0.25
Adj. Flow (vph)	0	1520	1273	0	2211	591	314	0	280	0	0	0
RTOR Reduction (vph)	0	0	303	0	0	110	0	0	38	0	0	0
Lane Group Flow (vph)	0	1520	970	0	2211	481	314	0	242	0	0	0
Turn Type		NA	Perm		NA	Perm	Prot		custom			
Protected Phases		2			6		8		18			
Permitted Phases			2			6						
Actuated Green, G (s)		99.7	99.7		109.7	109.7	17.0		27.0			
Effective Green, g (s)		99.7	99.7		109.7	109.7	17.0		27.0			
Actuated g/C Ratio		0.72	0.72		0.79	0.79	0.12		0.20			
Clearance Time (s)		6.2	6.2		6.2	6.2	5.1					
Vehicle Extension (s)		2.0	2.0		2.0	2.0	2.0					
Lane Grp Cap (vph)		3673	1143		4042	1258	422		545			
v/s Ratio Prot		0.30			0.43		0.09		0.09			
v/s Ratio Perm			0.61			0.30						
v/c Ratio		0.41	0.85		0.55	0.38	0.74		0.44			
Uniform Delay, d1		7.6	13.7		5.1	4.2	58.4		48.9			
Progression Factor		1.20	7.55		1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.3	6.2		0.5	0.9	6.1		0.2			
Delay (s)		9.3	110.0		5.7	5.1	64.5		49.1			
Level of Service		A	F		A	A	E		D			
Approach Delay (s)		55.2			5.5		57.3				0.0	
Approach LOS		E			A		E				A	

Intersection Summary

HCM 2000 Control Delay: 32.9, HCM 2000 Level of Service: C
 HCM 2000 Volume to Capacity ratio: 0.83
 Actuated Cycle Length (s): 138.0, Sum of lost time (s): 16.4
 Intersection Capacity Utilization: 82.4%, ICU Level of Service: E
 Analysis Period (min): 15

c Critical Lane Group

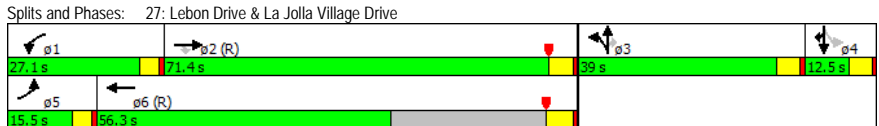
University CPA Existing
 27: Lebon Drive & La Jolla Village Drive Timing Plan: Evening Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑↑↑	↘	↗	↑↑↑	↔	↑	↘	↔	↗	↘
Traffic Volume (vph)	15	2077	267	295	1820	477	6	114	9	2	6
Future Volume (vph)	15	2077	267	295	1820	477	6	114	9	2	6
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm	Perm	NA	Prot
Protected Phases	5	2		1	6	3	3			4	4
Permitted Phases			2				3	4			
Detector Phase	5	2	2	1	6	3	3	3	4	4	4
Switch Phase											
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	7.0	7.0	7.0	4.0	4.0	4.0
Minimum Split (s)	8.4	15.3	15.3	8.4	15.7	11.9	11.9	11.9	8.9	8.9	8.9
Total Split (s)	15.5	71.4	71.4	27.1	56.3	39.0	39.0	39.0	12.5	12.5	12.5
Total Split (%)	10.3%	47.6%	47.6%	18.1%	37.5%	26.0%	26.0%	26.0%	8.3%	8.3%	8.3%
Yellow Time (s)	3.4	4.3	4.3	3.4	4.7	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.4	5.3	5.3	4.4	5.7	4.9	4.9	4.9	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 2 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated



University CPA Existing
 27: Lebon Drive & La Jolla Village Drive Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑↑↑	↘	↗	↑↑↑		↗	↘	↘	↔	↗	↘
Traffic Volume (vph)	15	2077	267	295	1820	6	477	6	114	9	2	6
Future Volume (vph)	15	2077	267	295	1820	6	477	6	114	9	2	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.7		4.9	4.9	4.9	4.9	4.9	4.9
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.97	0.95	0.95	1.00	1.00	1.00
Fr't	1.00	1.00	0.85	1.00	1.00		1.00	0.86	0.85	1.00	0.85	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.96	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	3433	5083		3433	1530	1504	1790	1583	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.71	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	3433	5083		3433	1530	1504	1327	1583	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.85	0.85	0.85	0.83	0.83	0.83	0.50	0.50	0.50
Adj. Flow (vph)	16	2210	284	347	2141	7	575	7	137	18	4	12
RTOR Reduction (vph)	0	0	125	0	0	0	51	55	0	0	0	12
Lane Group Flow (vph)	16	2210	159	347	2148	0	575	22	16	0	22	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Perm	NA	Prot
Protected Phases	5	2		1	6		3	3		4	4	4
Permitted Phases			2				3	4				
Actuated Green, G (s)	2.9	72.5	72.5	19.1	88.3		33.2	33.2	33.2	5.7	5.7	5.7
Effective Green, g (s)	2.9	72.5	72.5	19.1	88.3		33.2	33.2	33.2	5.7	5.7	5.7
Actuated g/C Ratio	0.02	0.48	0.48	0.13	0.59		0.22	0.22	0.22	0.04	0.04	0.04
Clearance Time (s)	4.4	5.3	5.3	4.4	5.7		4.9	4.9	4.9	4.9	4.9	4.9
Vehicle Extension (s)	2.0	6.1	6.1	2.0	5.6		6.5	6.5	6.5	2.0	2.0	2.0
Lane Grp Cap (vph)	34	2457	765	437	2992		759	338	332	50	60	60
v/s Ratio Prot	0.01	c0.43		c0.10	0.42		c0.17	0.01				0.00
v/s Ratio Perm			0.10					0.01		c0.02		
v/c Ratio	0.47	0.90	0.21	0.79	0.72		0.76	0.06	0.05	0.44	0.01	
Uniform Delay, d1	72.8	35.4	22.3	63.5	22.0		54.6	46.1	46.0	70.6	69.4	69.4
Progression Factor	1.00	1.00	1.00	0.93	1.32		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.7	5.8	0.6	0.9	0.1		6.0	0.3	0.2	2.2	0.0	0.0
Delay (s)	76.5	41.2	22.9	60.1	29.1		60.6	46.4	46.1	72.8	69.4	69.4
Level of Service	E	D	C	E	C		E	D	D	E	E	E
Approach Delay (s)		39.4			33.4			57.7			71.6	
Approach LOS		D			C			E			E	

Intersection Summary

HCM 2000 Control Delay 39.3 HCM 2000 Level of Service D
 HCM 2000 Volume to Capacity ratio 0.83
 Actuated Cycle Length (s) 150.0 Sum of lost time (s) 19.9
 Intersection Capacity Utilization 81.0% ICU Level of Service D
 Analysis Period (min) 15

c Critical Lane Group

University CPA

28: Regents Road & La Jolla Village Drive

Existing

Timing Plan: Evening Peak

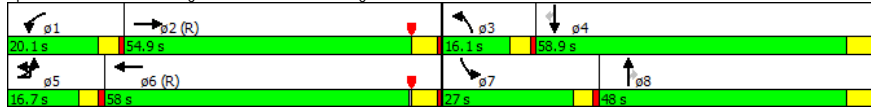


Table with 11 columns (EBL, EBT, WBL, WBT, NBL, NBT, NBR, SBL, SBT, SBR) and 21 rows (Lane Group, Lane Configurations, Traffic Volume, Future Volume, Turn Type, Protected Phases, Permitted Phases, Detector Phase, Switch Phase, Minimum Initial, Minimum Split, Total Split, Total Split (%), Yellow Time, All-Red Time, Lost Time Adjust, Total Lost Time, Lead/Lag, Lead-Lag Optimize?, Recall Mode).

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 5 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 28: Regents Road & La Jolla Village Drive



University CPA

28: Regents Road & La Jolla Village Drive

Existing

Timing Plan: Evening Peak

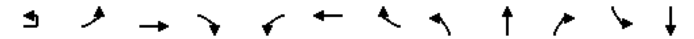


Table with 12 columns (EBU, EBL, EBT, EBR, WBL, WBT, WBR, NBL, NBT, NBR, SBL, SBT) and 31 rows (Movement, Lane Configurations, Traffic Volume, Future Volume, Ideal Flow, Total Lost time, Lane Util. Factor, Frt, Flt Protected, Satd. Flow (prot), Flt Permitted, Satd. Flow (perm), Peak-hour factor, PHF, Adj. Flow, RTOR Reduction, Lane Group Flow, Turn Type, Protected Phases, Permitted Phases, Actuated Green, Effective Green, Actuated g/C Ratio, Clearance Time, Vehicle Extension, Lane Grp Cap, v/s Ratio Prot, v/s Ratio Perm, v/c Ratio, Uniform Delay, Progression Factor, Incremental Delay, Delay, Level of Service, Approach Delay, Approach LOS).

Intersection Summary

Summary table with 4 columns and 6 rows (HCM 2000 Control Delay, HCM 2000 Volume to Capacity ratio, Actuated Cycle Length, Intersection Capacity Utilization, Analysis Period, Critical Lane Group).

University CPA
28: Regents Road & La Jolla Village Drive

Existing
Timing Plan: Evening Peak

Movement	SBR
Lane Configurations	↖ ↗
Traffic Volume (vph)	873
Future Volume (vph)	873
Ideal Flow (vphpl)	1900
Total Lost time (s)	5.3
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.89
Adj. Flow (vph)	981
RTOR Reduction (vph)	69
Lane Group Flow (vph)	912
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Actuated Green, G (s)	53.6
Effective Green, g (s)	53.6
Actuated g/C Ratio	0.36
Clearance Time (s)	5.3
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	565
v/s Ratio Prot	
v/s Ratio Perm	c0.58
v/c Ratio	1.61
Uniform Delay, d1	48.2
Progression Factor	1.00
Incremental Delay, d2	284.7
Delay (s)	332.9
Level of Service	F
Approach Delay (s)	
Approach LOS	
Intersection Summary	

University CPA
29: Executive Way & La Jolla Village Drive

Existing
Timing Plan: Evening Peak

	↖ → ↗ ↘ ↙ ← ↖ ↗ ↘ ↙
Lane Group	EBL EBT EBR WBL WBT NBL NBT NBR SBL SBT
Lane Configurations	↖ ↗ ↖ ↗ ↖ ↗ ↖ ↗ ↖ ↗ ↖ ↗ ↖ ↗ ↖ ↗
Traffic Volume (vph)	66 1551 194 261 1507 156 23 236 318 76
Future Volume (vph)	66 1551 194 261 1507 156 23 236 318 76
Turn Type	Prot NA Perm Prot NA Perm NA Perm Split NA
Protected Phases	5 2 2 1 6 3 3 3 4 4
Permitted Phases	
Detector Phase	5 2 2 1 6 3 3 3 4 4
Switch Phase	
Minimum Initial (s)	4.0 10.0 10.0 4.0 10.0 4.0 4.0 4.0 4.0 4.0
Minimum Split (s)	8.4 15.3 15.3 8.4 15.3 45.9 45.9 45.9 8.9 8.9
Total Split (s)	16.5 55.4 55.4 22.1 38.9 46.0 46.0 46.0 26.5 26.5
Total Split (%)	11.0% 36.9% 36.9% 14.7% 25.9% 30.7% 30.7% 30.7% 17.7% 17.7%
Yellow Time (s)	3.4 4.3 4.3 3.4 4.3 3.9 3.9 3.9 3.9 3.9
All-Red Time (s)	1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
Lost Time Adjust (s)	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Total Lost Time (s)	4.4 5.3 5.3 4.4 5.3 4.9 4.9 4.9 4.9 4.9
Lead/Lag	Lead Lead Lead Lag Lag Lag Lag Lead Lead
Lead-Lag Optimize?	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes
Recall Mode	None C-Max C-Max None C-Max None None None None None
Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 91 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Splits and Phases: 29: Executive Way & La Jolla Village Drive	

University CPA Existing
29: Executive Way & La Jolla Village Drive Timing Plan: Evening Peak

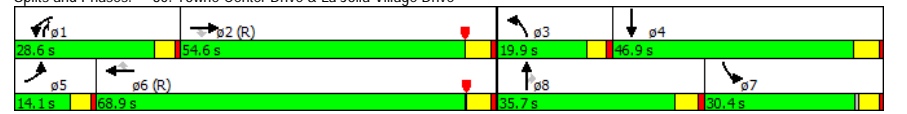
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations	↖	↔↔↔	↗	↖↗	↔↔↔		↖	↔	↗	↖	↔↔	↗
Traffic Volume (vph)	66	1551	194	261	1507	87	156	23	236	318	76	220
Future Volume (vph)	66	1551	194	261	1507	87	156	23	236	318	76	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.3		4.9	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Fr't	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Sat'd. Flow (prot)	1770	5085	1583	3433	5044		1681	1706	1583	1770	3144	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.54	0.58	1.00	0.95	1.00	
Sat'd. Flow (perm)	1770	5085	1583	3433	5044		957	1024	1583	1770	3144	
Peak-hour factor, PHF	0.83	0.83	0.83	0.72	0.72	0.72	0.89	0.89	0.89	0.84	0.84	0.84
Adj. Flow (vph)	80	1869	234	362	2093	121	175	26	265	379	90	262
RTOR Reduction (vph)	0	0	109	0	4	0	0	0	174	0	224	0
Lane Group Flow (vph)	80	1869	125	363	2210	0	98	103	91	379	128	0
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	Perm	Split	NA	
Protected Phases	5	2		1	6			3		4	4	
Permitted Phases			2				3		3			
Actuated Green, G (s)	10.2	56.4	56.4	17.7	63.9		34.8	34.8	34.8	21.6	21.6	
Effective Green, g (s)	10.2	56.4	56.4	17.7	63.9		34.8	34.8	34.8	21.6	21.6	
Actuated g/C Ratio	0.07	0.38	0.38	0.12	0.43		0.23	0.23	0.23	0.14	0.14	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3		4.9	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	5.8	5.8	2.0	5.5		2.0	2.0	2.0	6.1	6.1	
Lane Grp Cap (vph)	120	1911	595	405	2148		222	237	367	254	452	
v/s Ratio Prot	0.05	c0.37		0.11	c0.44					c0.21	0.04	
v/s Ratio Perm			0.08				c0.10	0.10	0.06			
v/c Ratio	0.67	0.98	0.21	0.90	1.03		0.44	0.43	0.25	1.49	0.28	
Uniform Delay, d1	68.2	46.2	31.7	65.2	43.0		49.3	49.2	47.0	64.2	57.3	
Progression Factor	0.78	0.78	1.36	0.63	0.43		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	7.1	12.5	0.5	12.0	21.7		0.5	0.5	0.1	241.2	1.0	
Delay (s)	60.2	48.5	43.6	53.1	40.4		49.8	49.7	47.1	305.4	58.3	
Level of Service	E	D	D	D	D		D	D	D	F	E	
Approach Delay (s)		48.4			42.2			48.2			186.4	
Approach LOS		D			D			D			F	

Intersection Summary			
HCM 2000 Control Delay	62.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

University CPA Existing
30: Towne Center Drive & La Jolla Village Drive Timing Plan: Evening Peak

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group												
Lane Configurations	↖↗	↔↔↔	↗	↖↗	↔↔↔		↖	↔	↗	↖	↔↔	↗
Traffic Volume (vph)	43	1976	96	289	1613	189	130	61	456	812	330	
Future Volume (vph)	43	1976	96	289	1613	189	130	61	456	812	330	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6			8			
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.4	33.5	33.5	8.4	15.3	15.3	8.4	9.0	8.4	8.4	9.3	
Total Split (s)	14.1	54.6	54.6	28.6	68.9	68.9	19.9	35.7	28.6	30.4	46.9	
Total Split (%)	9.4%	36.4%	36.4%	19.1%	45.9%	45.9%	13.3%	23.8%	19.1%	20.3%	31.3%	
Yellow Time (s)	3.4	4.5	4.5	3.4	4.3	4.3	3.4	4.0	3.4	3.4	4.3	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.4	5.5	5.5	4.4	5.3	5.3	4.4	5.0	4.4	4.4	5.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	None	None	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 93 (62%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow												
Natural Cycle: 140												
Control Type: Actuated-Coordinated												
Splits and Phases: 30: Towne Center Drive & La Jolla Village Drive												



University CPA
30: Towne Center Drive & La Jolla Village Drive

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑↑↑	↘	↔	↑↑↑	↘	↔	↑	↘	↔	↑↑	↘
Traffic Volume (vph)	43	1976	96	289	1613	189	130	61	456	812	330	112
Future Volume (vph)	43	1976	96	289	1613	189	130	61	456	812	330	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.5	5.5	4.4	5.3	5.3	4.4	5.0	4.4	4.4	5.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	1863	2787	3433	3404	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	1863	2787	3433	3404	
Peak-hour factor, PHF	0.84	0.84	0.84	0.74	0.74	0.74	0.79	0.79	0.79	0.87	0.87	0.87
Adj. Flow (vph)	51	2352	114	391	2180	255	165	77	577	933	379	129
RTOR Reduction (vph)	0	0	75	0	0	81	0	0	37	0	22	0
Lane Group Flow (vph)	51	2352	39	391	2180	174	165	77	540	933	486	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6			8			
Actuated Green, G (s)	6.5	51.4	51.4	21.9	67.0	67.0	12.4	30.7	52.6	26.7	44.7	
Effective Green, g (s)	6.5	51.4	51.4	21.9	67.0	67.0	12.4	30.7	52.6	26.7	44.7	
Actuated g/C Ratio	0.04	0.34	0.34	0.15	0.45	0.45	0.08	0.20	0.35	0.18	0.30	
Clearance Time (s)	4.4	5.5	5.5	4.4	5.3	5.3	4.4	5.0	4.4	4.4	5.3	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	148	1742	542	501	2271	707	283	381	977	611	1014	
v/s Ratio Prot	0.01	c0.46		c0.11	c0.43		0.05	0.04	c0.08	c0.27	0.14	
v/s Ratio Perm			0.02			0.11			0.11			
v/c Ratio	0.34	1.35	0.07	0.78	0.96	0.25	0.58	0.20	0.55	1.53	0.48	
Uniform Delay, d1	69.7	49.3	33.2	61.7	40.2	25.8	66.3	49.5	39.2	61.6	43.1	
Progression Factor	1.14	0.62	0.49	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	158.5	0.1	7.7	11.6	0.8	3.0	1.2	0.7	245.4	0.4	
Delay (s)	80.1	189.1	16.2	69.5	51.8	26.6	69.4	50.7	39.9	307.1	43.5	
Level of Service	F	F	B	E	D	C	E	D	D	F	D	
Approach Delay (s)		179.0			51.9			46.9			214.1	
Approach LOS		F			D			D			F	

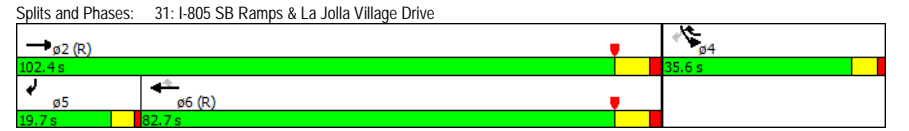
Intersection Summary			
HCM 2000 Control Delay	124.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		
c	Critical Lane Group		

University CPA
31: I-805 SB Ramps & La Jolla Village Drive

Existing
Timing Plan: Evening Peak

Lane Group	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑↑↑	↑↑↑	↘	↘	↘
Traffic Volume (vph)	2230	1649	640	203	442
Future Volume (vph)	2230	1649	640	203	442
Turn Type	NA	NA	pm+ov	Prot	custom
Protected Phases	2	6	4	4	5
Permitted Phases			6		4
Detector Phase	2	6	4	4	5
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	10.6	10.6	9.7
Total Split (s)	102.4	82.7	35.6	35.6	19.7
Total Split (%)	74.2%	59.9%	25.8%	25.8%	14.3%
Yellow Time (s)	5.5	5.5	4.1	4.1	3.7
All-Red Time (s)	2.0	2.0	1.5	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	5.6	5.6	4.7
Lead/Lag		Lag			Lead
Lead-Lag Optimize?		Yes			Yes
Recall Mode	C-Max	C-Max	None	None	None

Intersection Summary	
Cycle Length:	138
Actuated Cycle Length:	138
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated



University CPA Existing
 31: I-805 SB Ramps & La Jolla Village Drive Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↑↑↑		↑				↑↑		↑↑
Traffic Volume (vph)	0	2230	1016	0	1649	640	0	0	0	203	0	442
Future Volume (vph)	0	2230	1016	0	1649	640	0	0	0	203	0	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5				7.5	5.6			5.6		4.7	
Lane Util. Factor	0.91				0.91	1.00			0.97		0.88	
Flt	0.95				1.00	0.85			1.00		0.85	
Flt Protected	1.00				1.00	1.00			0.95		1.00	
Satd. Flow (prot)	4847				5085	1583			3433		2787	
Flt Permitted	1.00				1.00	1.00			0.95		1.00	
Satd. Flow (perm)	4847				5085	1583			3433		2787	
Peak-hour factor, PHF	0.92	0.92	0.92	0.83	0.83	0.83	0.25	0.25	0.25	0.85	0.85	0.85
Adj. Flow (vph)	0	2424	1104	0	1987	771	0	0	0	239	0	520
RTOR Reduction (vph)	0	38	0	0	0	177	0	0	0	0	0	29
Lane Group Flow (vph)	0	3490	0	0	1987	594	0	0	0	239	0	491
Turn Type	NA				NA	pm+ov			Prot		custom	
Protected Phases	2				6	4			4		5	
Permitted Phases					6						4	
Actuated Green, G (s)	110.3				91.7	106.3			14.6		28.5	
Effective Green, g (s)	110.3				91.7	106.3			14.6		28.5	
Actuated g/C Ratio	0.80				0.66	0.77			0.11		0.21	
Clearance Time (s)	7.5				7.5	5.6			5.6		4.7	
Vehicle Extension (s)	2.0				2.0	2.0			2.0		2.0	
Lane Grp Cap (vph)	3874				3378	1219			363		575	
v/s Ratio Prot	c0.72				0.39	0.05			0.07		c0.09	
v/s Ratio Perm					0.32						0.09	
v/c Ratio	0.90				0.59	0.49			0.66		0.85	
Uniform Delay, d1	9.9				12.8	5.8			59.3		52.8	
Progression Factor	1.00				0.63	2.32			1.00		1.00	
Incremental Delay, d2	3.9				0.6	0.1			3.3		11.4	
Delay (s)	13.8				8.6	13.6			62.6		64.2	
Level of Service	B				A	B			E		E	
Approach Delay (s)	13.8				10.0		0.0				63.7	
Approach LOS	B				A		A				E	

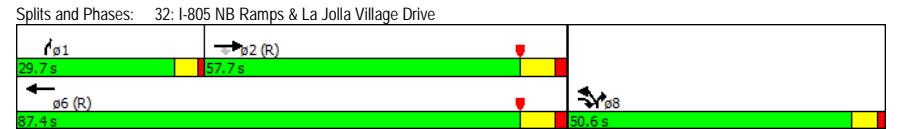
Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	138.0	Sum of lost time (s)	17.8
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

University CPA Existing
 32: I-805 NB Ramps & La Jolla Village Drive Timing Plan: Evening Peak

Lane Group	EBT	EBR	WBT	NBL	NBR	ø1
Lane Configurations	↑↑↑	↑	↑↑↑	↑↑	↑↑	
Traffic Volume (vph)	1061	1371	1789	500	194	
Future Volume (vph)	1061	1371	1789	500	194	
Turn Type	NA	pm+ov	NA	Prot	custom	
Protected Phases	2	8	6	8	1 8	1
Permitted Phases	2					
Detector Phase	2	8	6	8	1 8	
Switch Phase						
Minimum Initial (s)	16.0	5.0	15.0	5.0		5.0
Minimum Split (s)	23.5	10.6	24.5	10.6		10.2
Total Split (s)	57.7	50.6	87.4	50.6		29.7
Total Split (%)	41.8%	36.7%	63.3%	36.7%		22%
Yellow Time (s)	5.5	4.1	5.5	4.1		3.7
All-Red Time (s)	2.0	1.5	2.0	1.5		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	7.5	5.6	7.5	5.6		
Lead/Lag	Lag					Lead
Lead-Lag Optimize?	Yes					Yes
Recall Mode	C-Max	None	C-Max	None		None

Intersection Summary	
Cycle Length: 138	
Actuated Cycle Length: 138	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	



University CPA
32: I-805 NB Ramps & La Jolla Village Drive

Existing
Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑		↑↑		↑↑			
Traffic Volume (vph)	0	1061	1371	0	1789	446	500	0	194	0	0	0
Future Volume (vph)	0	1061	1371	0	1789	446	500	0	194	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.5	5.6		7.5		5.6		4.7			
Lane Util. Factor		0.91	1.00		0.86		0.97		0.88			
Flt		1.00	0.85		0.97		1.00		0.85			
Flt Protected		1.00	1.00		1.00		0.95		1.00			
Satd. Flow (prot)		5085	1583		6216		3433		2787			
Flt Permitted		1.00	1.00		1.00		0.95		1.00			
Satd. Flow (perm)		5085	1583		6216		3433		2787			
Peak-hour factor, PHF	0.91	0.91	0.91	0.85	0.85	0.85	0.85	0.85	0.85	0.25	0.25	0.25
Adj. Flow (vph)	0	1166	1507	0	2105	525	588	0	228	0	0	0
RTOR Reduction (vph)	0	0	180	0	32	0	0	0	23	0	0	0
Lane Group Flow (vph)	0	1166	1327	0	2598	0	588	0	205	0	0	0
Turn Type		NA	pm+ov		NA		Prot		custom			
Protected Phases		2	8		6		8		18			
Permitted Phases			2									
Actuated Green, G (s)		70.2	115.2		79.9		45.0		55.6			
Effective Green, g (s)		70.2	115.2		79.9		45.0		50.0			
Actuated g/C Ratio		0.51	0.83		0.58		0.33		0.36			
Clearance Time (s)		7.5	5.6		7.5		5.6					
Vehicle Extension (s)		2.0	2.0		2.0		2.0					
Lane Grp Cap (vph)		2586	1321		3598		1119		1009			
v/s Ratio Prot		0.23	c0.33		c0.42		0.17		0.07			
v/s Ratio Perm			0.51									
v/c Ratio		0.45	1.00		0.72		0.53		0.20			
Uniform Delay, d1		21.6	11.4		21.0		37.8		30.3			
Progression Factor		0.80	6.80		1.00		1.00		1.00			
Incremental Delay, d2		0.3	18.6		1.3		0.2		0.0			
Delay (s)		17.6	96.2		22.3		38.0		30.3			
Level of Service		B	F		C		D		C			
Approach Delay (s)		61.9			22.3		35.9				0.0	
Approach LOS		E			C		D				A	

Intersection Summary			
HCM 2000 Control Delay	41.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	138.0	Sum of lost time (s)	17.8
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

University CPA
33: Nobel Drive & La Jolla Village Drive/Miramar Road

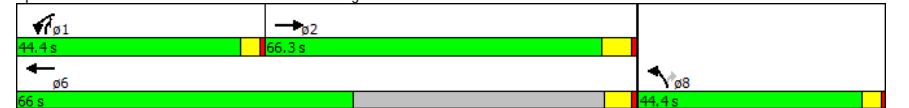
Existing
Timing Plan: Evening Peak



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑
Traffic Volume (vph)	1414	912	1673	119	502
Future Volume (vph)	1414	912	1673	119	502
Turn Type	NA	Prot	NA	Prot	pm+ov
Protected Phases	2	1	6	8	1
Permitted Phases					8
Detector Phase	2	1	6	8	1
Switch Phase					
Minimum Initial (s)	10.0	4.0	10.0	7.0	4.0
Minimum Split (s)	16.3	8.4	16.0	11.4	8.4
Total Split (s)	66.3	44.4	66.0	44.4	44.4
Total Split (%)	42.7%	28.6%	42.6%	28.6%	28.6%
Yellow Time (s)	5.3	3.4	5.0	3.4	3.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	4.4	6.0	4.4	4.4
Lead/Lag	Lag	Lead		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	
Recall Mode	Min	None	Min	None	None

Intersection Summary				
Cycle Length:	155.1			
Actuated Cycle Length:	129.8			
Natural Cycle:	80			
Control Type:	Actuated-Uncoordinated			

Splits and Phases: 33: Nobel Drive & La Jolla Village Drive/Miramar Road



University CPA
33: Nobel Drive & La Jolla Village Drive/Miramar Road

Existing
Timing Plan: Evening Peak

	→	↖	↙	←	↗	↘
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑	↖	↘
Traffic Volume (vph)	1414	26	912	1673	119	502
Future Volume (vph)	1414	26	912	1673	119	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3		4.4	6.0	4.4	4.4
Lane Util. Factor	0.86		0.97	0.86	1.00	0.88
Flt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	6390		3433	6408	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	6390		3433	6408	1770	2787
Peak-hour factor, PHF	0.73	0.73	0.78	0.78	0.85	0.85
Adj. Flow (vph)	1937	36	1169	2145	140	591
RTOR Reduction (vph)	2	0	0	0	0	1
Lane Group Flow (vph)	1971	0	1169	2145	140	590
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Actuated Green, G (s)	60.1		40.0	104.8	14.6	54.6
Effective Green, g (s)	60.1		40.0	104.8	14.6	54.6
Actuated g/C Ratio	0.46		0.31	0.81	0.11	0.42
Clearance Time (s)	6.3		4.4	6.0	4.4	4.4
Vehicle Extension (s)	5.0		2.0	5.4	2.0	2.0
Lane Grp Cap (vph)	2958		1057	5173	199	1266
v/s Ratio Prot	c0.31		c0.34	0.33	c0.08	0.14
v/s Ratio Perm						0.07
v/c Ratio	0.67		1.11	0.41	0.70	0.47
Uniform Delay, d1	27.1		44.9	3.6	55.5	27.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		61.5	0.1	8.9	0.1
Delay (s)	27.8		106.4	3.7	64.4	27.2
Level of Service	C		F	A	E	C
Approach Delay (s)	27.8			39.9	34.3	
Approach LOS	C			D	C	

Intersection Summary			
HCM 2000 Control Delay	35.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	129.8	Sum of lost time (s)	15.1
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA
34: Miramar Road & Eastgate Mall

Existing
Timing Plan: Evening Peak

	↖	→	↙	←	↗	↘
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL
Lane Configurations	↖↗	↑↑↑	↙	↑↑↑	↖	↘↗
Traffic Volume (vph)	199	1554	8	2476	283	545
Future Volume (vph)	199	1554	8	2476	283	545
Turn Type	Prot	NA	Prot	NA	Perm	Prot
Protected Phases	5	2	1	6		7
Permitted Phases					6	
Detector Phase	5	2	1	6	6	7
Switch Phase						
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	10.0
Minimum Split (s)	8.4	16.3	8.4	29.4	29.4	38.4
Total Split (s)	34.4	66.3	24.4	65.4	65.4	44.4
Total Split (%)	23.9%	46.0%	16.9%	45.4%	45.4%	30.8%
Yellow Time (s)	3.4	5.3	3.4	4.4	4.4	3.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	6.3	4.4	5.4	5.4	4.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Min	None	Min	Min	None

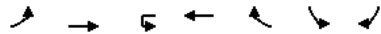
Intersection Summary	
Cycle Length:	144.2
Actuated Cycle Length:	129.8
Natural Cycle:	140
Control Type:	Actuated-Uncoordinated

Splits and Phases: 34: Miramar Road & Eastgate Mall



University CPA
34: Miramar Road & Eastgate Mall

Existing
Timing Plan: Evening Peak



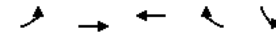
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑↑	↓	↑↑↑	↔	↔↔	
Traffic Volume (vph)	199	1554	8	2476	283	545	277
Future Volume (vph)	199	1554	8	2476	283	545	277
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.3	4.4	5.4	5.4	4.4	
Lane Util. Factor	0.97	0.91	1.00	0.86	0.86	0.97	
Fr1	1.00	1.00	1.00	1.00	0.85	0.95	
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.97	
Satd. Flow (prot)	3433	5085	1770	4798	1362	3321	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	0.97	
Satd. Flow (perm)	3433	5085	1770	4798	1362	3321	
Peak-hour factor, PHF	0.73	0.73	0.92	0.86	0.86	0.80	0.80
Adj. Flow (vph)	273	2129	9	2879	329	681	346
RTOR Reduction (vph)	0	0	0	1	126	46	0
Lane Group Flow (vph)	273	2129	9	2911	170	981	0
Turn Type	Prot	NA	Prot	NA	Perm	Prot	
Protected Phases	5	2	1	6		7	
Permitted Phases					6		
Actuated Green, G (s)	15.5	76.8	1.5	63.7	63.7	40.0	
Effective Green, g (s)	15.5	76.8	1.5	63.7	63.7	40.0	
Actuated g/C Ratio	0.12	0.58	0.01	0.48	0.48	0.30	
Clearance Time (s)	4.4	6.3	4.4	5.4	5.4	4.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	398	2927	19	2291	650	995	
v/s Ratio Prot	c0.08	c0.42	0.01	c0.61		c0.30	
v/s Ratio Perm				0.12			
v/c Ratio	0.69	0.73	0.47	1.27	0.26	0.99	
Uniform Delay, d1	56.6	20.7	65.6	34.9	20.8	46.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.9	0.9	17.5	125.5	0.2	25.0	
Delay (s)	61.5	21.6	83.0	160.3	21.0	71.4	
Level of Service	E	C	F	F	C	E	
Approach Delay (s)		26.1		147.3		71.4	
Approach LOS		C		F		E	

Intersection Summary			
HCM 2000 Control Delay	91.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	133.4	Sum of lost time (s)	15.1
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

University CPA
35: Miramar Road & Miramar Mall

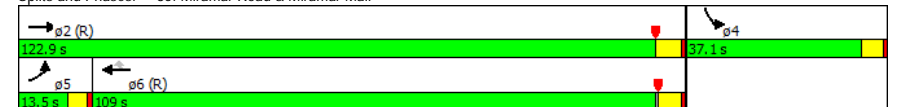
Existing
Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations	↔	↑↑↑	↑↑↑	↔	↔
Traffic Volume (vph)	31	2203	2861	73	75
Future Volume (vph)	31	2203	2861	73	75
Turn Type	Prot	NA	NA	Perm	Prot
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	4.0	10.0	10.0	10.0	4.0
Minimum Split (s)	8.4	15.8	15.4	15.4	8.9
Total Split (s)	13.5	122.9	109.0	109.0	37.1
Total Split (%)	8.4%	76.8%	68.1%	68.1%	23.2%
Yellow Time (s)	3.4	4.8	4.4	4.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.8	5.4	5.4	4.9
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	C-Max	None

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 91 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 35: Miramar Road & Miramar Mall



University CPA
35: Miramar Road & Miramar Mall

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	31	2203	2861	73	75	85
Future Volume (vph)	31	2203	2861	73	75	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.8	5.4	5.4	4.9	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.93	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1770	5085	5085	1583	1690	
Flt Permitted	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	1770	5085	5085	1583	1690	
Peak-hour factor, PHF	0.89	0.89	0.87	0.87	0.93	0.93
Adj. Flow (vph)	35	2475	3289	84	81	91
RTOR Reduction (vph)	0	0	0	16	28	0
Lane Group Flow (vph)	35	2475	3289	68	144	0
Turn Type	Prot	NA	NA	Perm	Prot	
Protected Phases	5	2	6		4	
Permitted Phases				6		
Actuated Green, G (s)	6.7	131.4	120.7	120.7	17.9	
Effective Green, g (s)	6.7	131.4	120.7	120.7	17.9	
Actuated g/C Ratio	0.04	0.82	0.75	0.75	0.11	
Clearance Time (s)	4.4	5.8	5.4	5.4	4.9	
Vehicle Extension (s)	2.0	4.6	5.2	5.2	2.0	
Lane Grp Cap (vph)	74	4176	3835	1194	189	
v/s Ratio Prot	0.02	c0.49	c0.65		c0.08	
v/s Ratio Perm				0.04		
v/c Ratio	0.47	0.59	0.86	0.06	0.76	
Uniform Delay, d1	74.9	5.0	13.7	5.0	69.0	
Progression Factor	1.00	1.00	0.93	0.45	1.00	
Incremental Delay, d2	1.7	0.6	1.9	0.1	14.4	
Delay (s)	76.7	5.6	14.6	2.3	83.3	
Level of Service	E	A	B	A	F	
Approach Delay (s)		6.6	14.3		83.3	
Approach LOS		A	B		F	

Intersection Summary			
HCM 2000 Control Delay		13.1	HCM 2000 Level of Service B
HCM 2000 Volume to Capacity ratio		0.84	
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization		73.2%	ICU Level of Service D
Analysis Period (min)		15	

c Critical Lane Group

University CPA
36: Miramar Road & Miramar Place

Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	WBU	WBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	27	2249	8	2952	99	56
Future Volume (vph)	27	2249	8	2952	99	56
Turn Type	Prot	NA	Prot	NA	Prot	Prot
Protected Phases	5	2	1	6	4	4
Permitted Phases						
Detector Phase	5	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0
Minimum Split (s)	8.4	15.7	8.4	28.7	37.9	37.9
Total Split (s)	19.5	110.3	11.5	102.3	38.2	38.2
Total Split (%)	12.2%	68.9%	7.2%	63.9%	23.9%	23.9%
Yellow Time (s)	3.4	4.7	3.4	4.7	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.7	4.4	5.7	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	None

Intersection Summary	
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	54 (34%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	130
Control Type:	Actuated-Coordinated

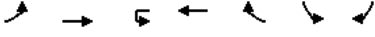


University CPA

36: Miramar Road & Miramar Place

Existing

Timing Plan: Evening Peak



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↘	↑↑↑		↖↗	↖
Traffic Volume (vph)	27	2249	8	2952	47	99	56
Future Volume (vph)	27	2249	8	2952	47	99	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	4.4	5.7		4.9	4.9
Lane Util. Factor	1.00	0.91	1.00	0.91		0.97	0.91
Frt	1.00	1.00	1.00	1.00		0.99	0.85
Flt Protected	0.95	1.00	0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	5085	1770	5073		3415	1441
Flt Permitted	0.95	1.00	0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	5085	1770	5073		3415	1441
Peak-hour factor, PHF	0.89	0.89	0.92	0.96	0.96	0.82	0.82
Adj. Flow (vph)	30	2527	9	3075	49	121	68
RTOR Reduction (vph)	0	0	0	1	0	5	53
Lane Group Flow (vph)	30	2527	9	3123	0	126	5
Turn Type	Prot	NA	Prot	NA		Prot	Prot
Protected Phases	5	2	1	6		4	4
Permitted Phases							
Actuated Green, G (s)	5.7	128.6	1.4	124.3		15.0	15.0
Effective Green, g (s)	5.7	128.6	1.4	124.3		15.0	15.0
Actuated g/C Ratio	0.04	0.80	0.01	0.78		0.09	0.09
Clearance Time (s)	4.4	5.7	4.4	5.7		4.9	4.9
Vehicle Extension (s)	3.0	4.8	2.0	5.4		3.0	3.0
Lane Grp Cap (vph)	63	4087	15	3941		320	135
v/s Ratio Prot	c0.02	c0.50	0.01	c0.62		c0.04	0.00
v/s Ratio Perm							
v/c Ratio	0.48	0.62	0.60	0.79		0.40	0.04
Uniform Delay, d1	75.7	6.1	79.0	10.4		68.2	66.0
Progression Factor	0.95	0.77	1.13	0.38		1.00	1.00
Incremental Delay, d2	4.6	0.6	9.8	0.4		0.8	0.1
Delay (s)	76.2	5.3	98.9	4.4		69.0	66.1
Level of Service	E	A	F	A		E	E
Approach Delay (s)		6.1		4.7		68.1	
Approach LOS		A		A		E	

Intersection Summary			
HCM 2000 Control Delay	7.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		


c Critical Lane Group

University CPA

37: Camino Sante Fe & Miramar Road

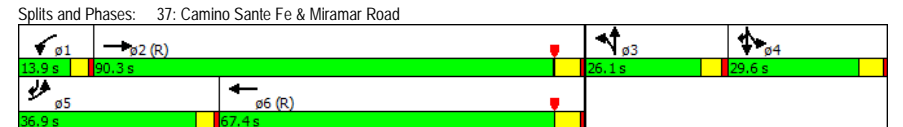
Existing

Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖↗	↑↑↑	↖	↗	↖	↗	↖↗
Traffic Volume (vph)	808	1728	25	1418	70	23	176	3	1441
Future Volume (vph)	808	1728	25	1418	70	23	176	3	1441
Turn Type	Prot	NA	Prot	NA	Split	NA	Split	NA	pt+ov
Protected Phases	5	2	1	6	3	3	4	4	4 5
Permitted Phases									
Detector Phase	5	2	1	6	3	3	4	4	4 5
Switch Phase									
Minimum Initial (s)	12.0	10.0	4.0	10.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	16.4	15.8	8.4	15.7	8.9	8.9	9.5	9.5	
Total Split (s)	36.9	90.3	13.9	67.4	26.1	26.1	29.6	29.6	
Total Split (%)	23.1%	56.4%	8.7%	42.1%	16.3%	16.3%	18.5%	18.5%	
Yellow Time (s)	3.4	4.8	3.4	4.7	3.9	3.9	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.4	5.8	4.4	5.7	4.9	4.9	5.5	5.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	

Intersection Summary	
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	34 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	120
Control Type:	Actuated-Coordinated



University CPA
37: Camino Sante Fe & Miramar Road

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	808	1728	69	25	1418	71	70	23	12	176	3	1441
Future Volume (vph)	808	1728	69	25	1418	71	70	23	12	176	3	1441
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.8	4.4	5.7	4.9	4.9	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	0.97	0.91	0.97	0.91	1.00	1.00	0.95	0.95	0.88	0.95	0.95	0.88
Frt	1.00	0.99	1.00	0.99	1.00	0.95	1.00	0.95	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	5056	3433	5049	1770	1768	1681	1688	2787	1681	1688	2787
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5056	3433	5049	1770	1768	1681	1688	2787	1681	1688	2787
Peak-hour factor, PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.63	0.63	0.63	0.95	0.95	0.95
Adj. Flow (vph)	860	1838	73	27	1558	78	111	37	19	185	3	1517
RTOR Reduction (vph)	0	3	0	0	3	0	0	12	0	0	0	98
Lane Group Flow (vph)	860	1908	0	27	1633	0	111	44	0	94	94	1419
Turn Type	Prot	NA	Prot	NA	Split	NA	Split	NA	pt+ov	NA	pt+ov	NA
Protected Phases	5	2	1	6	3	3	4	4	4	5	4	5
Permitted Phases												
Actuated Green, G (s)	32.5	90.3	3.8	61.7	14.6	14.6	30.7	30.7	68.7	32.5	90.3	3.8
Effective Green, g (s)	32.5	90.3	3.8	61.7	14.6	14.6	30.7	30.7	68.7	32.5	90.3	3.8
Actuated g/C Ratio	0.20	0.56	0.02	0.39	0.09	0.09	0.19	0.19	0.43	0.20	0.56	0.02
Clearance Time (s)	4.4	5.8	4.4	5.7	4.9	4.9	5.5	5.5	5.5	4.4	5.8	4.4
Vehicle Extension (s)	2.0	4.8	2.0	5.4	2.0	2.0	2.8	2.8	2.8	2.0	4.8	2.0
Lane Grp Cap (vph)	697	2853	81	1947	161	161	322	323	1196	697	2853	81
v/s Ratio Prot	c0.25	0.38	0.01	c0.32	c0.06	0.02	0.06	0.06	c0.51	c0.25	0.38	0.01
v/s Ratio Perm												
v/c Ratio	1.23	0.67	0.33	0.84	0.69	0.27	0.29	0.29	1.19	1.23	0.67	0.33
Uniform Delay, d1	63.8	24.4	76.9	44.6	70.5	67.8	55.3	55.3	45.6	63.8	24.4	76.9
Progression Factor	0.99	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.90	1.00
Incremental Delay, d2	115.6	1.1	0.9	4.5	9.4	0.3	0.5	0.4	92.7	115.6	1.1	0.9
Delay (s)	178.7	23.0	77.7	49.2	79.9	68.1	55.8	55.8	138.4	178.7	23.0	77.7
Level of Service	F	C	E	D	E	E	E	E	F	F	C	E
Approach Delay (s)		71.3		49.6		75.9		129.3			71.3	
Approach LOS		E		D		E		F			E	

Intersection Summary			
HCM 2000 Control Delay	81.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

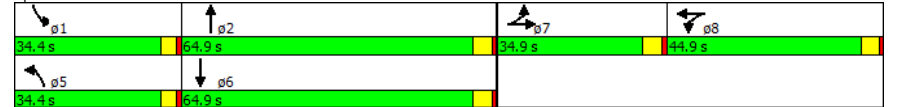
University CPA
38: Villa La Jolla Drive & Nobel Drive

Existing
Timing Plan: Evening Peak

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	7	211	15	2	287	447	387
Future Volume (vph)	7	211	15	2	287	447	387
Turn Type	NA	Split	NA	Prot	NA	Prot	NA
Protected Phases	7	8	8	5	2	1	6
Permitted Phases							
Detector Phase	7	8	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	4.0	7.0	6.0	10.0
Minimum Split (s)	10.9	10.9	10.9	8.4	11.9	10.4	14.9
Total Split (s)	34.9	44.9	44.9	34.4	64.9	34.4	64.9
Total Split (%)	19.5%	25.1%	25.1%	19.2%	36.2%	19.2%	36.2%
Yellow Time (s)	3.9	3.9	3.9	3.4	3.9	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.4	4.9	4.4	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	None	Min

Intersection Summary			
Cycle Length: 179.1			
Actuated Cycle Length: 104.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			

Splits and Phases: 38: Villa La Jolla Drive & Nobel Drive



University CPA
 38: Villa La Jolla Drive & Nobel Drive Existing
 Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Volume (vph)	18	7	2	211	15	310	2	287	275	447	387	9
Future Volume (vph)	18	7	2	211	15	310	2	287	275	447	387	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		4.9		4.9		4.4		4.9		4.9	
Lane Util. Factor	1.00		0.97		1.00		1.00		0.95		0.95	
Flt	0.99		1.00		0.86		1.00		0.93		1.00	
Flt Protected	0.97		1.00		0.95		1.00		0.95		1.00	
Satd. Flow (prot)	1785		3433		1596		1770		3279		3433	
Flt Permitted	0.97		0.95		1.00		0.95		1.00		0.95	
Satd. Flow (perm)	1785		3433		1596		1770		3279		3433	
Peak-hour factor, PHF	0.65	0.65	0.65	0.94	0.94	0.94	0.86	0.86	0.86	0.95	0.95	0.95
Adj. Flow (vph)	28	11	3	224	16	330	2	334	320	471	407	9
RTOR Reduction (vph)	0	2	0	0	272	0	0	100	0	0	0	0
Lane Group Flow (vph)	0	40	0	224	74	0	2	554	0	471	416	0
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	14.4		18.8		18.8		0.8		34.2		21.2	
Effective Green, g (s)	14.4		18.8		18.8		0.8		34.2		21.2	
Actuated g/C Ratio	0.13		0.17		0.17		0.01		0.32		0.20	
Clearance Time (s)	4.9		4.9		4.9		4.4		4.9		4.4	
Vehicle Extension (s)	2.0		2.0		2.0		2.0		4.3		2.0	
Lane Grp Cap (vph)	238		599		278		13		1041		675	
v/s Ratio Prot	c0.02		c0.07		0.05		0.00		c0.17		c0.14	
v/s Ratio Perm												
v/c Ratio	0.17		0.37		0.26		0.15		0.53		0.70	
Uniform Delay, d1	41.3		39.3		38.5		53.1		30.2		40.3	
Progression Factor	1.00		1.00		1.00		1.00		1.00		1.00	
Incremental Delay, d2	0.1		0.1		0.2		2.0		0.8		2.6	
Delay (s)	41.5		39.4		38.7		55.1		30.9		42.8	
Level of Service	D		D		D		E		C		D	
Approach Delay (s)	41.5				38.9		31.0				29.7	
Approach LOS	D				D		C				C	

Intersection Summary

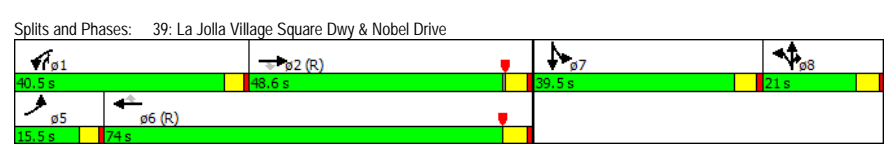
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	107.7	Sum of lost time (s)	19.1
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

University CPA
 39: La Jolla Village Square Dwy & Nobel Drive Existing
 Timing Plan: Evening Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Volume (vph)	17	453	99	324	362	357	72	57	271	302	70	
Future Volume (vph)	17	453	99	324	362	357	72	57	271	302	70	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	pt+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	8	1	7	
Permitted Phases												
Detector Phase	5	2	2	1	6	6	8	8	8	1	7	
Switch Phase												
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	7.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	9.4	12.0	12.0	8.4	12.4	12.4	12.9	12.9		38.9	38.9	
Total Split (s)	15.5	48.6	48.6	40.5	74.0	74.0	21.0	21.0		39.5	39.5	
Total Split (%)	10.3%	32.4%	32.4%	27.0%	49.3%	49.3%	14.0%	14.0%		26.3%	26.3%	
Yellow Time (s)	3.4	4.0	4.0	3.4	4.4	4.4	3.9	3.9		3.9	3.9	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.4	5.0	5.0	4.4	5.4	5.4	4.9	4.9		4.9	4.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	

Intersection Summary
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 75 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated



University CPA
39: La Jolla Village Square Dwy & Nobel Drive

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↖	↘	↗	↖	↘	↗	↖	↘	↗	↖
Traffic Volume (vph)	17	453	99	324	362	357	72	57	271	302	70	3
Future Volume (vph)	17	453	99	324	362	357	72	57	271	302	70	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0	5.0	4.4	5.4	5.4	4.9	4.9	4.9	4.9	4.9	4.9
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.97	0.97
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1681	1758	1583	1681	1713	1713
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.97	0.97
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1681	1758	1583	1681	1713	1713
Peak-hour factor, PHF	0.80	0.80	0.80	0.90	0.90	0.90	0.88	0.88	0.88	0.86	0.86	0.86
Adj. Flow (vph)	21	566	124	360	402	397	82	65	308	351	81	3
RTOR Reduction (vph)	0	0	67	0	0	196	0	0	81	0	0	0
Lane Group Flow (vph)	21	566	57	360	402	201	72	75	227	214	221	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	pt+ov	Split	NA	NA
Protected Phases	5	2		1	6		8	8	8 1	7	7	
Permitted Phases			2			6						
Actuated Green, G (s)	4.4	60.5	60.5	20.2	75.9	75.9	16.0	16.0	41.1	34.1	34.1	
Effective Green, g (s)	4.4	60.5	60.5	20.2	75.9	75.9	16.0	16.0	41.1	34.1	34.1	
Actuated g/C Ratio	0.03	0.40	0.40	0.13	0.51	0.51	0.11	0.11	0.27	0.23	0.23	
Clearance Time (s)	4.4	5.0	5.0	4.4	5.4	5.4	4.9	4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.1	4.1	2.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	51	1427	638	462	1790	800	179	187	433	382	389	
v/s Ratio Prot	0.01	c0.16		c0.10	0.11		0.04	0.04	c0.14	0.13	c0.13	
v/s Ratio Perm			0.04			0.13						
v/c Ratio	0.41	0.40	0.09	0.78	0.22	0.25	0.40	0.40	0.52	0.56	0.57	
Uniform Delay, d1	71.5	31.8	27.7	62.7	20.6	21.0	62.5	62.5	46.2	51.3	51.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	2.47	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.0	0.8	0.3	7.2	0.3	0.7	2.0	1.9	1.5	2.3	2.3	
Delay (s)	73.5	32.6	28.0	69.9	20.9	52.5	64.6	64.4	47.6	53.6	53.7	
Level of Service	E	C	C	E	C	D	E	E	D	D	D	
Approach Delay (s)		33.0			46.9			53.1			53.7	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	45.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

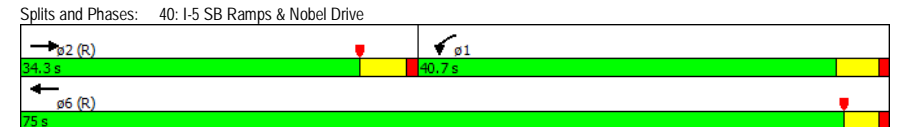
c Critical Lane Group

University CPA
40: I-5 SB Ramps & Nobel Drive

Existing
Timing Plan: Evening Peak

Lane Group	EBT	WBL	WBT
Lane Configurations	↗	↘	↗
Traffic Volume (vph)	689	785	1058
Future Volume (vph)	689	785	1058
Turn Type	NA	Prot	NA
Protected Phases	2	1	6
Permitted Phases			
Detector Phase	2	1	6
Switch Phase			
Minimum Initial (s)	13.0	5.0	1.0
Minimum Split (s)	18.1	9.7	5.5
Total Split (s)	34.3	40.7	75.0
Total Split (%)	45.7%	54.3%	100.0%
Yellow Time (s)	4.1	3.7	3.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.7	4.0
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	C-Max	None	C-Max

Intersection Summary	
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	61 (81%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	45
Control Type:	Actuated-Coordinated



University CPA
40: I-5 SB Ramps & Nobel Drive

Existing
Timing Plan: Evening Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑↑	↑↑		
Traffic Volume (vph)	689	413	785	1058	0	0
Future Volume (vph)	689	413	785	1058	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		4.7	4.0		
Lane Util. Factor	0.95		0.97	0.95		
Flt	0.94		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	3340		3433	3539		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	3340		3433	3539		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.25	0.25
Adj. Flow (vph)	725	435	826	1114	0	0
RTOR Reduction (vph)	68	0	0	0	0	0
Lane Group Flow (vph)	1092	0	826	1114	0	0
Turn Type	NA		Prot	NA		
Protected Phases	2		1	6		
Permitted Phases						
Actuated Green, G (s)	29.2		36.0	75.0		
Effective Green, g (s)	29.2		36.0	75.0		
Actuated g/C Ratio	0.39		0.48	1.00		
Clearance Time (s)	5.1		4.7	4.0		
Vehicle Extension (s)	3.0		3.0	3.0		
Lane Grp Cap (vph)	1300		1647	3539		
v/s Ratio Prot	c0.33		c0.24	0.31		
v/s Ratio Perm						
v/c Ratio	0.84		0.50	0.31		
Uniform Delay, d1	20.8		13.4	0.0		
Progression Factor	0.92		1.10	1.00		
Incremental Delay, d2	6.0		0.2	0.2		
Delay (s)	25.2		14.8	0.2		
Level of Service	C		B	A		
Approach Delay (s)	25.2		6.4	0.0		
Approach LOS	C		A	A		

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

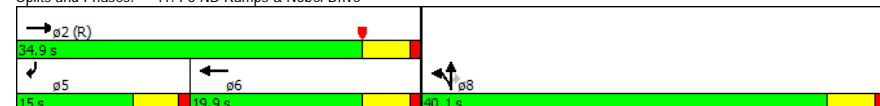
University CPA
41: I-5 NB Ramps & Nobel Drive

Existing
Timing Plan: Evening Peak

Lane Group	EBT	WBT	NBL	NBT	NBR	SBR
Lane Configurations	↑↑	↑↑↑	↑	↑	↑	↑
Traffic Volume (vph)	723	1284	306	50	270	253
Future Volume (vph)	723	1284	306	50	270	253
Turn Type	NA	NA	Split	NA	Perm	Prot
Protected Phases	2	6	8	8	8	5
Permitted Phases					8	
Detector Phase	2	6	8	8	8	5
Switch Phase						
Minimum Initial (s)	11.0	13.0	5.0	5.0	5.0	5.0
Minimum Split (s)	16.1	18.1	10.1	10.1	10.1	10.0
Total Split (s)	34.9	19.9	40.1	40.1	40.1	15.0
Total Split (%)	46.5%	26.5%	53.5%	53.5%	53.5%	20.0%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.1	5.1	5.1	5.1	5.0
Lead/Lag		Lag				Lead
Lead-Lag Optimize?		Yes				Yes
Recall Mode	C-Max	None	Min	Min	Min	None


Intersection Summary	
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	70 (93%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated

Splits and Phases: 41: I-5 NB Ramps & Nobel Drive



University CPA
41: I-5 NB Ramps & Nobel Drive

Existing
Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑		↑	↑	↑			↑
Traffic Volume (vph)	0	723	0	0	1284	0	306	50	270	0	0	253
Future Volume (vph)	0	723	0	0	1284	0	306	50	270	0	0	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1			5.1		5.1	5.1	5.1			5.0
Lane Util. Factor		0.95			0.91		0.95	0.95	1.00			1.00
Frt		1.00			1.00		1.00	1.00	0.85			0.86
Flt Protected		1.00			1.00		0.95	0.97	1.00			1.00
Satd. Flow (prot)		3539			5085		1681	1708	1583			1611
Flt Permitted		1.00			1.00		0.95	0.97	1.00			1.00
Satd. Flow (perm)		3539			5085		1681	1708	1583			1611
Peak-hour factor, PHF	0.93	0.93	0.93	0.95	0.95	0.95	0.87	0.87	0.87	0.84	0.84	0.84
Adj. Flow (vph)	0	777	0	0	1352	0	352	57	310	0	0	301
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	78	0	0	264
Lane Group Flow (vph)	0	777	0	0	1352	0	204	205	232	0	0	37
Turn Type		NA			NA		Split	NA	Perm			Prot
Protected Phases		2			6		8	8				5
Permitted Phases									8			
Actuated Green, G (s)		46.6			34.9		18.2	18.2	18.2			6.7
Effective Green, g (s)		46.6			34.9		18.2	18.2	18.2			6.7
Actuated g/C Ratio		0.62			0.47		0.24	0.24	0.24			0.09
Clearance Time (s)		5.1			5.1		5.1	5.1	5.1			5.0
Vehicle Extension (s)		2.0			2.0		2.0	2.0	2.0			2.0
Lane Grp Cap (vph)		2198			2366		407	414	384			143
v/s Ratio Prot		c0.22			c0.27		0.12	0.12				0.02
v/s Ratio Perm									c0.15			
v/c Ratio		0.35			0.57		0.50	0.50	0.60			0.26
Uniform Delay, d1		6.9			14.6		24.5	24.4	25.2			31.8
Progression Factor		0.13			1.22		1.00	1.00	1.00			1.00
Incremental Delay, d2		0.3			0.2		0.4	0.3	1.8			0.3
Delay (s)		1.1			18.1		24.8	24.8	27.0			32.2
Level of Service		A			B		C	C	C			C
Approach Delay (s)		1.1			18.1		25.8				32.2	
Approach LOS		A			B		C				C	


Intersection Summary

HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

University CPA
42: Camito Plaza Cento & Nobel Drive

Existing
Timing Plan: Evening Peak

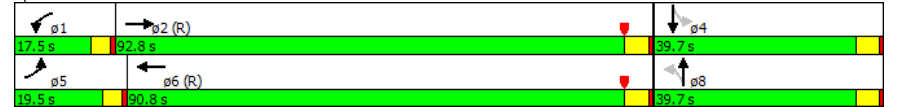


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↑	↑↑↑	↑	↑↑↑		↑↓		↑↓
Traffic Volume (vph)	64	942	20	1123	68	7	7	2
Future Volume (vph)	64	942	20	1123	68	7	7	2
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.5	25.2	9.5	25.2	37.9	37.9	37.9	37.9
Total Split (s)	19.5	92.8	17.5	90.8	39.7	39.7	39.7	39.7
Total Split (%)	13.0%	61.9%	11.7%	60.5%	26.5%	26.5%	26.5%	26.5%
Yellow Time (s)	3.4	4.2	3.4	4.2	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.4	5.2	4.4	5.2		4.9		4.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 101 (67%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 42: Camito Plaza Cento & Nobel Drive



University CPA
42: Camito Plaza Cento & Nobel Drive

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶ ↷	↶ ↷		↶ ↷	↶ ↷			↶ ↷			↶ ↷	↶ ↷
Traffic Volume (vph)	64	942	35	20	1123	32	68	7	56	7	2	41
Future Volume (vph)	64	942	35	20	1123	32	68	7	56	7	2	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.2			4.9			4.9	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00			1.00	
Flt	1.00	0.99		1.00	1.00			0.94			0.89	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.99	
Satd. Flow (prot)	1770	5058		1770	5064			1711			1645	
Flt Permitted	0.95	1.00		0.95	1.00			0.78			0.96	
Satd. Flow (perm)	1770	5058		1770	5064			1365			1588	
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.82	0.82	0.82	0.74	0.74	0.74
Adj. Flow (vph)	67	981	36	21	1182	34	83	9	68	9	3	55
RTOR Reduction (vph)	0	2	0	0	2	0	0	20	0	0	47	0
Lane Group Flow (vph)	67	1015	0	21	1214	0	0	140	0	0	20	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	9.7	107.9		5.0	103.2			22.6			22.6	
Effective Green, g (s)	9.7	107.9		5.0	103.2			22.6			22.6	
Actuated g/C Ratio	0.06	0.72		0.03	0.69			0.15			0.15	
Clearance Time (s)	4.4	5.2		4.4	5.2			4.9			4.9	
Vehicle Extension (s)	3.0	5.0		3.0	4.5			2.5			2.0	
Lane Grp Cap (vph)	114	3638		59	3484			205			239	
v/s Ratio Prot	c0.04	0.20		0.01	c0.24							
v/s Ratio Perm							c0.10				0.01	
v/c Ratio	0.59	0.28		0.36	0.35			0.69			0.08	
Uniform Delay, d1	68.2	7.4		70.9	9.6			60.3			54.8	
Progression Factor	0.94	0.77		1.00	1.00			1.00			1.00	
Incremental Delay, d2	7.2	0.2		3.7	0.3			8.4			0.1	
Delay (s)	71.6	5.9		74.6	9.9			68.7			54.9	
Level of Service	E	A		E	A			E			D	
Approach Delay (s)		10.0			11.0			68.7			54.9	
Approach LOS		A			B			E			D	

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

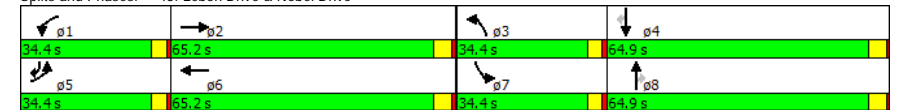
University CPA
43: Lebon Drive & Nobel Drive

Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶ ↷	↶ ↷	↶ ↷	↶ ↷	↶ ↷	↶ ↷	↶ ↷	↶ ↷	↶ ↷	↶ ↷
Traffic Volume (vph)	73	627	127	732	115	159	65	111	259	173
Future Volume (vph)	73	627	127	732	115	159	65	111	259	173
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	8		7	4	5
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	5
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	8.0	8.0	10.0	10.0	4.0
Minimum Split (s)	8.4	15.2	8.4	15.2	8.4	12.9	12.9	14.4	14.9	8.4
Total Split (s)	34.4	65.2	34.4	65.2	34.4	64.9	64.9	34.4	64.9	34.4
Total Split (%)	17.3%	32.8%	17.3%	32.8%	17.3%	32.6%	32.6%	17.3%	32.6%	17.3%
Yellow Time (s)	3.4	4.2	3.4	4.2	3.4	3.9	3.9	3.4	3.9	3.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.2	4.4	5.2	4.4	4.9	4.9	4.4	4.9	4.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary			
Cycle Length: 198.9			
Actuated Cycle Length: 102.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			

Splits and Phases: 43: Lebon Drive & Nobel Drive



University CPA
43: Lebon Drive & Nobel Drive

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	73	627	127	127	732	69	115	159	65	111	259	173
Future Volume (vph)	73	627	127	127	732	69	115	159	65	111	259	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2	4.4	5.2	4.4	4.9	4.4	4.9	4.4	4.9	4.4	4.4
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.95	1.00	0.97	1.00	0.95	1.00	1.00
Fr't	1.00	0.97	1.00	0.99	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	4957	1770	5019	3433	3539	1583	3433	3539	1583	3433	1583
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	4957	1770	5019	3433	3539	1583	3433	3539	1583	3433	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.91	0.91	0.91	0.96	0.96	0.96	0.64	0.64	0.64
Adj. Flow (vph)	83	712	144	140	804	76	120	166	68	173	405	270
RTOR Reduction (vph)	0	15	0	0	5	0	0	0	52	0	0	98
Lane Group Flow (vph)	83	842	0	140	875	0	120	166	16	173	405	172
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	pm-ov
Protected Phases	5	2	1	6	3	8				7	4	5
Permitted Phases									8			4
Actuated Green, G (s)	7.6	33.0	13.8	39.2	8.8	24.7	24.7	11.7	27.6	27.6	35.2	35.2
Effective Green, g (s)	7.6	33.0	13.8	39.2	8.8	24.7	24.7	11.7	27.6	27.6	35.2	35.2
Actuated g/C Ratio	0.07	0.32	0.14	0.38	0.09	0.24	0.24	0.11	0.27	0.34	0.34	0.34
Clearance Time (s)	4.4	5.2	4.4	5.2	4.4	4.9	4.9	4.4	4.9	4.4	4.9	4.4
Vehicle Extension (s)	2.0	4.5	2.0	4.5	2.0	6.4	6.4	2.0	5.5	2.0	5.5	2.0
Lane Grp Cap (vph)	255	1602	239	1926	295	856	382	393	956	545	545	545
v/s Ratio Prot	0.02	c0.17	c0.08	0.17	0.03	0.05		c0.05	c0.11	0.02		
v/s Ratio Perm							0.01					
v/c Ratio	0.33	0.53	0.59	0.45	0.41	0.19	0.04	0.44	0.42	0.32	0.32	0.32
Uniform Delay, d1	44.8	28.2	41.5	23.5	44.2	30.8	29.6	42.1	30.7	24.6	24.6	24.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.5	2.4	0.3	0.3	0.3	0.1	0.3	0.7	0.1	0.1	0.1
Delay (s)	45.1	28.7	43.8	23.8	44.5	31.1	29.8	42.4	31.4	24.7	24.7	24.7
Level of Service	D	C	D	C	D	C	C	D	C	C	C	C
Approach Delay (s)		30.1		26.5		35.4			31.5			
Approach LOS		C		C		D			C			

Intersection Summary

HCM 2000 Control Delay	29.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	102.1	Sum of lost time (s)	18.9
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

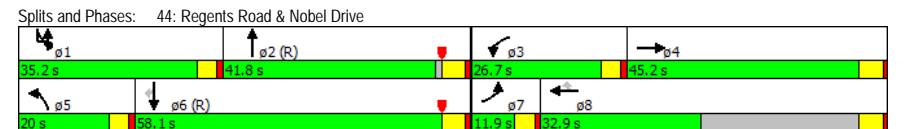
University CPA
44: Regents Road & Nobel Drive

Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	166	631	203	762	82	76	120	259	478	237
Future Volume (vph)	166	631	203	762	82	76	120	259	478	237
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	8	5	2	1	6	
Permitted Phases						8				6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	10.0	4.0	10.0	10.0	4.0	10.0	4.0	10.0	10.0
Minimum Split (s)	8.4	41.2	8.4	41.2	41.2	8.4	41.2	8.4	41.2	41.2
Total Split (s)	11.9	45.2	26.7	32.9	32.9	20.0	41.8	35.2	58.1	58.1
Total Split (%)	7.9%	30.1%	17.8%	21.9%	21.9%	13.3%	27.9%	23.5%	38.7%	38.7%
Yellow Time (s)	3.4	4.2	3.4	4.2	4.2	3.4	4.2	3.4	4.2	4.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.2	4.4	5.2	5.2	4.4	5.2	4.4	5.2	5.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 3.6 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated



University CPA
44: Regents Road & Nobel Drive

Existing
Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↔↔	↕↕↕		↔↔	↕↕	↕	↔↔	↕↕↕			↕	↕↕
Traffic Volume (vph)	166	631	66	203	762	82	76	120	102	21	259	478
Future Volume (vph)	166	631	66	203	762	82	76	120	102	21	259	478
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.2	5.2	4.4	5.2			4.4	5.2
Lane Util. Factor	0.97	0.91		0.97	0.95	1.00	1.00	0.91			1.00	0.95
Frst	1.00	0.99		1.00	1.00	0.85	1.00	0.93			1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3433	5013		3433	3539	1583	1770	4735			1770	3539
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (perm)	3433	5013		3433	3539	1583	1770	4735			1770	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.95	0.95	0.95	0.92	0.82	0.82
Adj. Flow (vph)	177	671	70	223	837	90	80	126	107	23	316	583
RTOR Reduction (vph)	0	8	0	0	0	66	0	79	0	0	0	0
Lane Group Flow (vph)	177	733	0	223	837	24	80	154	0	0	339	583
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	Prot	NA
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases						8						
Actuated Green, G (s)	15.1	40.8		15.0	40.7	40.7	12.1	39.3			35.7	62.9
Effective Green, g (s)	15.1	40.8		15.0	40.7	40.7	12.1	39.3			35.7	62.9
Actuated g/C Ratio	0.10	0.27		0.10	0.27	0.27	0.08	0.26			0.24	0.42
Clearance Time (s)	4.4	5.2		4.4	5.2	5.2	4.4	5.2			4.4	5.2
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	345	1363		343	960	429	142	1240			421	1484
v/s Ratio Prot	0.05	0.15		c0.06	c0.24		0.05	0.03			c0.19	c0.16
v/s Ratio Perm						0.02						
v/c Ratio	0.51	0.54		0.65	0.87	0.06	0.56	0.12			0.81	0.39
Uniform Delay, d1	64.0	46.6		65.0	52.2	40.4	66.4	42.2			53.9	30.3
Progression Factor	1.00	1.00		0.69	0.98	5.71	1.00	1.00			0.79	1.02
Incremental Delay, d2	1.3	0.4		4.2	8.4	0.1	5.0	0.2			9.3	0.7
Delay (s)	65.3	47.0		49.3	59.7	230.9	71.4	42.4			51.9	31.5
Level of Service	E	D		D	E	F	E	D			D	C
Approach Delay (s)		50.5			71.1			49.8				40.3
Approach LOS		D			E			D				D

Intersection Summary			
HCM 2000 Control Delay	53.6	HCM 2000 Level of Service	
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	
Intersection Capacity Utilization	65.6%	ICU Level of Service	
Analysis Period (min)	15		
c Critical Lane Group			

University CPA
44: Regents Road & Nobel Drive

Existing
Timing Plan: Evening Peak



Movement	SBR
Lane Configurations	↕
Traffic Volume (vph)	237
Future Volume (vph)	237
Ideal Flow (vphpl)	1900
Total Lost time (s)	5.2
Lane Util. Factor	1.00
Frst	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.82
Adj. Flow (vph)	289
RTOR Reduction (vph)	102
Lane Group Flow (vph)	187
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	62.9
Effective Green, g (s)	62.9
Actuated g/C Ratio	0.42
Clearance Time (s)	5.2
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	663
v/s Ratio Prot	
v/s Ratio Perm	0.12
v/c Ratio	0.28
Uniform Delay, d1	28.7
Progression Factor	1.52
Incremental Delay, d2	0.9
Delay (s)	44.5
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary	

University CPA

45: Cargill Ave/Costa Verde Boulevard & Nobel Drive

Existing

Timing Plan: Evening Peak

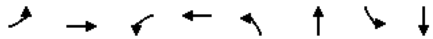


Table with 9 columns (EBL, EBT, WBL, WBT, NBL, NBT, SBL, SBT) and 20 rows (Lane Group, Lane Configurations, Traffic Volume, Future Volume, Turn Type, Protected Phases, Permitted Phases, Detector Phase, Switch Phase, Minimum Initial, Minimum Split, Total Split, Total Split %, Yellow Time, All-Red Time, Lost Time Adjust, Total Lost Time, Lead/Lag, Lead-Lag Optimize?, Recall Mode).

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 45: Cargill Ave/Costa Verde Boulevard & Nobel Drive



University CPA

45: Cargill Ave/Costa Verde Boulevard & Nobel Drive

Existing

Timing Plan: Evening Peak



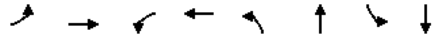
Table with 13 columns (EBL, EBT, EBR, WBL, WBT, WBR, NBL, NBT, NBR, SBL, SBT, SBR) and 33 rows (Movement, Lane Configurations, Traffic Volume, Future Volume, Ideal Flow, Total Lost time, Lane Util. Factor, Frt, Flt Protected, Satd. Flow (prot), Flt Permitted, Satd. Flow (perm), Peak-hour factor, PHF, Adj. Flow, RTOR Reduction, Lane Group Flow, Turn Type, Protected Phases, Permitted Phases, Actuated Green, Effective Green, Actuated g/C Ratio, Clearance Time, Vehicle Extension, Lane Grp Cap, v/s Ratio Prot, v/s Ratio Perm, v/c Ratio, Uniform Delay, Progression Factor, Incremental Delay, Delay, Level of Service, Approach Delay, Approach LOS).

Intersection Summary

HCM 2000 Control Delay 52.1 HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio 0.48
Actuated Cycle Length (s) 150.0 Sum of lost time (s) 19.2
Intersection Capacity Utilization 73.5% ICU Level of Service D
Analysis Period (min) 15
c Critical Lane Group

University CPA
46: Lombard Place & Nobel Drive

Existing
Timing Plan: Evening Peak

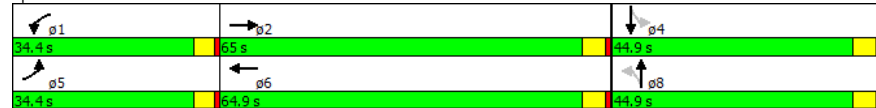


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↘↗	↘	↘↗		↗↘	↘	↗
Traffic Volume (vph)	202	492	21	1142	21	5	65	0
Future Volume (vph)	202	492	21	1142	21	5	65	0
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4
Permitted Phases					8		4	
Detector Phase	5	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	19.0	9.5	28.9	32.9	32.9	32.9	32.9
Total Split (s)	34.4	65.0	34.4	64.9	44.9	44.9	44.9	44.9
Total Split (%)	23.8%	45.0%	23.8%	45.0%	31.1%	31.1%	31.1%	31.1%
Yellow Time (s)	3.4	4.0	3.4	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.4	5.0	4.4	4.9		4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

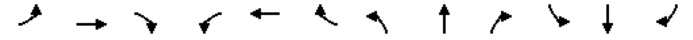
Cycle Length: 144.3
Actuated Cycle Length: 100.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 46: Lombard Place & Nobel Drive



University CPA
46: Lombard Place & Nobel Drive

Existing
Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↘↗		↘	↘↗			↗↘		↘	↗	↗
Traffic Volume (vph)	202	492	29	21	1142	77	21	5	7	65	0	190
Future Volume (vph)	202	492	29	21	1142	77	21	5	7	65	0	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0		4.4	4.9			4.9		4.9	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Flt	1.00	0.99		1.00	0.99			0.97		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			0.97		0.95	1.00	
Satd. Flow (prot)	1770	3509		1770	3506			1753		1770	1583	
Flt Permitted	0.95	1.00		0.95	1.00			0.35		0.80	1.00	
Satd. Flow (perm)	1770	3509		1770	3506			641		1491	1583	
Peak-hour factor, PHF	0.89	0.89	0.89	0.90	0.90	0.90	0.69	0.69	0.69	0.72	0.72	0.72
Adj. Flow (vph)	227	553	33	23	1269	86	30	7	10	90	0	264
RTOR Reduction (vph)	0	2	0	0	3	0	0	8	0	0	225	0
Lane Group Flow (vph)	227	584	0	23	1352	0	0	39	0	90	39	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	18.4	70.9		2.4	55.0			15.2		15.2	15.2	
Effective Green, g (s)	18.4	70.9		2.4	55.0			15.2		15.2	15.2	
Actuated g/C Ratio	0.18	0.69		0.02	0.54			0.15		0.15	0.15	
Clearance Time (s)	4.4	5.0		4.4	4.9			4.9		4.9	4.9	
Vehicle Extension (s)	2.0	3.7		2.0	4.4			2.0		2.0	2.0	
Lane Grp Cap (vph)	316	2420		41	1875			94		220	234	
v/s Ratio Prot	c0.13	0.17		0.01	c0.39						0.02	
v/s Ratio Perm								c0.06		0.06		
v/c Ratio	0.72	0.24		0.56	0.72			0.42		0.41	0.17	
Uniform Delay, d1	39.8	5.9		49.7	18.1			39.8		39.7	38.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	6.4	0.1		10.0	1.6			1.1		0.5	0.1	
Delay (s)	46.1	6.0		59.7	19.7			40.9		40.2	38.4	
Level of Service	D	A		E	B			D		D	D	
Approach Delay (s)		17.2			20.3			40.9			38.8	
Approach LOS		B			C			D			D	

Intersection Summary

HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	102.8	Sum of lost time (s)	14.3
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

University CPA
47: Towne Center Drive & Nobel Drive

Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations	T	T	T	T	T	T	T	T	T
Traffic Volume (vph)	295	304	150	704	55	30	68	213	544
Future Volume (vph)	295	304	150	704	55	30	68	213	544
Turn Type	Prot	NA	Prot	NA	pm+ov	NA	Split	NA	Perm
Protected Phases	5	2	1	6	7	8	7	7	7
Permitted Phases					6				7
Detector Phase	5	2	1	6	7	8	7	7	7
Switch Phase									
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	12.9	8.4	13.0	8.9	8.9	8.9	8.9	8.9
Total Split (s)	64.4	65.9	34.4	36.0	54.9	34.9	54.9	54.9	54.9
Total Split (%)	33.9%	34.6%	18.1%	18.9%	28.9%	18.3%	28.9%	28.9%	28.9%
Yellow Time (s)	3.4	4.9	3.4	5.0	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.9	4.4	6.0	4.9	4.9	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 190.2
Actuated Cycle Length: 94.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 47: Towne Center Drive & Nobel Drive

Movement	Ø1	Ø2	Ø7	Ø8	Ø5	Ø6
Green Time (s)	34.4	55.9	54.9	34.9	54.4	36

University CPA
47: Towne Center Drive & Nobel Drive

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	T	T	T	T	T	T	T	T	T	T	T	T
Traffic Volume (vph)	295	304	23	150	704	55	20	30	17	68	213	544
Future Volume (vph)	295	304	23	150	704	55	20	30	17	68	213	544
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.9		4.4	6.0	4.9		4.9		4.9	4.9	4.9
Lane Util. Factor	0.97	0.95		1.00	0.91	1.00		0.95		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	1.00
Satd. Flow (prot)	3433	3501		1770	5085	1583		3353		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	1.00
Satd. Flow (perm)	3433	3501		1770	5085	1583		3353		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.87	0.87	0.87	0.78	0.78	0.78	0.86	0.86	0.86
Adj. Flow (vph)	328	338	26	172	809	63	26	38	22	79	248	633
RTOR Reduction (vph)	0	3	0	0	0	27	0	20	0	0	0	467
Lane Group Flow (vph)	328	361	0	172	809	36	0	66	0	79	248	166
Turn Type	Prot	NA		Prot	NA	pm+ov		Split	NA		Split	NA
Protected Phases	5	2		1	6	7		8		7	7	
Permitted Phases						6						7
Actuated Green, G (s)	14.8	28.2		14.6	27.9	52.7		6.7		24.8	24.8	24.8
Effective Green, g (s)	14.8	28.2		14.6	27.9	52.7		6.7		24.8	24.8	24.8
Actuated g/C Ratio	0.16	0.30		0.15	0.30	0.56		0.07		0.26	0.26	0.26
Clearance Time (s)	4.4	5.9		4.4	6.0	4.9		4.9		4.9	4.9	4.9
Vehicle Extension (s)	2.0	4.9		2.0	3.3	4.0		2.0		4.0	4.0	4.0
Lane Grp Cap (vph)	538	1045		273	1502	883		237		465	489	415
v/s Ratio Prot	0.10	0.10		c0.10	c0.16	0.01		c0.02		0.04	c0.13	
v/s Ratio Perm						0.01						0.11
v/c Ratio	0.61	0.35		0.63	0.54	0.04		0.28		0.17	0.51	0.40
Uniform Delay, d1	37.1	25.9		37.4	27.9	9.4		41.6		26.9	29.6	28.7
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	1.3	0.4		3.5	0.4	0.0		0.2		0.2	1.1	0.9
Delay (s)	38.5	26.3		40.8	28.3	9.5		41.8		27.1	30.7	29.5
Level of Service	D	C		D	C	A		D		C	C	C
Approach Delay (s)		32.1			29.2			41.8			29.6	
Approach LOS		C			C			D			C	

Intersection Summary

HCM 2000 Control Delay 30.5 HCM 2000 Level of Service C
 HCM 2000 Volume to Capacity ratio 0.52
 Actuated Cycle Length (s) 94.4 Sum of lost time (s) 20.2
 Intersection Capacity Utilization 63.8% ICU Level of Service B
 Analysis Period (min) 15

c Critical Lane Group

University CPA

48: Nobel Drive & Shoreline Drive

Existing

Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↘	↙ ↑↑↘	↙ ↑↑↘	↙ ↑↑↘		↙ ↘	↙ ↘	↙ ↘	↙ ↘
Traffic Volume (vph)	56	277	37	811	15	5	68	7	38
Future Volume (vph)	56	277	37	811	15	5	68	7	38
Turn Type	Prot	NA	Prot	NA	Perm	NA	Split	NA	Perm
Protected Phases	5	2	1	6		3	4	4	
Permitted Phases					3				4
Detector Phase	5	2	1	6	3	3	4	4	4
Switch Phase									
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	15.8	8.4	30.9	8.9	8.9	33.9	33.9	33.9
Total Split (s)	34.4	65.8	34.4	65.9	44.9	44.9	44.9	44.9	44.9
Total Split (%)	18.1%	34.6%	18.1%	34.7%	23.6%	23.6%	23.6%	23.6%	23.6%
Yellow Time (s)	3.4	4.8	3.4	4.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.8	4.4	5.9		4.9	4.9	4.9	4.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 190.1
Actuated Cycle Length: 82.9
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 48: Nobel Drive & Shoreline Drive

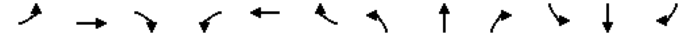
↙ φ1	→ φ2	↖ φ3	↗ φ4
34.4 s	65.8 s	44.9 s	44.9 s
↙ φ5	→ φ6		
34.4 s	65.9 s		

University CPA

48: Nobel Drive & Shoreline Drive

Existing

Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↘	↙ ↑↑↘		↙ ↑↑↘	↙ ↑↑↘			↙ ↘	↙ ↘	↙ ↘	↙ ↘	↙ ↘
Traffic Volume (vph)	56	277	32	37	811	205	15	5	10	68	7	38
Future Volume (vph)	56	277	32	37	811	205	15	5	10	68	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.8		4.4	5.9			4.9		4.9	4.9	4.9
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00		1.00	1.00	0.88
FrT	1.00	0.98		1.00	0.97			0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	1.00
Satd. Flow (prot)	1770	5007		1770	4931			1733		1770	1863	2787
Flt Permitted	0.95	1.00		0.95	1.00			0.53		0.95	1.00	1.00
Satd. Flow (perm)	1770	5007		1770	4931			935		1770	1863	2787
Peak-hour factor, PHF	0.91	0.91	0.91	0.88	0.88	0.88	0.93	0.93	0.93	0.69	0.69	0.69
Adj. Flow (vph)	62	304	35	42	922	233	16	5	11	99	10	55
RTOR Reduction (vph)	0	6	0	0	19	0	0	10	0	0	0	45
Lane Group Flow (vph)	62	333	0	42	1136	0	0	22	0	99	10	10
Turn Type	Prot	NA		Prot	NA		Perm	NA		Split	NA	Perm
Protected Phases	5	2		1	6			3		4	4	
Permitted Phases							3					4
Actuated Green, G (s)	6.8	40.1		4.1	37.3			5.7		15.3	15.3	15.3
Effective Green, g (s)	6.8	40.1		4.1	37.3			5.7		15.3	15.3	15.3
Actuated g/C Ratio	0.08	0.47		0.05	0.44			0.07		0.18	0.18	0.18
Clearance Time (s)	4.4	5.8		4.4	5.9			4.9		4.9	4.9	4.9
Vehicle Extension (s)	2.0	4.6		2.0	4.4			2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	141	2356		85	2158			62		317	334	500
v/s Ratio Prot	c0.04	c0.07		0.02	c0.23					c0.06	0.01	
v/s Ratio Perm								c0.02				0.00
v/c Ratio	0.44	0.14		0.49	0.53			0.35		0.31	0.03	0.02
Uniform Delay, d1	37.4	12.8		39.5	17.5			38.0		30.4	28.8	28.8
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	0.0		1.6	0.4			1.2		0.2	0.0	0.0
Delay (s)	38.2	12.8		41.2	17.9			39.2		30.6	28.8	28.8
Level of Service	D	B		D	B			D		C	C	C
Approach Delay (s)		16.8			18.7			39.2			29.9	
Approach LOS		B			B			D			C	

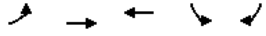
Intersection Summary

HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	85.2	Sum of lost time (s)	20.1
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
49: Nobel Drive & Judicial Drive

Existing
Timing Plan: Evening Peak

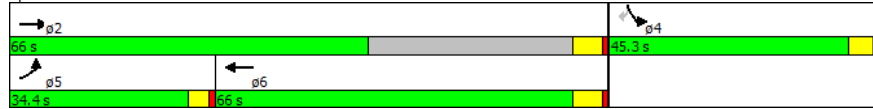


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↔↔	↑↑↑	↑↑↑	↔↔	↔
Traffic Volume (vph)	47	309	829	471	223
Future Volume (vph)	47	309	829	471	223
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	4.0	10.0	10.0	7.0	7.0
Minimum Split (s)	11.4	16.0	16.0	12.3	12.3
Total Split (s)	34.4	66.0	66.0	45.3	45.3
Total Split (%)	23.6%	45.3%	45.3%	31.1%	31.1%
Yellow Time (s)	3.4	5.0	5.0	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	6.0	6.0	5.3	5.3
Lead/Lag		Lead		Lag	
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None

Intersection Summary

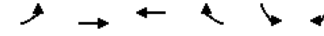
Cycle Length: 145.7
Actuated Cycle Length: 79.3
Natural Cycle: 50
Control Type: Actuated-Uncoordinated

Splits and Phases: 49: Nobel Drive & Judicial Drive



University CPA
49: Nobel Drive & Judicial Drive

Existing
Timing Plan: Evening Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑↑	↑↑↑		↔↔	↔
Traffic Volume (vph)	47	309	829	218	471	223
Future Volume (vph)	47	309	829	218	471	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.0	6.0		5.3	5.3
Lane Util. Factor	0.97	0.91	0.91		0.97	1.00
Frt	1.00	1.00	0.97		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	4926		3433	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3433	5085	4926		3433	1583
Peak-hour factor, PHF	0.94	0.94	0.92	0.92	0.84	0.84
Adj. Flow (vph)	50	329	901	237	561	265
RTOR Reduction (vph)	0	0	30	0	0	188
Lane Group Flow (vph)	50	329	1108	0	561	77
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	4.6	45.2	36.2		23.1	23.1
Effective Green, g (s)	4.6	45.2	36.2		23.1	23.1
Actuated g/C Ratio	0.06	0.57	0.45		0.29	0.29
Clearance Time (s)	4.4	6.0	6.0		5.3	5.3
Vehicle Extension (s)	2.0	5.4	5.4		4.4	4.4
Lane Grp Cap (vph)	198	2887	2240		996	459
v/s Ratio Prot	c0.01	0.06	c0.22		c0.16	
v/s Ratio Perm						0.05
v/c Ratio	0.25	0.11	0.49		0.56	0.17
Uniform Delay, d1	35.9	7.9	15.3		24.0	21.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	0.0	0.4		1.0	0.3
Delay (s)	36.1	8.0	15.7		25.0	21.4
Level of Service	D	A	B		C	C
Approach Delay (s)		11.7	15.7		23.8	
Approach LOS		B	B		C	

Intersection Summary

HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	79.6	Sum of lost time (s)	15.7
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
50: Nobel Drive & I-805 SB On-ramp

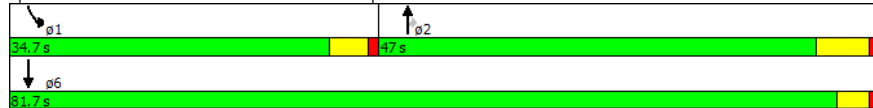
Existing
Timing Plan: Evening Peak

	↑	↖	↗	↓
Lane Group	NBT	NBR	SBL	SBT
Lane Configurations	↑↑	↖↖	↗↗	↑↑↑
Traffic Volume (vph)	369	385	286	974
Future Volume (vph)	369	385	286	974
Turn Type	NA	Perm	Prot	NA
Protected Phases	2		1	6
Permitted Phases		2		
Detector Phase	2	2	1	6
Switch Phase				
Minimum Initial (s)	12.0	12.0	5.0	1.0
Minimum Split (s)	19.0	19.0	9.7	5.5
Total Split (s)	47.0	47.0	34.7	81.7
Total Split (%)	57.5%	57.5%	42.5%	100.0%
Yellow Time (s)	5.0	5.0	3.7	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.7	4.0
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	Min	Min	None	Min

Intersection Summary

Cycle Length: 81.7
Actuated Cycle Length: 31.4
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 50: Nobel Drive & I-805 SB On-ramp



University CPA
50: Nobel Drive & I-805 SB On-ramp

Existing
Timing Plan: Evening Peak

	↖	↗	↑	↖	↗	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↖↖	↗↗	↑↑↑
Traffic Volume (vph)	0	0	369	385	286	974
Future Volume (vph)	0	0	369	385	286	974
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.0	4.7	4.0
Lane Util. Factor			0.95	0.88	0.97	0.91
Frnt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			3539	2787	3433	5085
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			3539	2787	3433	5085
Peak-hour factor, PHF	0.25	0.25	0.97	0.97	0.93	0.93
Adj. Flow (vph)	0	0	380	397	308	1047
RTOR Reduction (vph)	0	0	0	238	0	0
Lane Group Flow (vph)	0	0	380	159	308	1047
Turn Type			NA	Perm	Prot	NA
Protected Phases			2		1	6
Permitted Phases				2		
Actuated Green, G (s)			12.5	12.5	8.1	31.3
Effective Green, g (s)			12.5	12.5	8.1	31.3
Actuated g/C Ratio			0.40	0.40	0.26	1.00
Clearance Time (s)			6.0	6.0	4.7	4.0
Vehicle Extension (s)			3.0	3.0	3.0	3.0
Lane Grp Cap (vph)			1413	1113	888	5085
v/s Ratio Prot			0.11		c0.09	c0.21
v/s Ratio Perm				0.06		
v/c Ratio			0.27	0.14	0.35	0.21
Uniform Delay, d1			6.3	6.0	9.4	0.0
Progression Factor			1.00	1.00	1.00	1.00
Incremental Delay, d2			0.1	0.1	0.2	0.0
Delay (s)			6.4	6.0	9.7	0.0
Level of Service			A	A	A	A
Approach Delay (s)	0.0		6.2			2.2
Approach LOS	A		A			A

Intersection Summary

HCM 2000 Control Delay: 3.7, HCM 2000 Level of Service: A
 HCM 2000 Volume to Capacity ratio: 0.32
 Actuated Cycle Length (s): 31.3, Sum of lost time (s): 10.7
 Intersection Capacity Utilization: 40.3%, ICU Level of Service: A
 Analysis Period (min): 15

c Critical Lane Group

University CPA
51: Nobel Drive & I-805 N Off-ramps

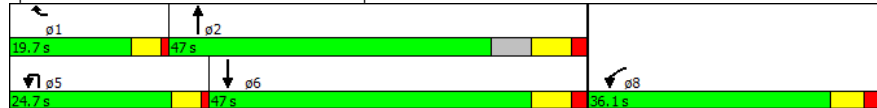
Existing
Timing Plan: Evening Peak

Lane Group	WBL	WBR	NBT	SBT	ø5
Lane Configurations	↔↔	↔↔	↑↑	↑↑↑	
Traffic Volume (vph)	552	436	369	708	
Future Volume (vph)	552	436	369	708	
Turn Type	Prot	Prot	NA	NA	
Protected Phases	8	1	2	6	5
Permitted Phases					
Detector Phase	8	1	2	6	
Switch Phase					
Minimum Initial (s)	5.0	5.0	16.0	11.0	5.0
Minimum Split (s)	11.1	11.1	23.0	18.0	9.7
Total Split (s)	36.1	19.7	47.0	47.0	24.7
Total Split (%)	33.5%	18.3%	43.6%	43.6%	23%
Yellow Time (s)	4.1	3.7	5.0	5.0	3.7
All-Red Time (s)	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.1	4.7	7.0	7.0	
Lead/Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	None

Intersection Summary

Cycle Length: 107.8
Actuated Cycle Length: 54.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 51: Nobel Drive & I-805 N Off-ramps



University CPA
51: Nobel Drive & I-805 N Off-ramps

Existing
Timing Plan: Evening Peak

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔↔	↔	↑↑			↑↑↑
Traffic Volume (vph)	552	436	0	369	0	0	708
Future Volume (vph)	552	436	0	369	0	0	708
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	4.7		7.0			7.0
Lane Util. Factor	0.97	0.88		0.95			0.91
Frt	1.00	0.85		1.00			1.00
Flt Protected	0.95	1.00		1.00			1.00
Satd. Flow (prot)	3433	2787		3539			5085
Flt Permitted	0.95	1.00		1.00			1.00
Satd. Flow (perm)	3433	2787		3539			5085
Peak-hour factor, PHF	0.86	0.86	0.92	0.95	0.95	0.91	0.91
Adj. Flow (vph)	642	507	0	388	0	0	778
RTOR Reduction (vph)	0	450	0	0	0	0	0
Lane Group Flow (vph)	642	57	0	388	0	0	778
Turn Type	Prot	Prot	Prot	NA			NA
Protected Phases	8	1	5	2			6
Permitted Phases							
Actuated Green, G (s)	14.5	6.1		16.2			27.0
Effective Green, g (s)	14.5	6.1		16.2			27.0
Actuated g/C Ratio	0.27	0.11		0.30			0.49
Clearance Time (s)	6.1	4.7		7.0			7.0
Vehicle Extension (s)	2.0	2.0		2.0			2.0
Lane Grp Cap (vph)	911	311		1050			2514
v/s Ratio Prot	c0.19	0.02		c0.11			c0.15
v/s Ratio Perm							
v/c Ratio	0.70	0.18		0.37			0.31
Uniform Delay, d1	18.1	22.0		15.2			8.2
Progression Factor	1.00	1.00		1.00			1.00
Incremental Delay, d2	2.0	0.1		0.1			0.0
Delay (s)	20.2	22.1		15.2			8.3
Level of Service	C	C		B			A
Approach Delay (s)	21.0			15.2			8.3
Approach LOS	C			B			A

Intersection Summary

HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	54.6	Sum of lost time (s)	17.8
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
52: Nobel Drive & Avenue of Flags

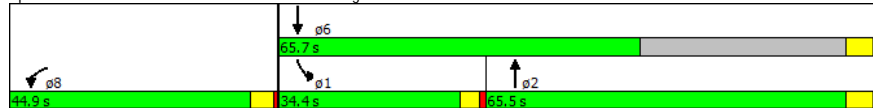
Existing
Timing Plan: Evening Peak

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations	↔	↕	↔	↕
Traffic Volume (vph)	5	901	7	741
Future Volume (vph)	5	901	7	741
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	4.0	7.0	4.0	7.0
Minimum Split (s)	28.9	26.5	9.5	12.7
Total Split (s)	44.9	65.5	34.4	65.7
Total Split (%)	31.0%	45.2%	23.8%	45.4%
Yellow Time (s)	3.9	4.5	3.4	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	5.5	4.4	5.7
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min

Intersection Summary

Cycle Length: 144.8
Actuated Cycle Length: 47
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 52: Nobel Drive & Avenue of Flags



University CPA
52: Nobel Drive & Avenue of Flags

Existing
Timing Plan: Evening Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Volume (vph)	5	4	901	3	7	741
Future Volume (vph)	5	4	901	3	7	741
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		5.5		4.4	5.7
Lane Util. Factor	1.00		0.95		1.00	0.95
Flt	0.94		1.00		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1708		3538		1770	3539
Flt Permitted	0.97		1.00		0.95	1.00
Satd. Flow (perm)	1708		3538		1770	3539
Peak-hour factor, PHF	0.75	0.75	0.91	0.91	0.94	0.94
Adj. Flow (vph)	7	5	990	3	7	788
RTOR Reduction (vph)	5	0	0	0	0	0
Lane Group Flow (vph)	7	0	993	0	7	788
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	0.7		38.4		0.8	43.4
Effective Green, g (s)	0.7		38.4		0.8	43.4
Actuated g/C Ratio	0.01		0.70		0.01	0.79
Clearance Time (s)	4.9		5.5		4.4	5.7
Vehicle Extension (s)	2.0		5.2		3.0	4.9
Lane Grp Cap (vph)	21		2483		25	2807
v/s Ratio Prot	c0.00		c0.28		0.00	c0.22
v/s Ratio Perm						
v/c Ratio	0.34		0.40		0.28	0.28
Uniform Delay, d1	26.8		3.4		26.7	1.5
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	3.4		0.2		6.0	0.1
Delay (s)	30.2		3.6		32.7	1.6
Level of Service	C		A		C	A
Approach Delay (s)	30.2		3.6			1.9
Approach LOS	C		A			A

Intersection Summary

HCM 2000 Control Delay: 3.0, HCM 2000 Level of Service: A
 HCM 2000 Volume to Capacity ratio: 0.41
 Actuated Cycle Length (s): 54.7, Sum of lost time (s): 14.8
 Intersection Capacity Utilization: 37.0%, ICU Level of Service: A
 Analysis Period (min): 15

c Critical Lane Group

University CPA
53: Regents Road & Health Science Drive

Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔	↔		↕	↕	↕	↕	↕
Traffic Volume (vph)	51	2	311	5	0	190	108	6	666
Future Volume (vph)	51	2	311	5	0	190	108	6	666
Turn Type	Perm	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4	5		8	5	2	1	6
Permitted Phases	4			8					
Detector Phase	4	4	5	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.4	22.9	22.9	8.4	14.9	8.4	14.9
Total Split (s)	44.9	44.9	44.4	44.9	44.9	44.4	64.9	34.4	64.9
Total Split (%)	29.1%	29.1%	28.8%	29.1%	29.1%	28.8%	42.1%	22.3%	42.1%
Yellow Time (s)	3.9	3.9	3.4	3.9	3.9	3.4	3.9	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9	4.4		4.9	4.4	4.9	4.4	4.9
Lead/Lag			Lead			Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	None	None	Min	None	None	None

Intersection Summary
 Cycle Length: 154.2
 Actuated Cycle Length: 102.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 53: Regents Road & Health Science Drive



University CPA
53: Regents Road & Health Science Drive

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (vph)	51	2	311	5	0	3	190	108	10	6	666	19
Future Volume (vph)	51	2	311	5	0	3	190	108	10	6	666	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.4		4.9		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		0.95	1.00		0.99	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.97	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (prot)	1777	1583		1715	1770		1839	1770		1855	1855	
Flt Permitted	0.72	1.00		0.80	0.95		1.00	0.95		1.00	1.00	
Satd. Flow (perm)	1346	1583		1410	1770		1839	1770		1855	1855	
Peak-hour factor, PHF	0.68	0.68	0.68	0.50	0.50	0.50	0.79	0.79	0.79	0.82	0.82	0.82
Adj. Flow (vph)	75	3	457	10	0	6	241	137	13	7	812	23
RTOR Reduction (vph)	0	0	49	0	15	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	78	408	0	1	0	241	149	0	7	835	0
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		9.2	28.3		9.2		19.1	79.0		1.0	60.9	
Effective Green, g (s)		9.2	28.3		9.2		19.1	79.0		1.0	60.9	
Actuated g/C Ratio		0.09	0.27		0.09		0.18	0.76		0.01	0.59	
Clearance Time (s)		4.9	4.4		4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)		2.0	2.0		2.0		2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)		119	433		125		326	1405		17	1092	
v/s Ratio Prot			c0.17				0.14	0.08		0.00	c0.45	
v/s Ratio Perm		0.06	0.08		0.00							
v/c Ratio		0.66	0.94		0.01		0.74	0.11		0.41	0.76	
Uniform Delay, d1		45.6	36.8		43.0		39.8	3.1		50.9	15.9	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.5	28.9		0.0		7.4	0.0		5.8	3.4	
Delay (s)		55.1	65.6		43.0		47.2	3.2		56.7	19.3	
Level of Service		E	E		D		D	A		E	B	
Approach Delay (s)		64.1			43.0			30.3			19.6	
Approach LOS		E			D			C			B	

Intersection Summary
 HCM 2000 Control Delay: 35.5
 HCM 2000 Volume to Capacity ratio: 0.82
 Actuated Cycle Length (s): 103.4
 Intersection Capacity Utilization: 70.6%
 Analysis Period (min): 15
 HCM 2000 Level of Service: D
 Sum of lost time (s): 14.2
 ICU Level of Service: C

c Critical Lane Group

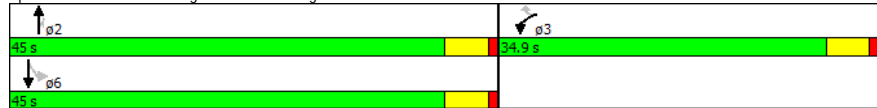
University CPA
54: Regents Road & Eastgate Mall

Existing
Timing Plan: Evening Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↩	↩	↑	↩	↩	↑
Traffic Volume (vph)	263	53	260	87	132	872
Future Volume (vph)	263	53	260	87	132	872
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	3		2			6
Permitted Phases		3		2	6	
Detector Phase	3	3	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.9	8.9	12.0	12.0	12.0	12.0
Total Split (s)	34.9	34.9	45.0	45.0	45.0	45.0
Total Split (%)	43.7%	43.7%	56.3%	56.3%	56.3%	56.3%
Yellow Time (s)	3.9	3.9	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	Min	Min	Min

Intersection Summary						
Cycle Length: 79.9						
Actuated Cycle Length: 67.3						
Natural Cycle: 60						
Control Type: Actuated-Uncoordinated						

Splits and Phases: 54: Regents Road & Eastgate Mall



University CPA
54: Regents Road & Eastgate Mall

Existing
Timing Plan: Evening Peak


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↩	↩	↑	↩	↩	↑
Traffic Volume (vph)	263	53	260	87	132	872
Future Volume (vph)	263	53	260	87	132	872
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.55	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1031	1863
Peak-hour factor, PHF	0.87	0.87	0.80	0.80	0.88	0.88
Adj. Flow (vph)	302	61	325	109	150	991
RTOR Reduction (vph)	0	46	0	42	0	0
Lane Group Flow (vph)	302	15	325	67	150	991
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	3		2			6
Permitted Phases		3		2	6	
Actuated Green, G (s)	16.2	16.2	41.1	41.1	41.1	41.1
Effective Green, g (s)	16.2	16.2	41.1	41.1	41.1	41.1
Actuated g/C Ratio	0.24	0.24	0.61	0.61	0.61	0.61
Clearance Time (s)	4.9	4.9	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	3.4	3.4	3.5	3.5
Lane Grp Cap (vph)	426	381	1139	968	630	1139
v/s Ratio Prot	c0.17		0.17			c0.53
v/s Ratio Perm		0.01		0.04	0.15	
v/c Ratio	0.71	0.04	0.29	0.07	0.24	0.87
Uniform Delay, d1	23.3	19.5	6.1	5.3	5.9	10.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.4	0.0	0.2	0.0	0.2	7.6
Delay (s)	27.7	19.5	6.3	5.3	6.2	18.4
Level of Service	C	B	A	A	A	B
Approach Delay (s)	26.3		6.1			16.8
Approach LOS	C		A			B

Intersection Summary			
HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	67.2	Sum of lost time (s)	9.9
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA
55: Regents Road & Executive Drive

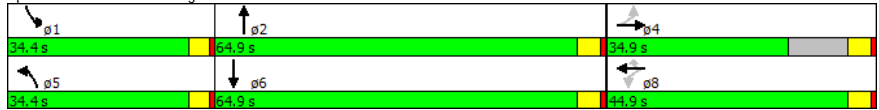
Existing
Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	17	8	230	13	54	6	298	46	1068
Future Volume (vph)	17	8	230	13	54	6	298	46	1068
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	4.0	10.0	4.0	10.0
Minimum Split (s)	11.9	11.9	11.9	11.9	11.9	8.4	14.9	8.4	14.9
Total Split (s)	34.9	34.9	44.9	44.9	44.9	34.4	64.9	34.4	64.9
Total Split (%)	24.2%	24.2%	31.1%	31.1%	31.1%	23.9%	45.0%	23.9%	45.0%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.4	3.9	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9		4.9	4.9	4.4	4.9	4.4	4.9
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min


Intersection Summary	
Cycle Length:	144.2
Actuated Cycle Length:	74.1
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated

Splits and Phases: 55: Regents Road & Executive Drive



University CPA
55: Regents Road & Executive Drive

Existing
Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	17	8	11	230	13	54	6	298	65	46	1068	33
Future Volume (vph)	17	8	11	230	13	54	6	298	65	46	1068	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9	4.9	4.4	4.9		4.4	4.9	
Lane Util. Factor		1.00			1.00	1.00	0.95	1.00		1.00	0.95	
Frt		0.96			1.00	0.85	1.00	0.97		1.00	1.00	
Flt Protected		0.98			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1746			1779	1583	1770	3444		1770	3523	
Flt Permitted		0.82			0.70	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1459			1302	1583	1770	3444		1770	3523	
Peak-hour factor, PHF	0.69	0.69	0.69	0.81	0.81	0.81	0.78	0.78	0.78	0.96	0.96	0.96
Adj. Flow (vph)	25	12	16	284	16	67	8	382	83	48	1112	34
RTOR Reduction (vph)	0	10	0	0	0	44	0	13	0	0	2	0
Lane Group Flow (vph)	0	43	0	0	300	23	8	452	0	48	1145	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		26.4			26.4	26.4	0.8	31.9		4.4	35.5	
Effective Green, g (s)		26.4			26.4	26.4	0.8	31.9		4.4	35.5	
Actuated g/C Ratio		0.34			0.34	0.34	0.01	0.41		0.06	0.46	
Clearance Time (s)		4.9			4.9	4.9	4.4	4.9		4.4	4.9	
Vehicle Extension (s)		2.0			3.1	3.1	2.0	3.1		2.0	3.1	
Lane Grp Cap (vph)		500			446	543	18	1428		101	1626	
v/s Ratio Prot							0.00	0.13		c0.03	c0.33	
v/s Ratio Perm		0.03			c0.23	0.01						
v/c Ratio		0.09			0.67	0.04	0.44	0.32		0.48	0.70	
Uniform Delay, d1		17.1			21.6	16.8	37.8	15.2		35.1	16.5	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			4.0	0.0	6.2	0.1		1.3	1.4	
Delay (s)		17.1			25.6	16.9	44.1	15.3		36.4	17.9	
Level of Service		B			C	B	D	B		D	B	
Approach Delay (s)		17.1			24.0			15.8			18.7	
Approach LOS		B			C			B			B	

Intersection Summary	
HCM 2000 Control Delay	18.9
HCM 2000 Volume to Capacity ratio	0.70
Actuated Cycle Length (s)	76.9
Intersection Capacity Utilization	65.8%
Analysis Period (min)	15
Sum of lost time (s)	14.2
ICU Level of Service	C

c Critical Lane Group

University CPA

56: Regents Road & Miramar Street/Regents Park Row

Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	15	3	134	4	125	378	30	1297
Traffic Volume (vph)	15	3	134	4	125	378	30	1297
Future Volume (vph)	15	3	134	4	125	378	30	1297
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	4	4	8	8	5	2	1	6
Permitted Phases	4	4	8	8	5	2	1	6
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	7.0	4.0	7.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.4	11.9	8.4	11.9
Total Split (s)	44.9	44.9	44.9	44.9	44.4	64.9	34.4	64.9
Total Split (%)	29.1%	29.1%	29.1%	29.1%	28.8%	42.1%	22.3%	42.1%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	3.9	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.4	4.9	4.4	4.9
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

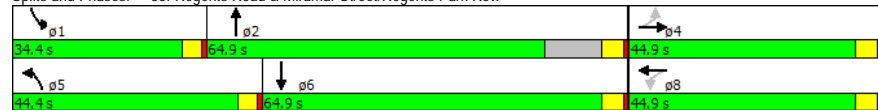
Cycle Length: 154.2

Actuated Cycle Length: 118.4

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Splits and Phases: 56: Regents Road & Miramar Street/Regents Park Row



University CPA

56: Regents Road & Miramar Street/Regents Park Row

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	15	3	174	134	4	41	125	378	82	30	1297	26
Traffic Volume (vph)	15	3	174	134	4	41	125	378	82	30	1297	26
Future Volume (vph)	15	3	174	134	4	41	125	378	82	30	1297	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.4	4.9	4.4	4.9	4.4	4.9	4.4	4.9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Frt	1.00	0.85	1.00	0.86	1.00	0.97	1.00	0.97	1.00	1.00	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1770	1587	1770	1607	1770	3444	1770	3444	1770	3529	1770	3529
Flt Permitted	0.72	1.00	0.48	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1337	1587	899	1607	1770	3444	1770	3444	1770	3529	1770	3529
Peak-hour factor, PHF	0.87	0.87	0.87	0.74	0.74	0.74	0.84	0.84	0.84	0.89	0.89	0.89
Adj. Flow (vph)	17	3	200	181	5	55	149	450	98	34	1457	29
RTOR Reduction (vph)	0	152	0	0	42	0	0	9	0	0	0	0
Lane Group Flow (vph)	17	51	0	181	18	0	149	539	0	34	1486	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases	4	4		8	8		5	2		1	6	
Actuated Green, G (s)	28.7	28.7		28.7	28.7		14.6	72.8		4.5	62.7	
Effective Green, g (s)	28.7	28.7		28.7	28.7		14.6	72.8		4.5	62.7	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.12	0.61		0.04	0.52	
Clearance Time (s)	4.9	4.9		4.9	4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)	319	378		214	383		214	2085		66	1840	
v/s Ratio Prot		0.03			0.01		c0.08	0.16		0.02	c0.42	
v/s Ratio Perm	0.01			c0.20								
v/c Ratio	0.05	0.13		0.85	0.05		0.70	0.26		0.52	0.81	
Uniform Delay, d1	35.3	36.0		43.6	35.2		50.7	11.1		56.8	23.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.1		24.3	0.0		7.7	0.1		2.8	2.8	
Delay (s)	35.3	36.0		68.0	35.2		58.4	11.2		59.6	26.6	
Level of Service	D	D		E	D		E	B		E	C	
Approach Delay (s)		36.0			59.8			21.3			27.3	
Approach LOS		D			E			C			C	

Intersection Summary

HCM 2000 Control Delay

HCM 2000 Volume to Capacity ratio

Actuated Cycle Length (s)

Intersection Capacity Utilization

Analysis Period (min)

c Critical Lane Group

29.4

0.80

120.2

77.9%

15

HCM 2000 Level of Service

Sum of lost time (s)

ICU Level of Service

C

14.2

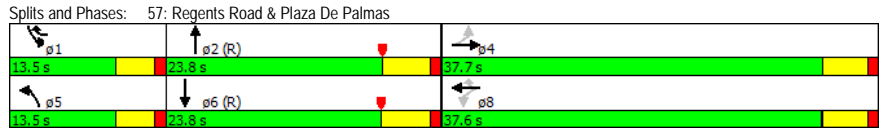
D

University CPA
57: Regents Road & Plaza De Palmas

Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	27	13	31	13	59	29	271	78	1082
Future Volume (vph)	27	13	31	13	59	29	271	78	1082
Turn Type	Perm	NA	Perm	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	4	4	8	8	1	5	2	1	6
Permitted Phases	4	4	8	8	1	5	2	1	6
Detector Phase	4	4	8	8	1	5	2	1	6
Switch Phase	4	4	8	8	1	5	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.4	8.4	15.2	8.4	15.3
Total Split (s)	37.7	37.7	37.6	37.6	13.5	13.5	23.8	13.5	23.8
Total Split (%)	50.3%	50.3%	50.1%	50.1%	18.0%	18.0%	31.7%	18.0%	31.7%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	3.4	4.2	3.4	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9		4.9	4.4	4.4	5.2	4.4	5.3
Lead/Lag					Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 2 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated



University CPA
57: Regents Road & Plaza De Palmas

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	27	13	9	31	13	59	29	271	5	78	1082	76
Future Volume (vph)	27	13	9	31	13	59	29	271	5	78	1082	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9	4.4	4.4	5.2		4.4	5.3	
Lane Util. Factor	1.00				1.00	1.00	1.00	0.91		1.00	0.95	
Flt	0.98				1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.97				0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1768				1800	1583	1770	5073		1770	3504	
Flt Permitted	0.83				0.78	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1509				1458	1583	1770	5073		1770	3504	
Peak-hour factor, PHF	0.82	0.82	0.82	0.74	0.74	0.74	0.77	0.77	0.77	0.93	0.93	0.93
Adj. Flow (vph)	33	16	11	42	18	80	38	352	6	84	1163	82
RTOR Reduction (vph)	0	9	0	0	0	57	0	1	0	0	4	0
Lane Group Flow (vph)	0	51	0	0	60	23	38	357	0	84	1241	0
Turn Type	Perm	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4	4		8	8	1	5	2		1	6	
Actuated Green, G (s)		14.6			14.6	21.1	4.2	39.4		6.5	41.6	
Effective Green, g (s)		14.6			14.6	21.1	4.2	39.4		6.5	41.6	
Actuated g/C Ratio		0.19			0.19	0.28	0.06	0.53		0.09	0.55	
Clearance Time (s)		4.9			4.9	4.4	4.4	5.2		4.4	5.3	
Vehicle Extension (s)		2.0			2.0	2.0	4.5	2.0		2.0	4.2	
Lane Grp Cap (vph)		293			283	445	99	2665		153	1943	
v/s Ratio Prot						0.00	0.02	0.07		c0.05	c0.35	
v/s Ratio Perm		0.03				c0.04	0.01					
v/c Ratio		0.17				0.21	0.05	0.38		0.13	0.55	0.64
Uniform Delay, d1		25.2				25.4	19.6	34.2		9.1	32.8	11.5
Progression Factor		1.00				1.00	1.00	1.05		1.32	1.06	1.00
Incremental Delay, d2		0.1				0.1	0.0	0.9		0.1	1.3	1.0
Delay (s)		25.3				25.5	19.7	36.7		12.1	36.2	12.6
Level of Service		C				C	B	D		B	D	B
Approach Delay (s)		25.3				22.2		14.5			14.1	
Approach LOS		C				C		B			B	

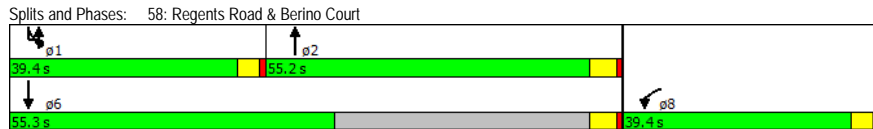
Intersection Summary
 HCM 2000 Control Delay: 15.1, HCM 2000 Level of Service: B
 HCM 2000 Volume to Capacity ratio: 0.55
 Actuated Cycle Length (s): 75.0, Sum of lost time (s): 14.6
 Intersection Capacity Utilization: 57.2%, ICU Level of Service: B
 Analysis Period (min): 15
 c Critical Lane Group

University CPA
58: Regents Road & Berino Court

Existing
Timing Plan: Evening Peak

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations	↔	↕	↔	↕
Traffic Volume (vph)	29	185	54	551
Future Volume (vph)	29	185	54	551
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	4.0	7.0	4.0	7.0
Minimum Split (s)	8.4	12.2	8.4	12.3
Total Split (s)	39.4	55.2	39.4	55.3
Total Split (%)	29.4%	41.2%	29.4%	41.3%
Yellow Time (s)	3.4	4.2	3.4	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	5.2	4.4	5.3
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	None	None	None

Intersection Summary	
Cycle Length:	134
Actuated Cycle Length:	51.4
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated



University CPA
58: Regents Road & Berino Court

Existing
Timing Plan: Evening Peak


Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↔		↕			↔	↕
Traffic Volume (vph)	29	14	185	27	95	54	551
Future Volume (vph)	29	14	185	27	95	54	551
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4		5.2			4.4	5.3
Lane Util. Factor	1.00		0.95			1.00	0.95
Frt	0.96		0.98			1.00	1.00
Flt Protected	0.97		1.00			0.95	1.00
Satd. Flow (prot)	1723		3472			1770	3539
Flt Permitted	0.97		1.00			0.95	1.00
Satd. Flow (perm)	1723		3472			1770	3539
Peak-hour factor, PHF	0.77	0.77	0.84	0.84	0.92	0.93	0.93
Adj. Flow (vph)	38	18	220	32	103	58	592
RTOR Reduction (vph)	12	0	10	0	0	0	0
Lane Group Flow (vph)	44	0	242	0	0	161	592
Turn Type	Prot		NA		Prot	Prot	NA
Protected Phases	8		2		1	1	6
Permitted Phases							
Actuated Green, G (s)	14.4		14.8			7.9	27.0
Effective Green, g (s)	14.4		14.8			7.9	27.0
Actuated g/C Ratio	0.28		0.29			0.15	0.53
Clearance Time (s)	4.4		5.2			4.4	5.3
Vehicle Extension (s)	2.0		3.9			2.0	3.7
Lane Grp Cap (vph)	485		1005			273	1869
v/s Ratio Prot	c0.03		0.07			c0.09	c0.17
v/s Ratio Perm							
v/c Ratio	0.09		0.24			0.59	0.32
Uniform Delay, d1	13.5		13.9			20.1	6.8
Progression Factor	1.00		1.00			1.00	1.00
Incremental Delay, d2	0.0		0.2			2.1	0.1
Delay (s)	13.6		14.0			22.2	6.9
Level of Service	B		B			C	A
Approach Delay (s)	13.6		14.0				10.2
Approach LOS	B		B				B

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	51.1	Sum of lost time (s)	14.0
Intersection Capacity Utilization	29.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
59: Regents Road & Ariba Street

Existing
Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	62	141	12	125	15	15	164	39	303
Future Volume (vph)	62	141	12	125	15	15	164	39	303
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	custom
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									5 4
Detector Phase	5	2	1	6	3	8	7	4	5 4
Switch Phase									
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	
Minimum Split (s)	8.4	11.9	8.4	11.9	8.4	11.9	8.4	12.6	
Total Split (s)	34.4	64.9	34.4	64.9	34.4	44.9	34.4	65.6	
Total Split (%)	17.3%	32.6%	17.3%	32.6%	17.3%	22.5%	17.3%	32.9%	
Yellow Time (s)	3.4	3.9	3.4	3.9	3.4	3.9	3.4	4.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.4	4.9	4.4	4.9	4.4	4.9	4.4	5.6	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	

Intersection Summary

Cycle Length: 199.3

Actuated Cycle Length: 91.1

Natural Cycle: 55


Control Type: Actuated-Uncoordinated

Splits and Phases: 59: Regents Road & Ariba Street

Ø1 34.4 s	Ø2 64.9 s	Ø3 34.4 s	Ø4 65.6 s
Ø5 34.4 s	Ø6 64.9 s	Ø7 34.4 s	Ø8 44.9 s

University CPA
59: Regents Road & Ariba Street

Existing
Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	62	141	17	12	125	34	15	15	21	78	164	39
Future Volume (vph)	62	141	17	12	125	34	15	15	21	78	164	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.4	4.9			4.4	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95			1.00	0.95
Frt	1.00	0.98		1.00	0.97		1.00	0.91			1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1770	3482		1770	3427		1770	3226			1770	3539
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (perm)	1770	3482		1770	3427		1770	3226			1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.84	0.84	0.84	0.91	0.91	0.91	0.92	0.91	0.91
Adj. Flow (vph)	69	157	19	14	149	40	16	16	23	85	180	43
RTOR Reduction (vph)	0	4	0	0	12	0	0	20	0	0	0	0
Lane Group Flow (vph)	69	172	0	14	177	0	16	19	0	0	265	43
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	Prot	NA
Protected Phases	5	2		1	6		3	8		7	7	4
Permitted Phases												
Actuated Green, G (s)	8.7	38.7		1.1	31.1		2.1	12.4			26.1	35.7
Effective Green, g (s)	8.7	38.7		1.1	31.1		2.1	12.4			26.1	35.7
Actuated g/C Ratio	0.09	0.40		0.01	0.32		0.02	0.13			0.27	0.37
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9			4.4	5.6
Vehicle Extension (s)	2.0	6.3		2.0	5.9		2.0	4.8			2.0	4.4
Lane Grp Cap (vph)	158	1390		20	1099		38	412			476	1303
v/s Ratio Prot	c0.04	0.05		0.01	c0.05		0.01	0.01			c0.15	0.01
v/s Ratio Perm												
v/c Ratio	0.44	0.12		0.70	0.16		0.42	0.05			0.56	0.03
Uniform Delay, d1	41.8	18.4		47.7	23.6		46.8	37.1			30.4	19.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.7	0.1		61.0	0.2		2.7	0.1			0.8	0.0
Delay (s)	42.5	18.5		108.8	23.7		49.5	37.2			31.2	19.6
Level of Service	D	B		F	C		D	D			C	B
Approach Delay (s)		25.3			29.6			40.8				22.4
Approach LOS		C			C			D				C

Intersection Summary

HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	96.9	Sum of lost time (s)	19.3
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
59: Regents Road & Ariba Street

Existing
Timing Plan: Evening Peak

Movement	SBR
Lane Configurations	↖ ↗
Traffic Volume (vph)	303
Future Volume (vph)	303
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.4
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.91
Adj. Flow (vph)	333
RTOR Reduction (vph)	180
Lane Group Flow (vph)	153
Turn Type	custom
Protected Phases	
Permitted Phases	5 4
Actuated Green, G (s)	50.0
Effective Green, g (s)	44.4
Actuated g/C Ratio	0.46
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	725
v/s Ratio Prot	
v/s Ratio Perm	c0.10
v/c Ratio	0.21
Uniform Delay, d1	15.7
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	15.8
Level of Service	B
Approach Delay (s)	
Approach LOS	
Intersection Summary	


University CPA
60: Regents Road & Governor Drive

Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗
Traffic Volume (vph)	12	150	390	227	54	81	349	18	36
Future Volume (vph)	12	150	390	227	54	81	349	18	36
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2	1	6		8			4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	7.0	7.0	7.0	7.0	4.0	4.0
Minimum Split (s)	8.4	8.9	8.4	11.9	12.8	12.8	12.8	9.5	9.5
Total Split (s)	34.4	64.9	34.4	64.9	45.8	45.8	45.8	45.5	45.5
Total Split (%)	23.7%	44.7%	23.7%	44.7%	31.6%	31.6%	31.6%	31.4%	31.4%
Yellow Time (s)	3.4	3.9	3.4	3.9	4.8	4.8	4.8	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.4	4.9	5.8	5.8	5.8	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Intersection Summary									
Cycle Length: 145.1									
Actuated Cycle Length: 73.1									
Natural Cycle: 45									
Control Type: Actuated-Uncoordinated									
Splits and Phases: 60: Regents Road & Governor Drive									
↖ p1 34.4 s	→ p2 64.9 s	↓ p4 45.5 s							
↗ p5 34.4 s	← p6 64.9 s	↑ p8 45.8 s							

University CPA
60: Regents Road & Governor Drive

Existing
Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕	↗	↘	↕	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	12	150	34	390	227	7	54	81	349	18	36	2
Future Volume (vph)	12	150	34	390	227	7	54	81	349	18	36	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		5.8	5.8	5.8	5.5	5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	0.95	
Flt	1.00	0.97		1.00	1.00		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3441		1770	3523		1770	1863	1583	1770	3509	
Flt Permitted	0.95	1.00		0.95	1.00		0.72	1.00	1.00	0.70	1.00	
Satd. Flow (perm)	1770	3441		1770	3523		1344	1863	1583	1307	3509	
Peak-hour factor, PHF	0.77	0.77	0.77	0.90	0.90	0.90	0.95	0.95	0.95	0.74	0.74	0.74
Adj. Flow (vph)	16	195	44	433	252	8	57	85	367	24	49	3
RTOR Reduction (vph)	0	18	0	0	1	0	0	0	302	0	2	0
Lane Group Flow (vph)	16	221	0	433	259	0	57	85	65	24	50	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8		4	4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	1.0	17.3		30.6	46.9		13.5	13.5	13.5	13.8	13.8	
Effective Green, g (s)	1.0	17.3		30.6	46.9		13.5	13.5	13.5	13.8	13.8	
Actuated g/C Ratio	0.01	0.23		0.40	0.61		0.18	0.18	0.18	0.18	0.18	
Clearance Time (s)	4.4	4.9		4.4	4.9		5.8	5.8	5.8	5.5	5.5	
Vehicle Extension (s)	2.0	4.5		2.0	5.0		4.6	4.6	4.6	2.0	2.0	
Lane Grp Cap (vph)	23	778		708	2159		237	328	279	235	632	
v/s Ratio Prot	0.01	c0.06		c0.24	0.07			c0.05			0.01	
v/s Ratio Perm							0.04		0.04	0.02		
v/c Ratio	0.70	0.28		0.61	0.12		0.24	0.26	0.23	0.10	0.08	
Uniform Delay, d1	37.6	24.5		18.2	6.2		27.1	27.2	27.0	26.2	26.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	54.1	0.3		1.1	0.1		0.9	0.8	0.8	0.1	0.0	
Delay (s)	91.7	24.8		19.3	6.2		28.0	27.9	27.8	26.2	26.1	
Level of Service	F	C		B	A		C	C	C	C	C	
Approach Delay (s)		29.0			14.4			27.9			26.1	
Approach LOS		C			B			C			C	


Intersection Summary

HCM 2000 Control Delay	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	76.5	Sum of lost time (s)	15.1
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
61: Regents Road & SR-52 WB On/SR-52 WB OFF

Existing
Timing Plan: Evening Peak

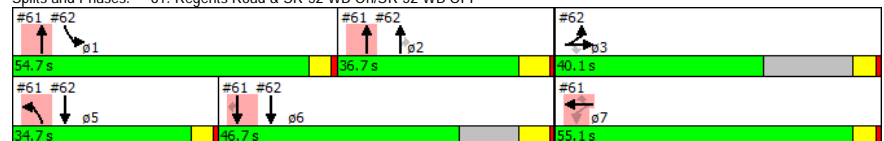


Lane Group	WBT	WBR	NBL	NBT	SBT	SBR	ø1	ø2	ø3
Lane Configurations	↕	↗	↘	↕	↕	↗			
Traffic Volume (vph)	1	253	288	444	378	315			
Future Volume (vph)	1	253	288	444	378	315			
Turn Type	NA	Perm	Prot	NA	NA	Perm			
Protected Phases	7		5	1 2	6		1	2	3
Permitted Phases		7				6			
Detector Phase	7	7	5	1 2	6	6			
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0		13.0	13.0	5.0	13.0	5.0
Minimum Split (s)	36.1	36.1	9.7		19.2	19.2	9.7	19.2	36.1
Total Split (s)	55.1	55.1	34.7		46.7	46.7	54.7	36.7	40.1
Total Split (%)	37.6%	37.6%	23.7%		31.9%	31.9%	37%	25%	27%
Yellow Time (s)	4.1	4.1	3.7		5.2	5.2	3.7	5.2	4.1
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.1	5.1	4.7		6.2	6.2			
Lead/Lag			Lead		Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		Max	Max	None	Max	None

Intersection Summary

Cycle Length: 146.5
Actuated Cycle Length: 126.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 61: Regents Road & SR-52 WB On/SR-52 WB OFF



University CPA
61: Regents Road & SR-52 WB On/SR-52 WB OFF

Existing
Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↕	↕	↕			↕	↕
Traffic Volume (vph)	0	0	0	495	1	253	288	444	0	0	378	315
Future Volume (vph)	0	0	0	495	1	253	288	444	0	0	378	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.1	5.1	4.7	4.7				6.2	6.2
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)				1774	1583	3433	3539				3539	1583
Flt Permitted				0.95	1.00	0.95	1.00				1.00	1.00
Satd. Flow (perm)				1774	1583	3433	3539				3539	1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.92	0.92	0.92	0.88	0.88	0.88	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	538	1	275	327	505	0	0	440	366
RTOR Reduction (vph)	0	0	0	0	0	119	0	0	0	0	0	248
Lane Group Flow (vph)	0	0	0	539	156	327	505	0	0	440	118	315
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases				7	7	7	5	12			6	6
Permitted Phases				7	7	7	5	12			6	6
Actuated Green, G (s)				44.1	44.1	25.4	71.0				40.9	40.9
Effective Green, g (s)				44.1	44.1	25.4	71.0				40.9	40.9
Actuated g/C Ratio				0.35	0.35	0.20	0.56				0.32	0.32
Clearance Time (s)				5.1	5.1	4.7					6.2	6.2
Vehicle Extension (s)				2.0	2.0	2.0					2.0	2.0
Lane Grp Cap (vph)				618	552	689	1987				1145	512
v/s Ratio Prot							c0.10	0.14			c0.12	
v/s Ratio Perm				0.30	0.10							0.07
v/c Ratio				0.87	0.28	0.47	0.25				0.38	0.23
Uniform Delay, d1				38.5	29.7	44.6	14.2				33.0	31.3
Progression Factor				1.00	1.00	1.46	1.16				1.00	1.00
Incremental Delay, d2				12.5	0.1	0.2	0.0				1.0	1.1
Delay (s)				51.0	29.8	65.3	16.4				34.0	32.3
Level of Service				D	C	E	B				C	C
Approach Delay (s)		0.0		43.9			35.6				33.2	
Approach LOS		A		D			D				C	

Intersection Summary			
HCM 2000 Control Delay	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	126.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

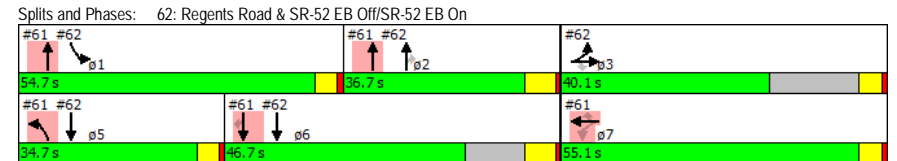
University CPA
62: Regents Road & SR-52 EB Off/SR-52 EB On

Existing
Timing Plan: Evening Peak



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT	ø5	ø6	ø7
Lane Configurations	↕	↕	↕	↕	↕	↕	↕			
Traffic Volume (vph)	329	6	677	437	219	129	792			
Future Volume (vph)	329	6	677	437	219	129	792			
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA			
Protected Phases	3	3	3	2	2	1	5 6	5	6	7
Permitted Phases			3		2					
Detector Phase	3	3	3	2	2	1	5 6			
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	13.0	13.0	5.0		5.0	13.0	5.0
Minimum Split (s)	36.1	36.1	36.1	19.2	19.2	9.7		9.7	19.2	36.1
Total Split (s)	40.1	40.1	40.1	36.7	36.7	54.7		34.7	46.7	55.1
Total Split (%)	27.4%	27.4%	27.4%	25.1%	25.1%	37.3%		24%	32%	38%
Yellow Time (s)	4.1	4.1	4.1	5.2	5.2	3.7		3.7	5.2	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0				
Total Lost Time (s)	5.1	5.1	5.1	6.2	6.2	4.7				
Lead/Lag				Lag	Lag	Lead		Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Max	Max	None		None	Max	None

Intersection Summary
 Cycle Length: 146.5
 Actuated Cycle Length: 126.5
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated



University CPA Existing
62: Regents Road & SR-52 EB Off/SR-52 EB On Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	329	6	677	0	0	0	0	437	219	129	792	0
Future Volume (vph)	329	6	677	0	0	0	0	437	219	129	792	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1	5.1					6.2	6.2	4.7	4.7	
Lane Util. Factor	0.95	0.95	1.00					0.95	1.00	1.00	0.95	
Flt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1688	1583					3539	1583	1770	3539	
Flt Permitted	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1688	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	0.89	0.89	0.89	0.25	0.25	0.25	0.88	0.88	0.88	0.91	0.91	0.91
Adj. Flow (vph)	370	7	761	0	0	0	0	497	249	142	870	0
RTOR Reduction (vph)	0	0	103	0	0	0	0	0	53	0	0	0
Lane Group Flow (vph)	189	188	658	0	0	0	0	497	196	142	870	0
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	3	3						2		1	5	6
Permitted Phases			3					2				
Actuated Green, G (s)	44.1	44.1	44.1					50.6	50.6	15.7	71.0	
Effective Green, g (s)	44.1	44.1	44.1					50.6	50.6	15.7	71.0	
Actuated g/C Ratio	0.35	0.35	0.35					0.40	0.40	0.12	0.56	
Clearance Time (s)	5.1	5.1	5.1					6.2	6.2	4.7		
Vehicle Extension (s)	2.0	2.0	2.0					2.0	2.0	2.0		
Lane Grp Cap (vph)	586	588	552					1416	633	219	1987	
v/s Ratio Prot	0.11	0.11						0.14		c0.08	c0.25	
v/s Ratio Perm			c0.42						0.12			
v/c Ratio	0.32	0.32	1.19					0.35	0.31	0.65	0.44	
Uniform Delay, d1	30.2	30.2	41.2					26.4	25.9	52.7	16.1	
Progression Factor	1.00	1.00	1.00					1.00	1.00	0.96	1.12	
Incremental Delay, d2	0.1	0.1	103.4					0.7	1.3	4.2	0.0	
Delay (s)	30.3	30.3	144.6					27.1	27.2	54.8	18.0	
Level of Service	C	C	F					C	C	D	B	
Approach Delay (s)		106.7			0.0			27.2			23.2	
Approach LOS		F			A			C			C	

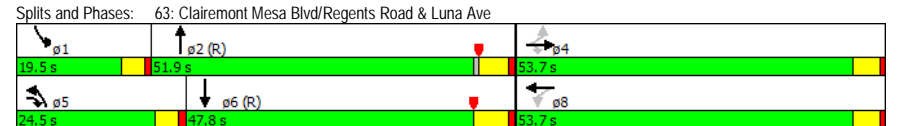
Intersection Summary			
HCM 2000 Control Delay	57.0	HCM 2000 Level of Service	
HCM 2000 Volume to Capacity ratio	0.78	E	
Actuated Cycle Length (s)	126.4	Sum of lost time (s)	
Intersection Capacity Utilization	72.0%	16.0	
Analysis Period (min)	15	ICU Level of Service	
		C	

c Critical Lane Group

University CPA Existing
63: Clairemont Mesa Blvd/Regents Road & Luna Ave Timing Plan: Evening Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	384	13	156	6	14	144	281	46	870
Future Volume (vph)	384	13	156	6	14	144	281	46	870
Turn Type	Perm	NA	pm+ov	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4	5		8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	5	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	4.0	1.0	1.0	4.0	10.0	4.0	4.0
Minimum Split (s)	36.9	36.9	8.4	33.9	33.9	8.4	22.3	8.4	23.2
Total Split (s)	53.7	53.7	24.5	53.7	53.7	24.5	51.9	19.5	47.8
Total Split (%)	42.6%	42.6%	19.4%	42.6%	42.6%	19.4%	41.2%	15.5%	37.9%
Yellow Time (s)	3.9	3.9	3.4	3.9	3.9	3.4	4.3	3.4	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9	4.4		4.9	4.4	5.3	4.4	6.2
Lead/Lag		Lead			Lead	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 126	
Offset: 24 (19%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	



University CPA
63: Clairemont Mesa Blvd/Regents Road & Luna Ave Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	384	13	156	6	14	19	144	281	4	46	870	489
Future Volume (vph)	384	13	156	6	14	19	144	281	4	46	870	489
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.4	4.9	4.9	4.4	5.3	4.4	6.2	4.4	6.2		
Lane Util. Factor	1.00	1.00		1.00	1.00	0.95	1.00	0.95	1.00	0.95		
Flt	1.00	0.85		0.93	1.00	1.00	1.00	1.00	1.00	0.95		
Flt Protected	0.95	1.00		0.99	0.95	1.00	0.95	1.00	0.95	1.00		
Satd. Flow (prot)	1777	1583		1727	1770	3531	1770	3348	1770	3348		
Flt Permitted	0.70	1.00		0.94	0.95	1.00	0.95	1.00	0.95	1.00		
Satd. Flow (perm)	1301	1583		1637	1770	3531	1770	3348	1770	3348		
Peak-hour factor, PHF	0.94	0.94	0.94	0.81	0.81	0.81	0.87	0.87	0.87	0.94	0.94	0.94
Adj. Flow (vph)	409	14	166	7	17	23	166	323	5	49	926	520
RTOR Reduction (vph)	0	0	15	0	15	0	0	1	0	0	56	0
Lane Group Flow (vph)	0	423	151	0	32	0	166	327	0	49	1390	0
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		44.9	60.6		44.9		15.7	59.5		7.0	49.9	
Effective Green, g (s)		44.9	60.6		44.9		15.7	59.5		7.0	49.9	
Actuated g/C Ratio		0.36	0.48		0.36		0.12	0.47		0.06	0.40	
Clearance Time (s)		4.9	4.4		4.9		4.4	5.3		4.4	6.2	
Vehicle Extension (s)		4.0	2.0		2.0		2.0	4.4		2.0	3.2	
Lane Grp Cap (vph)		463	761		583		220	1667		98	1325	
v/s Ratio Prot			0.02				c0.09	0.09		0.03	c0.42	
v/s Ratio Perm		c0.33	0.07		0.02							
v/c Ratio		0.91	0.20		0.06		0.75	0.20		0.50	1.05	
Uniform Delay, d1		38.7	18.8		26.6		53.3	19.3		57.8	38.0	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		22.7	0.0		0.0		12.2	0.3		1.5	38.8	
Delay (s)		61.4	18.8		26.6		65.5	19.6		59.3	76.8	
Level of Service		E	B		C		E	B		E	E	
Approach Delay (s)		49.4			26.6			35.0			76.2	
Approach LOS		D			C			D			E	

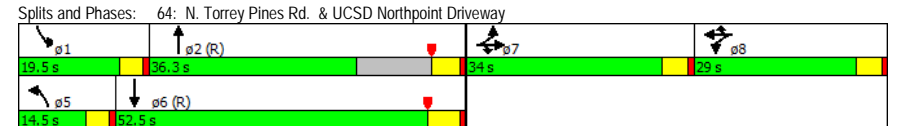
Intersection Summary			
HCM 2000 Control Delay	61.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	126.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

University CPA
64: N. Torrey Pines Rd. & UCSD Northpoint Driveway Existing
Timing Plan: Evening Peak

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	56	103	11	167	14	474	145	1386
Future Volume (vph)	23	56	103	11	167	14	474	145	1386
Turn Type	NA	Prot	Split	NA	Prot	Prot	NA	Prot	NA
Protected Phases	7	7	8	8	8	5	2	1	6
Permitted Phases									
Detector Phase	7	7	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.9	8.4	15.3	8.4	15.9
Total Split (s)	34.0	34.0	29.0	29.0	29.0	14.5	36.3	19.5	52.5
Total Split (%)	26.2%	26.2%	22.3%	22.3%	22.3%	11.2%	27.9%	15.0%	40.4%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.4	4.3	3.4	4.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9	4.4	5.3	4.4	5.9
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 72 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			



University CPA
64: N. Torrey Pines Rd. & UCSD Northpoint Driveway Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	57	23	56	103	11	167	14	474	61	145	1386	9
Future Volume (vph)	57	23	56	103	11	167	14	474	61	145	1386	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.4	5.3		4.4	5.9	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97		0.95	0.95	
Frt	1.00	0.85	1.00	1.00	0.85	1.00	0.98	1.00		1.00	1.00	
Flt Protected	0.97	1.00	0.95	1.00	1.00	0.95	1.00	0.95		1.00	1.00	
Satd. Flow (prot)	1799	1583	1770	1863	1583	1770	3479	3433		3536		
Flt Permitted	0.97	1.00	0.95	1.00	1.00	0.95	1.00	0.95		1.00	1.00	
Satd. Flow (perm)	1799	1583	1770	1863	1583	1770	3479	3433		3536		
Peak-hour factor, PHF	0.49	0.49	0.49	0.76	0.76	0.76	0.80	0.80	0.80	0.92	0.92	0.92
Adj. Flow (vph)	116	47	114	136	14	220	18	592	76	158	1507	10
RTOR Reduction (vph)	0	0	95	0	0	196	0	6	0	0	0	0
Lane Group Flow (vph)	0	163	19	136	14	24	18	663	0	158	1517	0
Turn Type	Split	NA	Prot	Split	NA	Prot	Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8	8	5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		22.2	22.2	14.4	14.4	14.4	2.9	63.5		10.4	70.4	
Effective Green, g (s)		22.2	22.2	14.4	14.4	14.4	2.9	63.5		10.4	70.4	
Actuated g/C Ratio		0.17	0.17	0.11	0.11	0.11	0.02	0.49		0.08	0.54	
Clearance Time (s)		4.9	4.9	4.9	4.9	4.9	4.4	5.3		4.4	5.9	
Vehicle Extension (s)		2.0	2.0	2.0	2.0	2.0	2.0	4.8		2.0	4.7	
Lane Grp Cap (vph)		307	270	196	206	175	39	1699		274	1914	
v/s Ratio Prot		c0.09	0.01	c0.08	0.01	0.02	0.01	0.19		c0.05	c0.43	
v/s Ratio Perm												
v/c Ratio		0.53	0.07	0.69	0.07	0.14	0.46	0.39		0.58	0.79	
Uniform Delay, d1		49.2	45.3	55.7	51.8	52.2	62.8	21.0		57.7	23.9	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.17	0.61	
Incremental Delay, d2		0.9	0.0	8.3	0.1	0.1	3.1	0.7		0.9	1.8	
Delay (s)		50.0	45.3	64.0	51.8	52.3	65.9	21.7		68.5	16.4	
Level of Service		D	D	E	D	D	E	C		E	B	
Approach Delay (s)		48.1			56.6			22.9			21.3	
Approach LOS		D			E			C			C	

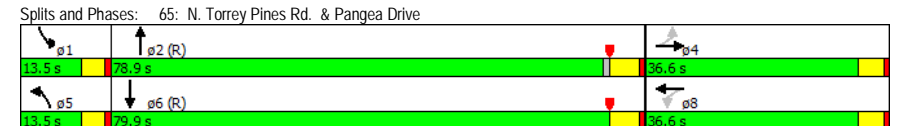
Intersection Summary			
HCM 2000 Control Delay	28.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA
65: N. Torrey Pines Rd. & Pangea Drive Existing
Timing Plan: Evening Peak


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	9	1	82	1	30	406	45	1542
Future Volume (vph)	9	1	82	1	30	406	45	1542
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	4.0	10.0	4.0	10.0
Minimum Split (s)	11.9	11.9	11.9	11.9	8.4	15.3	8.4	15.3
Total Split (s)	36.6	36.6	36.6	36.6	13.5	78.9	13.5	79.9
Total Split (%)	28.2%	28.2%	28.2%	28.2%	10.4%	60.7%	10.4%	61.5%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	4.3	3.4	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.9	4.9	4.9	4.4	5.3	4.4	5.3
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary	
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	103 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated



University CPA
 65: N. Torrey Pines Rd. & Pangea Drive

Existing
 Timing Plan: Evening Peak




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	9	1	19	82	1	31	30	406	63	45	1542	21
Future Volume (vph)	9	1	19	82	1	31	30	406	63	45	1542	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		4.9		4.9		4.4		5.3		4.4	
Lane Util. Factor	1.00		1.00		1.00		1.00		0.95		1.00	
Frt	0.91		1.00		0.85		1.00		0.98		1.00	
Flt Protected	0.98		0.95		1.00		0.95		1.00		0.95	
Satd. Flow (prot)	1675		1770		1591		1770		3468		1770	
Flt Permitted	0.92		0.78		1.00		0.95		1.00		0.95	
Satd. Flow (perm)	1570		1450		1591		1770		3468		1770	
Peak-hour factor, PHF	0.66	0.66	0.66	0.84	0.84	0.84	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	14	2	29	98	1	37	34	456	71	48	1658	23
RTOR Reduction (vph)	0	24	0	0	31	0	0	7	0	0	1	0
Lane Group Flow (vph)	0	21	0	98	7	0	34	520	0	48	1680	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	4		4		8		5		2		1	
Permitted Phases	4		8		8		5		2		1	
Actuated Green, G (s)	22.2		22.2		22.2		4.9		86.5		6.7	
Effective Green, g (s)	22.2		22.2		22.2		4.9		86.5		6.7	
Actuated g/C Ratio	0.17		0.17		0.17		0.04		0.67		0.05	
Clearance Time (s)	4.9		4.9		4.9		4.4		5.3		4.4	
Vehicle Extension (s)	2.0		2.0		2.0		2.0		5.7		2.0	
Lane Grp Cap (vph)	268		247		271		66		2307		91	
v/s Ratio Prot					0.00		0.02		0.15		c0.03	
v/s Ratio Perm	0.01		c0.07									
v/c Ratio	0.08		0.40		0.03		0.52		0.23		0.53	
Uniform Delay, d1	45.3		47.9		44.9		61.4		8.6		60.1	
Progression Factor	1.00		1.00		1.00		1.00		1.00		1.00	
Incremental Delay, d2	0.0		0.4		0.0		2.8		0.2		2.5	
Delay (s)	45.3		48.3		44.9		64.2		8.8		62.6	
Level of Service	D		D		D		E		A		E	
Approach Delay (s)	45.3		47.4				12.1				15.8	
Approach LOS	D		D				B				B	

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

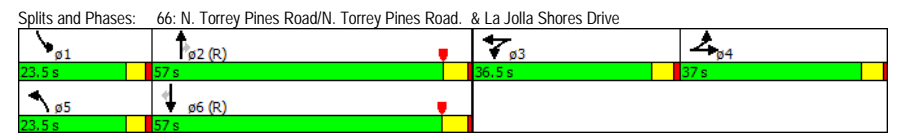
University CPA
 66: N. Torrey Pines Road/N. Torrey Pines Road. & La Jolla Shores Drive

Existing
 Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↗	↖	↗	↖	↖	↗	↖
Traffic Volume (vph)	138	40	84	47	140	467	61	147	1415	260
Future Volume (vph)	138	40	84	47	140	467	61	147	1415	260
Turn Type	Split	NA	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	3	3	5	2		1	6	
Permitted Phases	4		8		5		2		1	
Detector Phase	4	4	3	3	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.4	15.4	15.4	8.4	15.5	15.5
Total Split (s)	37.0	37.0	36.5	36.5	23.5	57.0	57.0	23.5	57.0	57.0
Total Split (%)	24.0%	24.0%	23.7%	23.7%	15.3%	37.0%	37.0%	15.3%	37.0%	37.0%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	4.4	4.4	3.4	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.4	5.4	5.4	4.4	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary	
Cycle Length:	154
Actuated Cycle Length:	154
Offset: 97 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle:	90
Control Type:	Actuated-Coordinated



University CPA Existing
 66: N. Torrey Pines Road/N. Torrey Pines Road. & La Jolla Shores Drive Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↘	↖ ↘		↖ ↘	↖ ↘		↖ ↘	↖ ↘	↖ ↘	↖ ↘	↖ ↘	↖ ↘
Traffic Volume (vph)	138	40	108	84	47	44	140	467	61	147	1415	260
Future Volume (vph)	138	40	108	84	47	44	140	467	61	147	1415	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		4.4	5.4	5.4	4.4	5.5	5.5
Lane Util. Factor	0.95	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Fr't	1.00	0.90		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1681	1586		3433	1728		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1681	1586		3433	1728		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.76	0.76	0.76	0.83	0.83	0.83	0.72	0.72	0.72	0.91	0.91	0.91
Adj. Flow (vph)	182	53	142	101	57	53	194	649	85	162	1555	286
RTOR Reduction (vph)	0	51	0	0	22	0	0	0	43	0	0	0
Lane Group Flow (vph)	164	162	0	101	88	0	194	649	42	162	1555	286
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases								2				6
Actuated Green, G (s)	20.9	20.9		26.5	26.5		20.7	69.5	69.5	17.5	66.2	66.2
Effective Green, g (s)	20.9	20.9		26.5	26.5		20.7	69.5	69.5	17.5	66.2	66.2
Actuated g/C Ratio	0.14	0.14		0.17	0.17		0.13	0.45	0.45	0.11	0.43	0.43
Clearance Time (s)	4.9	4.9		4.9	4.9		4.4	5.4	5.4	4.4	5.5	5.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0	4.0	2.0	3.9	3.9
Lane Grp Cap (vph)	228	215		590	297		237	1597	714	201	1521	680
v/s Ratio Prot	0.10	c0.10		0.03	c0.05		c0.11	c0.18		0.09	c0.44	
v/s Ratio Perm								0.03				0.18
v/c Ratio	0.72	0.75		0.17	0.30		0.82	0.41	0.06	0.81	1.02	0.42
Uniform Delay, d1	63.7	64.1		54.4	55.6		64.8	28.4	23.8	66.6	43.9	30.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.7	12.4		0.1	0.2		18.4	0.8	0.2	19.5	28.9	1.9
Delay (s)	72.4	76.5		54.4	55.8		83.2	29.2	24.0	86.1	72.8	32.5
Level of Service	E	E		D	E		F	C	C	F	E	C
Approach Delay (s)		74.7			55.1			40.0			68.1	
Approach LOS		E			E			D			E	

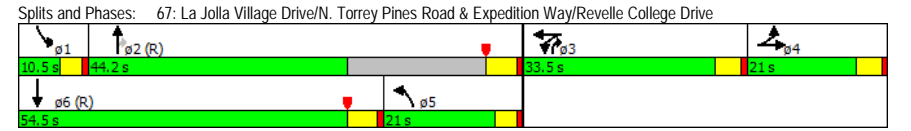
Intersection Summary		
HCM 2000 Control Delay	60.6	HCM 2000 Level of Service E
HCM 2000 Volume to Capacity ratio	0.80	
Actuated Cycle Length (s)	154.0	Sum of lost time (s) 19.7
Intersection Capacity Utilization	76.6%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

University CPA Existing
 67: La Jolla Village Drive/N. Torrey Pines Road & Expedition Way/Revelle College Drive Evening Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖ ↘	↖ ↘	↖ ↘	↖ ↘	↖ ↘	↖ ↘	↖ ↘	↖ ↘	↖ ↘
Traffic Volume (vph)	17	15	110	9	105	637	72	20	1585
Future Volume (vph)	17	15	110	9	105	637	72	20	1585
Turn Type	Split	NA	Split	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	4	4	3	3	5	2	3	1	6
Permitted Phases								2	
Detector Phase	4	4	3	3	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	10.0	4.0	4.0	10.0
Minimum Split (s)	8.9	8.9	8.9	8.9	8.4	15.6	8.9	8.4	15.4
Total Split (s)	21.0	21.0	33.5	33.5	21.0	44.2	33.5	10.5	54.5
Total Split (%)	16.2%	16.2%	25.8%	25.8%	16.2%	34.0%	25.8%	8.1%	41.9%
Yellow Time (s)	3.9	3.9	3.9	3.9	3.4	4.6	3.9	3.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.4	5.6	4.9	4.4	5.4
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	None	C-Min

Intersection Summary
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 120 (92%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated



University CPA Existing
67: La Jolla Village Drive/N. Torrey Pines Road & Expedition Way/Revelle College Drive Existing Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	17	15	198	110	9	13	105	637	72	20	1585	7
Future Volume (vph)	17	15	198	110	9	13	105	637	72	20	1585	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		4.4	5.6	4.9	4.4	5.4	
Lane Util. Factor	0.95	0.95		0.97	1.00		1.00	0.95	1.00	1.00	0.95	
Fr't	1.00	0.86		1.00	0.91		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1525		3433	1700		1770	3539	1583	1770	3537	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1525		3433	1700		1770	3539	1583	1770	3537	
Peak-hour factor, PHF	0.81	0.81	0.81	0.94	0.94	0.94	0.72	0.72	0.72	0.97	0.97	0.97
Adj. Flow (vph)	21	19	244	117	10	14	146	885	100	21	1634	7
RTOR Reduction (vph)	0	227	0	0	12	0	0	0	25	0	0	0
Lane Group Flow (vph)	19	38	0	117	12	0	146	885	75	21	1641	0
Turn Type	Split	NA		Split	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	4	4		3	3		5	2	3	1	6	
Permitted Phases											2	
Actuated Green, G (s)	8.8	8.8		15.7	15.7		15.8	81.9	97.6	3.8	70.1	
Effective Green, g (s)	8.8	8.8		15.7	15.7		15.8	81.9	97.6	3.8	70.1	
Actuated g/C Ratio	0.07	0.07		0.12	0.12		0.12	0.63	0.75	0.03	0.54	
Clearance Time (s)	4.9	4.9		4.9	4.9		4.4	5.6	4.9	4.4	5.4	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0	2.0	2.0	4.2	
Lane Grp Cap (vph)	113	103		414	205		215	2229	1188	51	1907	
v/s Ratio Prot	0.01	c0.02		c0.03	0.01		c0.08	0.25	0.01	0.01	c0.46	
v/s Ratio Perm											0.04	
v/c Ratio	0.17	0.36		0.28	0.06		0.68	0.40	0.06	0.41	0.86	
Uniform Delay, d1	57.1	57.9		52.0	50.6		54.7	11.9	4.2	62.0	25.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.8		0.1	0.0		6.5	0.5	0.0	2.0	5.4	
Delay (s)	57.4	58.7		52.2	50.6		61.2	12.4	4.2	64.0	31.1	
Level of Service	E	E		D	D		E	B	A	E	C	
Approach Delay (s)		58.6			51.9			18.0			31.5	
Approach LOS		E			D			B			C	

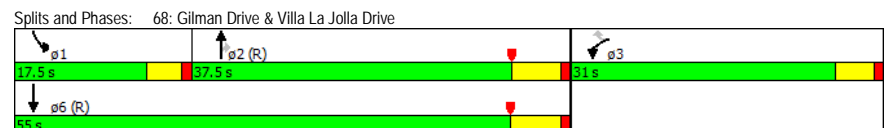
Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

University CPA Existing
68: Gilman Drive & Villa La Jolla Drive Timing Plan: Evening Peak

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	199	130	338	135	231	1286
Future Volume (vph)	199	130	338	135	231	1286
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	3		2		1	6
Permitted Phases		3		2		
Detector Phase	3	3	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	7.0	7.0	4.0	7.0
Minimum Split (s)	8.9	8.9	12.9	12.9	8.4	13.0
Total Split (s)	31.0	31.0	37.5	37.5	17.5	55.0
Total Split (%)	36.0%	36.0%	43.6%	43.6%	20.3%	64.0%
Yellow Time (s)	3.9	3.9	4.9	4.9	3.4	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	5.9	5.9	4.4	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary	
Cycle Length: 86	
Actuated Cycle Length: 86	
Offset: 18 (21%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	



University CPA
68: Gilman Drive & Villa La Jolla Drive

Existing
Timing Plan: Evening Peak

	WBL	WBR	NBT	NBR	SBL	SBT
Movement	↖ ↗	↖	↕	↗	↖ ↗	↕
Lane Configurations	↖ ↗	↖	↕	↗	↖ ↗	↕
Traffic Volume (vph)	199	130	338	135	231	1286
Future Volume (vph)	199	130	338	135	231	1286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	5.9	5.9	4.4	6.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Flt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	1583	3539	1583	1770	3539
Peak-hour factor, PHF	0.86	0.86	0.93	0.93	0.88	0.88
Adj. Flow (vph)	231	151	363	145	262	1461
RTOR Reduction (vph)	0	127	0	79	0	0
Lane Group Flow (vph)	231	24	363	66	263	1461
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	3		2		1	6
Permitted Phases		3		2		
Actuated Green, G (s)	13.5	13.5	39.1	39.1	18.2	61.6
Effective Green, g (s)	13.5	13.5	39.1	39.1	18.2	61.6
Actuated g/C Ratio	0.16	0.16	0.45	0.45	0.21	0.72
Clearance Time (s)	4.9	4.9	5.9	5.9	4.4	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	538	248	1609	719	374	2534
v/s Ratio Prot	c0.07		0.10		c0.15	c0.41
v/s Ratio Perm		0.01		0.04		
v/c Ratio	0.43	0.10	0.23	0.09	0.70	0.58
Uniform Delay, d1	32.8	31.0	14.3	13.3	31.4	5.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.2	0.3	0.3	5.9	1.0
Delay (s)	33.3	31.2	14.6	13.6	37.3	6.9
Level of Service	C	C	B	B	D	A
Approach Delay (s)	32.5		14.3			11.5
Approach LOS	C		B			B

Intersection Summary			
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

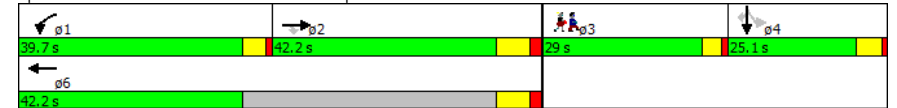
University CPA
69: I-5 SB On/I-5 SB Off Ramp & Gilman Drive

Existing
Timing Plan: Evening Peak

	EBT	EBR	WBL	WBT	SBT	SBR	ø3
Lane Group	↖	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	
Lane Configurations	↖	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	
Traffic Volume (vph)	236	1103	512	405	5	12	
Future Volume (vph)	236	1103	512	405	5	12	
Turn Type	NA	Perm	Prot	NA	NA	Perm	
Protected Phases	2		1	6	4		3
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	
Switch Phase							
Minimum Initial (s)	13.0	13.0	5.0	12.0	5.0	5.0	1.0
Minimum Split (s)	20.2	20.2	9.7	19.2	10.1	10.1	29.0
Total Split (s)	42.2	42.2	39.7	42.2	25.1	25.1	29.0
Total Split (%)	31.0%	31.0%	29.2%	31.0%	18.5%	18.5%	21%
Yellow Time (s)	5.2	5.2	3.7	5.2	4.1	4.1	3.0
All-Red Time (s)	2.0	2.0	1.0	2.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.2	7.2	4.7	7.2	5.1	5.1	
Lead/Lag	Lag	Lag	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	Min	Min	None	Min	None	None	None

Intersection Summary	
Cycle Length:	136
Actuated Cycle Length:	118.5
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated

Splits and Phases: 69: I-5 SB On/I-5 SB Off Ramp & Gilman Drive



University CPA

69: I-5 SB On/I-5 SB Off Ramp & Gilman Drive

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑↑	↑	↑↑						↑	↑
Traffic Volume (vph)	0	236	1103	512	405	0	0	0	0	18	5	12
Future Volume (vph)	0	236	1103	512	405	0	0	0	0	18	5	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2	4.7	7.2						5.1	5.1
Lane Util. Factor		1.00	0.88	1.00	0.95						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		1863	2787	1770	3539						1792	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (perm)		1863	2787	1770	3539						1792	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.92	0.92	0.92	0.25	0.25	0.25	0.80	0.80	0.80
Adj. Flow (vph)	0	265	1239	557	440	0	0	0	0	22	6	15
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	14
Lane Group Flow (vph)	0	265	1239	557	440	0	0	0	0	0	29	1
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						4	
Permitted Phases			2							4		4
Actuated Green, G (s)		35.1	35.1	35.1	74.9						4.3	4.3
Effective Green, g (s)		35.1	35.1	35.1	74.9						4.3	4.3
Actuated g/C Ratio		0.29	0.29	0.29	0.62						0.04	0.04
Clearance Time (s)		7.2	7.2	4.7	7.2						5.1	5.1
Vehicle Extension (s)		2.0	2.0	2.0	2.0						2.0	2.0
Lane Grp Cap (vph)		542	811	515	2197						63	56
v/s Ratio Prot		0.14		0.31	0.12							
v/s Ratio Perm			c0.44								0.02	0.00
v/c Ratio		0.49	1.53	1.08	0.20						0.46	0.01
Uniform Delay, d1		35.3	42.8	42.8	9.9						57.0	56.1
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.3	243.7	63.5	0.0						1.9	0.0
Delay (s)		35.6	286.5	106.2	9.9						58.9	56.1
Level of Service		D	F	F	A						E	E
Approach Delay (s)		242.3			63.7			0.0			58.0	
Approach LOS		F			E			A			E	

Intersection Summary			
HCM 2000 Control Delay	169.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.6	Sum of lost time (s)	21.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

University CPA

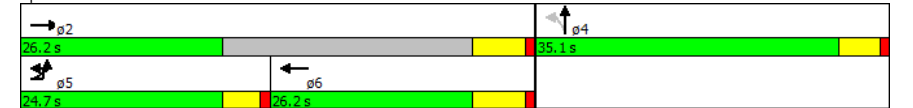
70: Gilman Drive & I-5 NB Ramps

Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations	↔	↑	↑↑	↔	↕
Traffic Volume (vph)	35	98	431	398	1
Future Volume (vph)	35	98	431	398	1
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				4	
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	12.0	12.0	5.0	5.0
Minimum Split (s)	9.7	18.2	18.2	10.1	10.1
Total Split (s)	24.7	26.2	26.2	35.1	35.1
Total Split (%)	28.7%	30.5%	30.5%	40.8%	40.8%
Yellow Time (s)	3.7	5.2	5.2	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.2	6.2	5.1	5.1
Lead/Lag		Lead		Lag	
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None

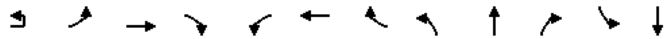
Intersection Summary	
Cycle Length:	86
Actuated Cycle Length:	57.5
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated

Splits and Phases: 70: Gilman Drive



University CPA
70: Gilman Drive & I-5 NB Ramps

Existing
Timing Plan: Evening Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↘	↑			↕	↖	↗	↕			↓
Traffic Volume (vph)	80	35	98	0	0	431	9	398	1	271	0	0
Future Volume (vph)	80	35	98	0	0	431	9	398	1	271	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.7	6.2			6.2		5.1	5.1			
Lane Util. Factor		1.00	1.00			0.95		0.95	0.95			
Flt		1.00	1.00			1.00		1.00	0.87			
Flt Protected		0.95	1.00			1.00		0.95	0.99			
Satd. Flow (prot)		1770	1863			3528		1681	1533			
Flt Permitted		0.95	1.00			1.00		0.95	0.99			
Satd. Flow (perm)		1770	1863			3528		1681	1533			
Peak-hour factor, PHF	0.92	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93	0.25	0.25
Adj. Flow (vph)	87	39	109	0	0	484	10	428	1	291	0	0
RTOR Reduction (vph)	0	0	0	0	0	1	0	0	196	0	0	0
Lane Group Flow (vph)	0	126	109	0	0	493	0	377	147	0	0	0
Turn Type	Prot	Prot	NA			NA		Perm	NA			
Protected Phases	5	5	2			6			4			
Permitted Phases								4				
Actuated Green, G (s)		7.4	27.3			15.2		18.8	18.8			
Effective Green, g (s)		7.4	27.3			15.2		18.8	18.8			
Actuated g/C Ratio		0.13	0.48			0.26		0.33	0.33			
Clearance Time (s)		4.7	6.2			6.2		5.1	5.1			
Vehicle Extension (s)		2.0	2.0			2.0		2.0	2.0			
Lane Grp Cap (vph)		228	886			934		550	502			
v/s Ratio Prot		c0.07	0.06			c0.14						
v/s Ratio Perm								c0.22	0.10			
v/c Ratio		0.55	0.12			0.53		0.69	0.29			
Uniform Delay, d1		23.4	8.4			18.0		16.7	14.4			
Progression Factor		1.00	1.00			1.00		1.00	1.00			
Incremental Delay, d2		1.6	0.0			0.2		2.8	0.1			
Delay (s)		25.1	8.4			18.3		19.6	14.5			
Level of Service		C	A			B		B	B			
Approach Delay (s)			17.4			18.3			17.1			0.0
Approach LOS			B			B			B			A

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	57.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

University CPA
70: Gilman Drive & I-5 NB Ramps

Existing
Timing Plan: Evening Peak



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Flt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.25
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary	

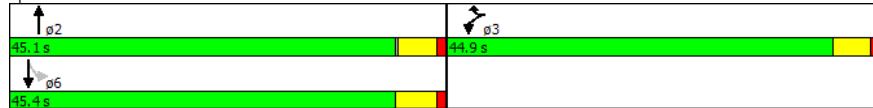
University CPA
71: Palmilla Drive/Charmant Dr & Lebon Drive

Existing
Timing Plan: Evening Peak

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↔↔	↔	↕↕	↔	↕↕
Traffic Volume (vph)	146	104	34	90	23
Future Volume (vph)	146	104	34	90	23
Turn Type	Prot	Prot	NA	Perm	NA
Protected Phases	3	3	2		6
Permitted Phases				6	
Detector Phase	3	3	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.9	11.9	12.1	12.4	12.4
Total Split (s)	44.9	44.9	45.1	45.4	45.4
Total Split (%)	49.7%	49.7%	49.9%	50.3%	50.3%
Yellow Time (s)	3.9	3.9	4.1	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	5.1	5.4	5.4
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Min	Min	None	None	None

Intersection Summary					
Cycle Length:	90.3				
Actuated Cycle Length:	33.5				
Natural Cycle:	40				
Control Type:	Actuated-Uncoordinated				

Splits and Phases: 71: Palmilla Drive/Charmant Dr & Lebon Drive



University CPA
71: Palmilla Drive/Charmant Dr & Lebon Drive

Existing
Timing Plan: Evening Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔	↕↕		↔	↕↕
Traffic Volume (vph)	146	104	34	180	90	23
Future Volume (vph)	146	104	34	180	90	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	5.1		5.4	5.4
Lane Util. Factor	0.97	0.91	0.95		1.00	0.95
Frt	0.98	0.85	0.87		1.00	1.00
Flt Protected	0.96	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3388	1441	3093		1770	3539
Flt Permitted	0.96	1.00	1.00		0.60	1.00
Satd. Flow (perm)	3388	1441	3093		1110	3539
Peak-hour factor, PHF	0.87	0.87	0.85	0.85	0.76	0.76
Adj. Flow (vph)	168	120	40	212	118	30
RTOR Reduction (vph)	20	61	134	0	0	0
Lane Group Flow (vph)	178	29	118	0	118	30
Turn Type	Prot	Prot	NA		Perm	NA
Protected Phases	3	3	2			6
Permitted Phases					6	
Actuated Green, G (s)	10.3	10.3	11.8		11.5	11.5
Effective Green, g (s)	10.3	10.3	11.8		11.5	11.5
Actuated g/C Ratio	0.32	0.32	0.37		0.36	0.36
Clearance Time (s)	4.9	4.9	5.1		5.4	5.4
Vehicle Extension (s)	2.0	2.0	3.8		3.4	3.4
Lane Grp Cap (vph)	1087	462	1136		397	1267
v/s Ratio Prot	c0.05	0.02	0.04			0.01
v/s Ratio Perm					c0.11	
v/c Ratio	0.16	0.06	0.10		0.30	0.02
Uniform Delay, d1	7.8	7.6	6.7		7.4	6.7
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	0.0	0.1		0.5	0.0
Delay (s)	7.8	7.6	6.7		7.9	6.7
Level of Service	A	A	A		A	A
Approach Delay (s)	7.8		6.7			7.6
Approach LOS	A		A			A

Intersection Summary			
HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	32.1	Sum of lost time (s)	10.3
Intersection Capacity Utilization	31.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
72: Palmilla Drive & Ariba Street

Existing
Timing Plan: Evening Peak

	↙	↑	↘	↓
Lane Group	WBL	NBT	SBL	SBT
Lane Configurations	↔↔	↕↕	↔	↕↕
Traffic Volume (vph)	300	123	55	98
Future Volume (vph)	300	123	55	98
Turn Type	Prot	NA	Perm	NA
Protected Phases	3	2		6
Permitted Phases			6	
Detector Phase	3	2	6	6
Switch Phase				
Minimum Initial (s)	6.0	7.0	7.0	7.0
Minimum Split (s)	10.9	11.9	12.0	12.0
Total Split (s)	44.9	64.9	65.0	65.0
Total Split (%)	40.9%	59.1%	59.1%	59.1%
Yellow Time (s)	3.9	3.9	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min

Intersection Summary

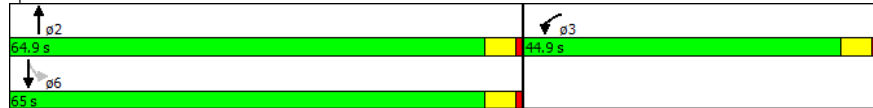
Cycle Length: 109.9

Actuated Cycle Length: 32.7

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Splits and Phases: 72: Palmilla Drive & Ariba Street



University CPA
72: Palmilla Drive & Ariba Street

Existing
Timing Plan: Evening Peak

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↕↕		↔	↕↕
Traffic Volume (vph)	300	115	123	115	55	98
Future Volume (vph)	300	115	123	115	55	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		4.9		5.0	5.0
Lane Util. Factor	0.97		0.95		1.00	0.95
Flt	0.96		0.93		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	3343		3283		1770	3539
Flt Permitted	0.97		1.00		0.58	1.00
Satd. Flow (perm)	3343		3283		1089	3539
Peak-hour factor, PHF	0.82	0.82	0.88	0.88	0.85	0.85
Adj. Flow (vph)	366	140	140	131	65	115
RTOR Reduction (vph)	41	0	83	0	0	0
Lane Group Flow (vph)	465	0	188	0	65	115
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		2			6
Permitted Phases					6	
Actuated Green, G (s)	10.1		11.4		11.3	11.3
Effective Green, g (s)	10.1		11.4		11.3	11.3
Actuated g/C Ratio	0.32		0.36		0.36	0.36
Clearance Time (s)	4.9		4.9		5.0	5.0
Vehicle Extension (s)	2.0		4.0		3.8	3.8
Lane Grp Cap (vph)	1078		1195		393	1277
v/s Ratio Prot	c0.14		0.06			0.03
v/s Ratio Perm					c0.06	
v/c Ratio	0.43		0.16		0.17	0.09
Uniform Delay, d1	8.3		6.7		6.8	6.6
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.1		0.1		0.3	0.0
Delay (s)	8.4		6.8		7.1	6.6
Level of Service	A		A		A	A
Approach Delay (s)	8.4		6.8			6.8
Approach LOS	A		A			A

Intersection Summary

HCM 2000 Control Delay	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	31.3	Sum of lost time (s)	9.9
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

University CPA
73: Towne Center Drive & Eastgate Mall

Existing
Timing Plan: Evening Peak

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	25	400	153	234	103	60	167	457
Future Volume (vph)	25	400	153	234	103	60	167	457
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0
Minimum Split (s)	8.4	11.9	8.4	12.7	8.4	12.2	8.4	12.7
Total Split (s)	34.4	64.9	34.4	65.7	34.4	44.9	34.4	45.2
Total Split (%)	19.1%	36.1%	19.1%	36.6%	19.1%	25.0%	19.1%	25.2%
Yellow Time (s)	3.4	3.9	3.4	4.7	3.4	4.2	3.4	4.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.4	5.7	4.4	5.2	4.4	5.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None

Intersection Summary

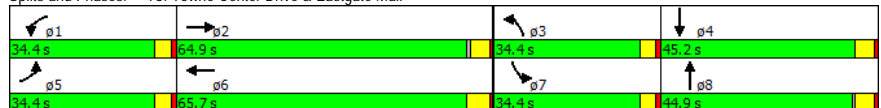
Cycle Length: 179.7

Actuated Cycle Length: 119.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 73: Towne Center Drive & Eastgate Mall



University CPA
73: Towne Center Drive & Eastgate Mall

Existing
Timing Plan: Evening Peak

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	400	287	153	234	3	103	60	67	167	457	112
Future Volume (vph)	25	400	287	153	234	3	103	60	67	167	457	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.7		4.4	5.2		4.4	5.2	
Lane Util. Factor	0.97	0.95		1.00	0.95		0.97	0.95		0.97	0.95	
Frnt	1.00	0.94		1.00	1.00		1.00	0.92		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	3317		1770	3533		3433	3259		3433	3435	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	3317		1770	3533		3433	3259		3433	3435	
Peak-hour factor, PHF	0.87	0.87	0.87	0.91	0.91	0.91	0.88	0.88	0.88	0.77	0.77	0.77
Adj. Flow (vph)	29	460	330	168	257	3	117	68	76	217	594	145
RTOR Reduction (vph)	0	73	0	0	1	0	0	55	0	0	10	0
Lane Group Flow (vph)	29	717	0	168	259	0	117	89	0	217	729	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	3.4	39.9		16.9	52.6		9.1	33.0		12.9	36.8	
Effective Green, g (s)	3.4	39.9		16.9	52.6		9.1	33.0		12.9	36.8	
Actuated g/C Ratio	0.03	0.33		0.14	0.43		0.07	0.27		0.11	0.30	
Clearance Time (s)	4.4	4.9		4.4	5.7		4.4	5.2		4.4	5.2	
Vehicle Extension (s)	2.0	5.1		2.0	4.8		2.0	5.1		2.0	4.8	
Lane Grp Cap (vph)	95	1088		245	1528		256	884		364	1039	
v/s Ratio Prot	0.01	c0.22		c0.09	0.07		0.03	0.03		c0.06	c0.21	
v/s Ratio Perm												
v/c Ratio	0.31	0.66		0.69	0.17		0.46	0.10		0.60	0.70	
Uniform Delay, d1	57.9	35.0		49.8	21.1		53.9	33.2		51.9	37.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	2.0		6.2	0.1		0.5	0.1		1.7	2.6	
Delay (s)	58.6	37.0		56.0	21.2		54.4	33.3		53.6	40.1	
Level of Service	E	D		E	C		D	C		D	D	
Approach Delay (s)		37.8			34.9			42.7			43.2	
Approach LOS		D			C			D			D	

Intersection Summary

HCM 2000 Control Delay	39.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	121.6	Sum of lost time (s)	19.7
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

University CPA

74: Towne Center Drive & Executive Drive

Existing

Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	26	47	261	165	47	118	134	69	11	936
Future Volume (vph)	26	47	261	165	47	118	134	69	11	936
Turn Type	Prot	NA	Prot	NA	pm+pt	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	5	2	2	1	6
Permitted Phases					2	2		2	6	
Detector Phase	7	4	3	8	5	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	7.0	4.0	4.0	7.0	7.0	4.0	7.0
Minimum Split (s)	8.4	8.9	8.4	11.9	8.4	8.4	11.9	11.9	8.4	12.3
Total Split (s)	34.4	44.9	34.4	44.9	34.4	34.4	64.9	64.9	34.4	65.3
Total Split (%)	19.2%	25.1%	19.2%	25.1%	19.2%	19.2%	36.3%	36.3%	19.2%	36.5%
Yellow Time (s)	3.4	3.9	3.4	3.9	3.4	3.4	3.9	3.9	3.4	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.9	4.4	4.9		4.4	4.9	4.9	4.4	5.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 179
 Actuated Cycle Length: 128.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 74: Towne Center Drive & Executive Drive

φ1	φ2	φ3	φ4
34.4 s	64.9 s	34.4 s	34.9 s
φ5	φ6	φ7	φ8
34.4 s	65.3 s	34.4 s	44.9 s

University CPA

74: Towne Center Drive & Executive Drive

Existing

Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	26	47	117	261	165	16	47	118	134	69	11	936
Future Volume (vph)	26	47	117	261	165	16	47	118	134	69	11	936
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9			4.4	4.9	4.9	4.4	5.3
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.89		1.00	0.99			1.00	1.00	0.85	1.00	0.99
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3161		1770	3492			1770	3539	1583	1770	3515
Flt Permitted	0.95	1.00		0.95	1.00			0.10	1.00	1.00	0.66	1.00
Satd. Flow (perm)	1770	3161		1770	3492			183	3539	1583	1225	3515
Peak-hour factor, PHF	0.86	0.86	0.86	0.94	0.94	0.94	0.92	0.90	0.90	0.90	0.89	0.89
Adj. Flow (vph)	30	55	136	278	176	17	51	131	149	77	12	1052
RTOR Reduction (vph)	0	121	0	0	4	0	0	0	0	36	0	2
Lane Group Flow (vph)	30	70	0	278	189	0	0	182	149	41	12	1101
Turn Type	Prot	NA		Prot	NA		pm+pt	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	5	2		1	6
Permitted Phases							2	2		2	6	
Actuated Green, G (s)	4.3	14.6		27.0	37.3			77.6	71.4	71.4	56.2	54.4
Effective Green, g (s)	4.3	14.6		27.0	37.3			77.6	71.4	71.4	56.2	54.4
Actuated g/C Ratio	0.03	0.11		0.20	0.28			0.58	0.54	0.54	0.42	0.41
Clearance Time (s)	4.4	4.9		4.4	4.9			4.4	4.9	4.9	4.4	5.3
Vehicle Extension (s)	2.0	5.3		2.0	5.4			2.0	3.8	3.8	2.0	3.8
Lane Grp Cap (vph)	57	345		358	976			325	1894	847	523	1433
v/s Ratio Prot	0.02	0.02		c0.16	c0.05			c0.08	0.04	0.00	c0.31	
v/s Ratio Perm								0.25		0.03	0.01	
v/c Ratio	0.53	0.20		0.78	0.19			0.56	0.08	0.05	0.02	0.77
Uniform Delay, d1	63.5	54.1		50.3	36.6			21.1	15.0	14.8	22.5	34.1
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.0	0.7		9.3	0.2			1.3	0.0	0.0	0.0	2.7
Delay (s)	67.5	54.8		59.6	36.8			22.4	15.1	14.8	22.5	36.7
Level of Service	E	D		E	D			C	B	B	C	D
Approach Delay (s)		56.5			50.3				18.3			36.6
Approach LOS		E			D				B			D

Intersection Summary

HCM 2000 Control Delay: 38.1 HCM 2000 Level of Service: D
 HCM 2000 Volume to Capacity ratio: 0.67
 Actuated Cycle Length (s): 133.4 Sum of lost time (s): 19.0
 Intersection Capacity Utilization: 71.8% ICU Level of Service: C
 Analysis Period (min): 15
 c Critical Lane Group

University CPA
74: Towne Center Drive & Executive Drive

Existing
Timing Plan: Evening Peak

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	45
Future Volume (vph)	45
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Fr1	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.89
Adj. Flow (vph)	51
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

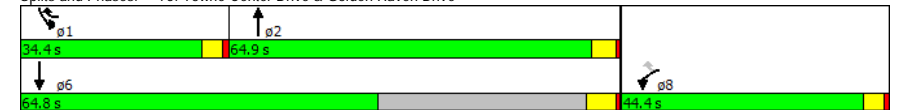
University CPA
75: Towne Center Drive & Golden Haven Drive

Existing
Timing Plan: Evening Peak

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↘	↗	↕	↘	↗
Traffic Volume (vph)	134	326	209	176	614
Future Volume (vph)	134	326	209	176	614
Turn Type	Prot	pm+ov	NA	Prot	NA
Protected Phases	8	1	2	1	6
Permitted Phases	8				
Detector Phase	8	1	2	1	6
Switch Phase					
Minimum Initial (s)	4.0	4.0	10.0	4.0	10.0
Minimum Split (s)	8.4	8.4	14.9	8.4	15.8
Total Split (s)	44.4	34.4	64.9	34.4	64.8
Total Split (%)	30.9%	23.9%	45.2%	23.9%	45.1%
Yellow Time (s)	3.4	3.4	3.9	3.4	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	4.4	4.9	4.4	5.8
Lead/Lag		Lead	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	
Recall Mode	None	None	None	None	None

Intersection Summary	
Cycle Length:	143.7
Actuated Cycle Length:	56.3
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated

Splits and Phases: 75: Towne Center Drive & Golden Haven Drive



University CPA
75: Towne Center Drive & Golden Haven Drive

Existing
Timing Plan: Evening Peak

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖	↕	↗	↘	↓
Traffic Volume (vph)	134	326	209	70	176	614
Future Volume (vph)	134	326	209	70	176	614
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		0%			-7%
Total Lost time (s)	4.4	4.4	4.9		4.4	5.8
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.96		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3406		1832	3663
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3406		1832	3663
Peak-hour factor, PHF	0.90	0.90	0.85	0.85	0.93	0.93
Adj. Flow (vph)	149	362	246	82	189	660
RTOR Reduction (vph)	0	193	28	0	0	0
Lane Group Flow (vph)	149	169	300	0	189	660
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases	8					
Actuated Green, G (s)	14.6	25.7	15.6		11.1	30.2
Effective Green, g (s)	14.6	25.7	15.6		11.1	30.2
Actuated g/C Ratio	0.27	0.47	0.28		0.20	0.55
Clearance Time (s)	4.4	4.4	4.9		4.4	5.8
Vehicle Extension (s)	2.0	2.0	5.0		2.0	5.0
Lane Grp Cap (vph)	469	866	966		369	2011
v/s Ratio Prot	c0.08	0.04	0.09		c0.10	c0.18
v/s Ratio Perm	0.07					
v/c Ratio	0.32	0.20	0.31		0.51	0.33
Uniform Delay, d1	16.2	8.6	15.5		19.5	6.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.1	0.0	0.4		0.5	0.2
Delay (s)	16.3	8.6	15.9		20.0	7.0
Level of Service	B	A	B		C	A
Approach Delay (s)	10.9		15.9			9.9
Approach LOS	B		B			A

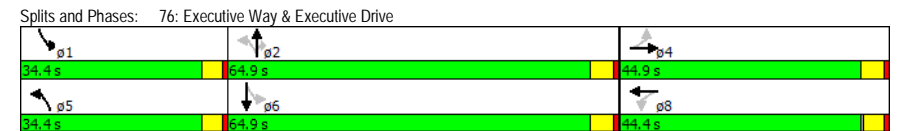
Intersection Summary			
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	13.7
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

University CPA
76: Executive Way & Executive Drive

Existing
Timing Plan: Evening Peak

	↙	→	↖	←	↗	↑	↘	↓	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↕	↖	↕	↙	↑	↖	↘	↕
Traffic Volume (vph)	15	152	207	188	47	29	29	11	68
Future Volume (vph)	15	152	207	188	47	29	29	11	68
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	8	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	7.0	7.0	4.0	7.0
Minimum Split (s)	8.9	8.9	8.4	8.4	8.4	11.9	11.9	8.4	11.9
Total Split (s)	44.9	44.9	44.4	44.4	34.4	64.9	64.9	34.4	64.9
Total Split (%)	31.1%	31.1%	30.8%	30.8%	23.9%	45.0%	45.0%	23.9%	45.0%
Yellow Time (s)	3.9	3.9	3.4	3.4	3.4	3.9	3.9	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.4	4.4	4.4	4.9	4.9	4.4	4.9
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min

Intersection Summary	
Cycle Length:	144.2
Actuated Cycle Length:	71.5
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated



University CPA
76: Executive Way & Executive Drive

Existing
Timing Plan: Evening Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	152	402	207	188	6	47	29	29	11	68	47
Future Volume (vph)	15	152	402	207	188	6	47	29	29	11	68	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.4	4.4		4.4	4.9	4.9	4.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	0.95	
Frt	1.00	0.89		1.00	1.00		1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3154		1770	3523		1770	1863	1583	1770	1749	
Flt Permitted	0.61	1.00		0.34	1.00		0.48	1.00	1.00	0.73	1.00	
Satd. Flow (perm)	1141	3154		638	3523		893	1863	1583	1363	1749	
Peak-hour factor, PHF	0.78	0.78	0.78	0.87	0.87	0.87	0.75	0.75	0.75	0.73	0.73	0.73
Adj. Flow (vph)	19	195	515	238	216	7	63	39	39	15	93	64
RTOR Reduction (vph)	0	211	0	0	1	0	0	0	29	0	23	0
Lane Group Flow (vph)	19	499	0	238	222	0	63	39	10	15	134	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	40.3	40.3		40.8	40.8		24.8	19.5	19.5	15.8	14.9	
Effective Green, g (s)	40.3	40.3		40.8	40.8		24.8	19.5	19.5	15.8	14.9	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.33	0.26	0.26	0.21	0.20	
Clearance Time (s)	4.9	4.9		4.4	4.4		4.4	4.9	4.9	4.4	4.9	
Vehicle Extension (s)	2.0	2.0		2.3	2.3		2.0	2.9	2.9	2.0	2.6	
Lane Grp Cap (vph)	613	1697		347	1919		360	485	412	292	347	
v/s Ratio Prot		0.16			0.06		c0.01	0.02		0.00	c0.08	
v/s Ratio Perm	0.02			c0.37			0.05		0.01	0.01		
v/c Ratio	0.03	0.29		0.69	0.12		0.17	0.08	0.02	0.05	0.39	
Uniform Delay, d1	8.1	9.5		12.4	8.3		17.6	20.9	20.6	23.5	26.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.0		4.8	0.0		0.1	0.1	0.0	0.0	0.6	
Delay (s)	8.1	9.5		17.2	8.3		17.7	21.0	20.6	23.5	26.6	
Level of Service	A	A		B	A		B	C	C	C	C	
Approach Delay (s)		9.5			12.9			19.4			26.3	
Approach LOS		A			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	74.9	Sum of lost time (s)	14.2
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

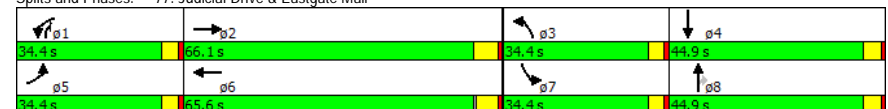
University CPA
77: Judicial Drive & Eastgate Mall

Existing
Timing Plan: Evening Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	16	512	68	181	110	5	147	60	68
Future Volume (vph)	16	512	68	181	110	5	147	60	68
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	1	6	3	8	1	7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	1	7	4
Switch Phase									
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.4	13.1	8.4	12.6	8.4	8.9	8.4	8.4	8.9
Total Split (s)	34.4	66.1	34.4	65.6	34.4	44.9	34.4	34.4	44.9
Total Split (%)	19.1%	36.8%	19.1%	36.5%	19.1%	25.0%	19.1%	19.1%	25.0%
Yellow Time (s)	3.4	5.1	3.4	4.6	3.4	3.9	3.4	3.4	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.4	6.1	4.4	5.6	4.4	4.9	4.4	4.4	4.9
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None

Intersection Summary	
Cycle Length:	179.8
Actuated Cycle Length:	80.3
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated

Splits and Phases: 77: Judicial Drive & Eastgate Mall



University CPA

77: Judicial Drive & Eastgate Mall

Existing

Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	16	512	109	68	181	4	110	5	147	60	68	112
Future Volume (vph)	16	512	109	68	181	4	110	5	147	60	68	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.1		4.4	5.6		4.4	4.9	4.4	4.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Flt	1.00	0.97		1.00	1.00		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3446		1770	3528		1770	1863	1583	1770	1689	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3446		1770	3528		1770	1863	1583	1770	1689	
Peak-hour factor, PHF	0.89	0.89	0.89	0.97	0.97	0.97	0.85	0.85	0.85	0.87	0.87	0.87
Adj. Flow (vph)	18	575	122	70	187	4	129	6	173	69	78	129
RTOR Reduction (vph)	0	10	0	0	1	0	0	0	143	0	35	0
Lane Group Flow (vph)	18	687	0	70	190	0	129	6	30	69	172	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	8											
Actuated Green, G (s)	2.2	27.2		8.7	34.2		11.8	5.8	14.5	20.8	14.8	
Effective Green, g (s)	2.2	27.2		8.7	34.2		11.8	5.8	14.5	20.8	14.8	
Actuated g/C Ratio	0.03	0.33		0.11	0.42		0.14	0.07	0.18	0.25	0.18	
Clearance Time (s)	4.4	6.1		4.4	5.6		4.4	4.9	4.4	4.4	4.9	
Vehicle Extension (s)	2.0	2.7		2.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	47	1138		187	1466		253	131	278	447	303	
v/s Ratio Prot	0.01	c0.20		c0.04	0.05		c0.07	0.00	0.01	0.04	c0.10	
v/s Ratio Perm	0.01											
v/c Ratio	0.38	0.60		0.37	0.13		0.51	0.05	0.11	0.15	0.57	
Uniform Delay, d1	39.4	23.0		34.3	14.9		32.6	35.7	28.5	23.9	30.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.9	0.8		0.5	0.0		0.6	0.1	0.1	0.1	1.5	
Delay (s)	41.3	23.9		34.7	14.9		33.2	35.7	28.5	24.0	32.3	
Level of Service	D	C		C	B		C	D	C	C	C	
Approach Delay (s)		24.3			20.2			30.6			30.2	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	82.3	Sum of lost time (s)	19.8
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

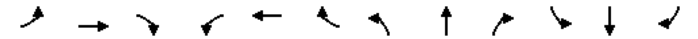
c Critical Lane Group

University CPA

78: I-805 SB Ramps & Governor Drive

Existing

Timing Plan: Evening Peak




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↕	↕	↕	↕					↕		↕		
Traffic Volume (veh/h)	0	314	974	42	376	0	0	0	0	15	0	187		
Future Volume (Veh/h)	0	314	974	42	376	0	0	0	0	15	0	187		
Sign Control	Free			Free			Stop			Stop				
Grade	0%			0%			0%			0%				
Peak Hour Factor	0.95	0.95	0.95	0.72	0.72	0.72	0.25	0.25	0.25	0.88	0.88	0.88		
Hourly flow rate (vph)	0	331	1025	58	522	0	0	0	0	17	0	213		
Pedestrians														
Lane Width (ft)														
Walking Speed (ft/s)														
Percent Blockage														
Right turn flare (veh)														
Median type	None			TWLTL										
Median storage veh	2													
Upstream signal (ft)														
pX, platoon unblocked														
vC, conflicting volume	522				331				921	969	166	804	969	261
vC1, stage 1 conf vol							331	331				638	638	
vC2, stage 2 conf vol							590	638				166	331	
vCu, unblocked vol	522				331				921	969	166	804	969	261
tC, single (s)	4.1				4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5				6.5	5.5	
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100				95				100	100	100	96	100	71
cM capacity (veh/h)	1041				1225				294	406	850	392	399	738

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	166	166	1025	58	261	261	17	213
Volume Left	0	0	0	58	0	0	17	0
Volume Right	0	0	1025	0	0	0	0	213
cSH	1700	1700	1700	1225	1700	1700	392	738
Volume to Capacity	0.10	0.10	0.60	0.05	0.15	0.15	0.04	0.29
Queue Length 95th (ft)	0	0	0	4	0	0	3	30
Control Delay (s)	0.0	0.0	0.0	8.1	0.0	0.0	14.6	11.8
Lane LOS				A				B
Approach Delay (s)	0.0			0.8			12.1	
Approach LOS							B	

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

University CPA
79: I-805 NB Ramps & Governor Drive


Existing
Timing Plan: Evening Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Volume (veh/h)	335	0	0	0	15	3	467	3	2	0	0	0
Future Volume (Veh/h)	335	0	0	0	15	3	467	3	2	0	0	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.75	0.75	0.75	0.64	0.64	0.64	0.94	0.94	0.94	0.25	0.25	0.25
Hourly flow rate (vph)	447	0	0	0	23	5	497	3	2	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1014	999	0	998	998	4	0				5	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1014	999	0	998	998	4	0				5	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	0	100	100	100	86	100	69				100	
cM capacity (veh/h)	148	169	1085	170	169	1080	1623				1616	
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	447	28	502									
Volume Left	447	0	497									
Volume Right	0	5	2									
cSH	148	199	1623									
Volume to Capacity	3.01	0.14	0.31									
Queue Length 95th (ft)	Err	12	33									
Control Delay (s)	Err	26.0	8.1									
Lane LOS	F	D	A									
Approach Delay (s)	Err	26.0	8.1									
Approach LOS	F	D										
Intersection Summary												
Average Delay	4579.7											
Intersection Capacity Utilization	58.0%			ICU Level of Service			B					
Analysis Period (min)	15											

University CPA
23b: Gilman Drive at La Jolla Village EB

Existing
Timing Plan: Evening Peak



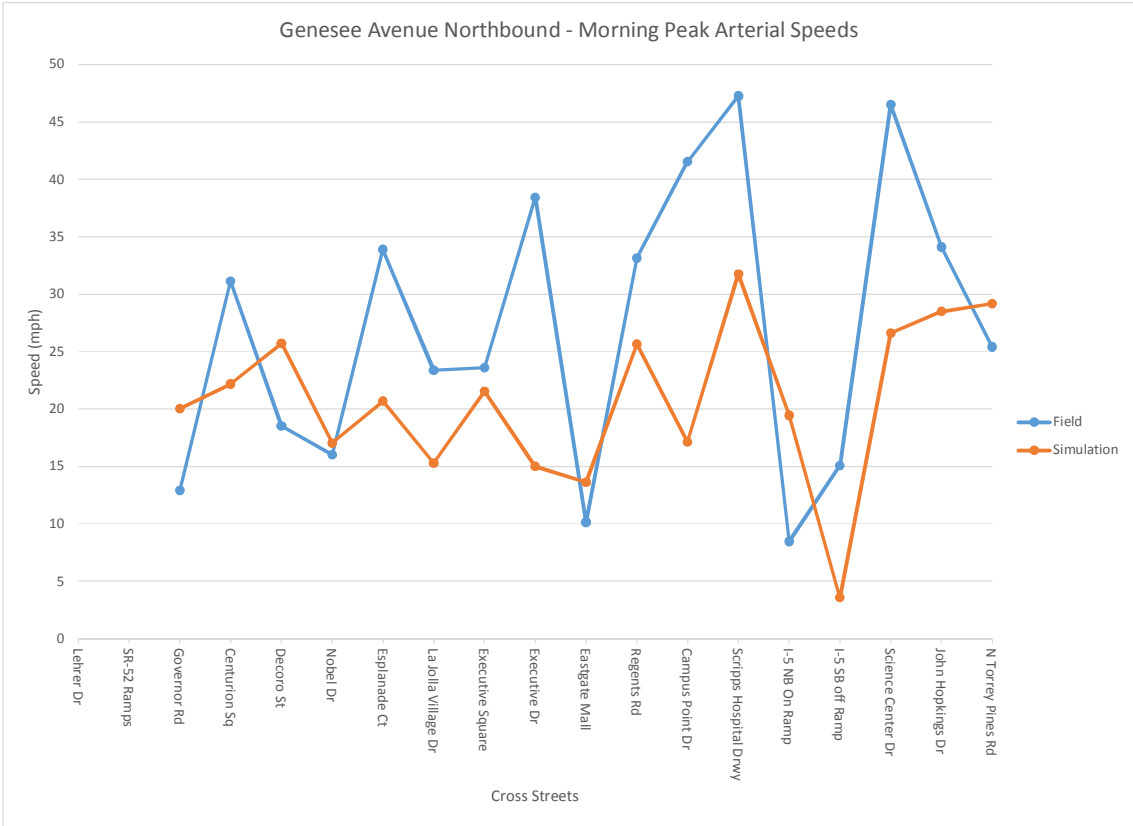
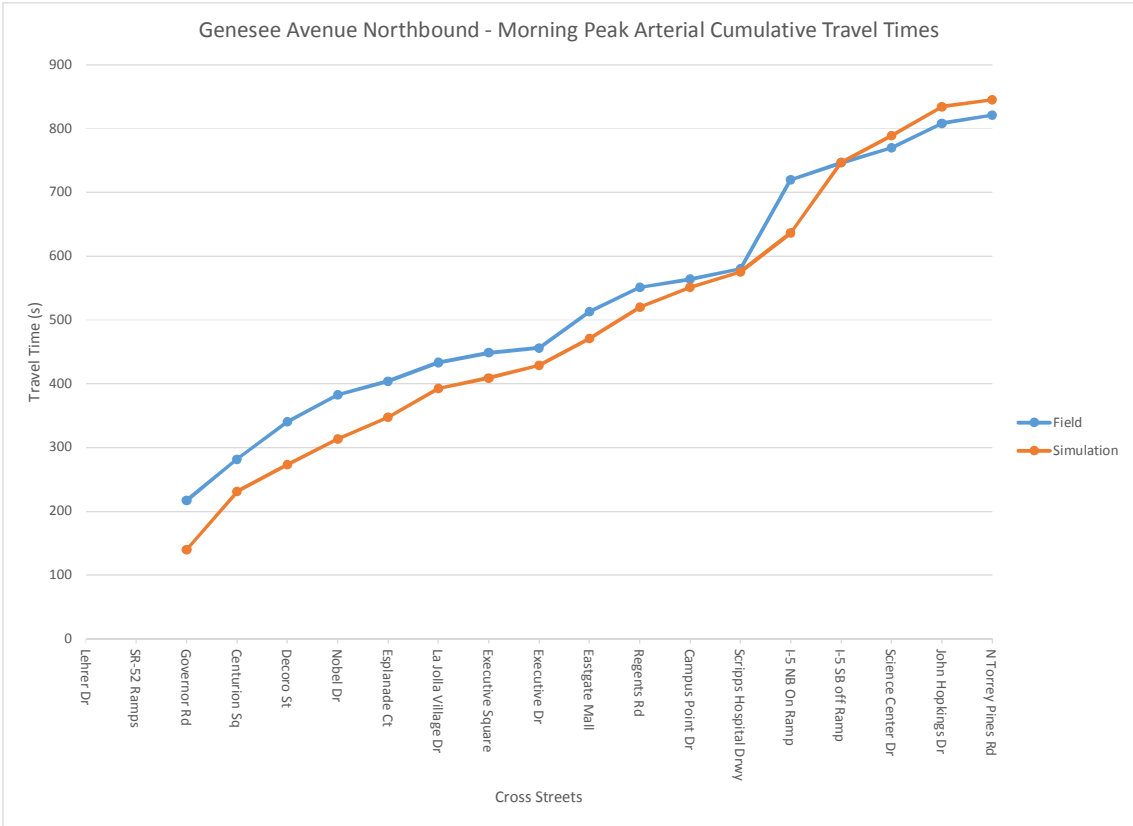
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔				
Traffic Volume (veh/h)	14	4	698	0	0	0	0	350	50	222	748	0
Future Volume (Veh/h)	14	4	698	0	0	0	0	350	50	222	748	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.25	0.25	0.25	0.83	0.83	0.83	0.96	0.96	0.96
Hourly flow rate (vph)	14	4	720	0	0	0	0	422	60	231	779	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)	13											
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												483
pX, platoon unblocked	0.82	0.82	0.82	0.82	0.82		0.82					
vC, conflicting volume	1452	1723	390	1636	1663	211	779				482	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1101	1434	0	1326	1360	211	276				482	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	88	95	19	100	100	100	100				79	
cM capacity (veh/h)	113	85	884	14	94	794	1047				1077	
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3					
Volume Total	734	211	211	60	231	390	390					
Volume Left	14	0	0	0	231	0	0					
Volume Right	720	0	0	60	0	0	0					
cSH	901	1700	1700	1700	1077	1700	1700					
Volume to Capacity	0.81	0.12	0.12	0.04	0.21	0.23	0.23					
Queue Length 95th (ft)	229	0	0	0	20	0	0					
Control Delay (s)	24.5	0.0	0.0	0.0	9.3	0.0	0.0					
Lane LOS	C				A							
Approach Delay (s)	Err	0.0			2.1							
Approach LOS	F											
Intersection Summary												
Average Delay	Err											
Intersection Capacity Utilization	Err%			ICU Level of Service			H					
Analysis Period (min)	15											

APPENDIX E

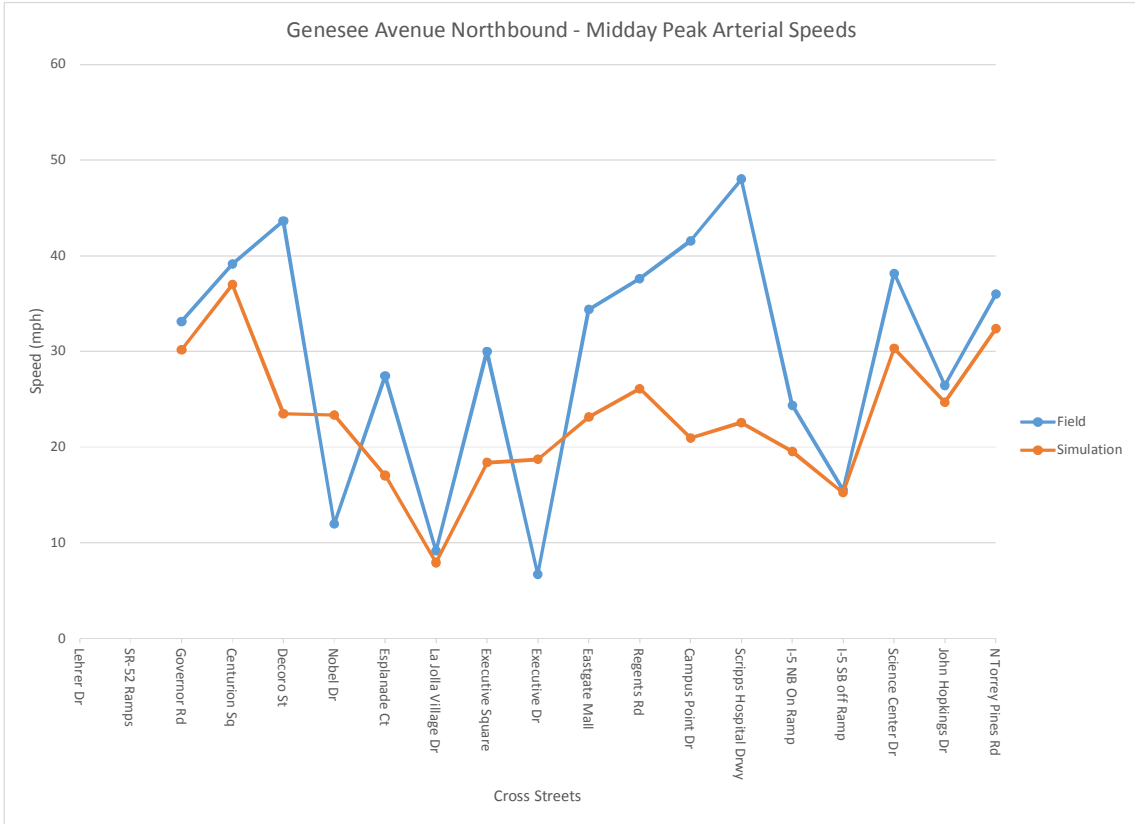
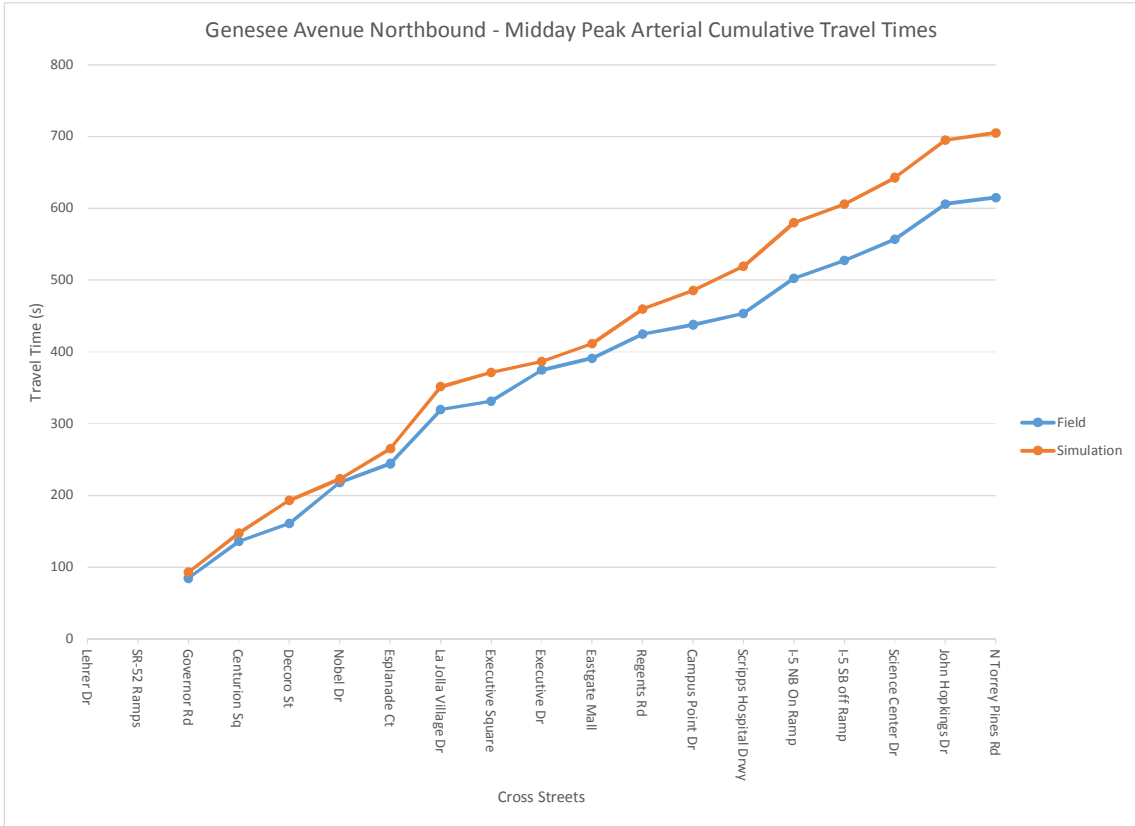
TRAVEL TIME DATA

Genesee Avenue

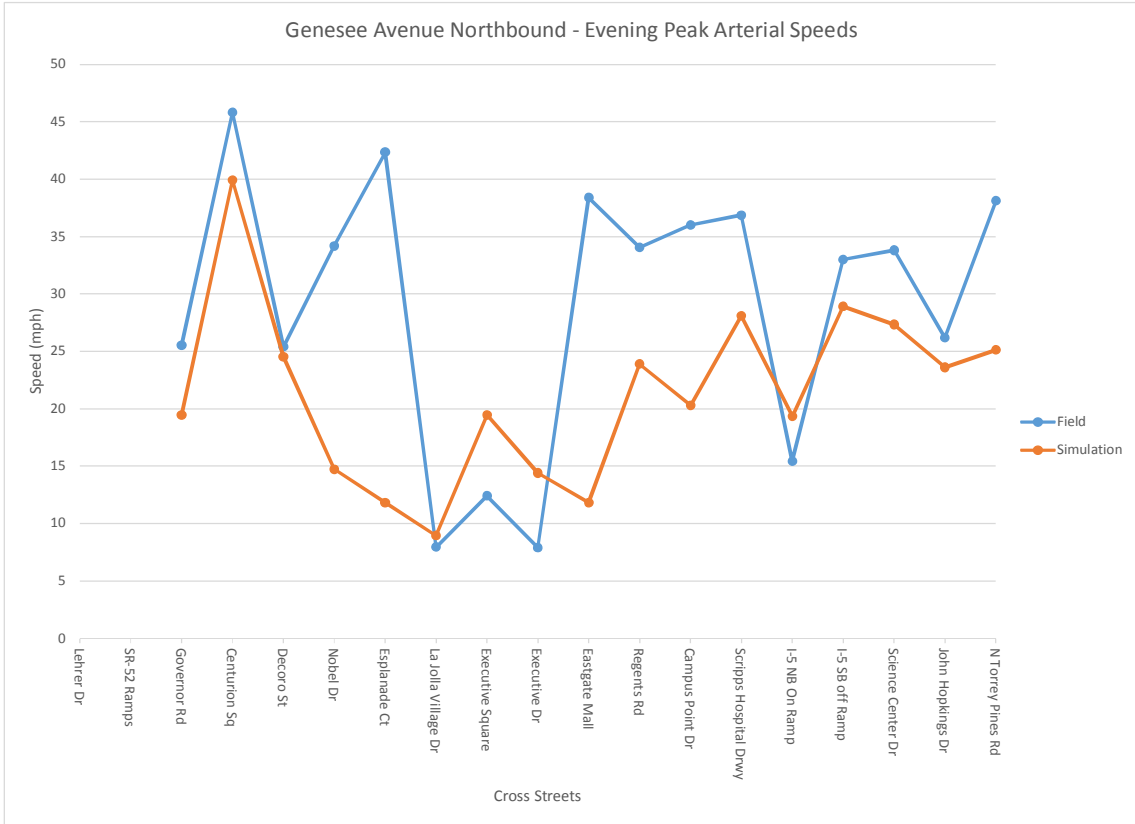
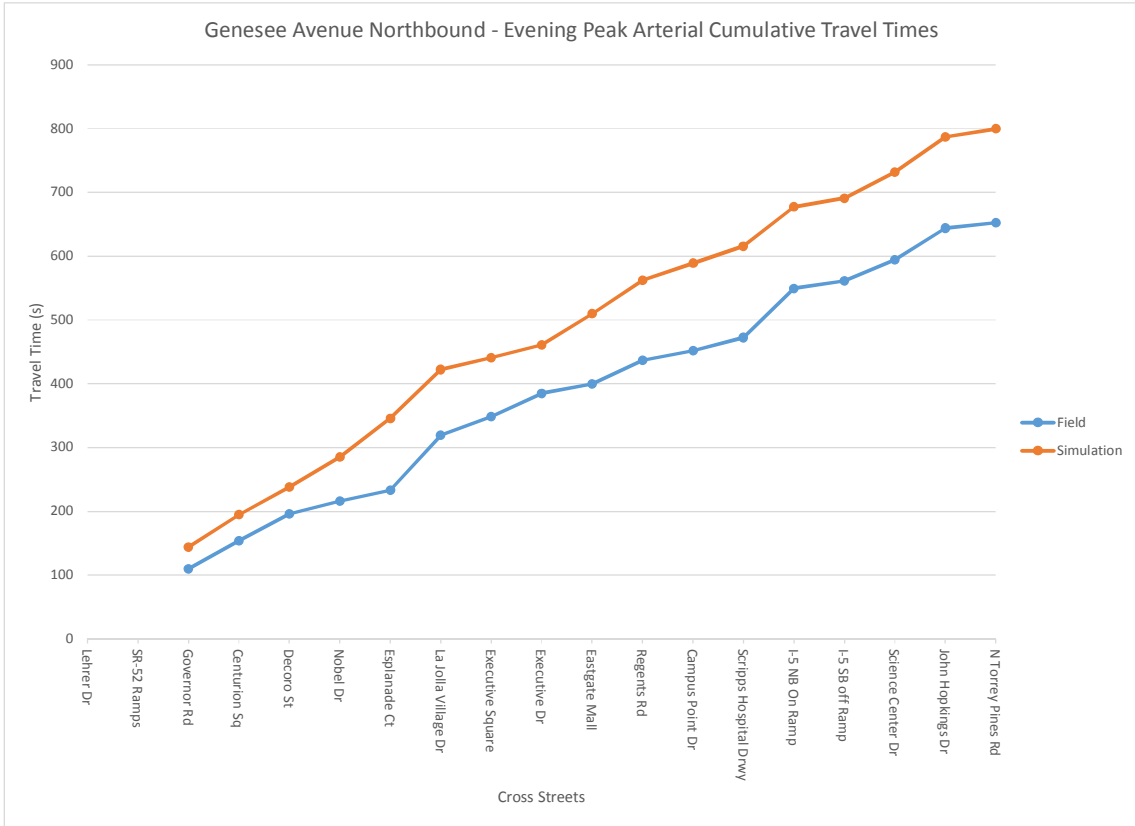
Genesee Avenue Travel Time: Northbound, AM Peak



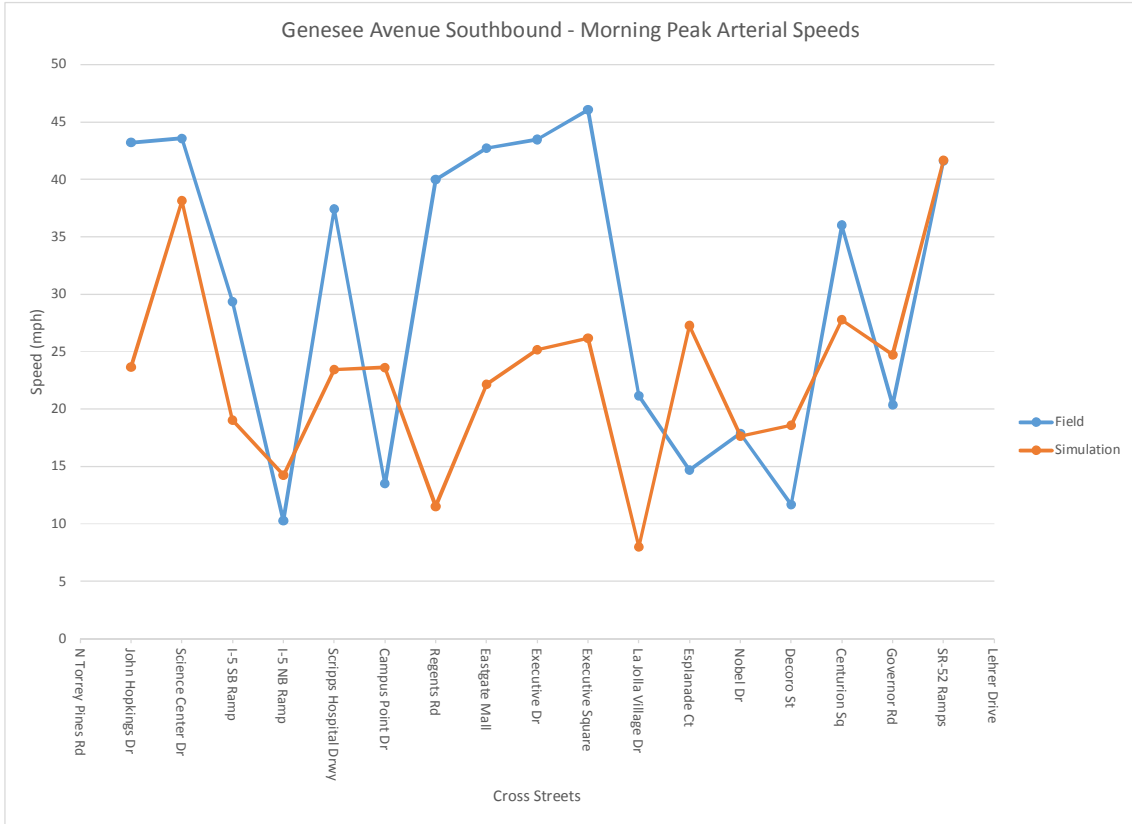
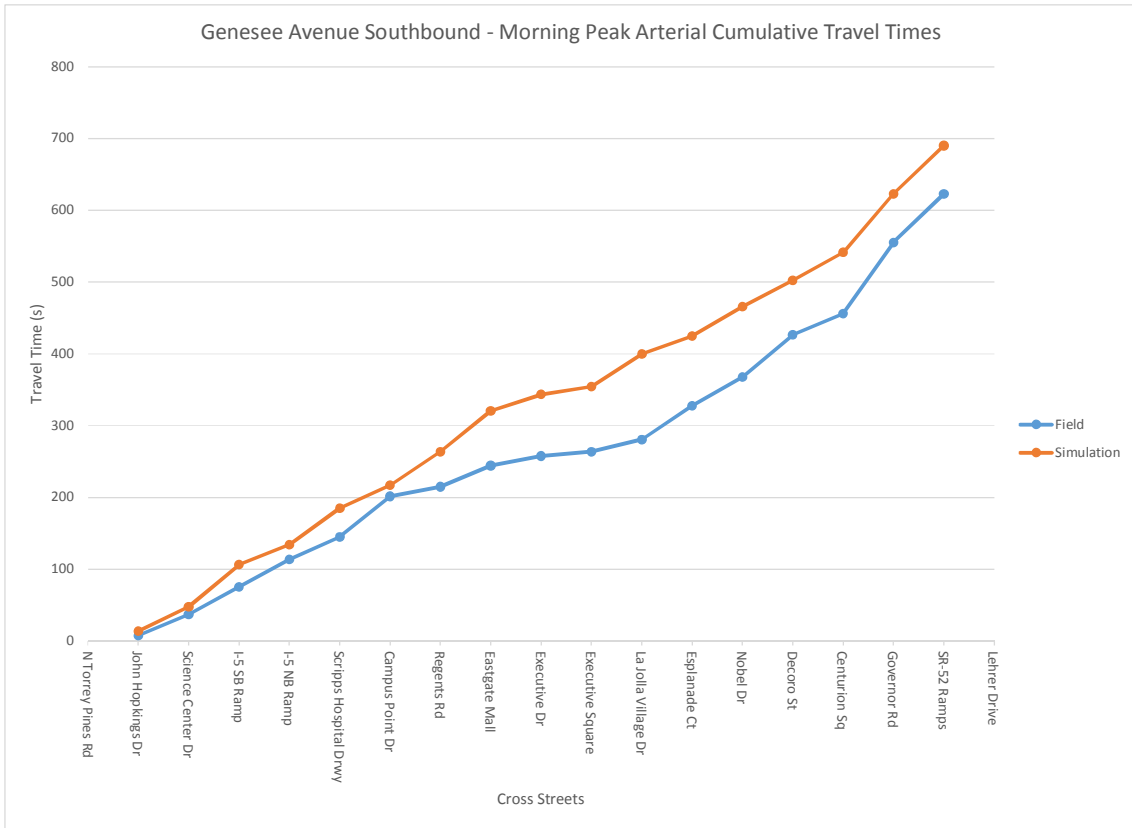
Genesee Avenue Travel Time: Northbound, Mid-day Peak



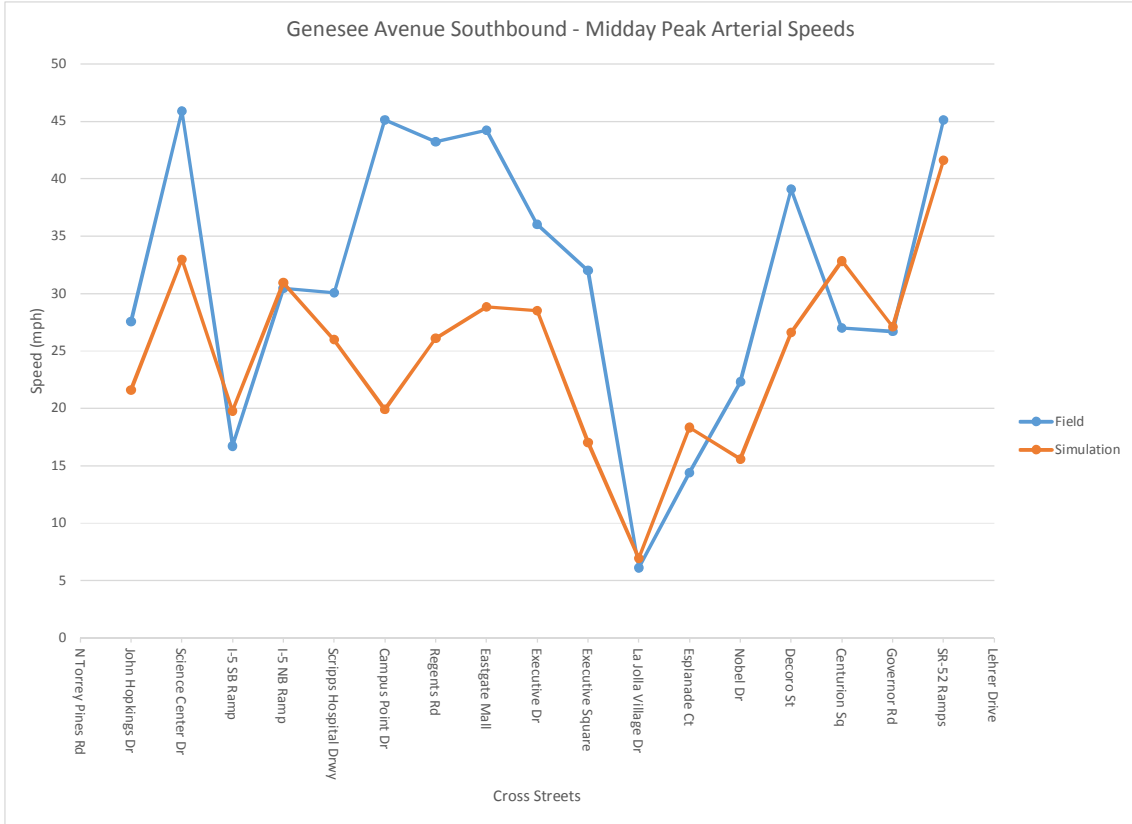
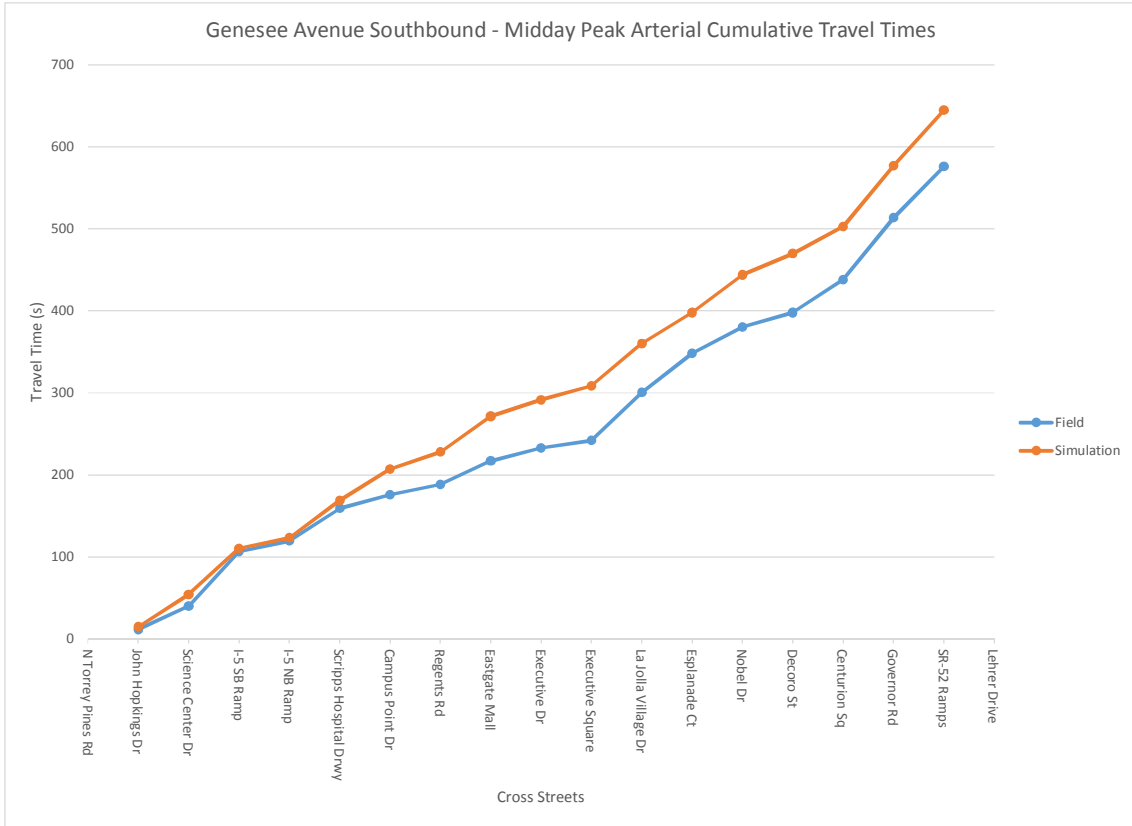
Genesee Avenue Travel Time: Northbound, PM Peak



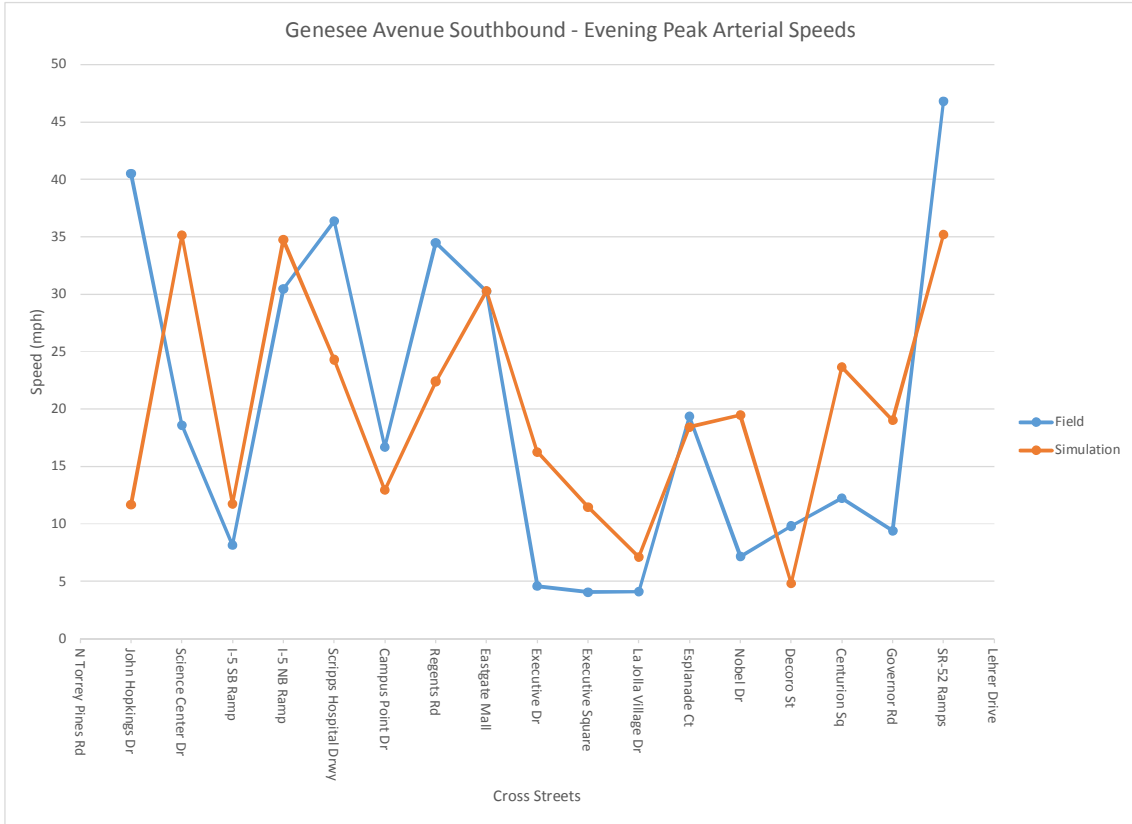
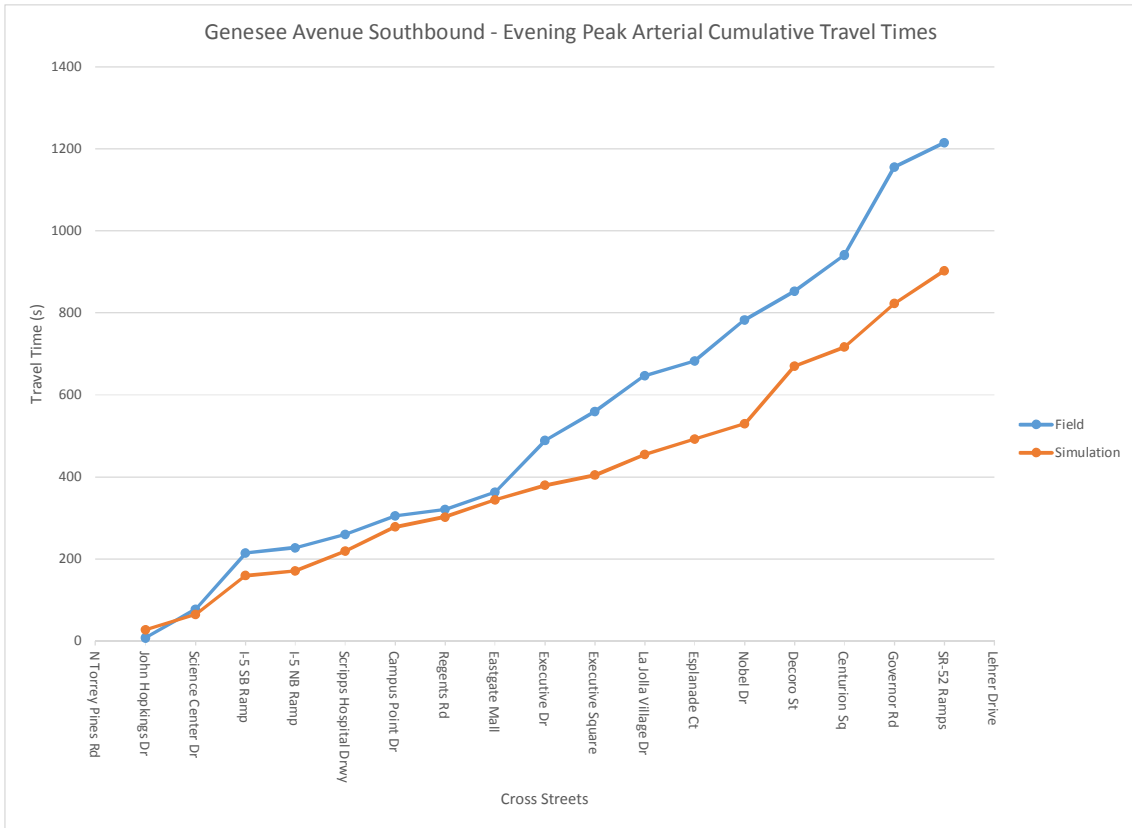
Genesee Avenue Travel Time: Southbound, AM Peak



Genesee Avenue Travel Time: Southbound, Mid-day Peak

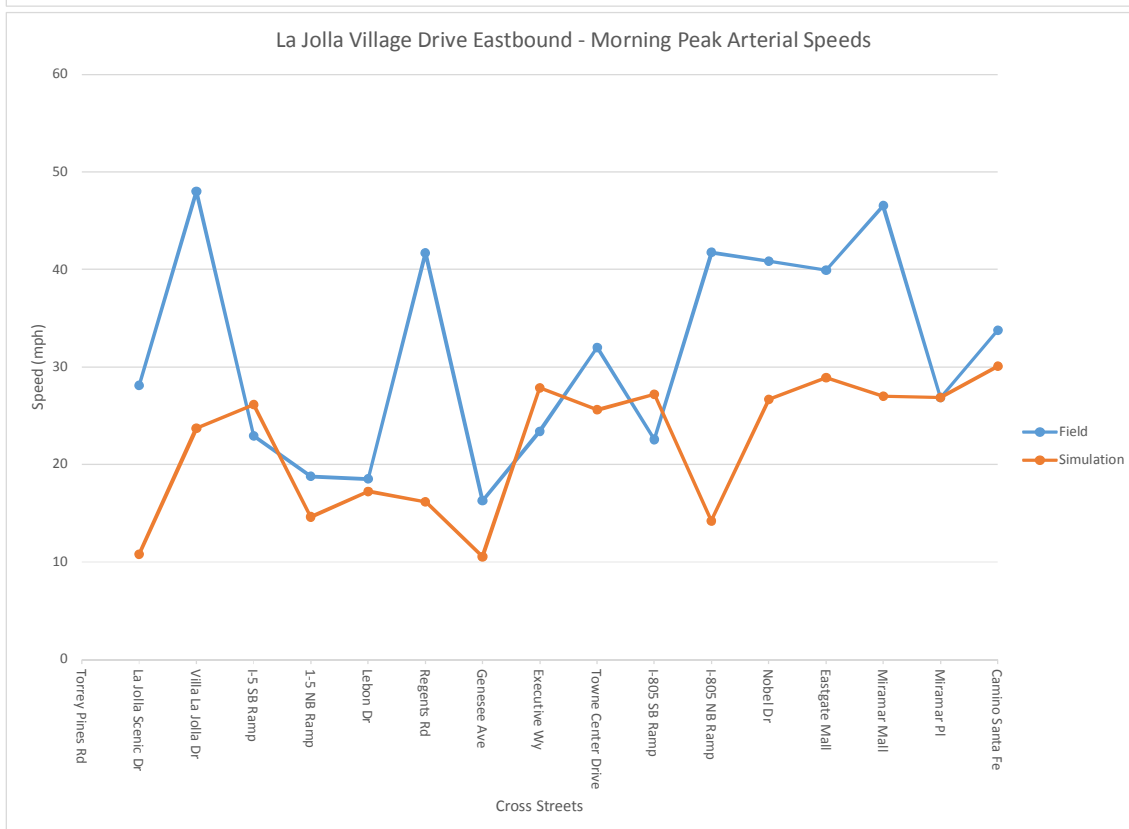
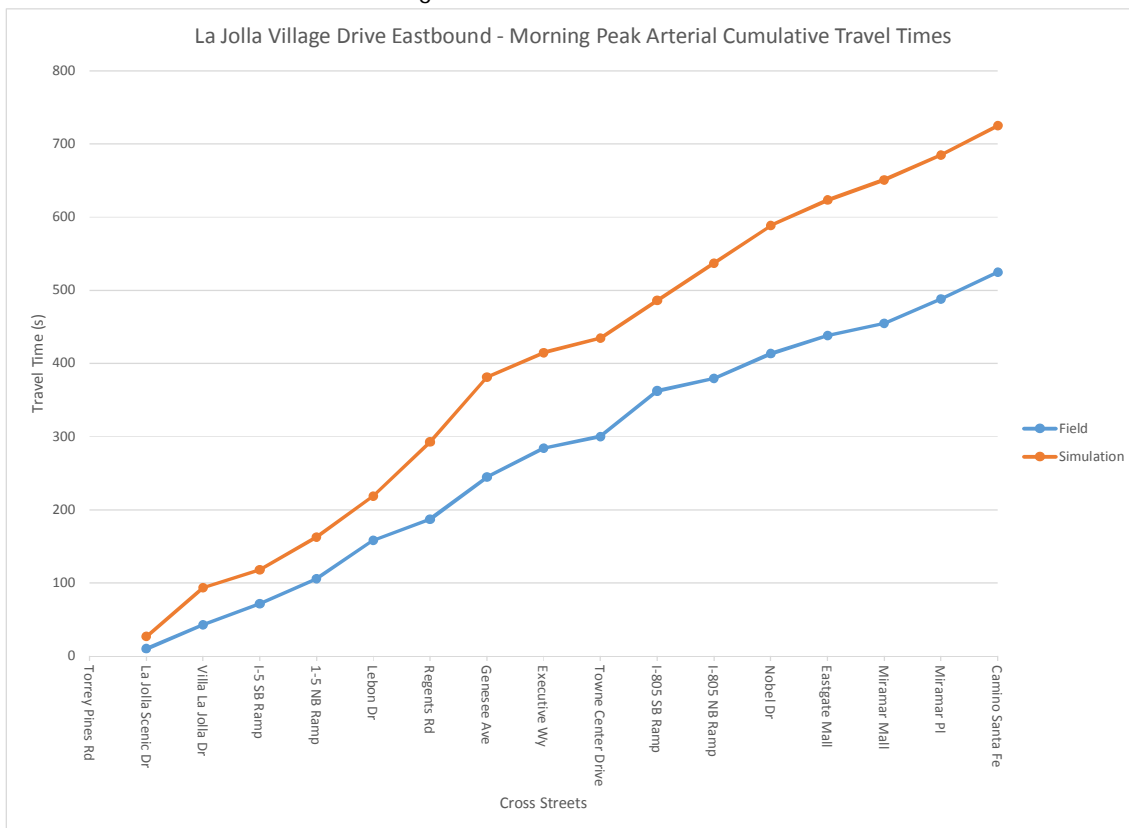


Genesee Avenue Travel Time: Southbound, PM Peak

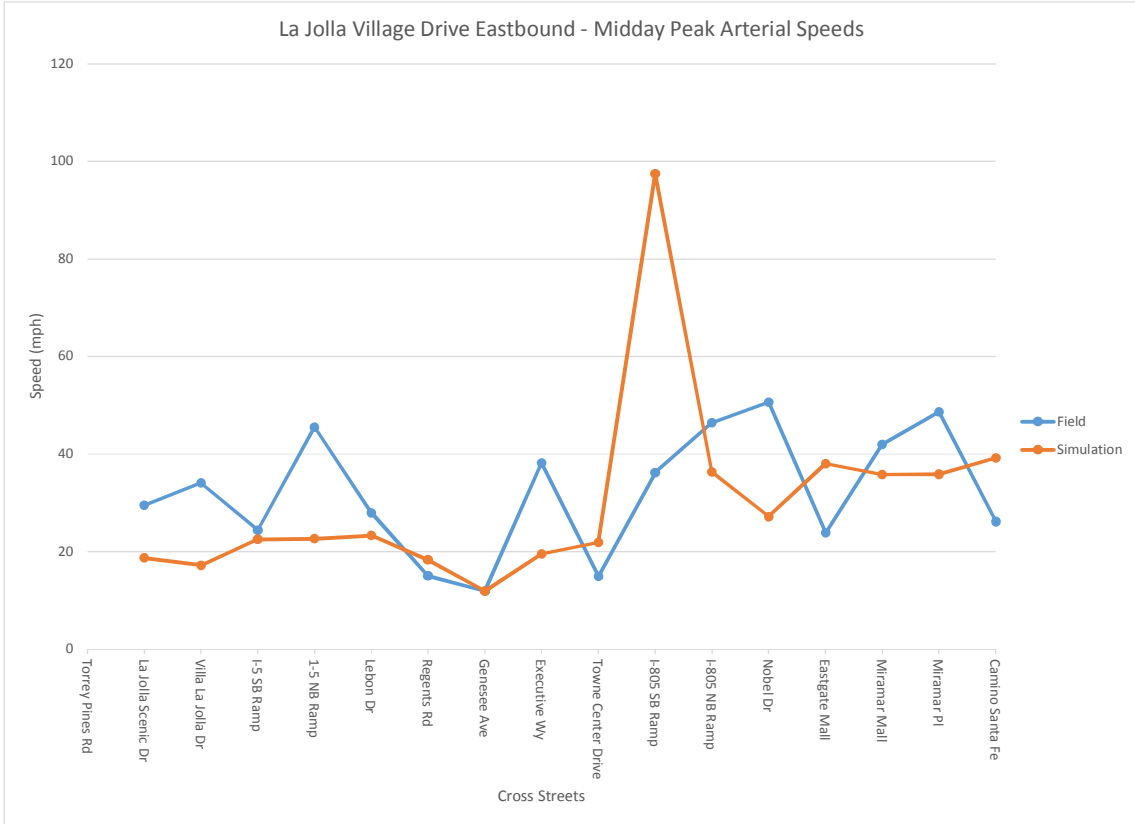
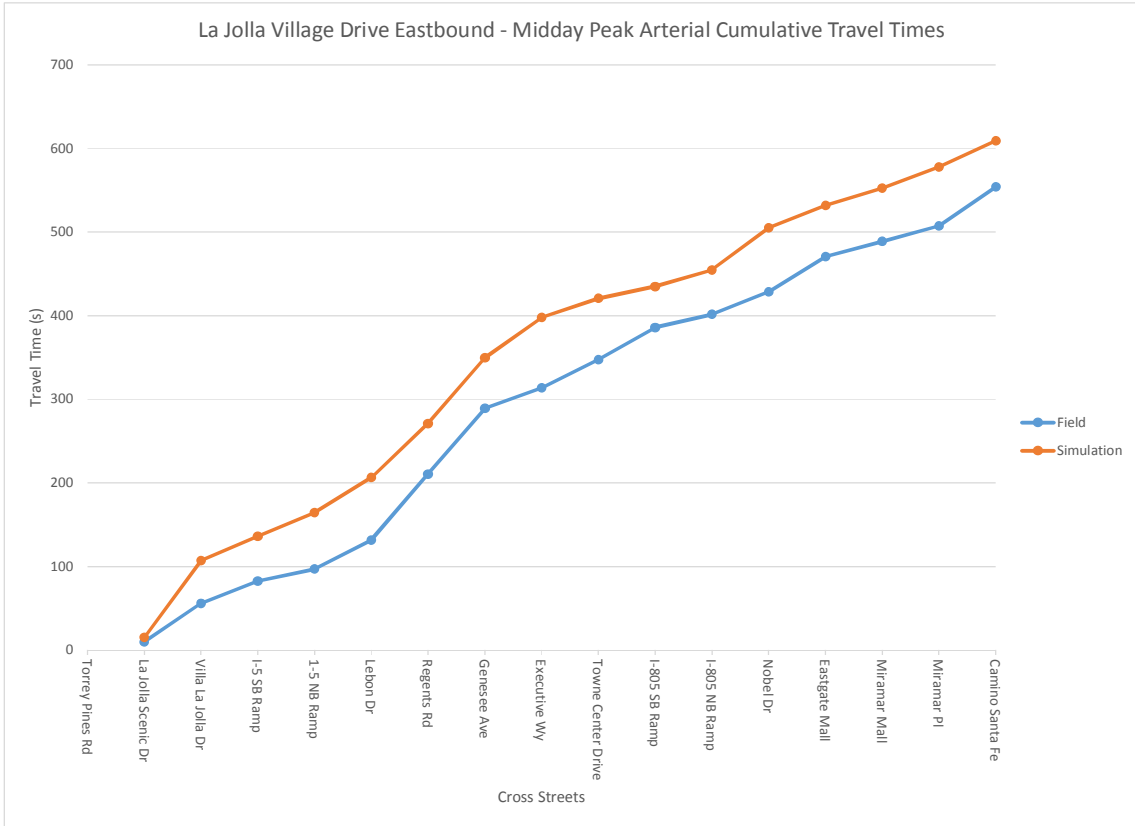


La Jolla Village Drive

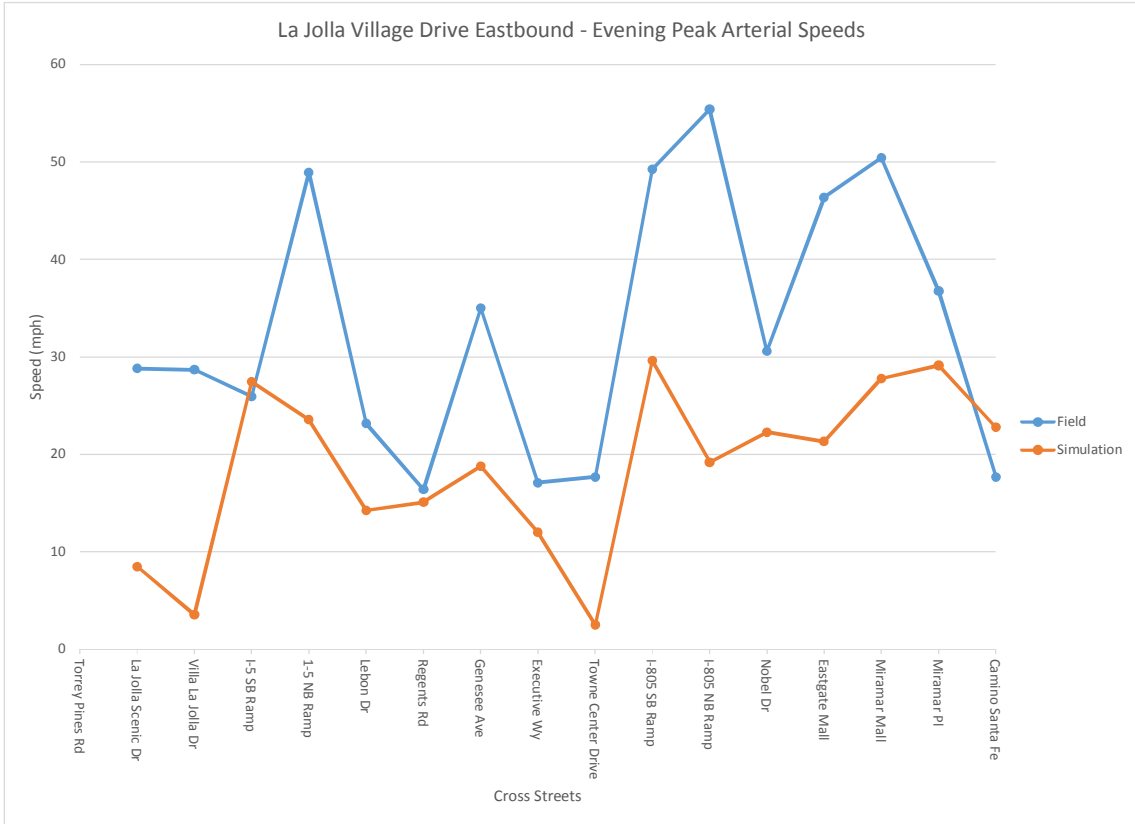
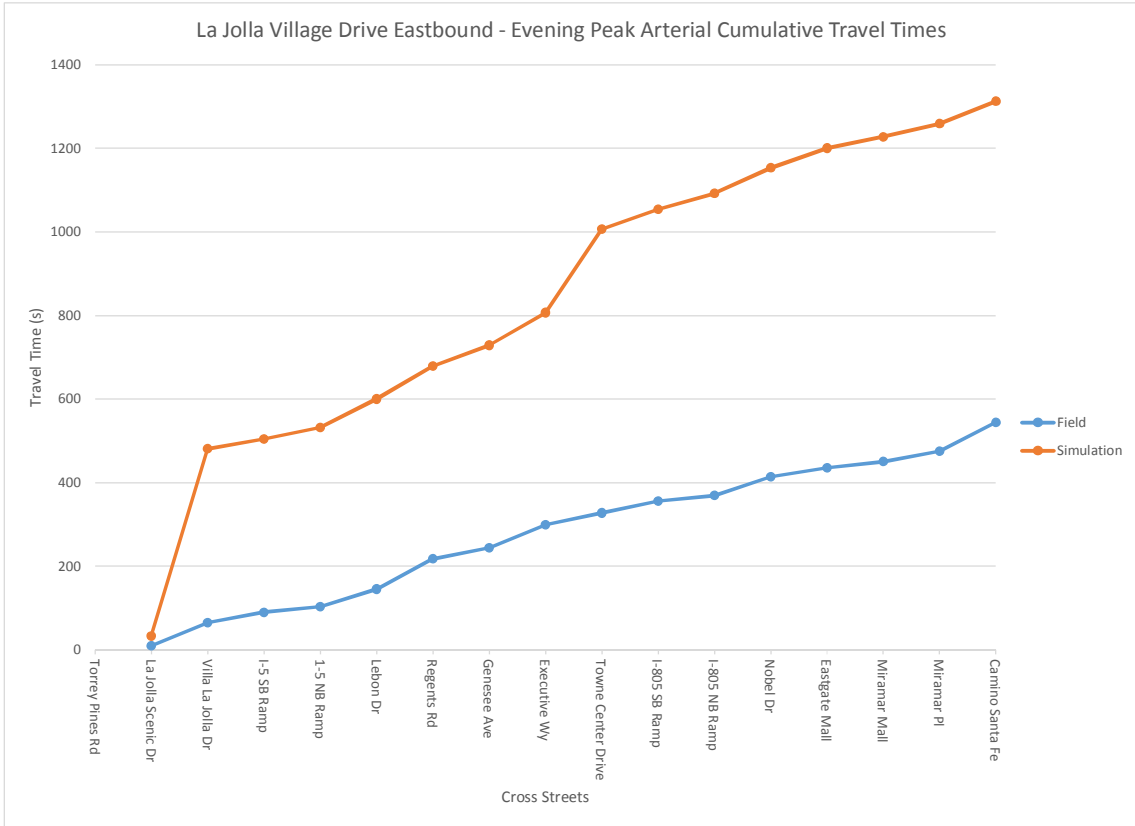
La Jolla Village Drive Travel Time: Eastbound, AM Peak



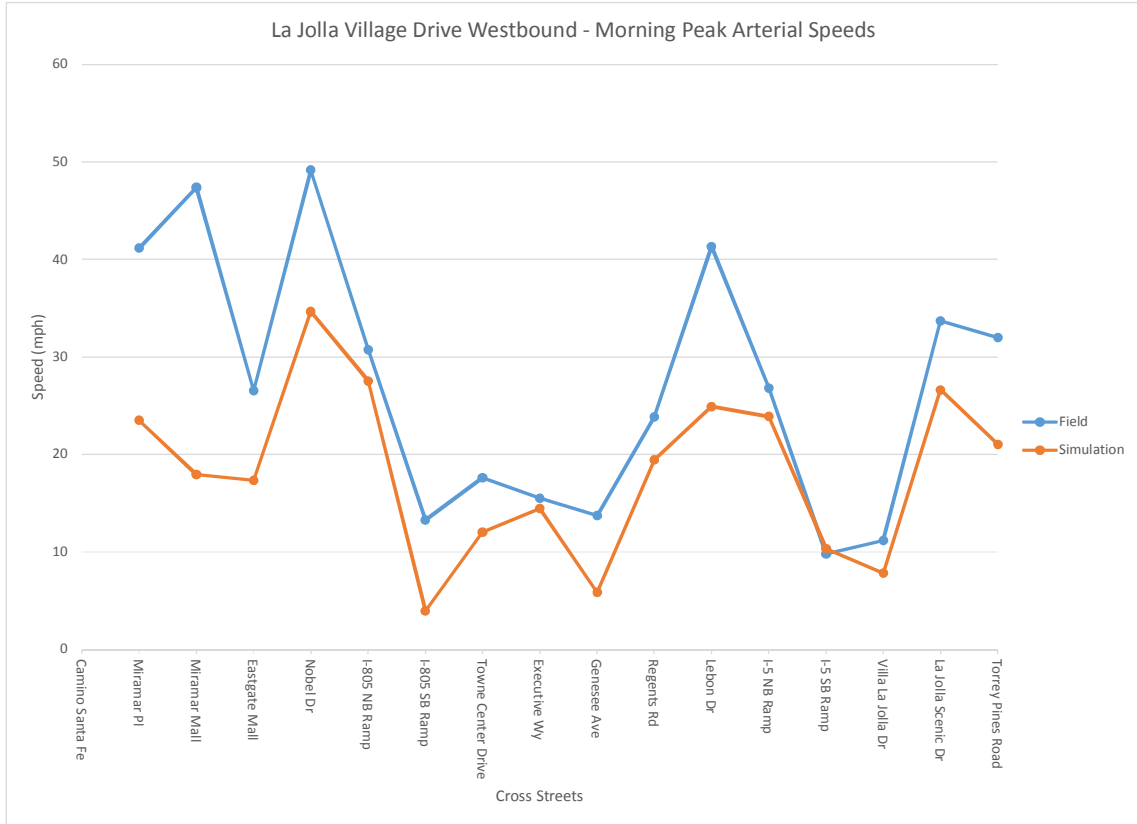
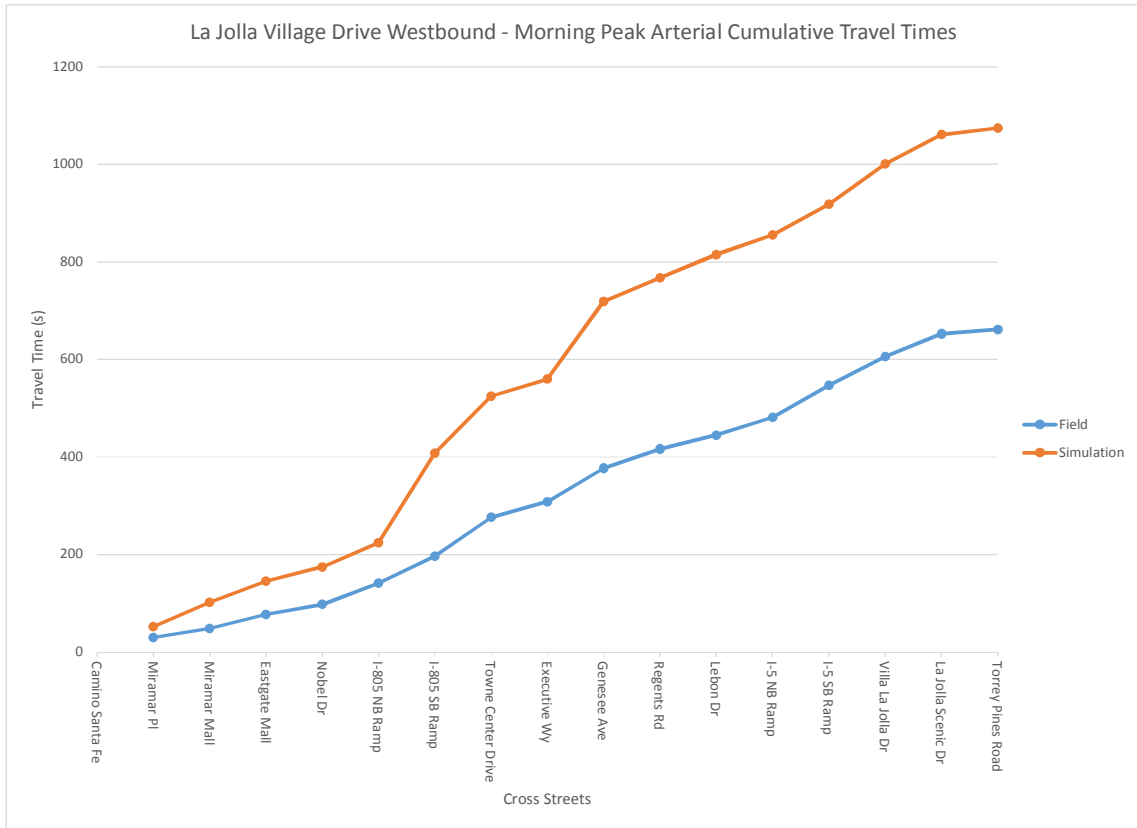
La Jolla Village Drive Travel Time: Eastbound, Mid-day Peak



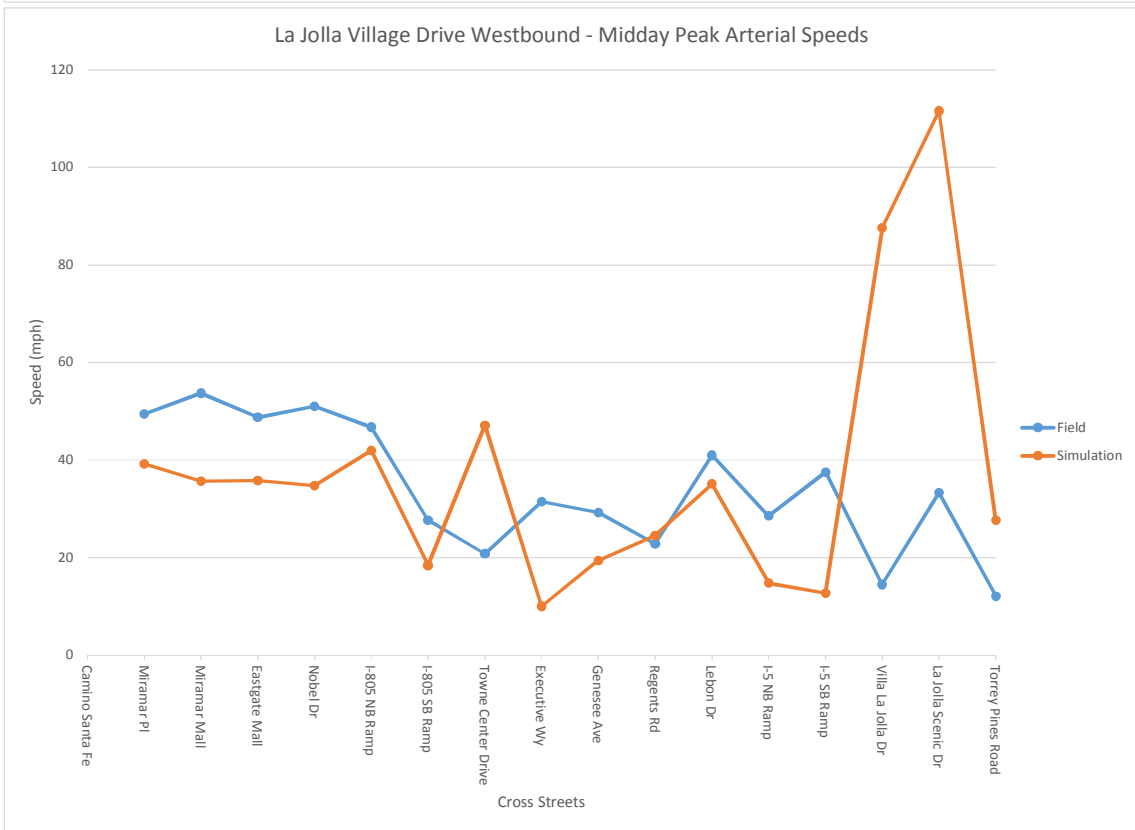
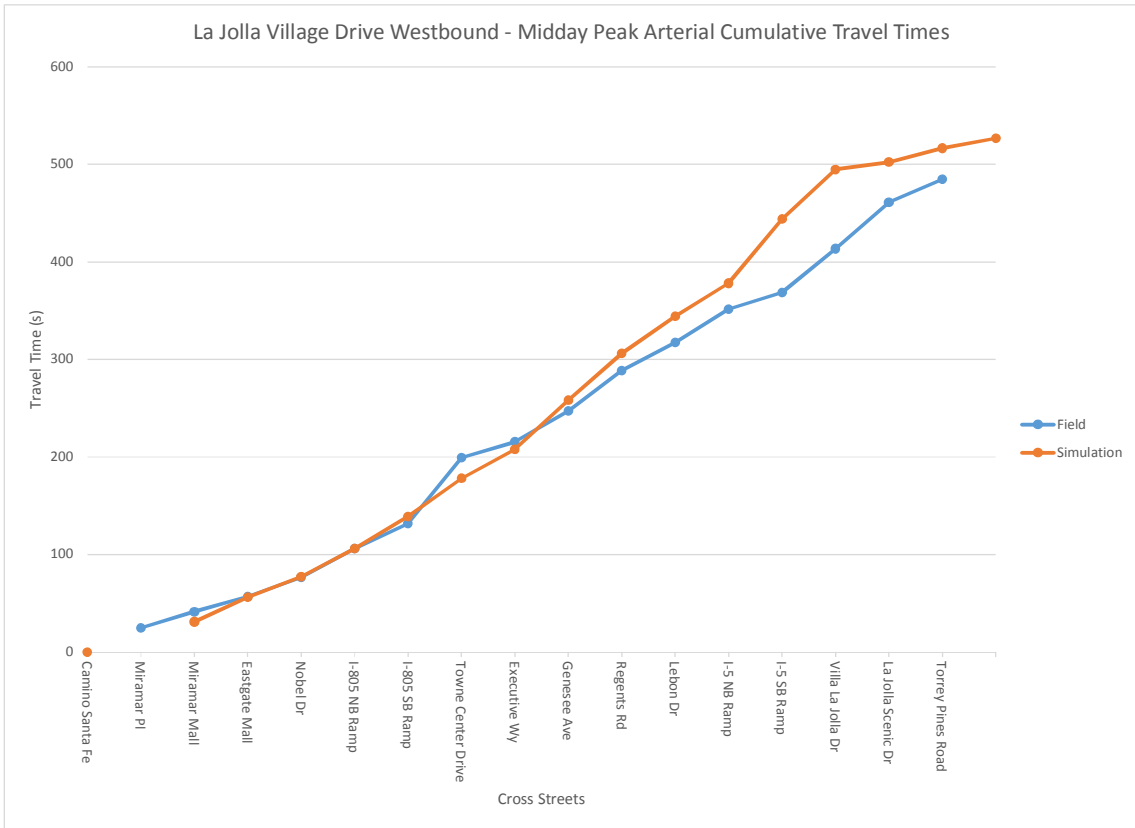
La Jolla Village Drive Travel Time: Eastbound, PM Peak



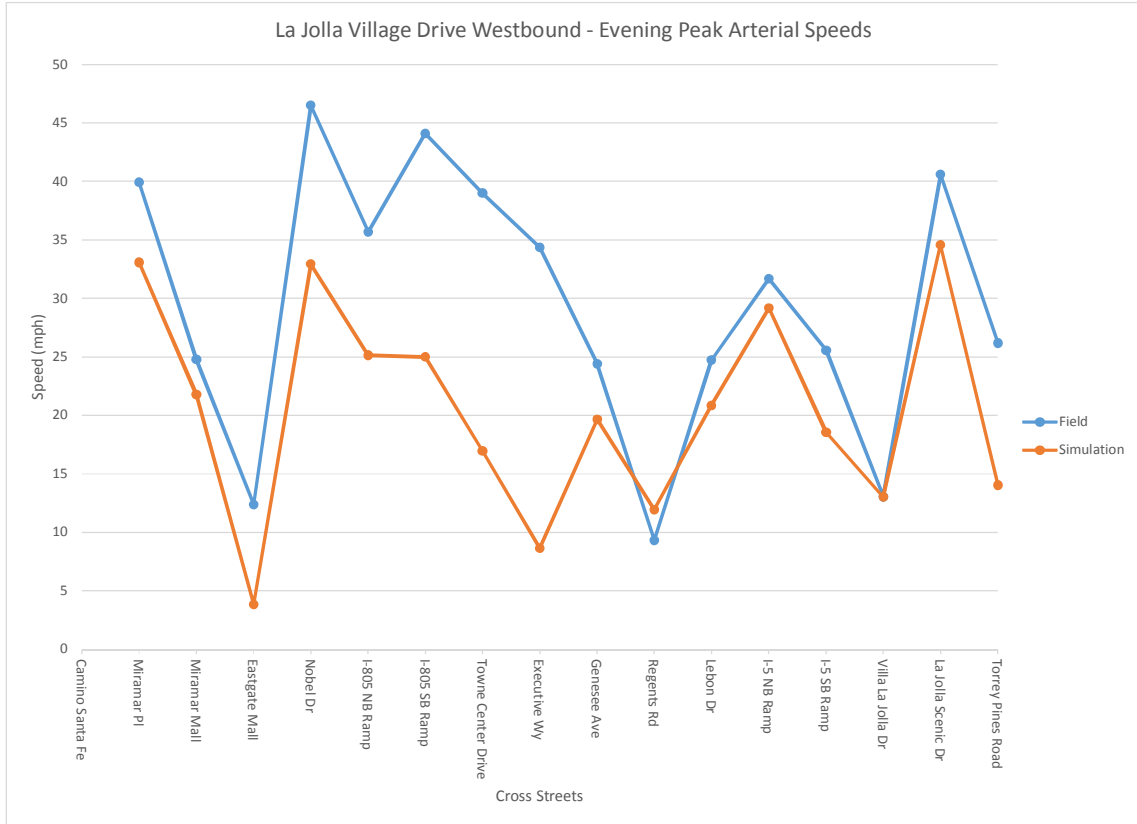
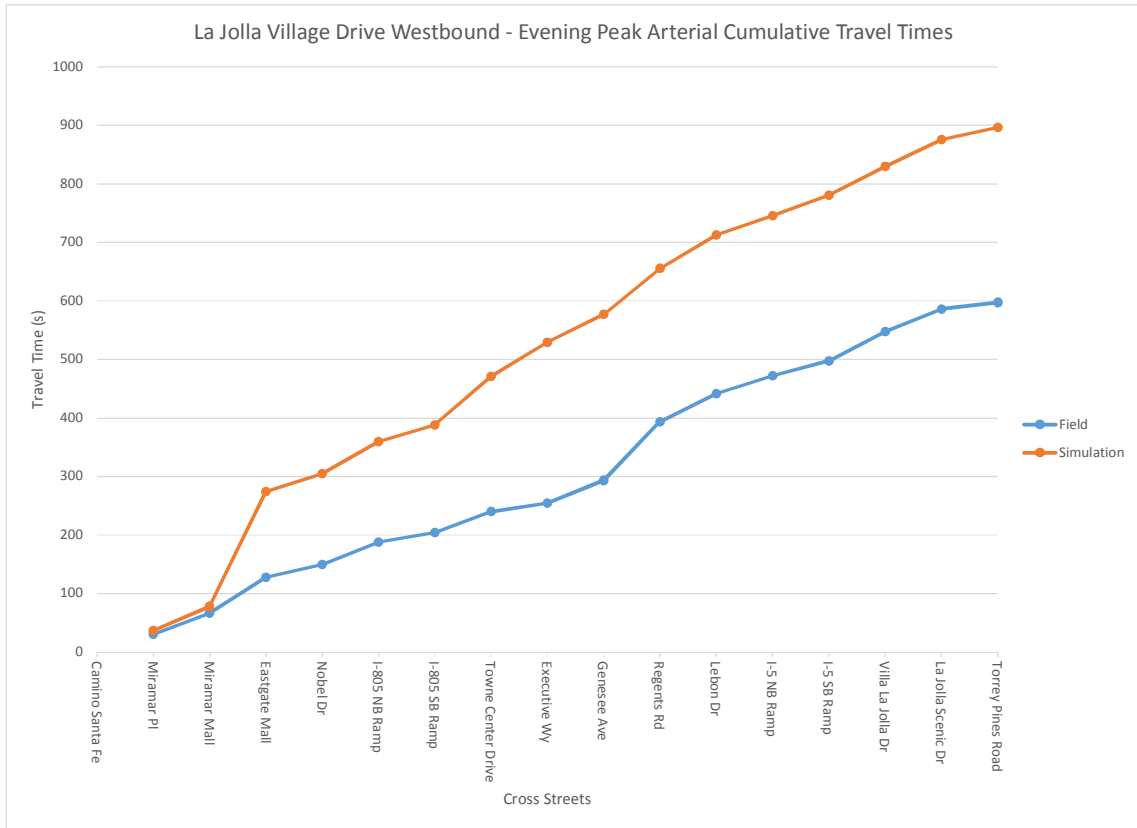
La Jolla Village Drive Travel Time: Westbound, AM Peak



La Jolla Village Drive Travel Time: Westbound, Mid-day Peak

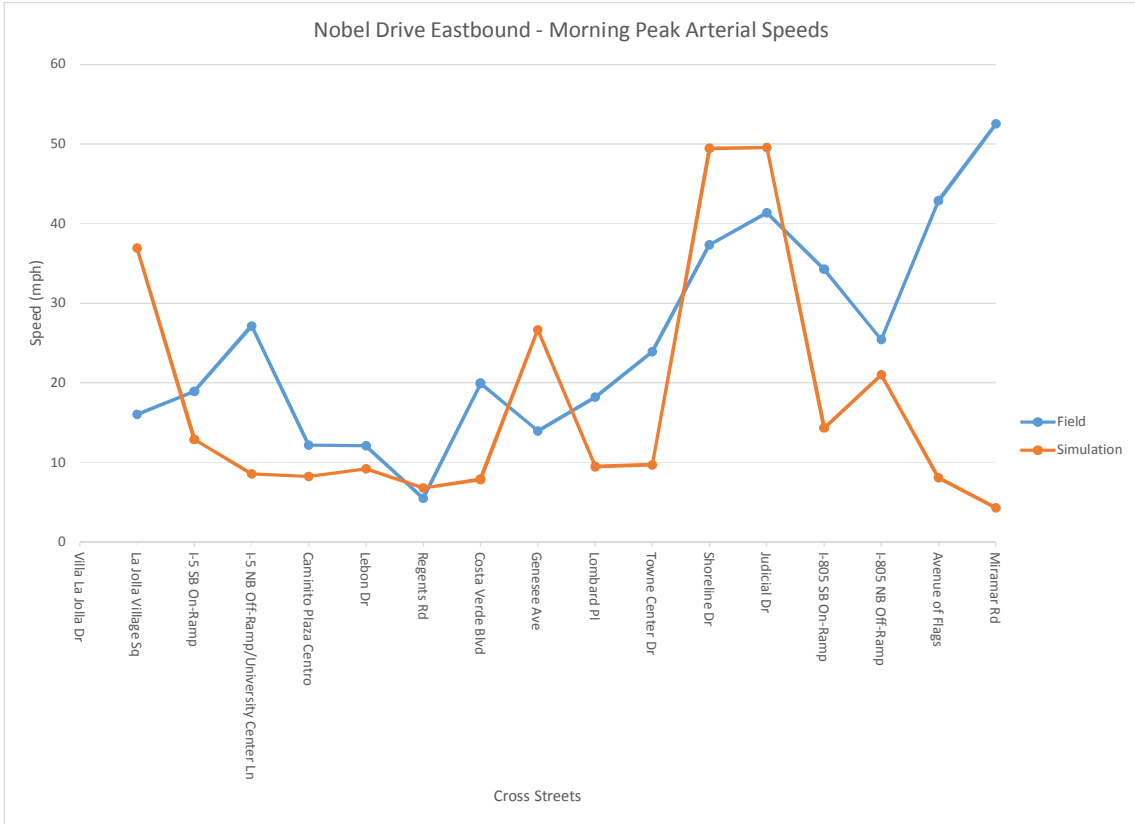
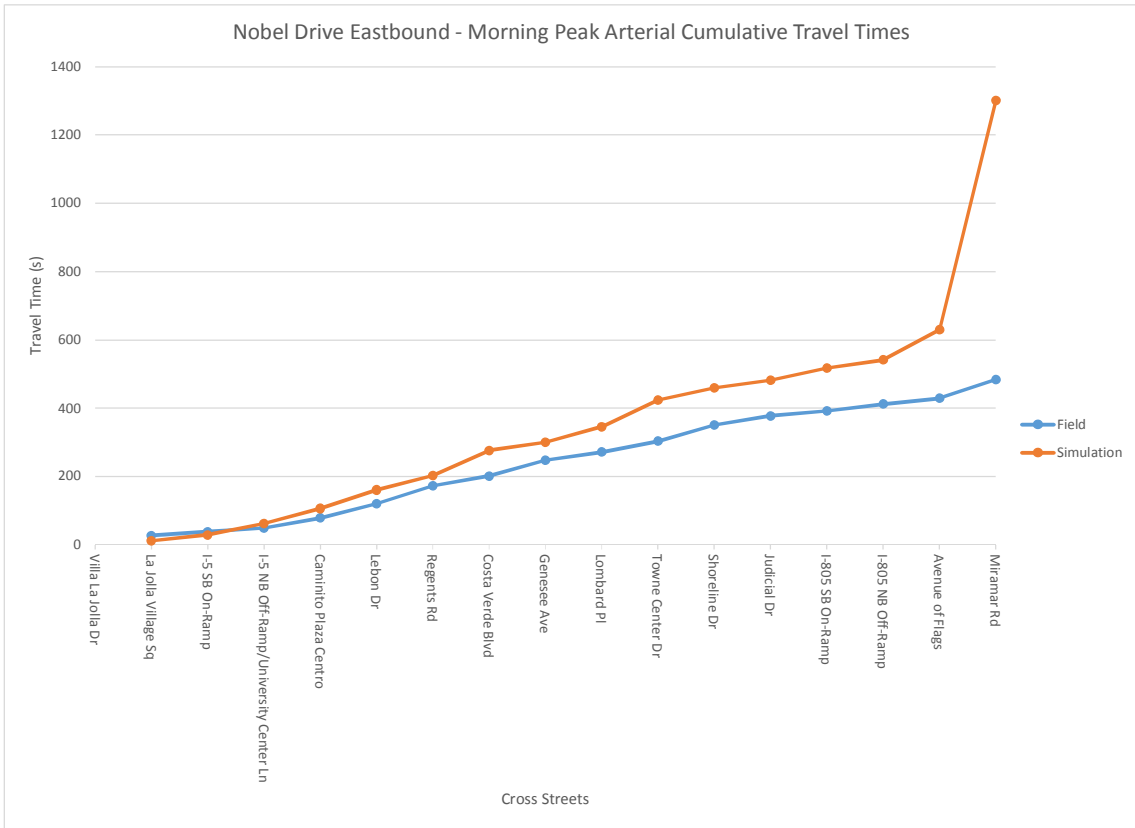


La Jolla Village Drive Travel Time: Westbound, PM Peak

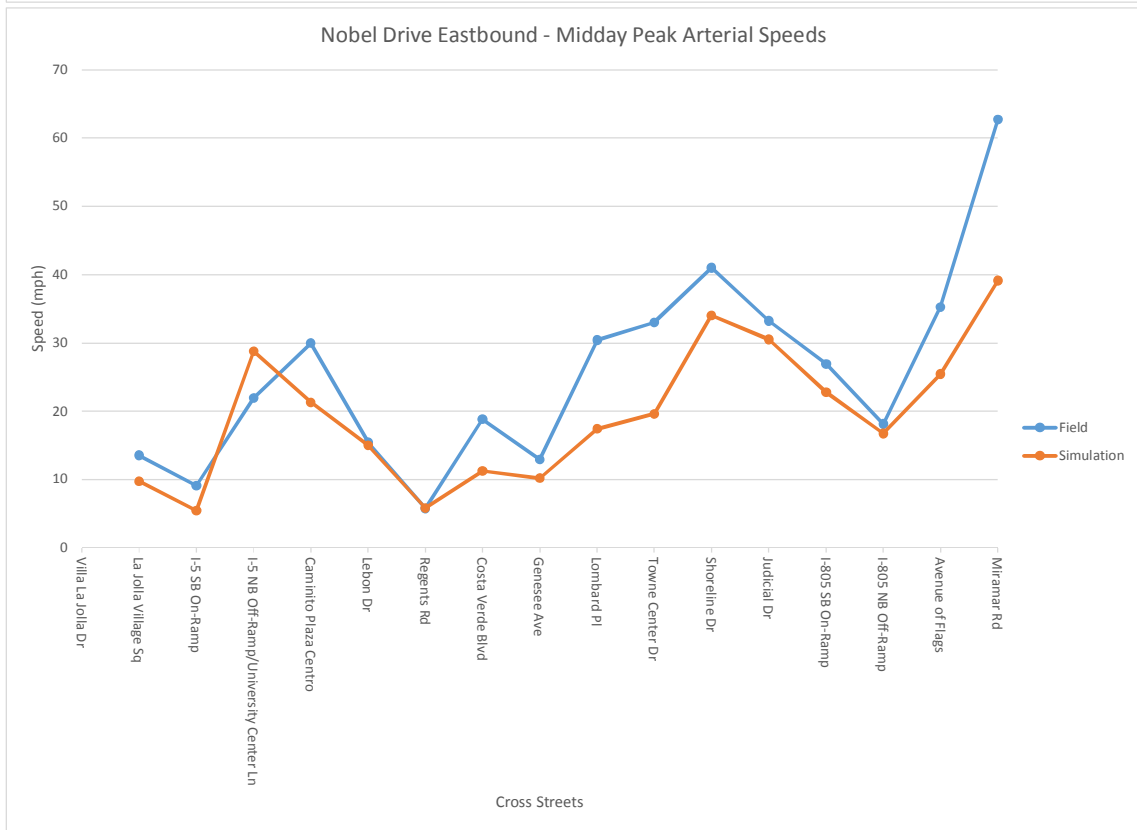
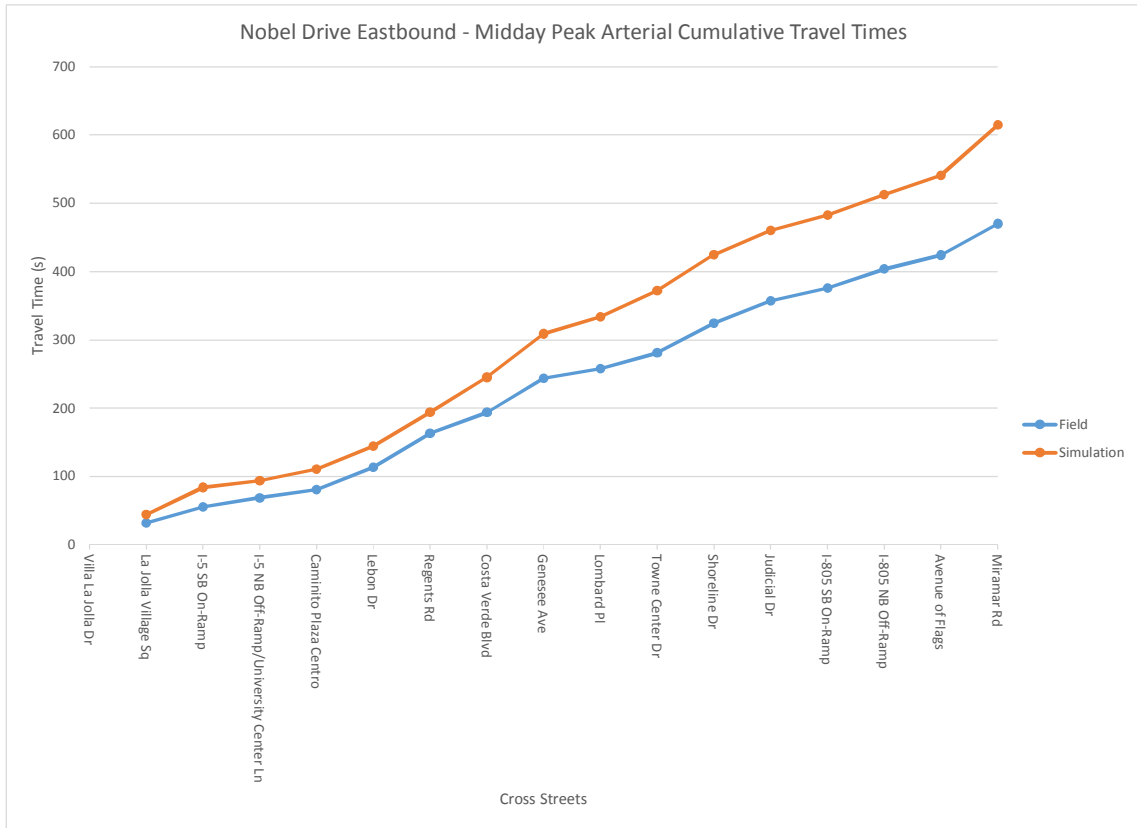


Nobel Drive

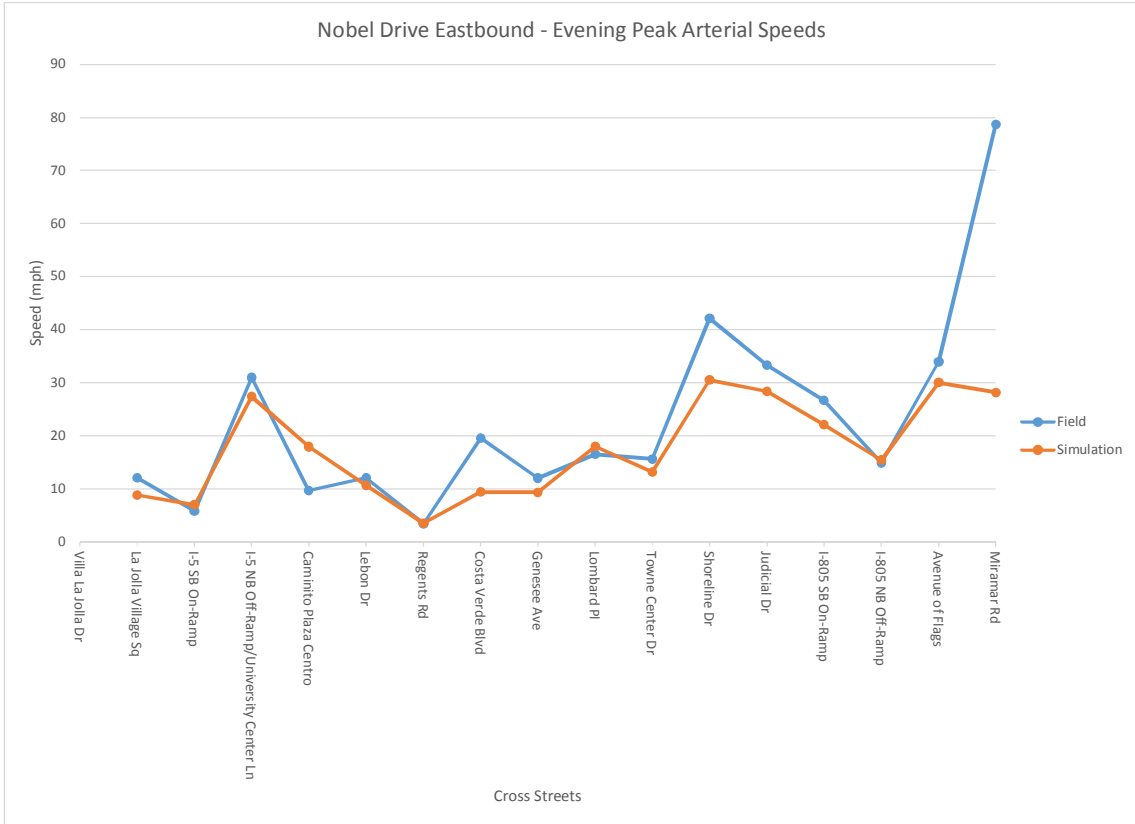
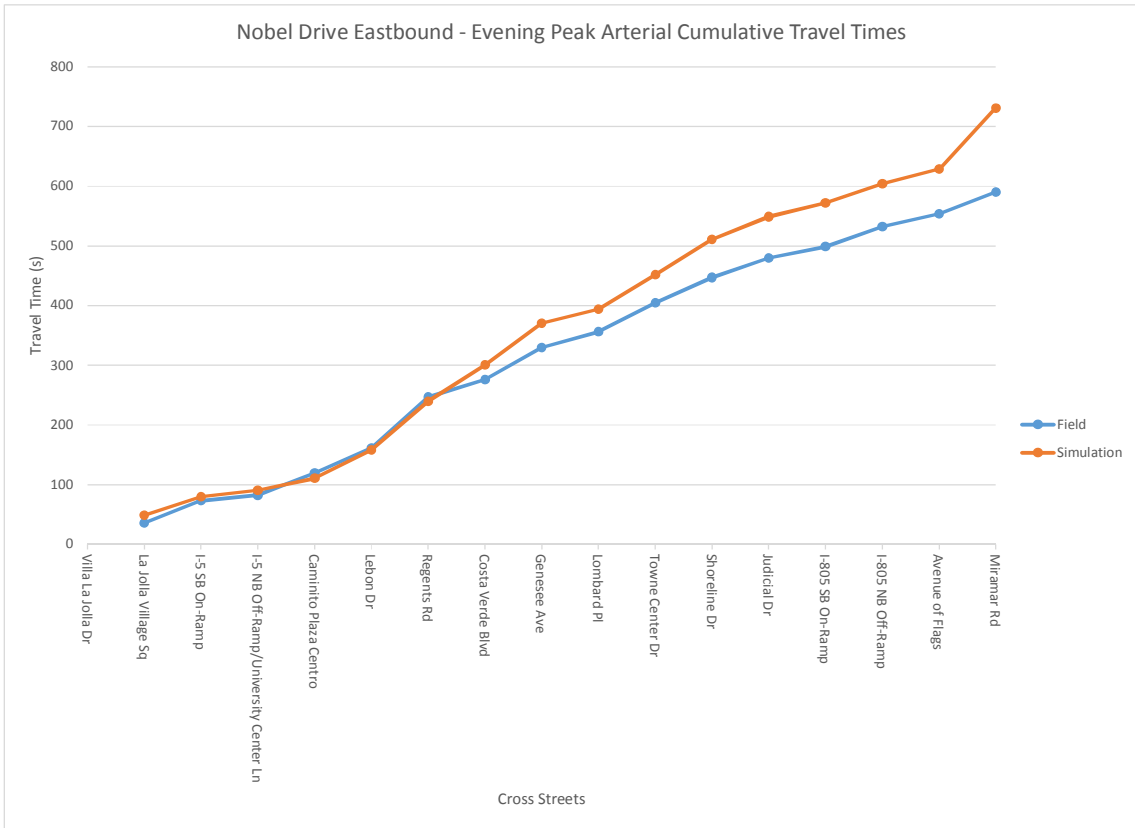
Nobel Drive Travel Time: Eastbound, AM Peak



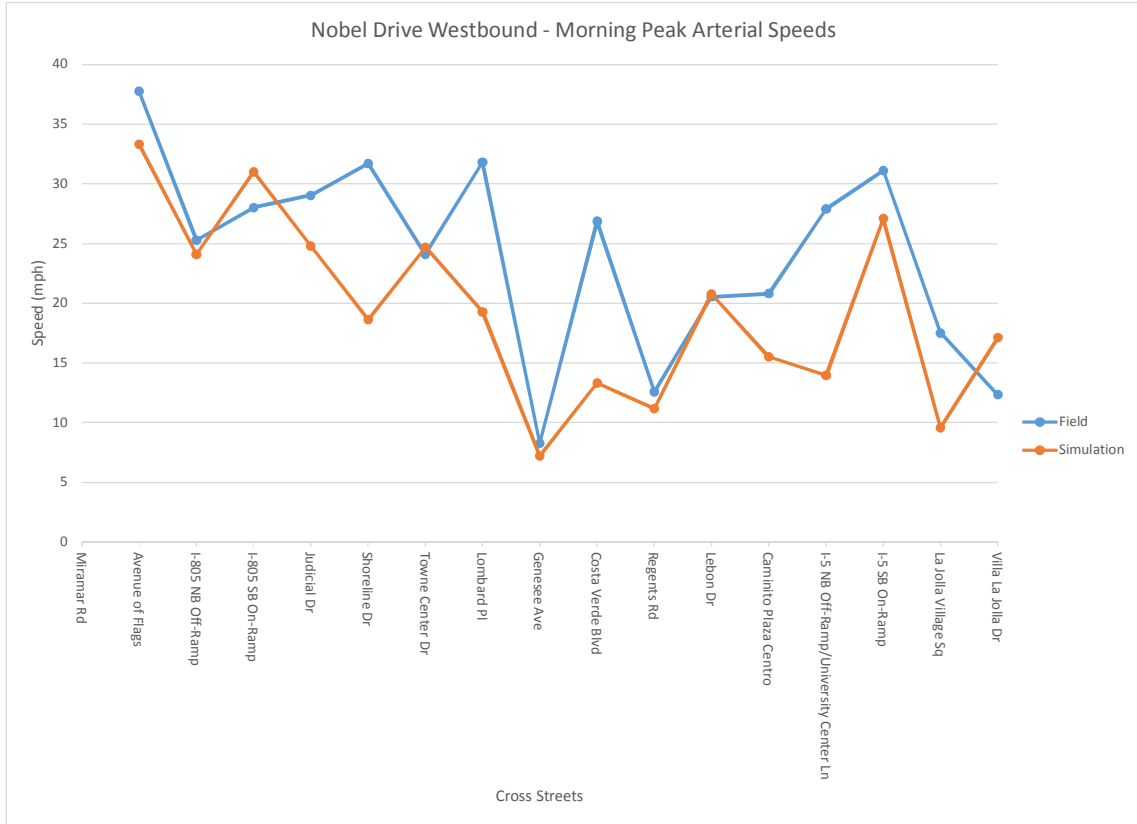
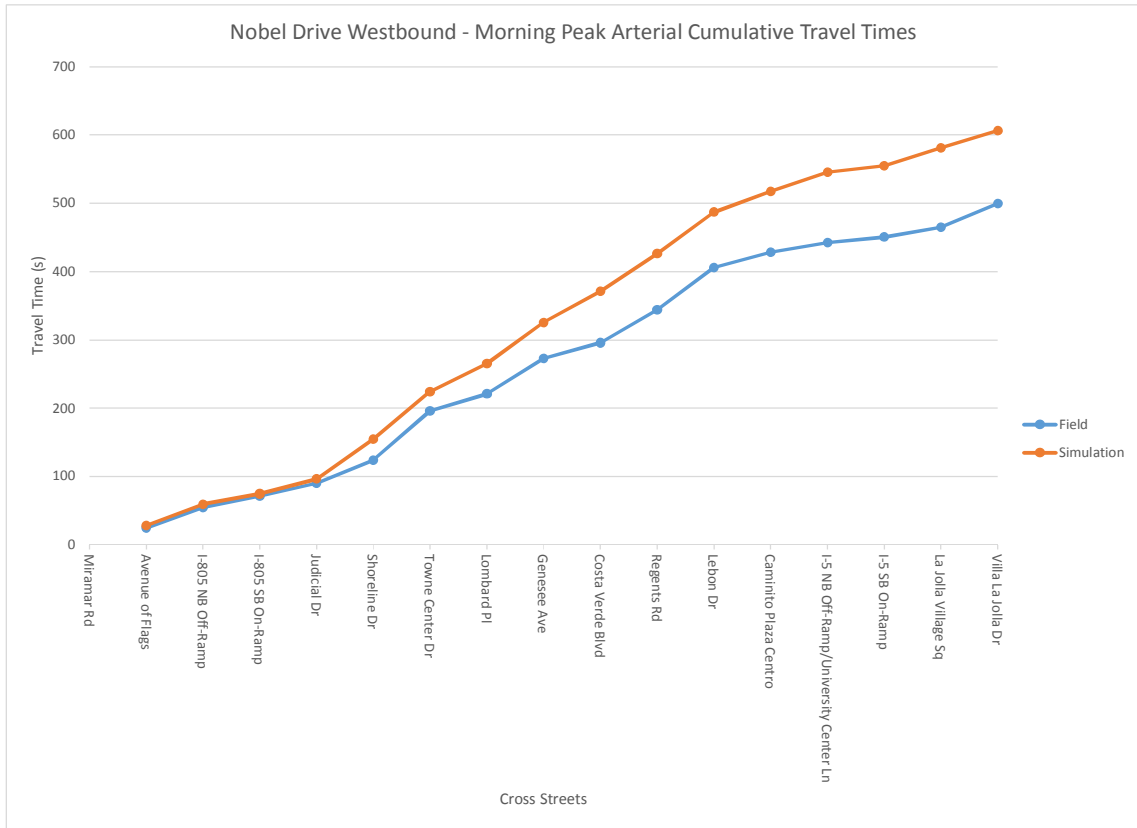
Nobel Drive Travel Time: Eastbound, Mid-day Peak



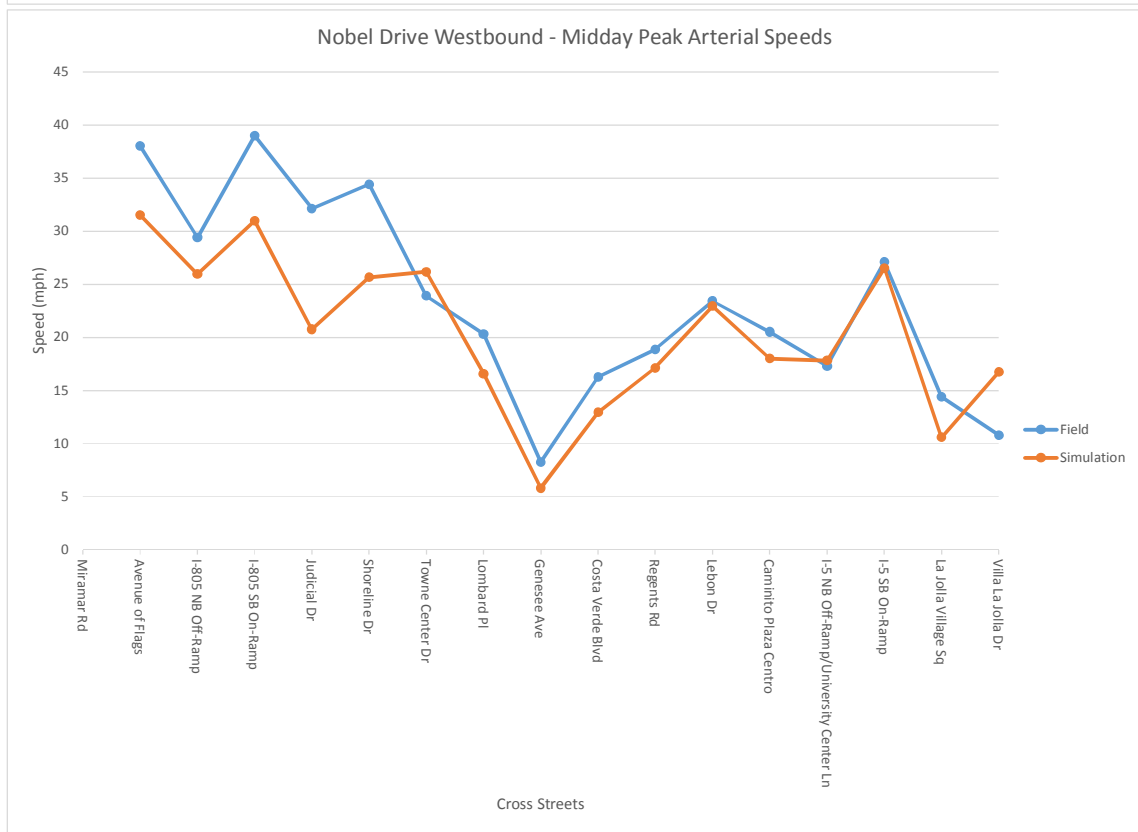
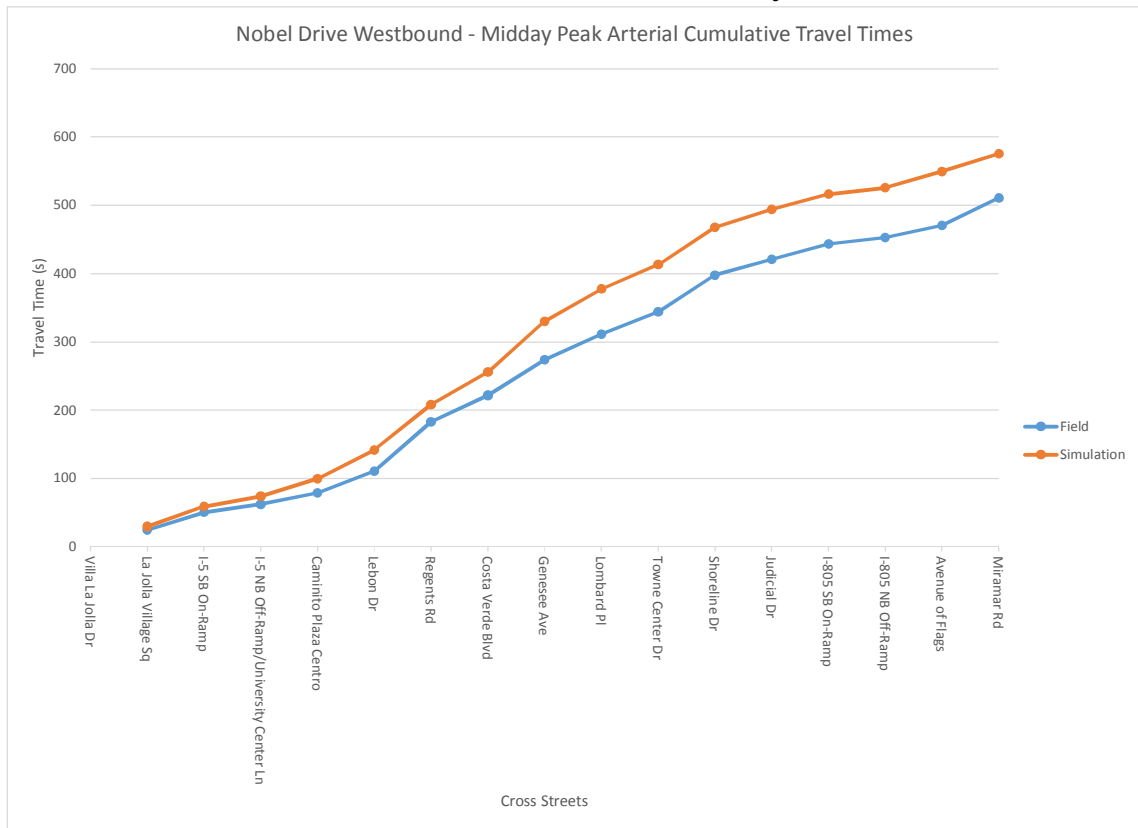
Nobel Drive Travel Time: Eastbound, PM Peak



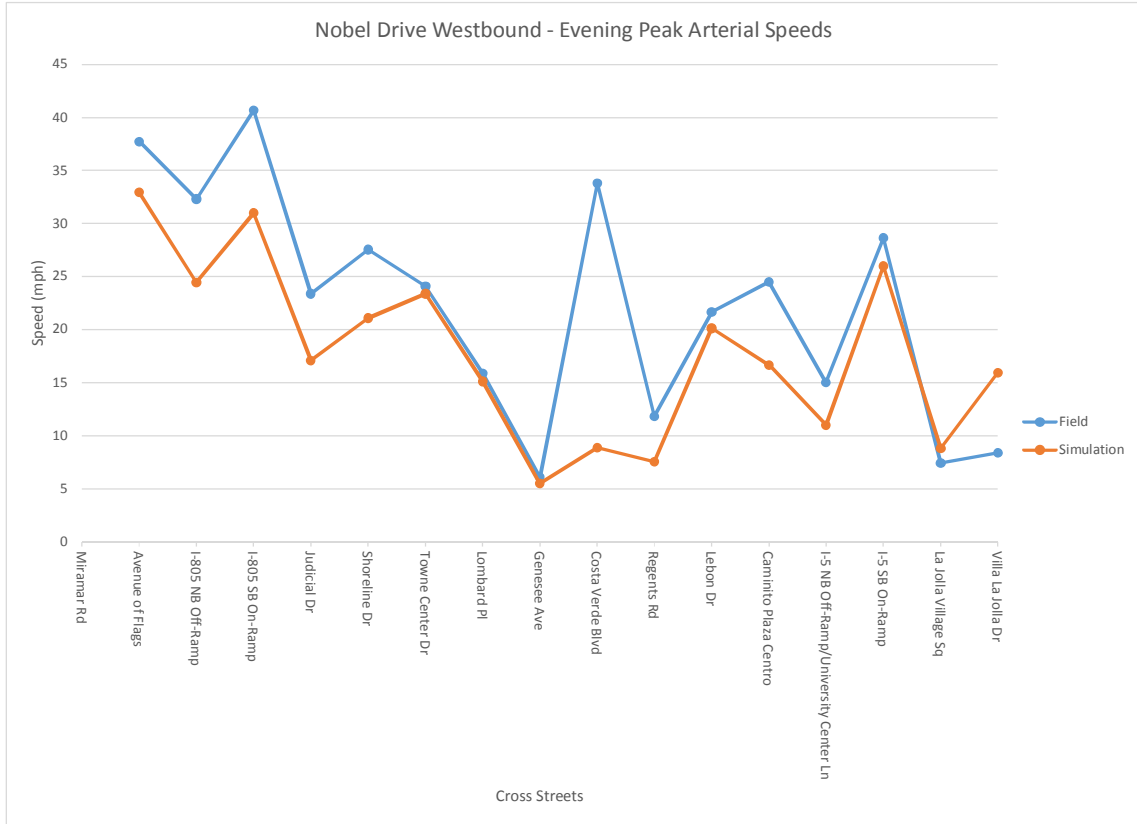
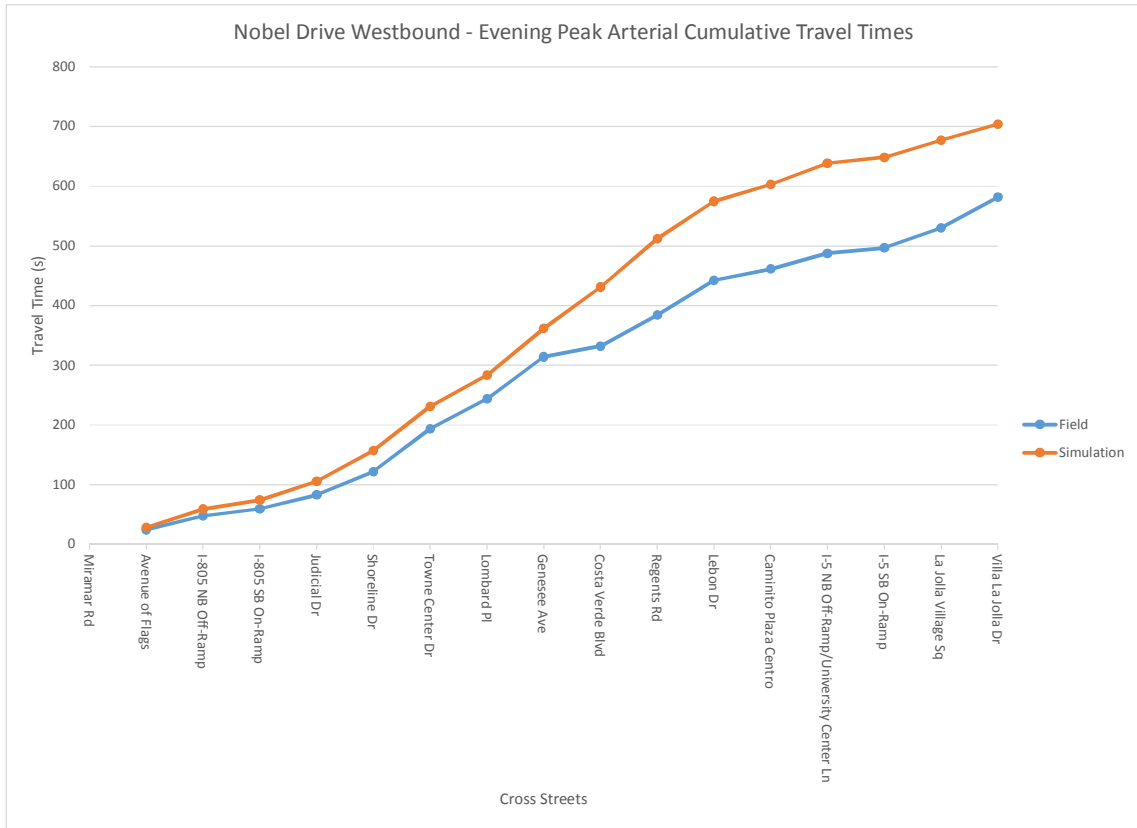
Nobel Drive Travel Time: Westbound, AM Peak



Nobel Drive Travel Time: Westbound, Mid-day Peak

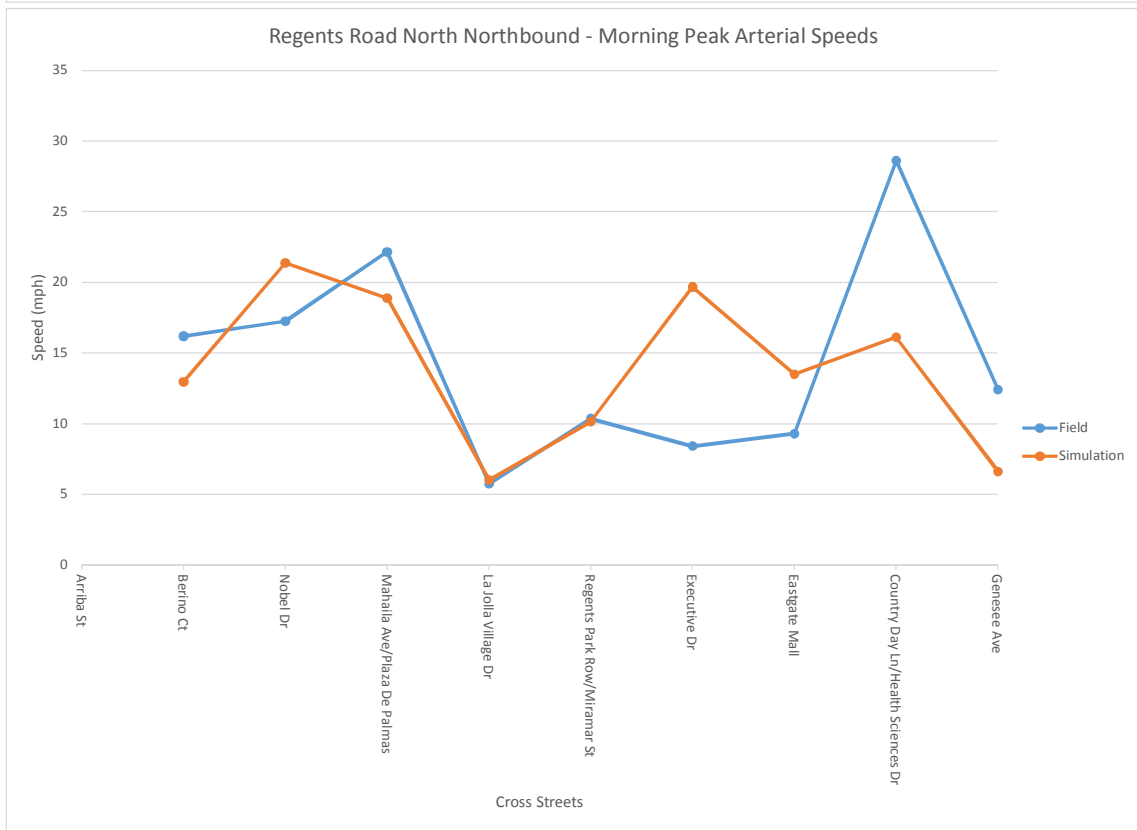
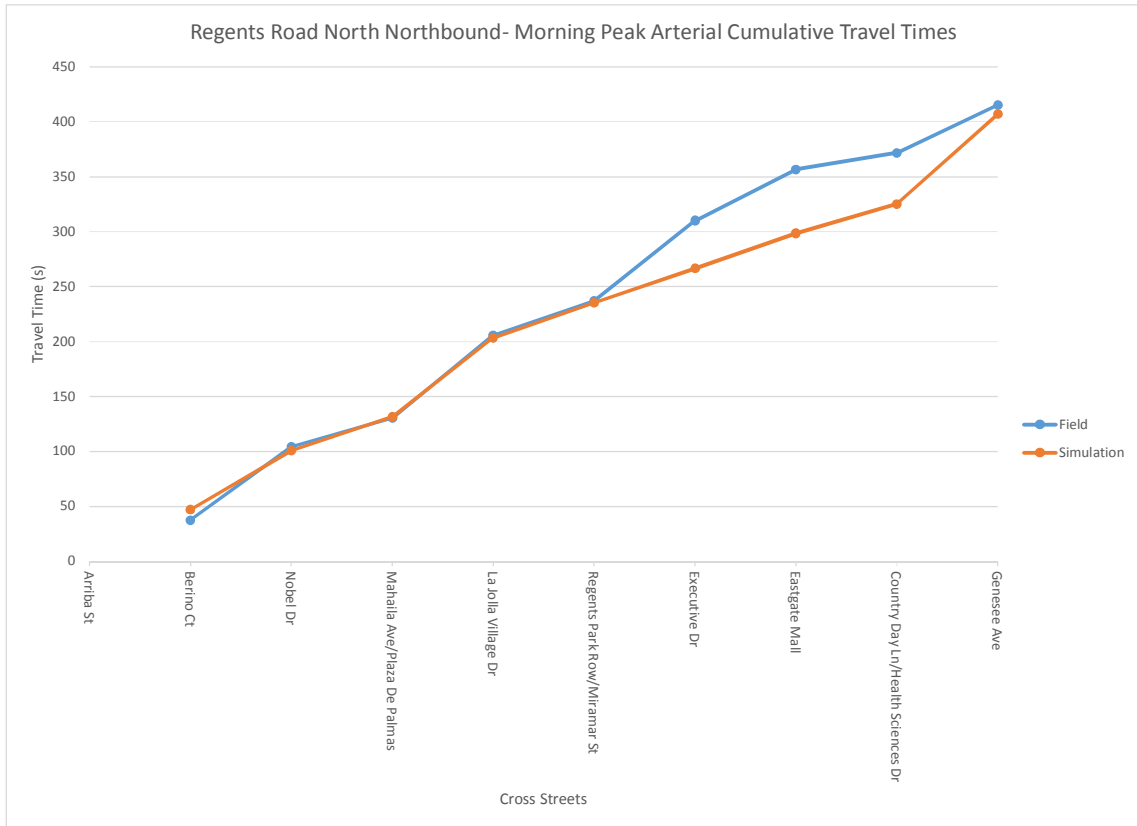


Nobel Drive Travel Time: Westbound, PM Peak

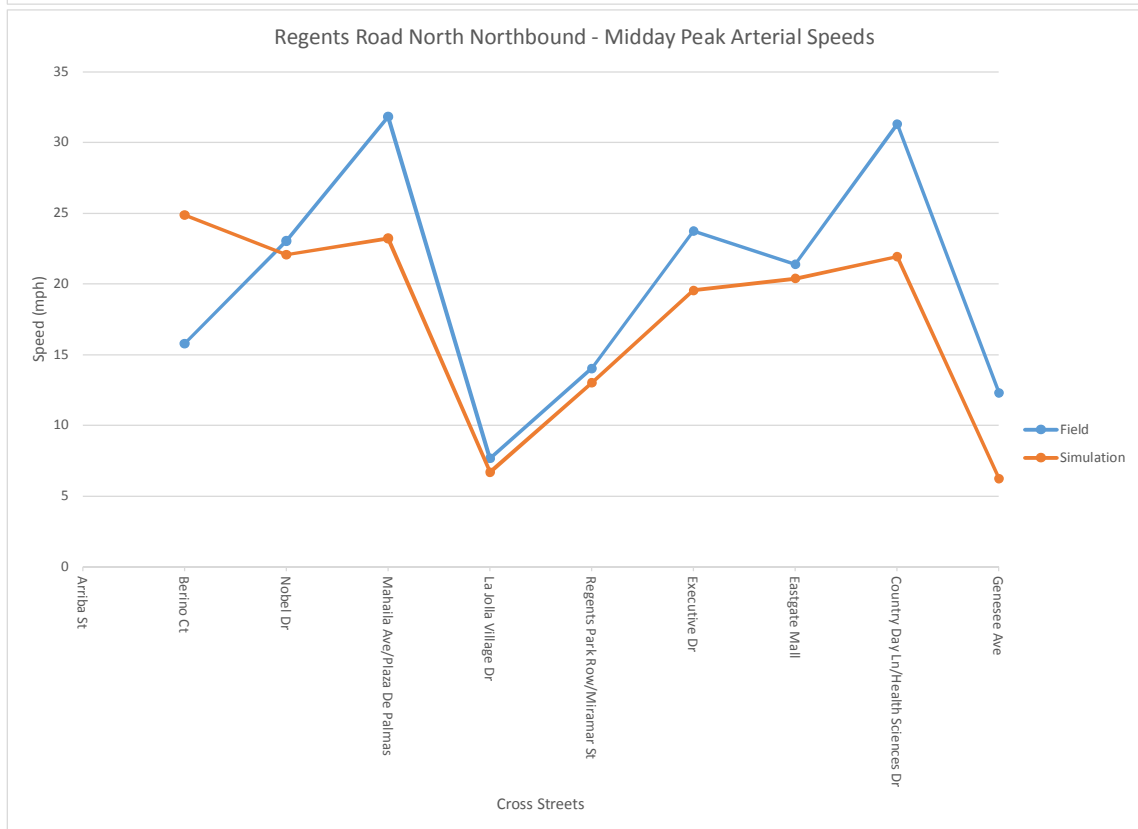
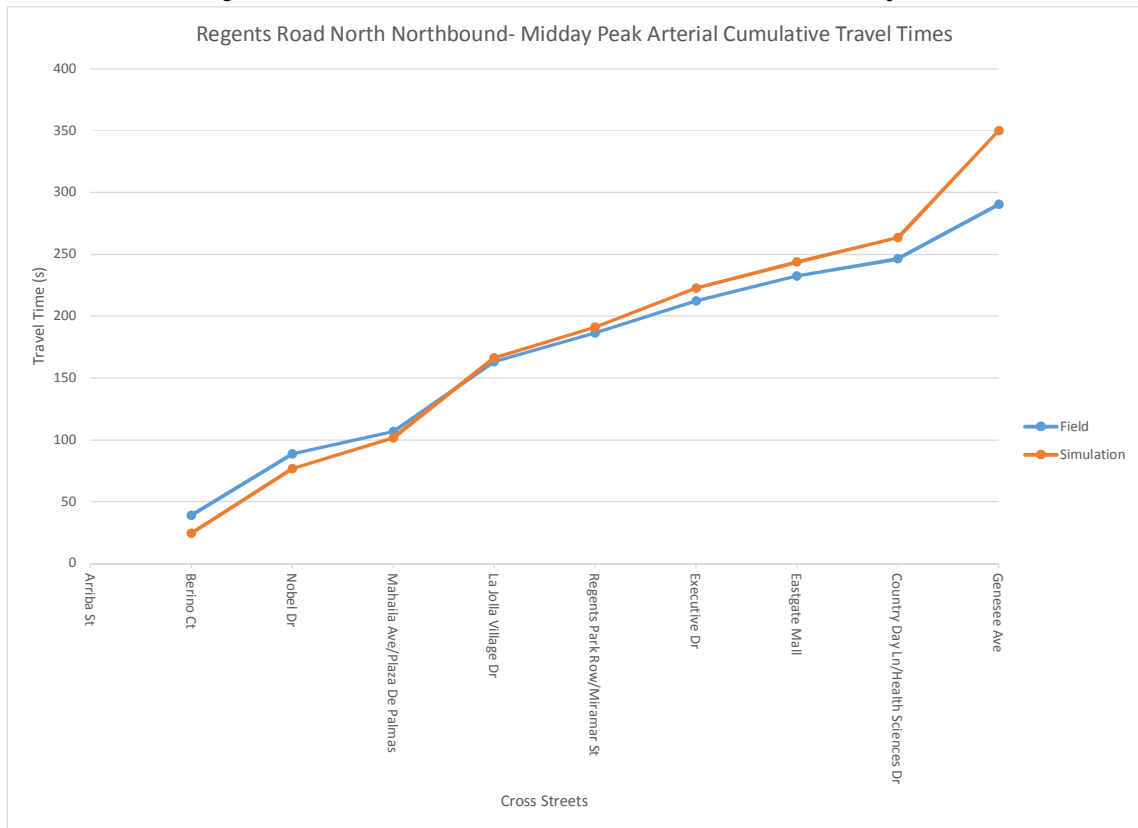


Regents Road (Northern Section)

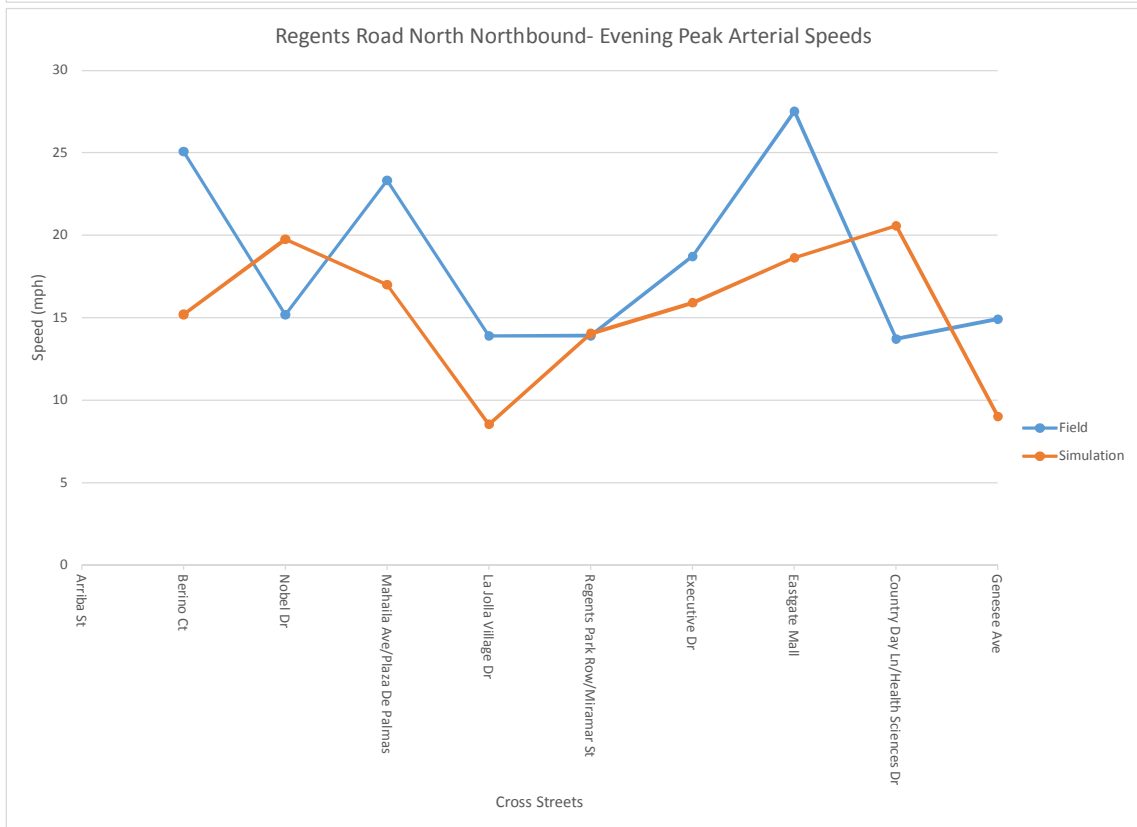
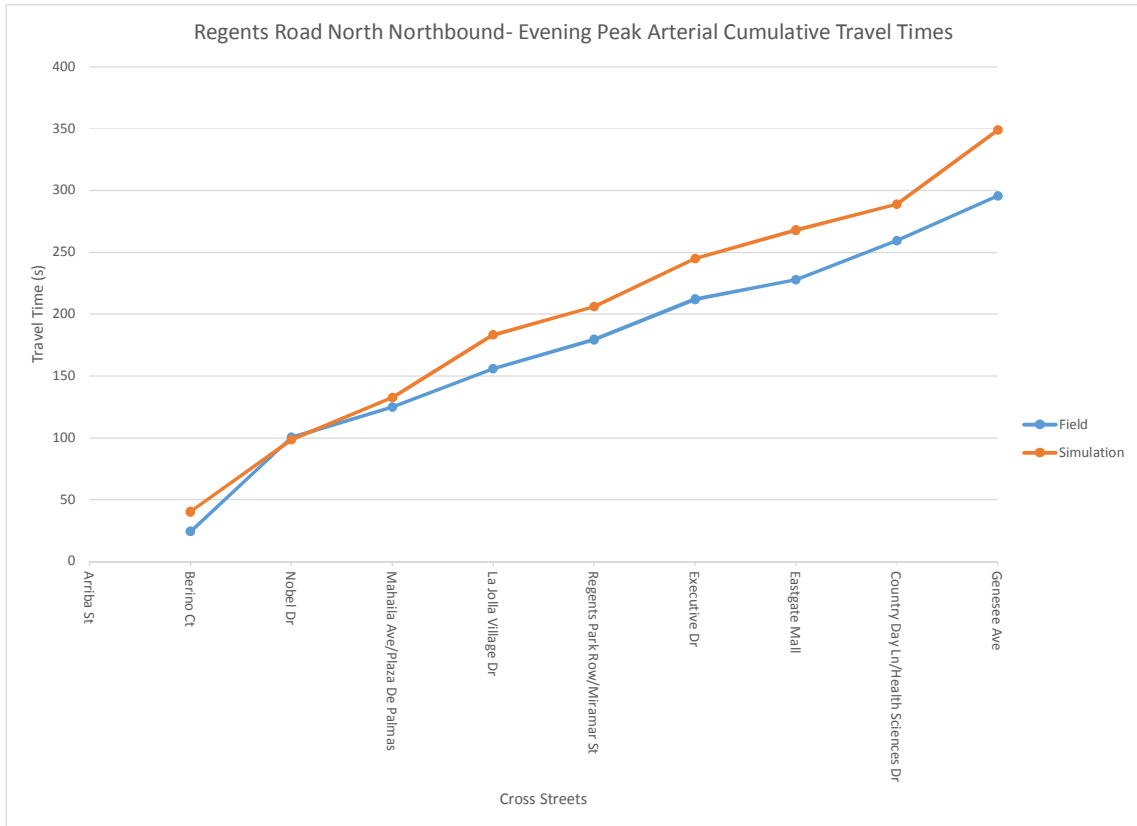
Regents Road (Northern Section) Travel Time: Northbound, AM Peak



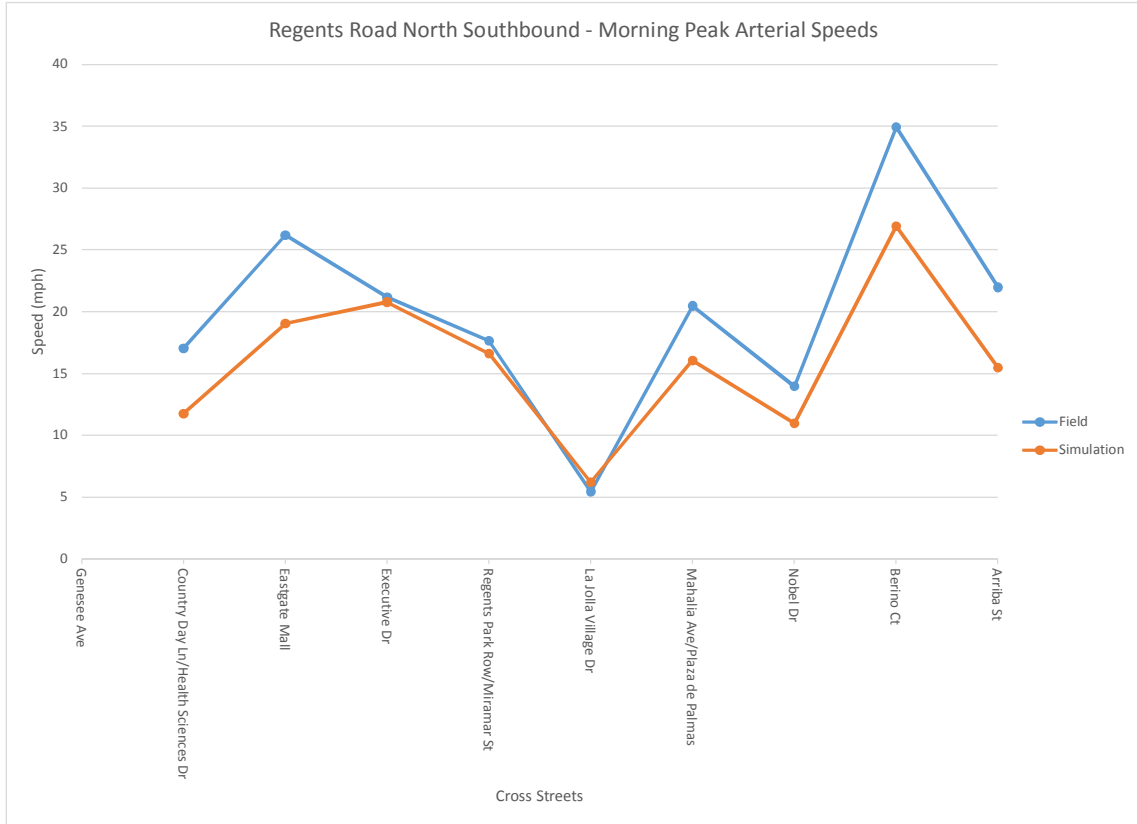
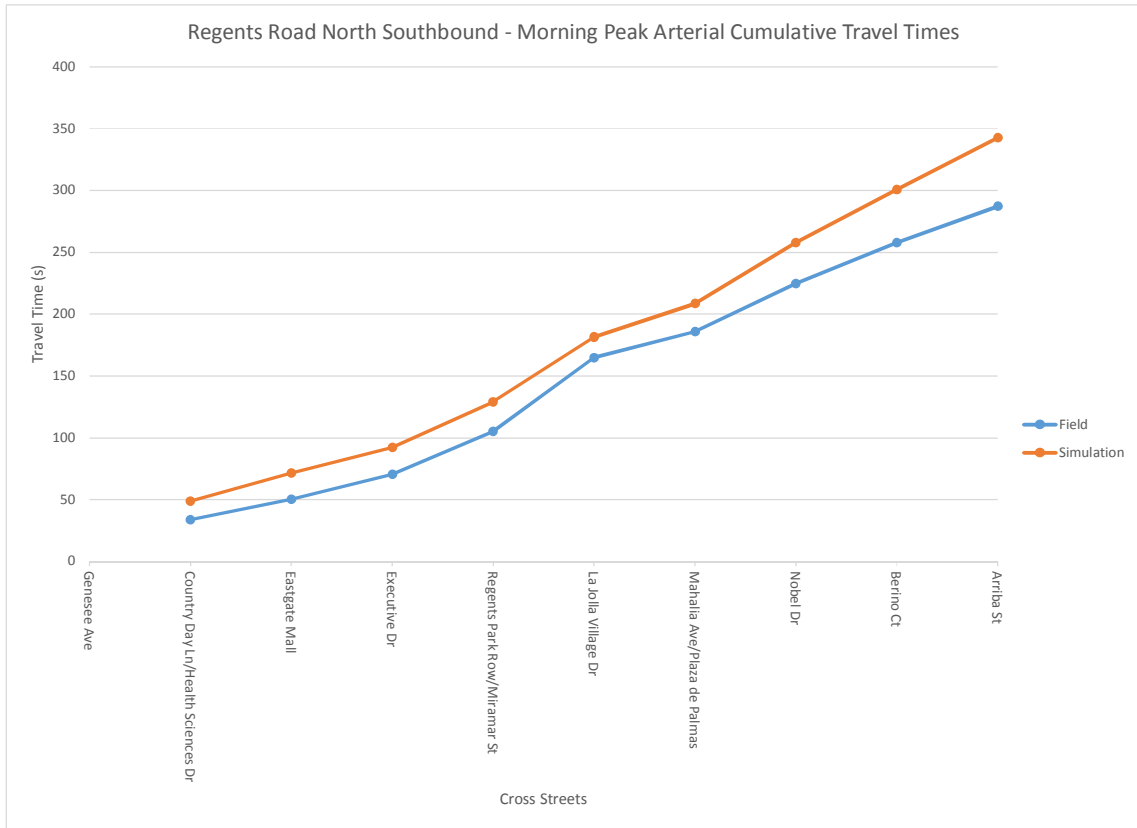
Regents Road (Northern Section) Travel Time: Northbound, Mid-day Peak



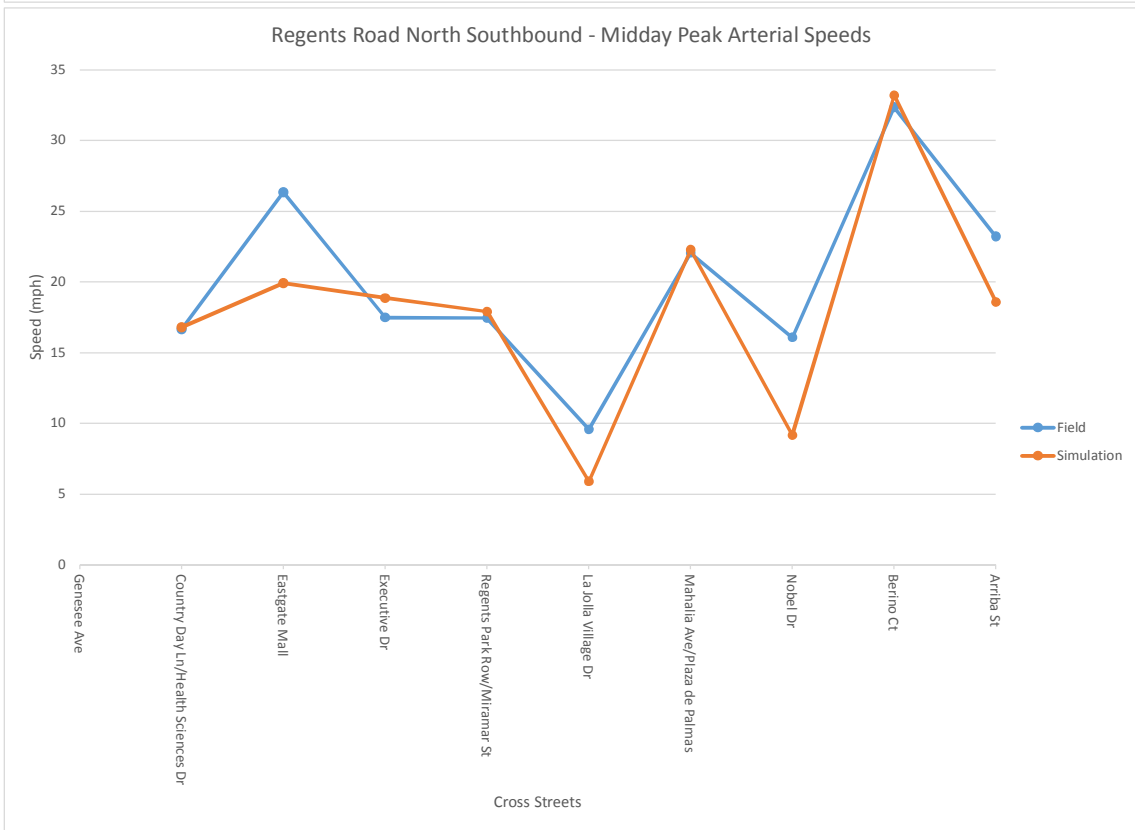
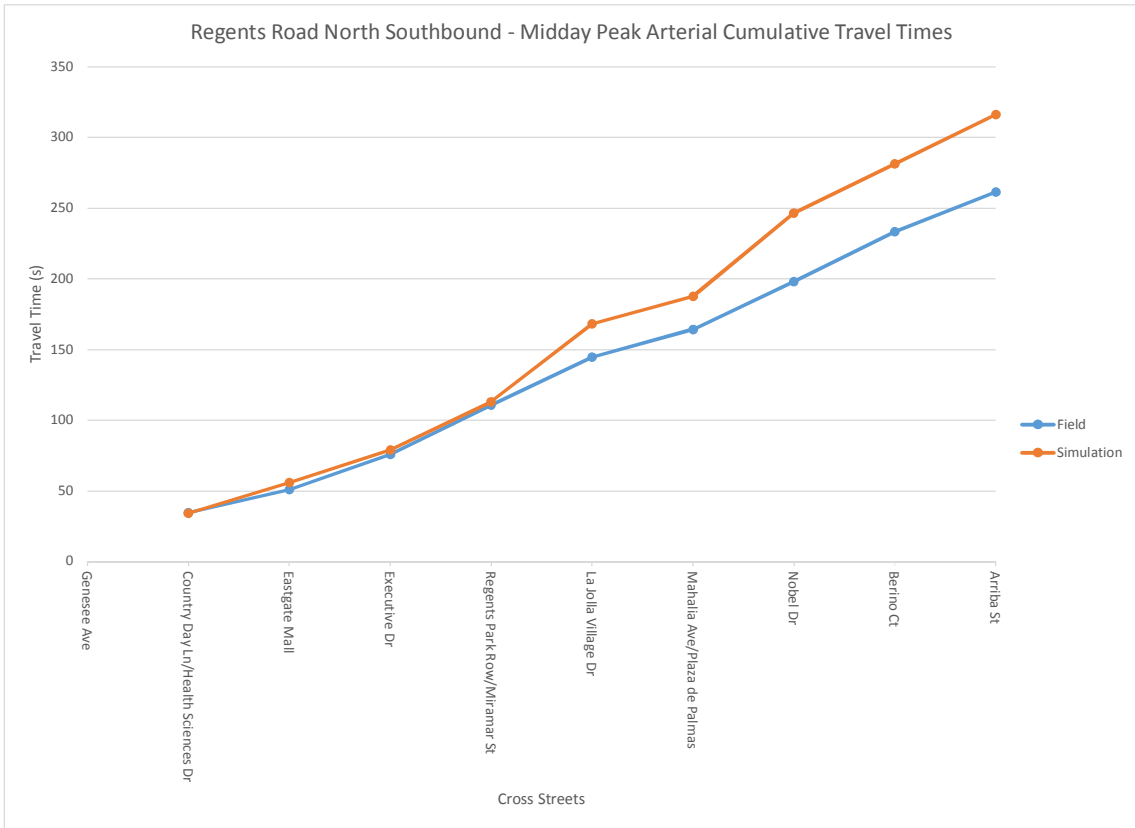
Regents Road (Northern Section) Travel Time: Northbound, PM Peak



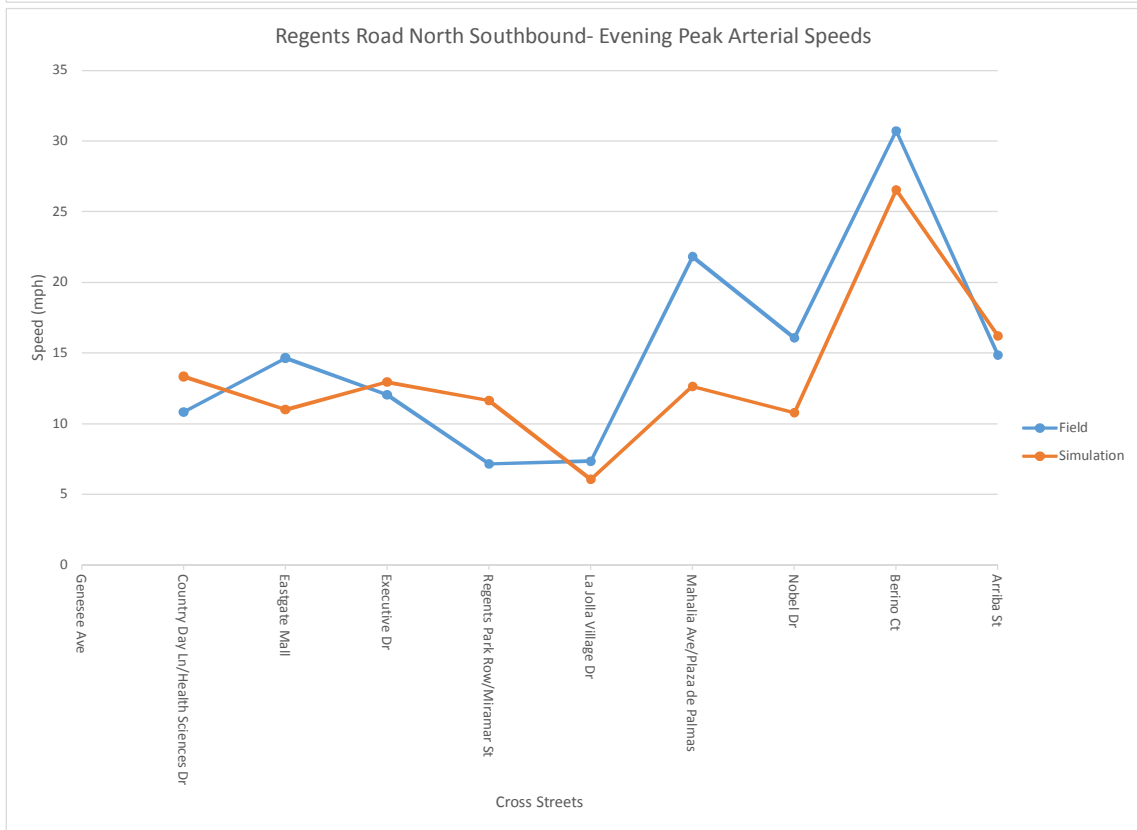
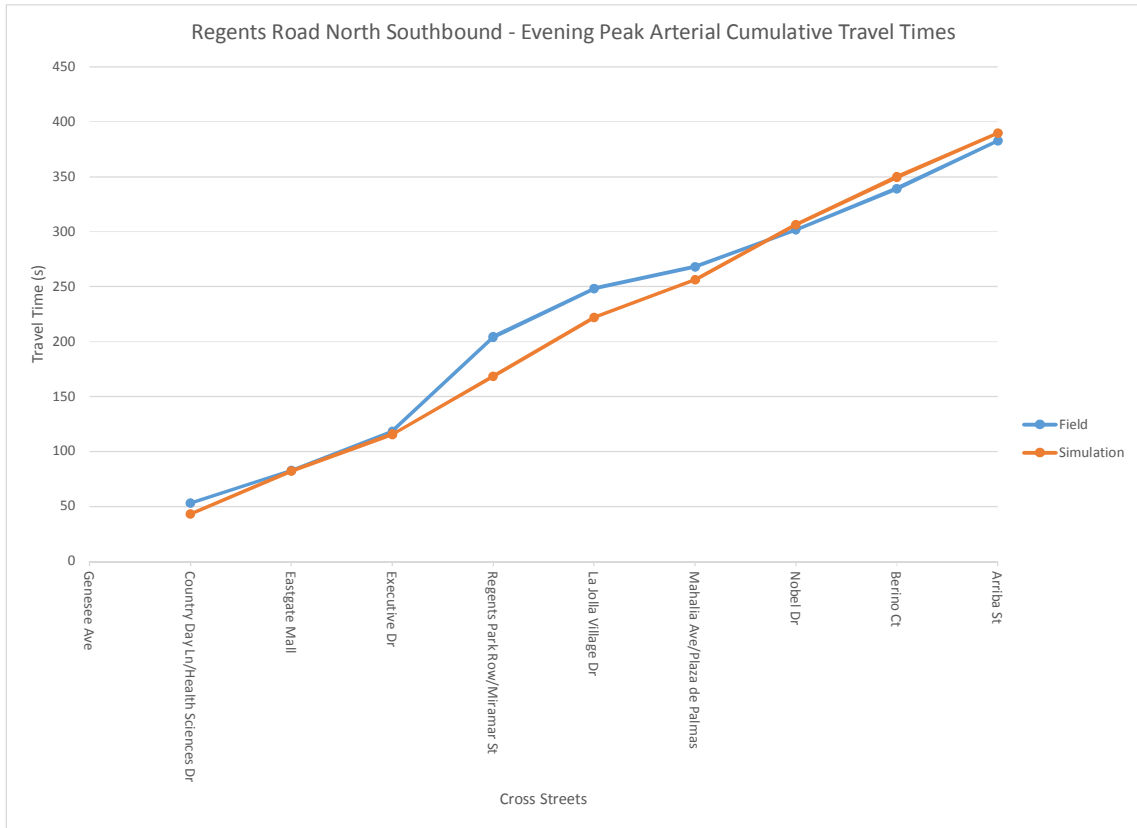
Regents Road (Northern Section) Travel Time: Southbound, AM Peak



Regents Road (Northern Section) Travel Time: Southbound, Mid-day Peak

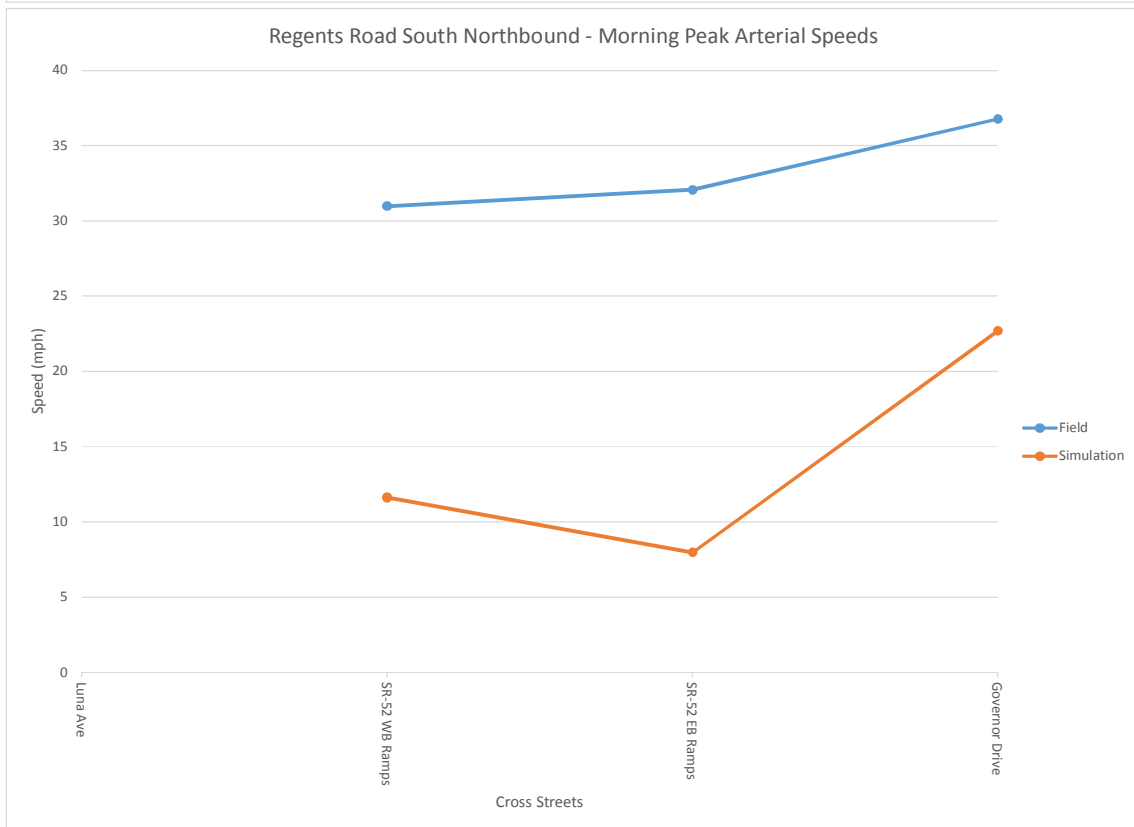
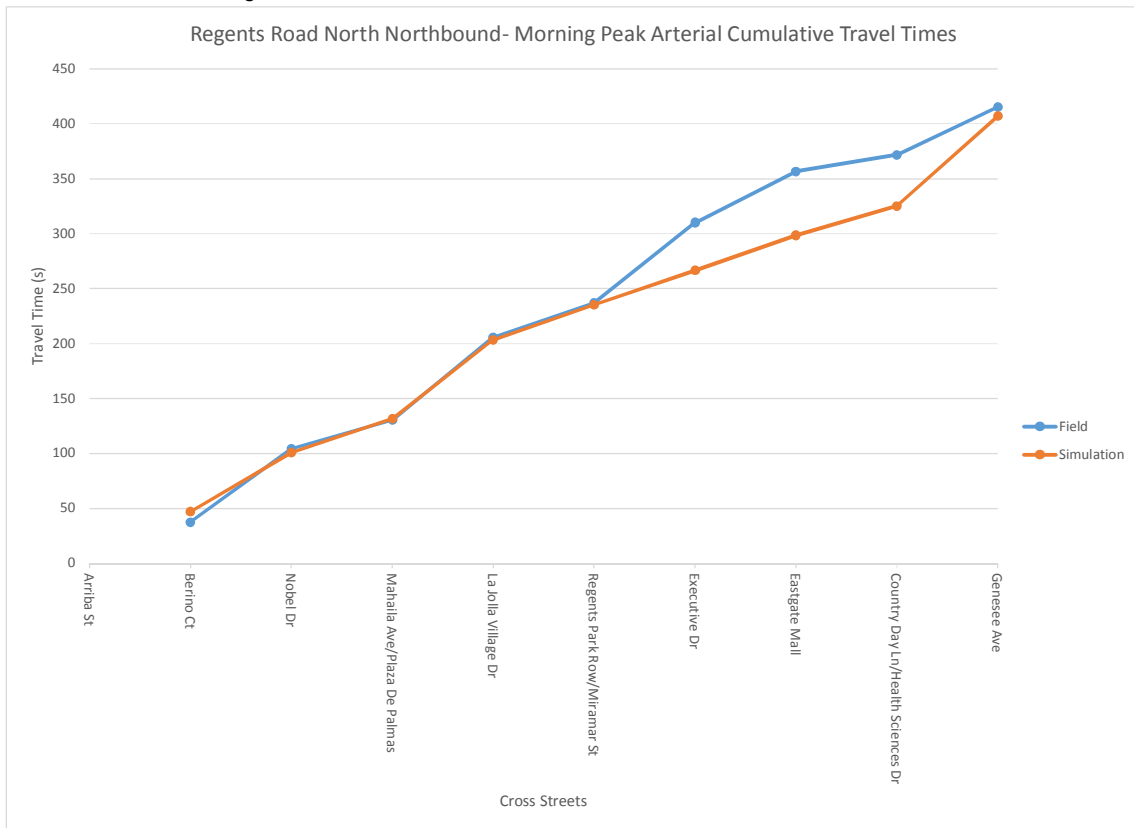


Regents Road (Northern Section) Travel Time: Southbound, PM Peak

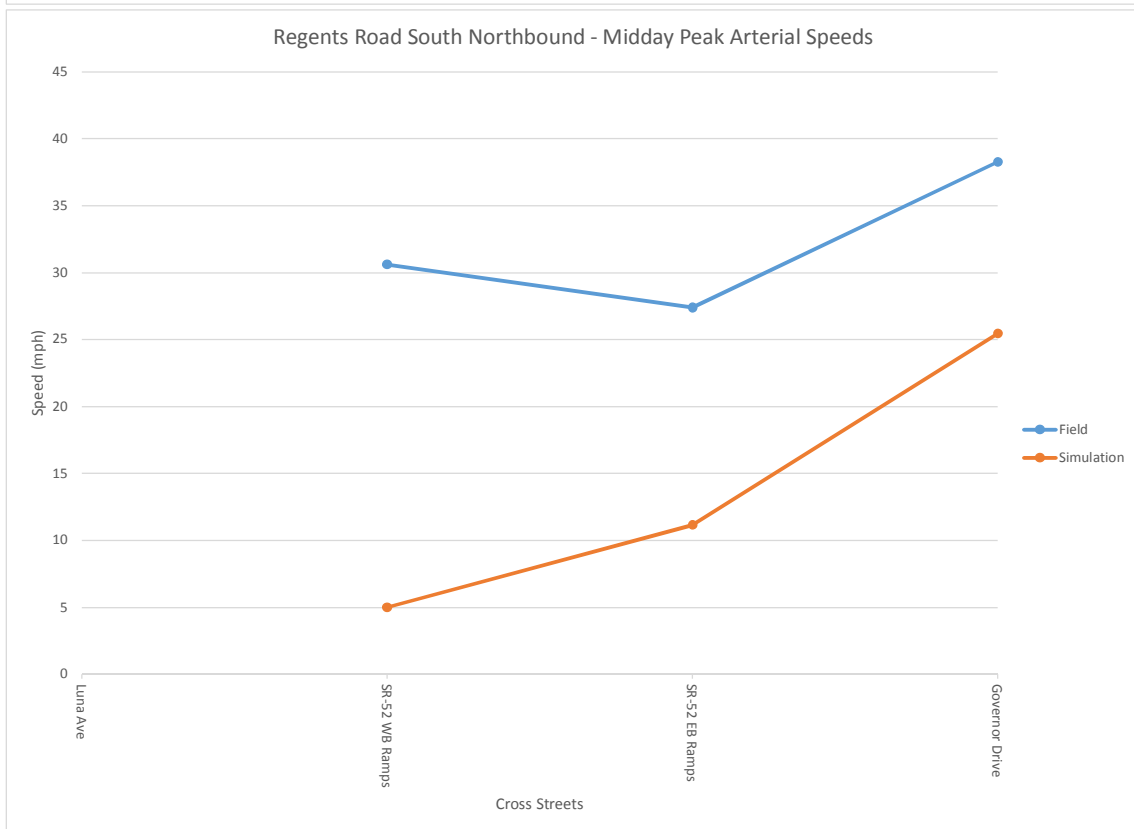
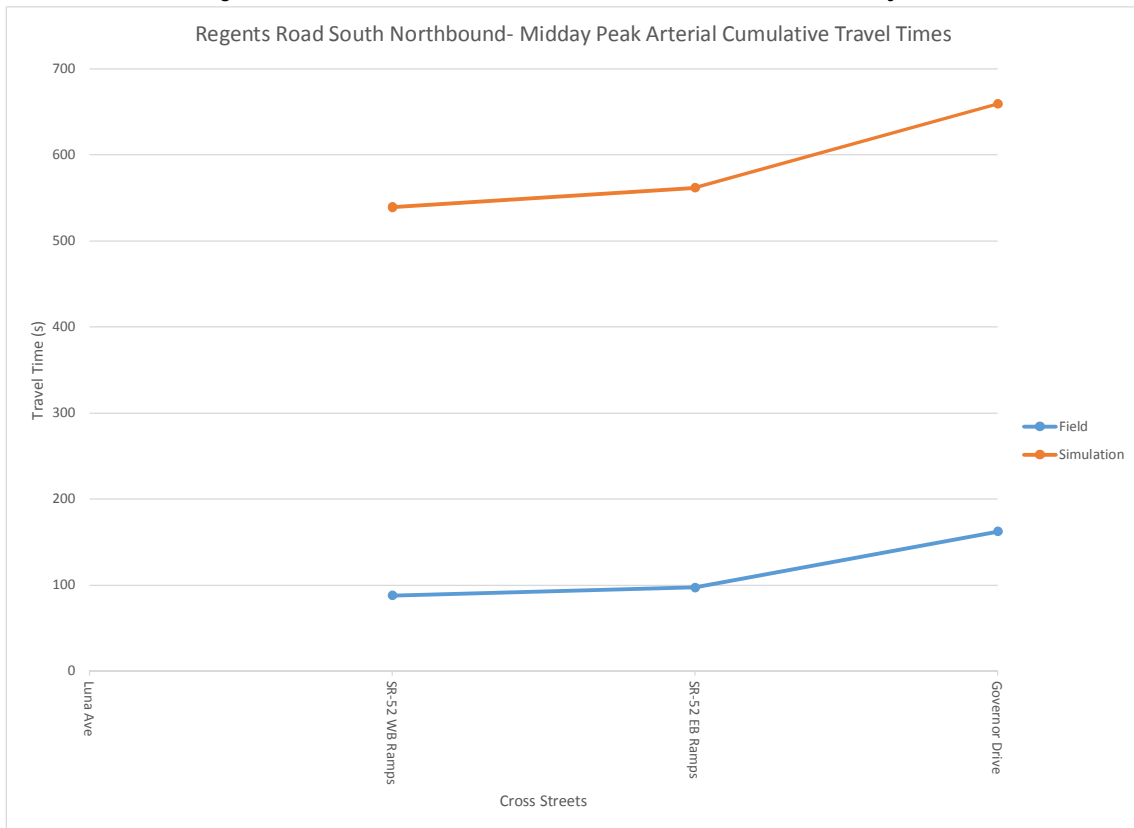


Regents Road (Southern Section)

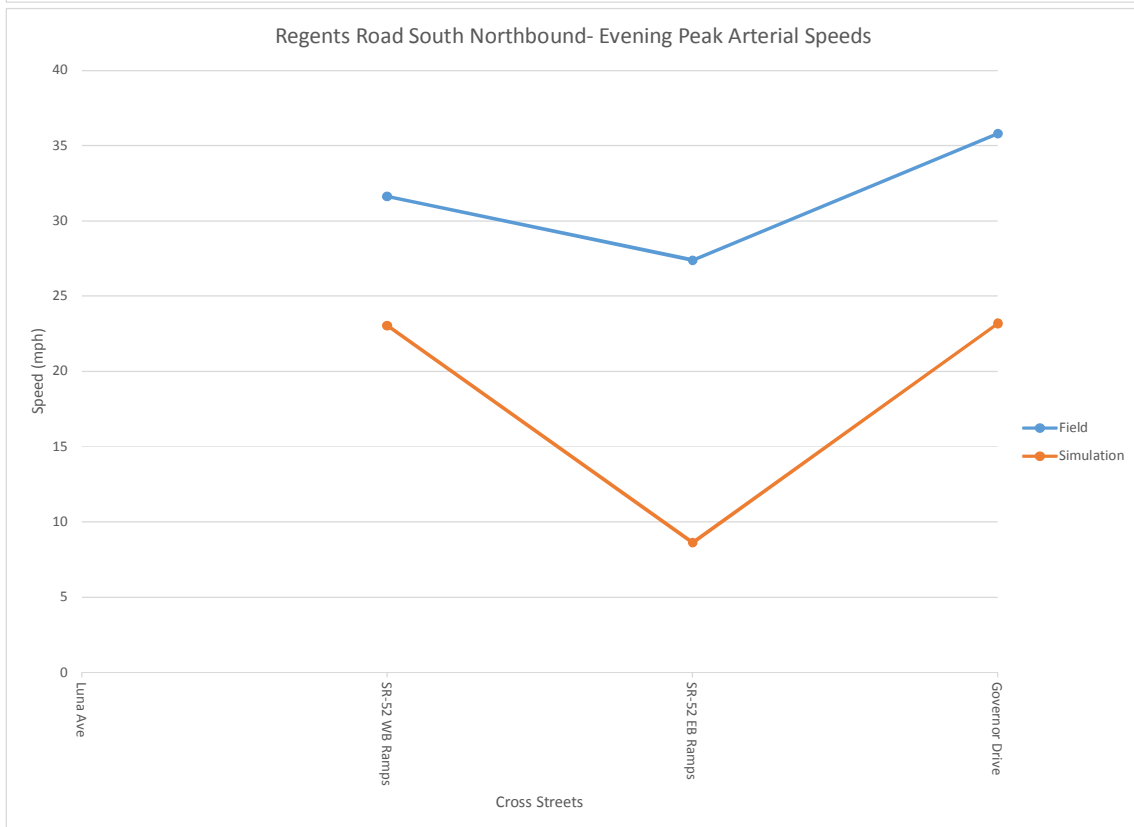
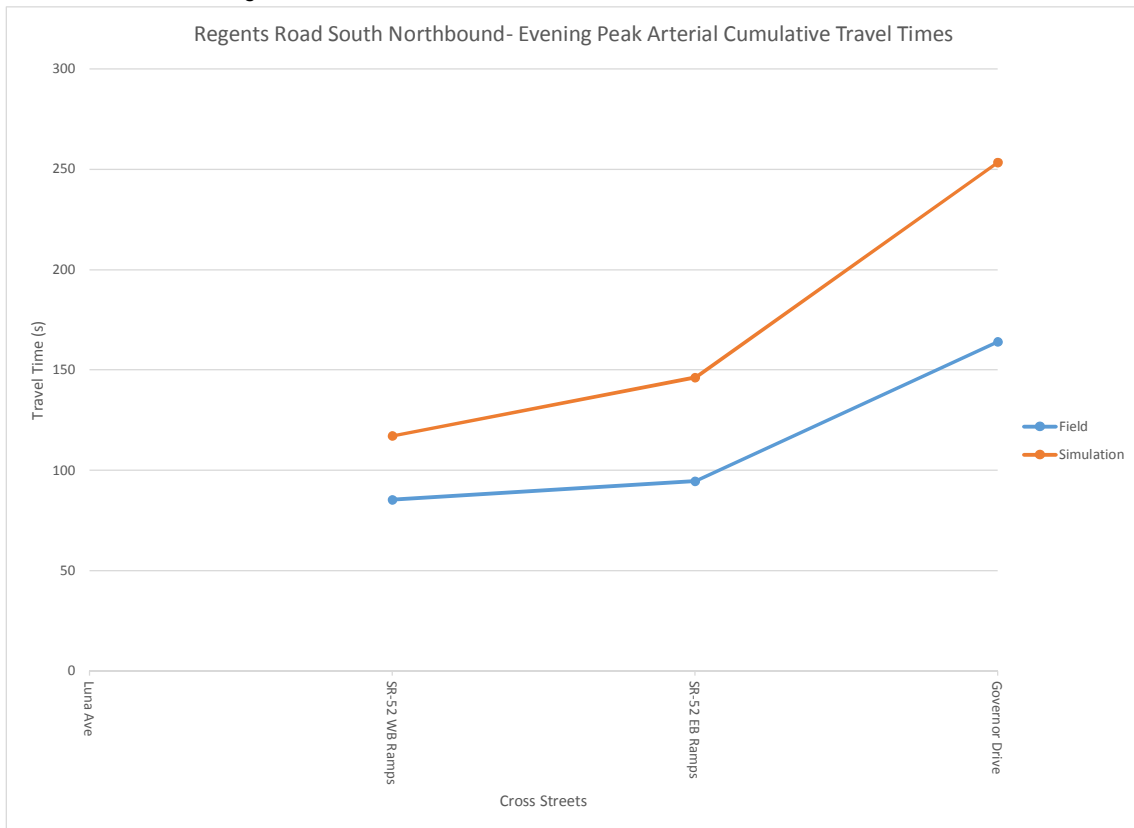
Regents Road (Southern Section) Travel Time: Northbound, AM Peak



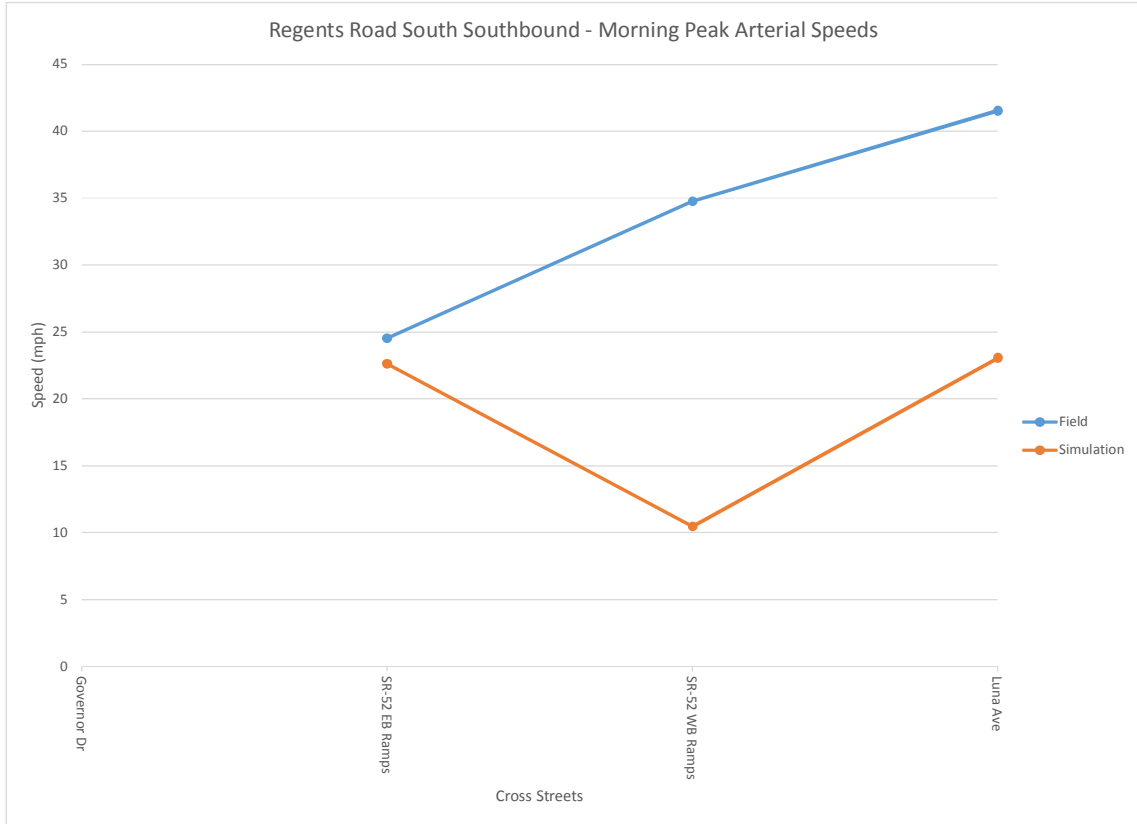
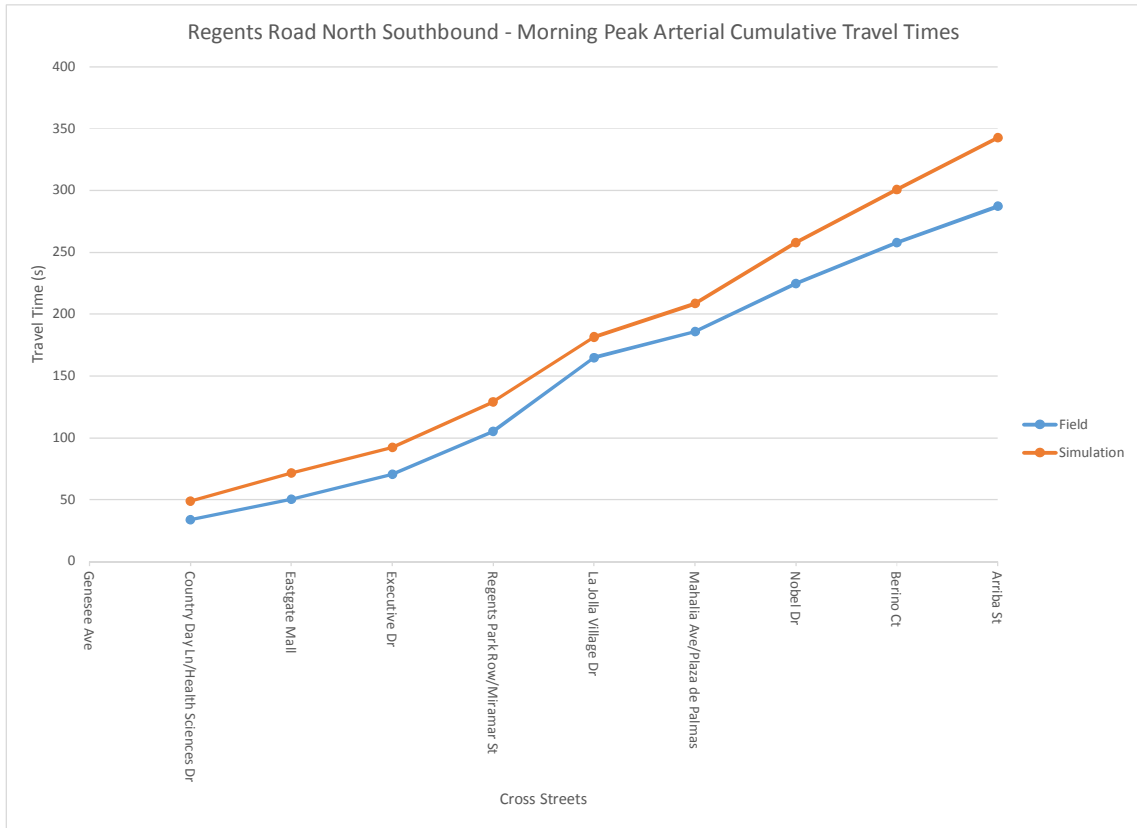
Regents Road (Southern Section) Travel Time: Northbound, Mid-day Peak



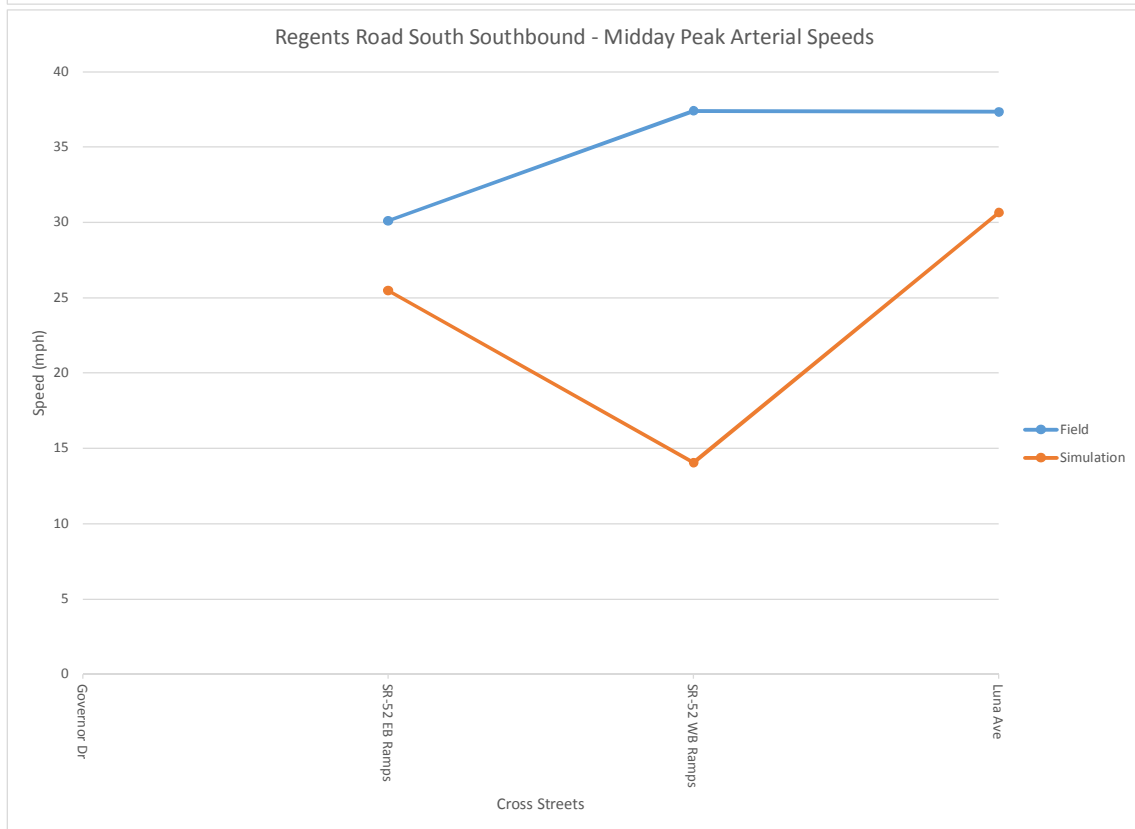
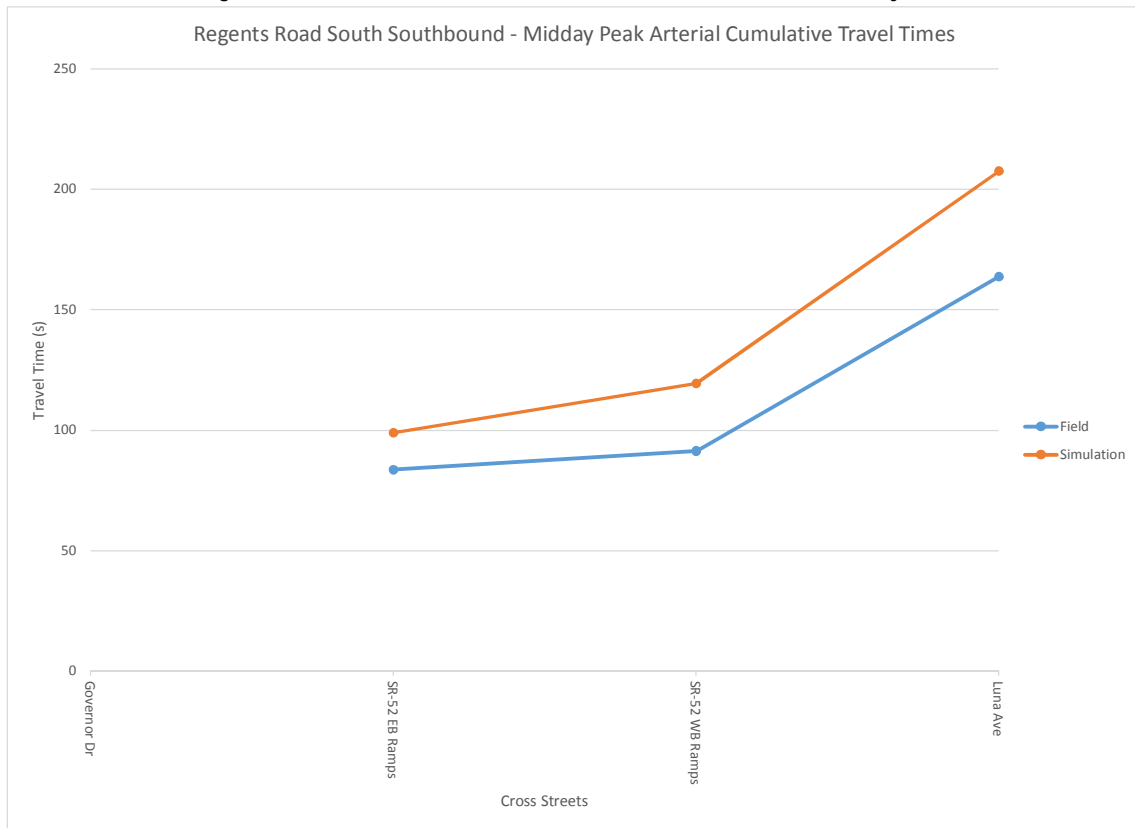
Regents Road (Southern Section) Travel Time: Northbound, PM Peak



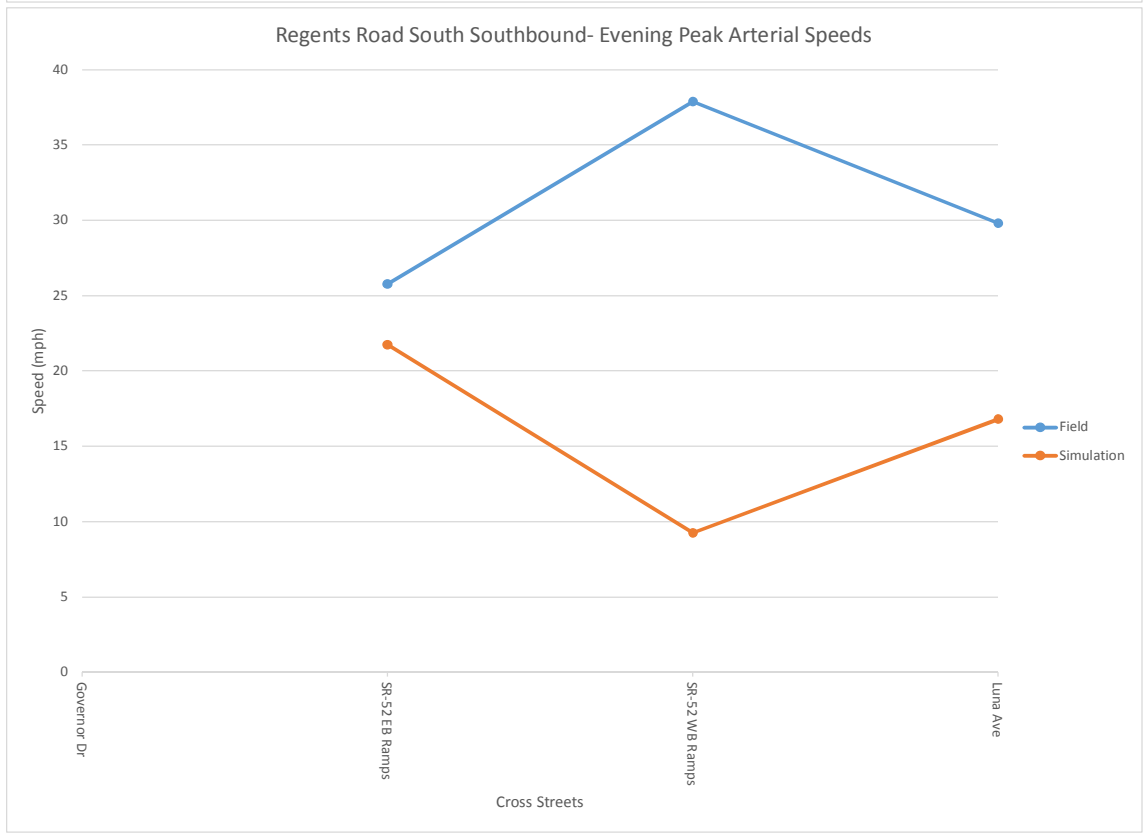
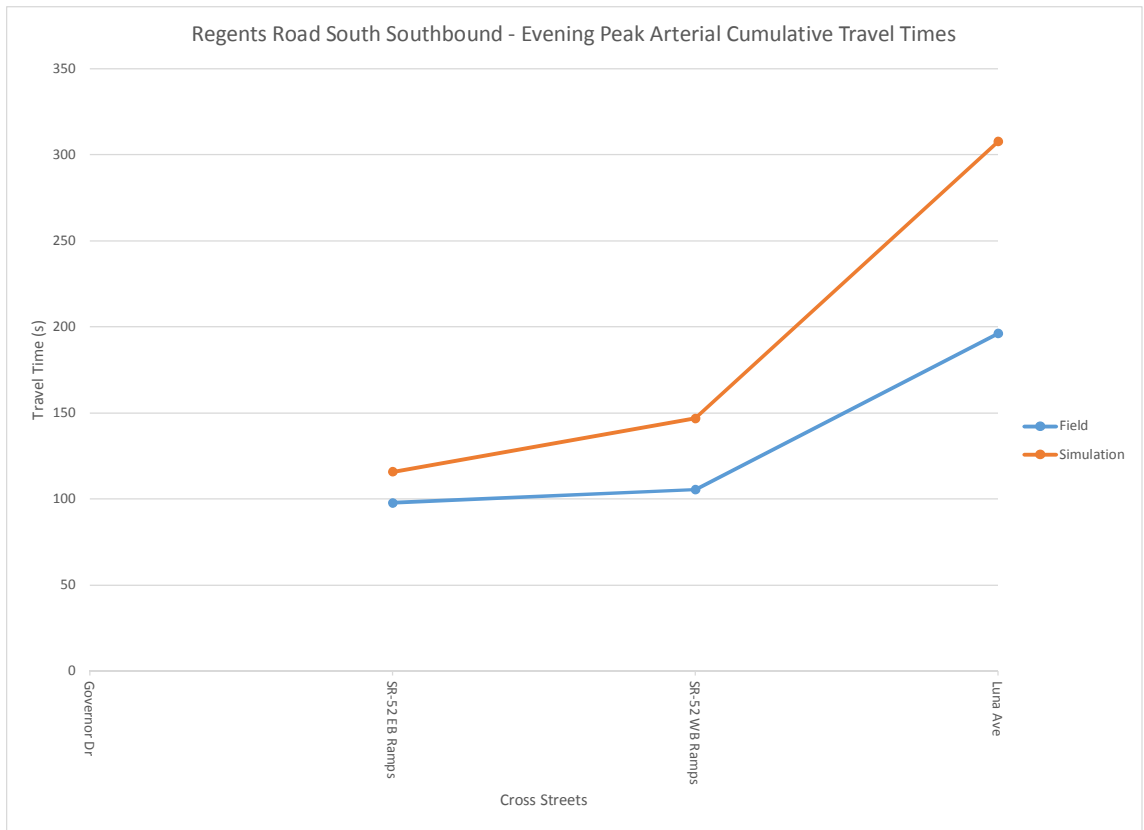
Regents Road (Southern Section) Travel Time: Southbound, AM Peak



Regents Road (Southern Section) Travel Time: Southbound, Mid-day Peak



Regents Road (Southern Section) Travel Time: Southbound, PM Peak



CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK					PM PEAK									
									1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
10	004	SJ		24.87	313	A	13	W	374	11.56	67.88	7.85	12	SUN	JUL	W	432	13.15	68.9	9.06	13	SUN	AUG
10	004	SJ		24.87	336	B	13	W	320	11.73	64.52	7.57	11	SUN	AUG	E	374	12.85	68.88	8.85	16	FRI	MAY
10	004	SJ		33.08	48	A	13	W	409	12.35	71.38	8.82	11	SUN	JUN	W	462	13.02	76.49	9.96	16	SUN	AUG
10	004	SJ		33.08	352	B	13	W	359	10.47	78.04	8.17	12	SUN	NOV	W	424	12.72	75.85	9.65	16	SUN	AUG
10	004	CAL		29.38	37	A	13	W	407	8.89	66.4	5.9	12	SUN	OCT	W	478	10.92	63.48	6.93	14	SUN	JUL
11	005	SD	R	.878	501	A	13	S	1343	6.01	62	3.73	12	SAT	AUG	S	2407	8.85	75.41	6.68	17	FRI	JAN
11	005	SD		4.632	901	A	13	N	5967	6.27	65.73	4.12	7	THU	OCT	S	7506	8.26	62.78	5.18	17	FRI	JUN
11	005	SD		8.562	902	B	13	N	7751	6.25	75.99	4.75	6	WED	APR	S	8285	8.14	62.33	5.08	16	TUE	MAR
11	005	SD	R	11.13	952	A	13	N	9183	7.57	65.49	4.96	7	WED	AUG	S	9841	7.8	68.12	5.31	15	FRI	OCT
11	005	SD	R	12.65	903	A	13	N	8912	7.67	74.38	5.7	7	THU	JUL	S	7960	7.76	65.62	5.09	15	TUE	MAR
11	005	SD	R	14.74	956	A	13	N	8673	8.54	61.46	5.25	7	TUE	MAR	S	7392	7.93	56.42	4.47	15	FRI	MAY
11	005	SD	R	17.53	896	A	13	N	6802	7.9	59.27	4.68	7	TUE	JUL	S	6320	8.22	52.88	4.35	15	FRI	OCT
11	005	SD	R	20.06	800	B	13	N	7741	7.59	52.13	3.96	7	THU	NOV	N	8149	8.11	51.38	4.17	16	FRI	APR
11	005	SD	R	20.06	931	A	13	N	8550	7.23	59.73	4.32	7	FRI	OCT	S	8584	7.98	54.28	4.33	16	FRI	FEB
11	005	SD	R	22.26	801	B	13	N	9199	7.56	56.04	4.24	7	FRI	SEP	S	9707	8.5	52.65	4.47	17	WED	OCT
11	005	SD	R	25.95	802	B	13	N	9472	7.64	63.18	4.82	7	MON	NOV	S	9673	8.31	59.31	4.93	16	WED	FEB
11	005	SD	R	30.68	502	A	13	S	8164	7.31	54.76	4	9	THU	APR	S	8021	7.4	53.14	3.93	14	SAT	JUL
11	005	SD	R	30.68	803	B	13	S	6211	7.78	55.4	4.31	8	WED	OCT	N	6450	8.06	55.58	4.48	15	FRI	JAN
11	005	SD	R	36.27	898	A	13	S	9351	7.06	57.65	4.07	7	THU	FEB	N	10256	7.74	57.68	4.47	17	TUE	MAR
11	005	SD	R	41.51	978	B	13	S	7639	6.76	53.84	3.64	7	WED	AUG	N	8065	7.09	54.22	3.84	17	WED	MAY
11	005	SD	R	42.71	661	B	13	S	7443	5.72	63.03	3.61	6	THU	OCT	N	8082	7.13	54.89	3.92	17	TUE	MAR
11	005	SD	R	49.28	904	B	13	S	7878	7.29	54.21	3.95	10	SAT	JUL	N	7973	6.92	57.81	4	17	WED	MAY
11	005	SD	R	53.93	906	B	13	S	6989	7.34	55.74	4.09	9	SAT	JUL	S	7123	7.35	56.8	4.17	16	FRI	JUN
11	005	SD	R	54.39	954	A	13	N	5794	8.63	51.62	4.45	10	SAT	MAR	N	5707	7.58	57.86	4.39	13	SUN	JUN
12	005	ORA		.483	401	O	12	S	6000	8.38	52.29	4.38	10	SAT	JUL	S	5800	7.26	58.33	4.23	14	SAT	MAY
12	005	ORA		17.47	902	A	13	S	12906	6.7	57.93	3.88	12	FRI	SEP	S	14633	7.14	61.56	4.4	16	WED	JAN
12	005	ORA		30.26	904	B	13	N	11271	7.18	56.41	4.05	7	THU	MAR	S	10052	6.48	55.79	3.61	17	WED	MAR
12	005	ORA		30.26	905	A	13	N	12637	7.08	54.42	3.86	7	THU	MAY	S	11368	6.09	56.92	3.47	17	WED	MAR
12	005	ORA		33.09	906	A	13	N	12224	6.18	54.15	3.34	6	WED	MAR	N	12543	6.4	53.64	3.43	15	MON	APR
07	005	LA		.7	475	A	13	N	5407	5.86	53.04	3.11	10	SUN	MAR	S	5445	5.62	55.63	3.13	18	WED	MAY
07	005	LA		3.971	52	O	13	S	5287	5.95	52.55	3.12	9	SAT	JAN	S	5216	6.05	50.96	3.08	14	WED	JAN
07	005	LA		12	453	A	13	N	7255	6.11	53.2	3.25	6	TUE	MAR	S	6779	5.98	50.85	3.04	14	SAT	JAN
07	005	LA		15.33	27	O	13	N	8311	6.03	52.96	3.19	9	SAT	APR	S	8198	6.05	51.99	3.15	13	SAT	OCT

CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK					PM PEAK									
									1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
11	052	SD		.324	720	A	13	W	3778	7.8	60.21	4.69	7	TUE	MAY	E	4495	9.09	61.44	5.59	16	THU	FEB
11	052	SD		3.761	703	B	13	W	3891	8.67	52.7	4.57	7	WED	SEP	E	4712	9.31	59.44	5.53	16	TUE	MAY
11	052	SD		5.494	725	B	13	W	5681	9.17	61.18	5.61	7	TUE	JAN	E	5826	9.34	61.6	5.75	16	WED	OCT
11	052	SD		5.494	726	A	13	W	6508	9.73	65.15	6.34	7	FRI	MAY	E	5139	8.8	56.89	5.01	16	FRI	MAY
11	052	SD		8.713	727	B	13	W	6838	9.34	76.64	7.16	7	MON	APR	E	5773	8.71	69.34	6.04	15	WED	JAN
11	052	SD		8.713	728	A	13	W	6067	9.09	74.74	6.79	7	WED	APR	E	5873	9.18	71.69	6.58	16	MON	MAR
11	052	SD		13.27	729	B	13	W	6115	9.18	74.47	6.83	7	TUE	MAY	E	5677	9.32	68.08	6.34	16	WED	OCT
11	052	SD		13.27	730	A	13	W	4298	7.21	75.79	5.47	6	WED	MAY	E	4743	9.09	66.39	6.03	16	TUE	JAN
11	052	SD		14.96	732	B	13	W	4481	7.96	75.07	5.97	5	TUE	JUN	E	4722	9.44	66.71	6.3	16	THU	APR
11	052	SD		15.83	733	O	13	W	3340	6.58	70.08	4.61	6	TUE	APR	E	4137	9.19	62.2	5.71	16	WED	OCT
11	052	SD		16.74	734	O	13	W	3308	6.59	72.91	4.81	6	THU	MAY	E	3904	9.08	62.48	5.67	15	MON	SEP
11	054	SD		1.88	814	A	13	W	6806	7.77	68.85	5.35	7	TUE	AUG	E	6048	8.23	57.73	4.75	16	WED	DEC
11	054	SD		4.207	815	B	13	W	6098	7.88	65.29	5.15	7	WED	OCT	E	5431	8.32	55.12	4.58	16	THU	APR
11	054	SD		4.207	816	A	13	W	5471	8.35	62.02	5.18	7	THU	DEC	E	4820	8.27	55.16	4.56	16	THU	NOV
11	054	SD		4.994	743	A	13	W	4900	8.91	57.24	5.1	7	WED	DEC	W	4197	8.45	51.72	4.37	17	FRI	MAY
11	056	SD		.309	751	A	13	W	5896	10.17	65.5	6.66	7	FRI	OCT	E	5351	8.57	70.6	6.05	16	THU	APR
11	056	SD		.82	752	A	13	W	5348	8.55	78.77	6.73	7	MON	OCT	E	5044	8.6	73.81	6.35	16	MON	AUG
11	056	SD		3.103	750	B	13	W	4796	9.68	66.26	6.41	7	THU	DEC	E	4358	8.33	69.96	5.83	16	TUE	JUN
11	056	SD		3.103	755	A	13	W	4210	9.02	72.29	6.52	7	FRI	OCT	E	4135	8.8	72.74	6.4	16	THU	NOV
07	057	LA	R	3.167	77	B	13	S	7999	6.58	63.03	4.15	6	MON	APR	S	7113	7.04	52.44	3.69	13	SAT	APR
07	057	LA	R	6.85	97	B	13	S	5838	7.14	52.66	3.76	7	THU	MAY	S	6356	7.58	53.96	4.09	17	TUE	JUL
05	058	SLO		1.87	235	A	13	W	171	7.48	77.03	5.76	7	FRI	SEP	W	183	10.37	59.42	6.16	16	TUE	JUN
06	058	KER		15.41	71	B	12	W	49	17.66	79.03	13.96	9	WED	AUG	E	37	15.67	67.27	10.54	15	WED	AUG
06	058	KER		15.42	72	A	12	W	497	20.75	93.25	19.35	6	WED	MAY	E	386	16.5	91.04	15.02	16	WED	MAY
06	058	KER		28.12	73	A	12	W	809	14.31	89.99	12.88	5	TUE	AUG	E	729	14	82.94	11.61	16	TUE	MAY
06	058	KER		39.96	9	B	12	W	653	9.83	91.2	8.96	5	MON	MAY	E	610	11.25	74.39	8.37	16	MON	AUG
06	058	KER		39.97	10	A	12	W	744	10.5	92.54	9.72	5	WED	MAY	E	547	9.6	74.42	7.15	16	WED	AUG
06	058	KER		51.63	163	B	12	W	1544	7.8	56.95	4.44	12	FRI	AUG	W	1675	8.26	58.34	4.82	16	THU	MAY
06	058	KER	R	53.39	814	A	13	E	4052	8.36	63.1	5.27	7	THU	AUG	E	4120	9.04	59.33	5.36	16	FRI	MAY
06	058	KER	R	57.41	332	A	12	W	2190	7.48	56.18	4.2	7	WED	FEB	E	2373	7.98	57.11	4.56	17	FRI	FEB
06	058	KER	R	94.19	902	A	13	E	1017	7.84	63.29	4.96	10	FRI	FEB	E	1108	9.67	55.85	5.4	13	THU	DEC
06	058	KER	R	107.5	969	B	13	E	961	7.78	63.1	4.91	10	FRI	FEB	W	1074	8.63	63.55	5.49	16	MON	AUG
06	058	KER	R	142.9	953	A	12	E	714	9.72	56.94	5.53	10	MON	DEC	W	777	9.1	66.18	6.02	17	MON	MAY

07/22/2014

LATEST TRAFFIC YEAR SELECTED

13:37:03

PEAK HOUR VOLUME DATA

DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK					PM PEAK									
									1 WAY	%	%	%	1 WAY	%	%	%							
									PHV	K	D	KD	HR	DAY	MNTH	Dir	PHV	K	D	KD	HR	DAY	MNTH
07	710	LA		10.31	38	A	13	S	7273	7.53	53.66	4.04	7	FRI	FEB	N	6810	7.3	51.84	3.78	16	THU	APR
07	710	LA		11.5	421	A	13	S	7588	7.65	53.36	4.08	7	FRI	NOV	N	7431	7.29	54.84	4	16	THU	APR
07	710	LA		14.4	39	O	13	S	9968	7.69	56.37	4.34	7	THU	SEP	N	9240	7.29	55.16	4.02	17	THU	AUG
07	710	LA		23.28	41	B	13	S	8042	7.12	53.84	3.83	7	TUE	JAN	S	7391	6.57	53.62	3.52	13	THU	DEC
07	710	LA		23.75	435	B	11	S	8521	7.82	56.88	4.44	7	FRI	NOV	N	7747	7.22	55.99	4.04	17	THU	APR
07	710	LA	R	27.11	436	A	13	S	2259	8.75	59.07	5.17	7	TUE	FEB	N	1965	7.68	58.53	4.5	17	WED	JUN
04	780	SOL		2.955	339	A	13	E	3054	8.73	63.68	5.56	7	THU	SEP	W	2850	9.06	57.23	5.19	17	WED	MAR
04	780	SOL		3.995	357	A	13	E	3199	8.49	65.81	5.59	7	WED	SEP	W	2618	9.01	50.73	4.57	17	WED	JUN
04	780	SOL		6.656	341	A	13	E	2748	8.37	56.08	4.69	7	TUE	MAY	W	2706	8.39	55.12	4.62	17	WED	SEP
11	805	SD		.647	922	A	13	S	2472	6.9	64.98	4.48	11	SAT	MAR	S	3133	8.7	65.31	5.68	17	FRI	AUG
11	805	SD		5.542	684	O	13	N	6132	5.88	64.61	3.8	6	THU	MAR	S	7336	8.01	56.68	4.54	15	WED	DEC
11	805	SD		8.854	924	B	13	N	10859	5.94	69.7	4.14	6	THU	FEB	S	12741	8.04	60.36	4.86	15	THU	MAY
11	805	SD		8.854	944	A	13	N	8691	6.63	63.55	4.21	7	MON	AUG	S	8984	7.52	57.87	4.35	16	THU	AUG
11	805	SD		11.10	925	B	13	N	9130	6.3	73.11	4.6	6	THU	MAY	S	9523	8.03	59.77	4.8	16	THU	FEB
11	805	SD		13.51	926	B	13	N	10011	6.18	74.15	4.58	6	WED	MAY	S	9990	7.86	58.11	4.57	15	FRI	MAY
11	805	SD		14.46	966	B	13	S	10525	6.57	74.19	4.87	6	MON	MAR	N	10186	7.67	61.47	4.71	15	THU	SEP
11	805	SD		16.43	927	B	13	N	8200	6.79	70.07	4.76	7	WED	JAN	S	9313	8.55	63.17	5.4	15	FRI	MAY
11	805	SD		17.65	928	A	13	N	10907	7.32	77.39	5.66	6	TUE	MAY	S	10886	8.4	67.27	5.65	16	TUE	MAY
11	805	SD		23.65	929	B	13	N	7760	5.91	73.15	4.32	6	TUE	JAN	S	8911	8.03	61.85	4.97	16	TUE	APR
11	805	SD		24.44	683	X	13	N	9360	6.71	71.23	4.78	6	MON	SEP	S	8586	7.28	60.22	4.39	16	MON	JUN
11	805	SD		28.50	930	B	13	S	8083	8.1	65.03	5.27	8	THU	MAR	N	7264	7.71	61.45	4.73	17	THU	JUN
04	880	ALA		2.283	127	A	11	S	7770	7.33	59.51	4.36	8	THU	JUN	N	7769	7.74	56.35	4.36	17	TUE	JUN
04	880	ALA		14.54	909	X	12	S	6796	7.57	50.42	3.82	12	SAT	FEB	N	7199	8.02	50.42	4.04	14	SAT	MAR
04	880	ALA		26.61	129	A	11	N	7133	6.78	50.27	3.41	7	THU	DEC	N	7578	7.13	50.81	3.62	14	FRI	DEC
11	905	SD		3.207	932	A	13	W	2545	9.27	54.05	5.01	7	THU	SEP	E	2535	9.22	54.1	4.99	16	WED	APR
11	905	SD		5.164	942	A	13	E	2783	7.57	64.66	4.89	7	TUE	SEP	W	3026	8.22	64.71	5.32	17	WED	DEC
11	905	SD	R	9.778	128	B	13	E	1834	7.03	56.59	3.98	7	THU	JUL	W	2315	8.06	62.28	5.02	17	TUE	DEC
11	905	SD	R	11.37	126	B	13	W	1420	5.05	77.55	3.92	6	WED	SEP	W	1735	8.35	57.34	4.79	16	WED	JUL
11	905	SD	R	11.37	127	A	13	W	1303	6.16	76.96	4.74	7	THU	JUL	E	1253	8.05	56.59	4.56	17	FRI	AUG

AM Peak-Hour Arterial Segment Analysis Summary Genesee Avenue

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Genesee Ave					
SR-52 EB Ramps to Governor Dr	NB	217	140	19.9	E
	SB	68	67	41.4	B
Governor Dr to Centurion Sq	NB	65	91	22.1	D
	SB	99	82	24.6	D
Centurion Sq to Decoro St	NB	58	42	25.3	D
	SB	30	39	27.3	C
Decoro St to Nobel Dr	NB	43	40	17.2	E
	SB	59	37	18.7	E
Nobel Dr to Esplanade Ct	NB	21	35	21.1	D
	SB	40	41	18.0	E
Esplanade Ct to La Jolla Village Dr	NB	29	45	15.0	F
	SB	47	25	26.7	D
La Jolla Village Dr to Executive Sq	NB	15	17	22.2	D
	SB	17	45	8.2	F
Executive Square to Executive Dr	NB	8	19	14.4	F
	SB	6	11	25.2	D
Executive Dr to Eastgate Mall	NB	57	42	14.0	F
	SB	13	23	25.9	D
Eastgate Mall to Regents Rd	NB	38	49	25.6	D
	SB	30	57	22.1	D
Regents Rd to Campus Point Dr	NB	13	32	17.6	E
	SB	14	47	11.8	F
Campus Point Dr to Scripps Hospital	NB	16	24	32.3	C
	SB	56	32	24.0	D
Scripps Hospital to I-5 NB Ramps	NB	140	61	19.3	E
	SB	32	51	23.3	D
I-5 NB Ramps to I-5 SB Ramps	NB	26	110	3.5	F
	SB	39	28	14.0	F
I-5 SB Ramps to Science Center Dr	NB	24	42	27.0	D
	SB	38	59	19.3	E
Science Center Dr to John Hopkins Dr	NB	38	46	28.5	C
	SB	30	34	38.1	B
John Hopkins Drive to N. Torrey Pines Rd	NB	13	11	29.1	C
	SB	8	14	23.6	D
<i>Total</i>	<i>NB</i>	<i>821</i>	<i>845</i>	19.0	E
	<i>SB</i>	<i>626</i>	<i>677</i>	23.3	D

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

MID Peak-Hour Arterial Segment Analysis Summary Genesee Avenue

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Genesee Ave					
SR-52 EB Ramps to Governor Dr	NB	85	93	30.0	C
	SB	62	68	41.4	B
Governor Dr to Centurion Sq	NB	52	55	36.8	B
	SB	76	74	27.0	D
Centurion Sq to Decoro St	NB	25	46	23.1	D
	SB	40	33	32.3	C
Decoro St to Nobel Dr	NB	57	29	23.5	D
	SB	18	26	26.8	D
Nobel Dr to Esplanade Ct	NB	26	42	17.4	E
	SB	32	46	15.9	F
Esplanade Ct to La Jolla Village Dr	NB	75	86	7.8	F
	SB	48	37	18.0	E
La Jolla Village Dr to Executive Sq	NB	12	20	18.9	E
	SB	59	52	7.1	F
Executive Square to Executive Dr	NB	43	15	18.0	E
	SB	9	17	16.4	E
Executive Dr to Eastgate Mall	NB	17	25	23.8	D
	SB	16	20	29.3	C
Eastgate Mall to Regents Rd	NB	34	48	26.0	D
	SB	29	44	28.8	C
Regents Rd to Campus Point Dr	NB	13	26	21.5	D
	SB	13	21	26.8	D
Campus Point Dr to Scripps Hospital	NB	16	34	22.9	D
	SB	17	38	20.2	E
Scripps Hospital to I-5 NB Ramps	NB	49	61	19.2	E
	SB	40	46	25.6	D
I-5 NB Ramps to I-5 SB Ramps	NB	26	26	15.0	F
	SB	13	13	30.5	C
I-5 SB Ramps to Science Center Dr	NB	29	37	30.7	C
	SB	67	56	20.0	E
Science Center Dr to John Hopkins Dr	NB	49	53	24.7	D
	SB	28	39	32.9	C
John Hopkins Drive to N. Torrey Pines Rd	NB	9	10	32.4	C
	SB	12	15	21.6	D
<i>Total</i>	<i>NB</i>	<i>617</i>	<i>705</i>	<i>22.8</i>	<i>F</i>
	<i>SB</i>	<i>579</i>	<i>630</i>	<i>24.9</i>	<i>D</i>

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

PM Peak-Hour Arterial Segment Analysis Summary Genesee Avenue

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Genesee Ave					
SR-52 EB Ramps to Governor Dr	NB	110	144	19.3	E
	SB	60	80	35.0	B
Governor Dr to Centurion Sq	NB	44	51	39.5	B
	SB	214	106	18.8	E
Centurion Sq to Decoro St	NB	43	44	24.2	D
	SB	88	46	23.3	D
Decoro St to Nobel Dr	NB	20	46	14.8	F
	SB	70	142	4.9	F
Nobel Dr to Esplanade Ct	NB	17	61	12.1	F
	SB	100	37	19.9	E
Esplanade Ct to La Jolla Village Dr	NB	86	76	8.8	F
	SB	35	37	18.1	E
La Jolla Village Dr to Executive Sq	NB	29	19	20.0	E
	SB	88	51	7.3	F
Executive Square to Executive Dr	NB	37	20	13.8	F
	SB	71	25	11.0	F
Executive Dr to Eastgate Mall	NB	15	49	12.2	F
	SB	126	35	16.7	E
Eastgate Mall to Regents Rd	NB	37	53	23.8	D
	SB	42	42	30.2	C
Regents Rd to Campus Point Dr	NB	15	27	20.8	E
	SB	16	24	23.0	D
Campus Point Dr to Scripps Hospital	NB	21	27	28.5	C
	SB	45	58	13.1	F
Scripps Hospital to I-5 NB Ramps	NB	77	61	19.1	E
	SB	33	49	23.9	D
I-5 NB Ramps to I-5 SB Ramps	NB	12	14	28.5	C
	SB	13	11	34.2	B
I-5 SB Ramps to Science Center Dr	NB	33	41	27.7	C
	SB	137	95	11.9	F
Science Center Dr to John Hopkins Dr	NB	50	55	23.6	D
	SB	70	37	35.1	B
John Hopkins Drive to N. Torrey Pines Rd	NB	9	13	25.1	D
	SB	8	28	11.6	F
<i>Total</i>	<i>NB</i>	<i>655</i>	<i>800</i>	<i>20.0</i>	<i>E</i>
	<i>SB</i>	<i>1216</i>	<i>875</i>	<i>17.9</i>	<i>E</i>

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

AM Peak-Hour Arterial Segment Analysis Summary

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
La Jolla Village Drive					
Torrey Pines Rd to La Jolla Scenic Dr	EB	10	27	11.3	F
	WB	9	14	22.0	D
La Jolla Scenic Dr to Villa La Jolla Dr	EB	33	67	23.5	D
	WB	47	60	26.4	D
Villa La Jolla Dr to I-5 SB Off-Ramp	EB	28	25	26.6	D
	WB	58	83	8.0	F
I-5 SB Off-Ramp to I-5 NB Ramps	EB	35	44	14.8	F
	WB	66	63	10.5	F
I-5 NB Ramps to Lebon Dr	EB	53	56	17.4	E
	WB	36	41	24.2	D
Lebon Dr to Regents Rd	EB	29	74	16.1	E
	WB	29	48	24.8	D
Regents Rd to Genesee Ave	EB	58	89	10.4	F
	WB	39	48	19.1	E
Genesee Ave to Executive Way	EB	40	34	28.3	C
	WB	68	160	6.0	F
Executive Way to Towne Center Dr	EB	16	20	25.4	D
	WB	33	35	14.4	F
Towne Center Dr to I-805 SB Ramps	EB	62	52	26.9	D
	WB	80	117	11.9	F
I-805 SB Ramps to I-805 NB Ramps	EB	17	51	14.0	F
	WB	54	183	3.9	F
I-805 NB Ramps to Nobel Dr	EB	34	51	26.6	D
	WB	45	50	27.5	C
Miramar Road					
Nobel Dr to Eastgate Mall	EB	25	35	28.8	C
	WB	21	29	34.5	B
Eastgate Mall to Miramar Mall	EB	16	28	27.2	C
	WB	29	44	17.5	E
Miramar Mall to Miramar Place	EB	34	34	27.0	C
	WB	19	50	18.0	E
Miramar Place to Camino Sante Fe	EB	36	41	30.3	C
	WB	30	52	23.7	D
<i>Total</i>	<i>EB</i>	<i>526</i>	<i>725</i>	<i>20.8</i>	<i>E</i>
	<i>WB</i>	<i>663</i>	<i>1074</i>	<i>14.0</i>	<i>F</i>

Notes:

(a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

MID Peak-Hour Arterial Segment Analysis Summary

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
La Jolla Village Drive					
Torrey Pines Rd to La Jolla Scenic Dr	EB	10	15	19.6	E
	WB	9	14	21.2	D
La Jolla Scenic Dr to Villa La Jolla Dr	EB	33	92	15.0	F
	WB	47	7	25.8	D
Villa La Jolla Dr to I-5 SB Off-Ramp	EB	28	29	22.9	D
	WB	58	51	13.0	F
I-5 SB Off-Ramp to I-5 NB Ramps	EB	35	29	22.9	D
	WB	66	66	10.0	F
I-5 NB Ramps to Lebon Dr	EB	53	42	23.6	D
	WB	36	34	29.1	C
Lebon Dr to Regents Rd	EB	29	65	18.3	E
	WB	29	38	31.1	C
Regents Rd to Genesee Ave	EB	58	79	11.7	F
	WB	39	48	19.2	E
Genesee Ave to Executive Way	EB	40	48	19.8	E
	WB	68	50	18.9	E
Executive Way to Towne Center Dr	EB	16	23	21.8	D
	WB	33	30	16.8	E
Towne Center Dr to I-805 SB Ramps	EB	62	14	36.0	B
	WB	80	39	22.2	D
<i>Total</i>	<i>EB</i>	<i>364</i>	<i>435</i>	<i>18.4</i>	<i>E</i>
	<i>WB</i>	<i>465</i>	<i>377</i>	<i>19.0</i>	<i>E</i>

Notes:

(a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

PM Peak-Hour Arterial Segment Analysis Summary

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
La Jolla Village Drive					
Torrey Pines Rd to La Jolla Scenic Dr	EB	10	34	8.9	F
	WB	11	21	14.7	F
La Jolla Scenic Dr to Villa La Jolla Dr	EB	55	447	3.5	F
	WB	39	46	34.3	B
Villa La Jolla Dr to I-5 SB Off-Ramp	EB	25	24	28.0	C
	WB	20	50	13.3	F
I-5 SB Off-Ramp to I-5 NB Ramps	EB	13	28	23.9	D
	WB	25	35	18.8	E
I-5 NB Ramps to Lebon Dr	EB	42	68	14.4	F
	WB	31	33	29.5	C
Lebon Dr to Regents Rd	EB	73	79	15.0	F
	WB	48	57	20.8	E
Regents Rd to Genesee Ave	EB	27	50	18.5	E
	WB	100	78	11.8	F
Genesee Ave to Executive Way	EB	55	78	12.2	F
	WB	38	48	20.0	E
Executive Way to Towne Center Dr	EB	29	200	2.5	F
	WB	15	58	8.6	F
Towne Center Dr to I-805 SB Ramps	EB	29	47	29.2	C
	WB	36	83	16.7	E
I-805 SB Ramps to I-805 NB Ramps	EB	12	38	19.0	E
	WB	16	29	24.7	D
I-805 NB Ramps to Nobel Dr	EB	45	61	22.2	D
	WB	38	54	25.1	D
Miramar Road					
Nobel Dr to Eastgate Mall	EB	22	47	21.2	D
	WB	22	31	32.8	C
Eastgate Mall to Miramar Mall	EB	15	27	28.0	C
	WB	61	196	3.9	F
Miramar Mall to Miramar Place	EB	25	31	29.3	C
	WB	36	41	21.9	D
Miramar Place to Camino Sante Fe	EB	69	54	23.0	D
	WB	31	37	33.3	C
<i>Total</i>	<i>EB</i>	<i>546</i>	<i>1313</i>	<i>11.5</i>	<i>F</i>
	<i>WB</i>	<i>567</i>	<i>897</i>	<i>16.8</i>	<i>E</i>

Notes:

(a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

AM Peak-Hour Arterial Segment Analysis Summary Nobel Dr

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Nobel Drive					
La Jolla Village Sq to I-5 SB On-Ramp	EB	11	11.7	18.8	D
	WB	14	25.2	17.6	D
I-5 SB On-Ramp to I-5 NB Off-Ramp	EB	11	16.8	15.7	E
	WB	8	26.3	8.4	F
I-5 NB Off-Ramp to Caminito Plaza Centro	EB	30	33.7	11.5	F
	WB	14	9.3	28.3	B
Caminito Plaza Centro to Lebon Dr	EB	42	43.6	11.0	F
	WB	23	28.4	13.7	E
Lebon Dr to Regents Rd	EB	52	54.8	22.6	C
	WB	61	30.2	15.9	E
Regents Rd to Costa Verde Blvd	EB	29	42.4	14.5	E
	WB	49	60.7	20.4	D
Coste Verde Blvd to Genesee Ave	EB	46	73.0	8.4	F
	WB	23	54.9	11.2	F
Genesee Ave to Lombard Pl	EB	24	24.3	17.0	D
	WB	52	46.0	13.4	E
Lombard Pl to Towne Center Dr	EB	32	45.5	17.8	D
	WB	25	60.0	6.9	F
Towne Center Dr to Shoreline Dr	EB	48	77.8	22.3	C
	WB	72	41.1	19.7	D
Shoreline Dr to Judicial Dr	EB	26	36.4	29.5	B
	WB	34	70.0	24.8	C
Judicial Dr to I-805 SB On-Ramp	EB	15	21.8	23.7	C
	WB	19	58.0	18.5	D
I-805 SB On-Ramp to I-805 NB Off-Ramp	EB	20	35.2	14.0	E
	WB	17	21.8	23.7	C
I-805 NB Off-Ramp to Avenue of Flags	EB	17	24.0	30.3	B
	WB	30	15.1	32.7	B
Avenue of Flags to Miramar Rd	EB	55	88.8	10.7	F
	WB	25	31.4	23.2	C
<i>Total</i>	EB	458	630	16.6	E
	WB	466	578	17.2	D

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

AM Peak-Hour Arterial Segment Analysis Summary Nobel Dr

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Nobel Drive					
La Jolla Village Sq to I-5 SB On-Ramp	EB	24	39.7	5.5	F
	WB	18	25.8	17.2	D
I-5 SB On-Ramp to I-5 NB Off-Ramp	EB	13	10.0	26.3	C
	WB	9	23.8	9.3	F
I-5 NB Off-Ramp to Caminito Plaza Centro	EB	12	16.9	22.4	C
	WB	23	9.5	27.7	C
Caminito Plaza Centro to Lebon Dr	EB	33	33.6	14.5	E
	WB	23	22.2	17.1	D
Lebon Dr to Regents Rd	EB	50	49.5	25.0	C
	WB	54	26.0	18.8	D
Regents Rd to Costa Verde Blvd	EB	31	51.1	12.0	F
	WB	32	54.9	22.6	C
Coste Verde Blvd to Genesee Ave	EB	50	63.7	9.7	F
	WB	38	35.7	17.2	D
Genesee Ave to Lombard Pl	EB	14	24.8	17.5	D
	WB	52	47.3	13.0	E
Lombard Pl to Towne Center Dr	EB	23	38.5	20.5	D
	WB	39	74.4	5.8	F
Towne Center Dr to Shoreline Dr	EB	44	52.9	32.8	B
	WB	72	47.8	16.5	E
Shoreline Dr to Judicial Dr	EB	33	35.4	30.4	B
	WB	31	66.0	26.3	C
Judicial Dr to I-805 SB On-Ramp	EB	19	22.1	23.4	C
	WB	17	42.1	25.5	C
I-805 SB On-Ramp to I-805 NB Off-Ramp	EB	28	30.1	16.4	E
	WB	12	26.0	19.9	D
I-805 NB Off-Ramp to Avenue of Flags	EB	20	28.3	25.8	C
	WB	26	15.1	32.7	B
Avenue of Flags to Miramar Rd	EB	46	73.6	12.8	F
	WB	25	29.1	25.1	C
<i>Total</i>	EB	<i>440</i>	<i>570</i>	<i>18.4</i>	<i>D</i>
	WB	<i>471</i>	<i>546</i>	<i>19.1</i>	<i>D</i>

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

PM Peak-Hour Arterial Segment Analysis Summary Nobel Dr

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Nobel Drive					
La Jolla Village Sq to I-5 SB On-Ramp	EB	37	31.1	7.1	F
	WB	34	27.1	16.4	E
I-5 SB On-Ramp to I-5 NB Off-Ramp	EB	9	10.5	25.1	C
	WB	9	28.6	7.7	F
I-5 NB Off-Ramp to Caminito Plaza Centro	EB	37	20.1	19.3	D
	WB	26	9.7	27.1	C
Caminito Plaza Centro to Lebon Dr	EB	42	47.5	10.1	F
	WB	19	36.0	10.8	F
Lebon Dr to Regents Rd	EB	85	81.3	15.2	E
	WB	58	28.1	17.1	D
Regents Rd to Costa Verde Blvd	EB	30	61.4	10.0	F
	WB	52	62.6	19.8	D
Coste Verde Blvd to Genesee Ave	EB	54	69.5	8.8	F
	WB	18	81.0	7.6	F
Genesee Ave to Lombard Pl	EB	26	24.0	17.6	D
	WB	71	69.1	8.9	F
Lombard Pl to Towne Center Dr	EB	48	57.6	13.9	E
	WB	50	78.4	5.4	F
Towne Center Dr to Shoreline Dr	EB	43	59.0	29.4	B
	WB	72	52.4	15.2	E
Shoreline Dr to Judicial Dr	EB	32	38.1	28.2	B
	WB	39	73.9	23.5	C
Judicial Dr to I-805 SB On-Ramp	EB	19	22.8	22.6	C
	WB	23	51.2	21.0	D
I-805 SB On-Ramp to I-805 NB Off-Ramp	EB	34	32.7	15.1	E
	WB	12	31.6	16.3	E
I-805 NB Off-Ramp to Avenue of Flags	EB	21	24.0	30.0	B
	WB	23	15.1	32.7	B
Avenue of Flags to Miramar Rd	EB	37	102.3	9.4	F
	WB	25	30.9	23.3	C
<i>Total</i>	EB	554	682	15.4	E
	WB	531	676	14.8	E

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

AM Peak-Hour Arterial Segment Analysis Summary Regents Road (N)

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Regents Road (N)					
Arriba St to Berino Ct	NB	38	47	13.1	E
	SB	30	42	14.7	E
Berino Ct to Nobel Dr	NB	67	54	22.0	D
	SB	33	43	27.7	C
Nobel Dr to Mahaila Ave	NB	26	31	17.1	D
	SB	39	49	10.6	F
Mahaila Ave to La Jolla Village Dr	NB	75	72	6.4	F
	SB	21	27	17.2	D
La Jolla Village Dr to Regents Park Row	NB	31	32	9.6	F
	SB	60	52	5.8	F
Regents Park Row to Executive Dr	NB	73	31	19.7	D
	SB	35	37	16.7	E
Executive Dr to Eastgate Mall	NB	47	32	13.5	E
	SB	20	21	20.7	D
Eastgate Mall to Country Day Ln	NB	15	27	16.6	E
	SB	17	23	19.6	D
Country Day Ln to Genesee Ave	NB	44	82	6.8	F
	SB	34	49	11.3	F
<i>Total</i>	<i>NB</i>	<i>416</i>	<i>407</i>	<i>12.5</i>	<i>F</i>
	<i>SB</i>	<i>289</i>	<i>343</i>	<i>14.8</i>	<i>E</i>

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

MID Peak-Hour Arterial Segment Analysis Summary Regents Road (N)

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Regents Road (N)					
Arriba St to Berino Ct	NB	39	25	25.1	C
	SB	28	35	17.7	D
Berino Ct to Nobel Dr	NB	50	52	22.7	C
	SB	36	35	34.1	B
Nobel Dr to Mahaila Ave	NB	18	25	21.0	D
	SB	34	59	8.8	F
Mahaila Ave to La Jolla Village Dr	NB	57	65	7.2	F
	SB	20	19	23.9	C
La Jolla Village Dr to Regents Park Row	NB	23	25	12.3	F
	SB	34	55	5.5	F
Regents Park Row to Executive Dr	NB	26	31	19.6	D
	SB	35	34	17.9	D
Executive Dr to Eastgate Mall	NB	20	21	20.3	D
	SB	25	23	18.8	D
Eastgate Mall to Country Day Ln	NB	14	20	22.5	C
	SB	16	22	20.5	D
Country Day Ln to Genesee Ave	NB	44	87	6.4	F
	SB	35	34	16.1	E
<i>Total</i>	<i>NB</i>	<i>291</i>	<i>350</i>	<i>14.5</i>	<i>E</i>
	<i>SB</i>	<i>263</i>	<i>316</i>	<i>16.1</i>	<i>E</i>

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

PM Peak-Hour Arterial Segment Analysis Summary Regents Road (N)

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Regents Road (N)					
Arriba St to Berino Ct	NB	24	40	15.3	E
	SB	44	40	15.4	E
Berino Ct to Nobel Dr	NB	76	58	20.3	D
	SB	38	43	27.3	C
Nobel Dr to Mahaila Ave	NB	25	34	15.4	E
	SB	34	50	10.4	F
Mahaila Ave to La Jolla Village Dr	NB	31	51	9.1	F
	SB	20	34	13.5	E
La Jolla Village Dr to Regents Park Row	NB	23	23	13.2	E
	SB	44	54	5.7	F
Regents Park Row to Executive Dr	NB	33	39	15.9	E
	SB	86	53	11.7	F
Executive Dr to Eastgate Mall	NB	16	23	18.6	D
	SB	36	33	12.9	F
Eastgate Mall to Country Day Ln	NB	32	21	21.1	D
	SB	30	39	11.3	F
Country Day Ln to Genesee Ave	NB	36	60	9.2	F
	SB	53	43	12.8	F
<i>Total</i>	<i>NB</i>	<i>296</i>	<i>349</i>	<i>14.5</i>	<i>E</i>
	<i>SB</i>	<i>385</i>	<i>390</i>	<i>13.0</i>	<i>F</i>

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

AM Peak-Hour Arterial Segment Analysis Summary Regents Road (S)

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Regents Road (S)					
Luna Ave to SR-52 WB Ramps	NB	38	232	11.4	E
	SB	30	117	22.6	C
SR-52 WB Ramps to SR-52 EB Ramps	NB	67	32	10.3	E
	SB	33	28	11.8	E
SR-52 EB Ramps to Governor Dr	NB	26	109	21.7	C
	SB	39	111	21.4	C
<i>Total</i>	<i>NB</i>	<i>131</i>	<i>373</i>	<i>14.3</i>	<i>D</i>
	<i>SB</i>	<i>102</i>	<i>256</i>	<i>20.8</i>	<i>D</i>

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

MID Peak-Hour Arterial Segment Analysis Summary Regents Road (S)

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Regents Road (S)					
Luna Ave to SR-52 WB Ramps	NB	39	539	4.9	F
	SB	28	88	30.0	B
SR-52 WB Ramps to SR-52 EB Ramps	NB	50	23	14.4	D
	SB	36	21	15.8	D
SR-52 EB Ramps to Governor Dr	NB	18	98	24.6	B
	SB	34	99	24.3	B
<i>Total</i>	<i>NB</i>	<i>107</i>	<i>659</i>	<i>21.0</i>	<i>C</i>
	<i>SB</i>	<i>98</i>	<i>208</i>	<i>16.3</i>	<i>D</i>

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

PM Peak-Hour Arterial Segment Analysis Summary Regents Road (S)

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Regents Road (S)					
Luna Ave to SR-52 WB Ramps	NB	24	117	22.6	C
	SB	44	161	16.4	D
SR-52 WB Ramps to SR-52 EB Ramps	NB	76	29	11.1	E
	SB	38	31	10.4	E
SR-52 EB Ramps to Governor Dr	NB	25	107	22.3	C
	SB	34	116	20.7	C
<i>Total</i>	<i>NB</i>	<i>125</i>	<i>253</i>	<i>21.0</i>	<i>C</i>
	<i>SB</i>	<i>116</i>	<i>308</i>	<i>16.3</i>	<i>D</i>

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

APPENDIX F

FREEWAY FACTORS AND RAMP METER RATES

Location (I.D.)	Route	Dir	Period	Cars per green	Sec./ Cycle	(per lane) Veh./hr	Total # lanes	HOV
WB LJVD (218)	5	NB	1500 - 1830	1	6.5	555	1	No
EB LJVD (246)	5	NB	1500 - 1900	2	7.2 - 11.2	996 - 643	2	Lt
EB LJVD (122)	5	SB	1500 - 1900	1	6.3 - 10.5	570 - 343	2	Lt
WB LJVD (123)	5	SB	1500 - 1900	2	7.2 - 11.2	996 - 643	2	No
Gilman Dr (16303)	5	SB	1500 - 1900	2	10.3 - 15.1	696 - 478	3	Lt
Nobel Dr (16307)	5	SB	1500 - 1900	2	9.4 - 13.6	768 - 528	3	Lt
Miramar Rd (171)	805	NB	0530 - 0930	1	6.3 - 9.0	1140 - 804	2	Lt
EB LJVD (170)	805	NB	0530 - 0545	1	7.2 - 12.9	996 - 559	2	Rt
			0545 - 0700		8.3	871		
			0700 - 0900		9.6	746		
			0900 - 0930		7.2	996		
Governor Dr (169)	805	NB	0530 - 0540	1	6.3 - 9.3	570 - 385	2	Lt
			0540 - 0930		9.3	385		
Miramar Rd (73)	805	SB	1430 - 1900	2	10.2	704	2	No
EB LJVD (72)	805	SB	1430 - 1900	2	7.2 - 12.1	996 - 593	2	Lt
Nobel Dr (300)	805	SB	1430 - 1900	1	15.7	229	3	Lt
Governor Dr (71)	805	SB	1430 - 1830	2	9.4	768	1	No
			1830 - 1900		8.5	845		

The meters normally operate in a traffic responsive mode.

There are 15 separate rates or steps between the slowest and the fastest discharge rate that depend on the mainlane volumes.

CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK					PM PEAK									
									1 WAY	%	%	%	1 WAY	%	%	%	HR	DAY	MNTH	Dir	PHV	K	D
									PHV	K	D	KD	HR	DAY	MNTH	Dir	PHV	K	D	KD	HR	DAY	MNTH
10	004	SJ		24.87	313	A	13	W	374	11.56	67.88	7.85	12	SUN	JUL	W	432	13.15	68.9	9.06	13	SUN	AUG
10	004	SJ		24.87	336	B	13	W	320	11.73	64.52	7.57	11	SUN	AUG	E	374	12.85	68.88	8.85	16	FRI	MAY
10	004	SJ		33.08	48	A	13	W	409	12.35	71.38	8.82	11	SUN	JUN	W	462	13.02	76.49	9.96	16	SUN	AUG
10	004	SJ		33.08	352	B	13	W	359	10.47	78.04	8.17	12	SUN	NOV	W	424	12.72	75.85	9.65	16	SUN	AUG
10	004	CAL		29.38	37	A	13	W	407	8.89	66.4	5.9	12	SUN	OCT	W	478	10.92	63.48	6.93	14	SUN	JUL
11	005	SD	R	.878	501	A	13	S	1343	6.01	62	3.73	12	SAT	AUG	S	2407	8.85	75.41	6.68	17	FRI	JAN
11	005	SD		4.632	901	A	13	N	5967	6.27	65.73	4.12	7	THU	OCT	S	7506	8.26	62.78	5.18	17	FRI	JUN
11	005	SD		8.562	902	B	13	N	7751	6.25	75.99	4.75	6	WED	APR	S	8285	8.14	62.33	5.08	16	TUE	MAR
11	005	SD	R	11.13	952	A	13	N	9183	7.57	65.49	4.96	7	WED	AUG	S	9841	7.8	68.12	5.31	15	FRI	OCT
11	005	SD	R	12.65	903	A	13	N	8912	7.67	74.38	5.7	7	THU	JUL	S	7960	7.76	65.62	5.09	15	TUE	MAR
11	005	SD	R	14.74	956	A	13	N	8673	8.54	61.46	5.25	7	TUE	MAR	S	7392	7.93	56.42	4.47	15	FRI	MAY
11	005	SD	R	17.53	896	A	13	N	6802	7.9	59.27	4.68	7	TUE	JUL	S	6320	8.22	52.88	4.35	15	FRI	OCT
11	005	SD	R	20.06	800	B	13	N	7741	7.59	52.13	3.96	7	THU	NOV	N	8149	8.11	51.38	4.17	16	FRI	APR
11	005	SD	R	20.06	931	A	13	N	8550	7.23	59.73	4.32	7	FRI	OCT	S	8584	7.98	54.28	4.33	16	FRI	FEB
11	005	SD	R	22.26	801	B	13	N	9199	7.56	56.04	4.24	7	FRI	SEP	S	9707	8.5	52.65	4.47	17	WED	OCT
11	005	SD	R	25.95	802	B	13	N	9472	7.64	63.18	4.82	7	MON	NOV	S	9673	8.31	59.31	4.93	16	WED	FEB
11	005	SD	R	30.68	502	A	13	S	8164	7.31	54.76	4	9	THU	APR	S	8021	7.4	53.14	3.93	14	SAT	JUL
11	005	SD	R	30.68	803	B	13	S	6211	7.78	55.4	4.31	8	WED	OCT	N	6450	8.06	55.58	4.48	15	FRI	JAN
11	005	SD	R	36.27	898	A	13	S	9351	7.06	57.65	4.07	7	THU	FEB	N	10256	7.74	57.68	4.47	17	TUE	MAR
11	005	SD	R	41.51	978	B	13	S	7639	6.76	53.84	3.64	7	WED	AUG	N	8065	7.09	54.22	3.84	17	WED	MAY
11	005	SD	R	42.71	661	B	13	S	7443	5.72	63.03	3.61	6	THU	OCT	N	8082	7.13	54.89	3.92	17	TUE	MAR
11	005	SD	R	49.28	904	B	13	S	7878	7.29	54.21	3.95	10	SAT	JUL	N	7973	6.92	57.81	4	17	WED	MAY
11	005	SD	R	53.93	906	B	13	S	6989	7.34	55.74	4.09	9	SAT	JUL	S	7123	7.35	56.8	4.17	16	FRI	JUN
11	005	SD	R	54.39	954	A	13	N	5794	8.63	51.62	4.45	10	SAT	MAR	N	5707	7.58	57.86	4.39	13	SUN	JUN
12	005	ORA		.483	401	O	12	S	6000	8.38	52.29	4.38	10	SAT	JUL	S	5800	7.26	58.33	4.23	14	SAT	MAY
12	005	ORA		17.47	902	A	13	S	12906	6.7	57.93	3.88	12	FRI	SEP	S	14633	7.14	61.56	4.4	16	WED	JAN
12	005	ORA		30.26	904	B	13	N	11271	7.18	56.41	4.05	7	THU	MAR	S	10052	6.48	55.79	3.61	17	WED	MAR
12	005	ORA		30.26	905	A	13	N	12637	7.08	54.42	3.86	7	THU	MAY	S	11368	6.09	56.92	3.47	17	WED	MAR
12	005	ORA		33.09	906	A	13	N	12224	6.18	54.15	3.34	6	WED	MAR	N	12543	6.4	53.64	3.43	15	MON	APR
07	005	LA		.7	475	A	13	N	5407	5.86	53.04	3.11	10	SUN	MAR	S	5445	5.62	55.63	3.13	18	WED	MAY
07	005	LA		3.971	52	O	13	S	5287	5.95	52.55	3.12	9	SAT	JAN	S	5216	6.05	50.96	3.08	14	WED	JAN
07	005	LA		12	453	A	13	N	7255	6.11	53.2	3.25	6	TUE	MAR	S	6779	5.98	50.85	3.04	14	SAT	JAN
07	005	LA		15.33	27	O	13	N	8311	6.03	52.96	3.19	9	SAT	APR	S	8198	6.05	51.99	3.15	13	SAT	OCT

CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

DI	RTE	CO	PRE	PM CS	LEG	YR	Dir	AM PEAK					PM PEAK									
								1 WAY PHV	% K	% D	% KD	HR DAY MNTH Dir	1 WAY PHV	% K	% D	% KD	HR DAY MNTH					
11	052	SD		.324 720	A	13	W	3778	7.8	60.21	4.69	7	TUE	MAY	E	4495	9.09	61.44	5.59	16	THU	FEB
11	052	SD		3.761 703	B	13	W	3891	8.67	52.7	4.57	7	WED	SEP	E	4712	9.31	59.44	5.53	16	TUE	MAY
11	052	SD		5.494 725	B	13	W	5681	9.17	61.18	5.61	7	TUE	JAN	E	5826	9.34	61.6	5.75	16	WED	OCT
11	052	SD		5.494 726	A	13	W	6508	9.73	65.15	6.34	7	FRI	MAY	E	5139	8.8	56.89	5.01	16	FRI	MAY
11	052	SD		8.713 727	B	13	W	6838	9.34	76.64	7.16	7	MON	APR	E	5773	8.71	69.34	6.04	15	WED	JAN
11	052	SD		8.713 728	A	13	W	6067	9.09	74.74	6.79	7	WED	APR	E	5873	9.18	71.69	6.58	16	MON	MAR
11	052	SD		13.27 729	B	13	W	6115	9.18	74.47	6.83	7	TUE	MAY	E	5677	9.32	68.08	6.34	16	WED	OCT
11	052	SD		13.27 730	A	13	W	4298	7.21	75.79	5.47	6	WED	MAY	E	4743	9.09	66.39	6.03	16	TUE	JAN
11	052	SD		14.96 732	B	13	W	4481	7.96	75.07	5.97	5	TUE	JUN	E	4722	9.44	66.71	6.3	16	THU	APR
11	052	SD		15.83 733	O	13	W	3340	6.58	70.08	4.61	6	TUE	APR	E	4137	9.19	62.2	5.71	16	WED	OCT
11	052	SD		16.74 734	O	13	W	3308	6.59	72.91	4.81	6	THU	MAY	E	3904	9.08	62.48	5.67	15	MON	SEP
11	054	SD		1.88 814	A	13	W	6806	7.77	68.85	5.35	7	TUE	AUG	E	6048	8.23	57.73	4.75	16	WED	DEC
11	054	SD		4.207 815	B	13	W	6098	7.88	65.29	5.15	7	WED	OCT	E	5431	8.32	55.12	4.58	16	THU	APR
11	054	SD		4.207 816	A	13	W	5471	8.35	62.02	5.18	7	THU	DEC	E	4820	8.27	55.16	4.56	16	THU	NOV
11	054	SD		4.994 743	A	13	W	4900	8.91	57.24	5.1	7	WED	DEC	W	4197	8.45	51.72	4.37	17	FRI	MAY
11	056	SD		.309 751	A	13	W	5896	10.17	65.5	6.66	7	FRI	OCT	E	5351	8.57	70.6	6.05	16	THU	APR
11	056	SD		.82 752	A	13	W	5348	8.55	78.77	6.73	7	MON	OCT	E	5044	8.6	73.81	6.35	16	MON	AUG
11	056	SD		3.103 750	B	13	W	4796	9.68	66.26	6.41	7	THU	DEC	E	4358	8.33	69.96	5.83	16	TUE	JUN
11	056	SD		3.103 755	A	13	W	4210	9.02	72.29	6.52	7	FRI	OCT	E	4135	8.8	72.74	6.4	16	THU	NOV
07	057	LA	R	3.167 77	B	13	S	7999	6.58	63.03	4.15	6	MON	APR	S	7113	7.04	52.44	3.69	13	SAT	APR
07	057	LA	R	6.85 97	B	13	S	5838	7.14	52.66	3.76	7	THU	MAY	S	6356	7.58	53.96	4.09	17	TUE	JUL
05	058	SLO		1.87 235	A	13	W	171	7.48	77.03	5.76	7	FRI	SEP	W	183	10.37	59.42	6.16	16	TUE	JUN
06	058	KER		15.41 71	B	12	W	49	17.66	79.03	13.96	9	WED	AUG	E	37	15.67	67.27	10.54	15	WED	AUG
06	058	KER		15.42 72	A	12	W	497	20.75	93.25	19.35	6	WED	MAY	E	386	16.5	91.04	15.02	16	WED	MAY
06	058	KER		28.12 73	A	12	W	809	14.31	89.99	12.88	5	TUE	AUG	E	729	14	82.94	11.61	16	TUE	MAY
06	058	KER		39.96 9	B	12	W	653	9.83	91.2	8.96	5	MON	MAY	E	610	11.25	74.39	8.37	16	MON	AUG
06	058	KER		39.97 10	A	12	W	744	10.5	92.54	9.72	5	WED	MAY	E	547	9.6	74.42	7.15	16	WED	AUG
06	058	KER		51.63 163	B	12	W	1544	7.8	56.95	4.44	12	FRI	AUG	W	1675	8.26	58.34	4.82	16	THU	MAY
06	058	KER	R	53.39 814	A	13	E	4052	8.36	63.1	5.27	7	THU	AUG	E	4120	9.04	59.33	5.36	16	FRI	MAY
06	058	KER	R	57.41 332	A	12	W	2190	7.48	56.18	4.2	7	WED	FEB	E	2373	7.98	57.11	4.56	17	FRI	FEB
06	058	KER	R	94.19 902	A	13	E	1017	7.84	63.29	4.96	10	FRI	FEB	E	1108	9.67	55.85	5.4	13	THU	DEC
06	058	KER	R	107.5 969	B	13	E	961	7.78	63.1	4.91	10	FRI	FEB	W	1074	8.63	63.55	5.49	16	MON	AUG
06	058	KER	R	142.9 953	A	12	E	714	9.72	56.94	5.53	10	MON	DEC	W	777	9.1	66.18	6.02	17	MON	MAY

07/22/2014

LATEST TRAFFIC YEAR SELECTED

13:37:03

PEAK HOUR VOLUME DATA

DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK						PM PEAK								
									1 WAY	%	%	%	1 WAY	%	%	%							
									PHV	K	D	KD	HR	DAY	MNTH	Dir	PHV	K	D	KD	HR	DAY	MNTH
07	710	LA		10.31	38	A	13	S	7273	7.53	53.66	4.04	7	FRI	FEB	N	6810	7.3	51.84	3.78	16	THU	APR
07	710	LA		11.5	421	A	13	S	7588	7.65	53.36	4.08	7	FRI	NOV	N	7431	7.29	54.84	4	16	THU	APR
07	710	LA		14.4	39	O	13	S	9968	7.69	56.37	4.34	7	THU	SEP	N	9240	7.29	55.16	4.02	17	THU	AUG
07	710	LA		23.28	41	B	13	S	8042	7.12	53.84	3.83	7	TUE	JAN	S	7391	6.57	53.62	3.52	13	THU	DEC
07	710	LA		23.75	435	B	11	S	8521	7.82	56.88	4.44	7	FRI	NOV	N	7747	7.22	55.99	4.04	17	THU	APR
07	710	LA	R	27.11	436	A	13	S	2259	8.75	59.07	5.17	7	TUE	FEB	N	1965	7.68	58.53	4.5	17	WED	JUN
04	780	SOL		2.955	339	A	13	E	3054	8.73	63.68	5.56	7	THU	SEP	W	2850	9.06	57.23	5.19	17	WED	MAR
04	780	SOL		3.995	357	A	13	E	3199	8.49	65.81	5.59	7	WED	SEP	W	2618	9.01	50.73	4.57	17	WED	JUN
04	780	SOL		6.656	341	A	13	E	2748	8.37	56.08	4.69	7	TUE	MAY	W	2706	8.39	55.12	4.62	17	WED	SEP
11	805	SD		.647	922	A	13	S	2472	6.9	64.98	4.48	11	SAT	MAR	S	3133	8.7	65.31	5.68	17	FRI	AUG
11	805	SD		5.542	684	O	13	N	6132	5.88	64.61	3.8	6	THU	MAR	S	7336	8.01	56.68	4.54	15	WED	DEC
11	805	SD		8.854	924	B	13	N	10859	5.94	69.7	4.14	6	THU	FEB	S	12741	8.04	60.36	4.86	15	THU	MAY
11	805	SD		8.854	944	A	13	N	8691	6.63	63.55	4.21	7	MON	AUG	S	8984	7.52	57.87	4.35	16	THU	AUG
11	805	SD		11.10	925	B	13	N	9130	6.3	73.11	4.6	6	THU	MAY	S	9523	8.03	59.77	4.8	16	THU	FEB
11	805	SD		13.51	926	B	13	N	10011	6.18	74.15	4.58	6	WED	MAY	S	9990	7.86	58.11	4.57	15	FRI	MAY
11	805	SD		14.46	966	B	13	S	10525	6.57	74.19	4.87	6	MON	MAR	N	10186	7.67	61.47	4.71	15	THU	SEP
11	805	SD		16.43	927	B	13	N	8200	6.79	70.07	4.76	7	WED	JAN	S	9313	8.55	63.17	5.4	15	FRI	MAY
11	805	SD		17.65	928	A	13	N	10907	7.32	77.39	5.66	6	TUE	MAY	S	10886	8.4	67.27	5.65	16	TUE	MAY
11	805	SD		23.65	929	B	13	N	7760	5.91	73.15	4.32	6	TUE	JAN	S	8911	8.03	61.85	4.97	16	TUE	APR
11	805	SD		24.44	683	X	13	N	9360	6.71	71.23	4.78	6	MON	SEP	S	8586	7.28	60.22	4.39	16	MON	JUN
11	805	SD		28.50	930	B	13	S	8083	8.1	65.03	5.27	8	THU	MAR	N	7264	7.71	61.45	4.73	17	THU	JUN
04	880	ALA		2.283	127	A	11	S	7770	7.33	59.51	4.36	8	THU	JUN	N	7769	7.74	56.35	4.36	17	TUE	JUN
04	880	ALA		14.54	909	X	12	S	6796	7.57	50.42	3.82	12	SAT	FEB	N	7199	8.02	50.42	4.04	14	SAT	MAR
04	880	ALA		26.61	129	A	11	N	7133	6.78	50.27	3.41	7	THU	DEC	N	7578	7.13	50.81	3.62	14	FRI	DEC
11	905	SD		3.207	932	A	13	W	2545	9.27	54.05	5.01	7	THU	SEP	E	2535	9.22	54.1	4.99	16	WED	APR
11	905	SD		5.164	942	A	13	E	2783	7.57	64.66	4.89	7	TUE	SEP	W	3026	8.22	64.71	5.32	17	WED	DEC
11	905	SD	R	9.778	128	B	13	E	1834	7.03	56.59	3.98	7	THU	JUL	W	2315	8.06	62.28	5.02	17	TUE	DEC
11	905	SD	R	11.37	126	B	13	W	1420	5.05	77.55	3.92	6	WED	SEP	W	1735	8.35	57.34	4.79	16	WED	JUL
11	905	SD	R	11.37	127	A	13	W	1303	6.16	76.96	4.74	7	THU	JUL	E	1253	8.05	56.59	4.56	17	FRI	AUG