LINSCOTT
LAW &
GREENSPAN
engineers

TECHNICAL APPENDICES

HILLEL CENTER FOR JEWISH LIFE

La Jolla, California
November 6, 2013

LLG Ref. 3-10-1948

Linscott, Law &
Greenspan, Engineers
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APPENDICES

APPENDIX

A. Bicycle Master Plan Documents & UCSD Shuttle Service Information

B. Intersection and Segment Manual Count Sheets

C. City of San Diego Roadway Classification Table

D. Historical Peak Hour Intersection Analysis Worksheets

E. Proposed Hillel Facility Program Guide & Existing Hillel Facility Location Map

F. Location Map for UCLA and UCSB Campus and Hillel Facilities

G. UCLA, UCSB and UCSD Hillel Facility Survey Data

H. Existing + Project Peak Hour Intersection Analysis Worksheets

I. Cumulative Projects Data

J. Existing + Cumulative Projects Peak Hour Intersection Analysis Worksheets

K. Existing + Cumulative Projects + Project Peak Hour Intersection Analysis Worksheets

L. SANDAG Series 11 Year 2030 Model and Year 2030 Intersection Traffic Volume Forecast Sheets

M. Year 2030 Without Project Peak Hour Analysis

N. Year 2030 With Project Peak Hour Analysis

O. Existing + Project and Existing + Cumulative Projects + Project Peak Hour Intersection Analysis Worksheets (For "All Walk" Scenario)

P. Additional Hillel Data for Other California Universities

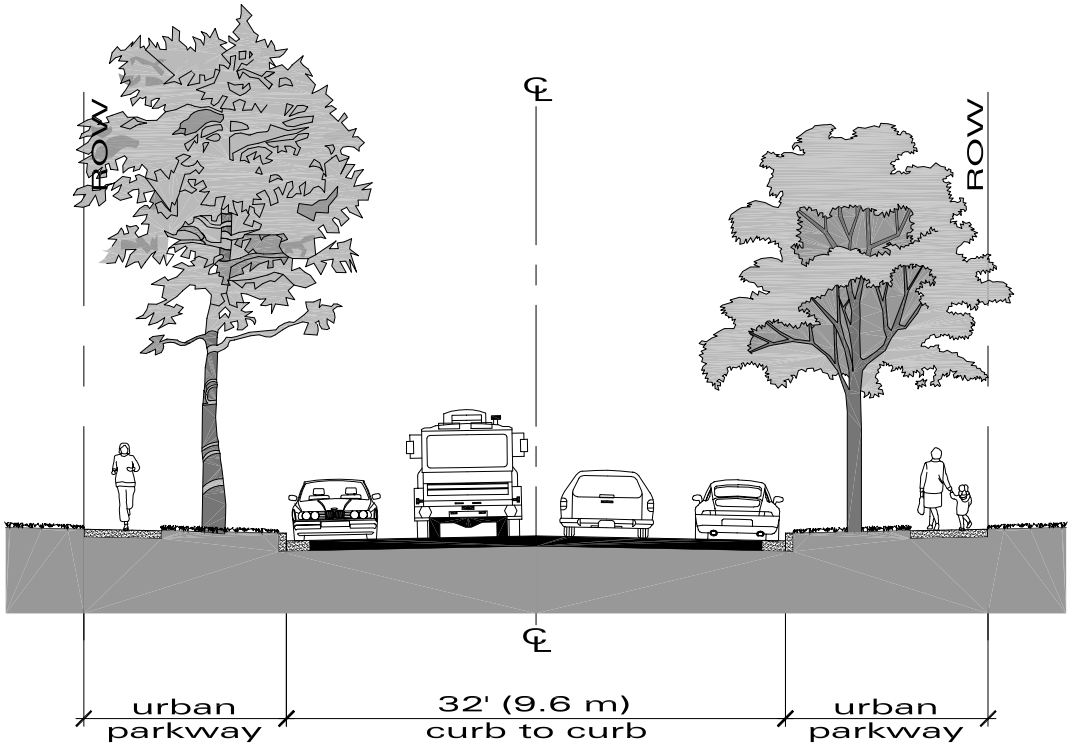
Q. Existing With Current Zoning and Existing With Improvements Peak Hour Intersection Analysis Worksheets

APPENDIX A

BICYCLE MASTER PLAN DOCUMENTS
& UCSD SHUTTLE SERVICE INFORMATION

Width, Right-of-Way • Single-loaded[1,2]	52 ft. (15.6 m) - 62 ft. (18.6 m) 48 ft. (14.4 m) – 58 ft. (17.4 m)
Design ADT	1,500
Width, Curb-to-Curb[3] • Single-loaded	32 ft. (9.6 m) 28 ft. (8.4 m)
Maximum Grade	15%
Minimum Curve Radius	100 ft. (30 m)
Land Use **Parkway Options**[4]	Large Lot Single Dwelling Residential, Single Dwelling Residential, Multiple Dwelling Residential, Local Mixed Use, Open Space-Park U-1; U-3; U-4 (a)
Land Use **Parkway**	School, Church, or Public Building U-2

1 Single-loaded street not permitted in Medium-to-Very High Density Multiple Dwelling Residential areas.
2 Construct sidewalks on both sides of street, including single-loaded streets.
3 Curb-to-curb widths may be increased to 44 feet (13.2 m) to allow for angle parking on one side and parallel parking on the other side of street or 52 feet (15.6 m) for angle parking on both sides of street. Angle parking should be installed in accordance with Council approved traffic engineering policies. Angle parking layout should include provisions that allow access to refuse containers.
4 U-1 parkways shall be installed only in areas where a street is adjacent to natural open space.



section A-A (not to scale)

Existing Infrastructure

Existing bicycle system mapping was derived from the SANDAG regional bikeway geographic information systems (GIS) data, field review and input from university staff and the Project Working Group. There are no Class 1 paths on campus, and four miles of Class 2 lanes. Note that most campus pathways are also currently used by cyclists, as well as all campus streets, including those not specifically designated as bicycle facilities (see Figure 2.1 below).

Figure 2.1: Existing Bicycle Facilities

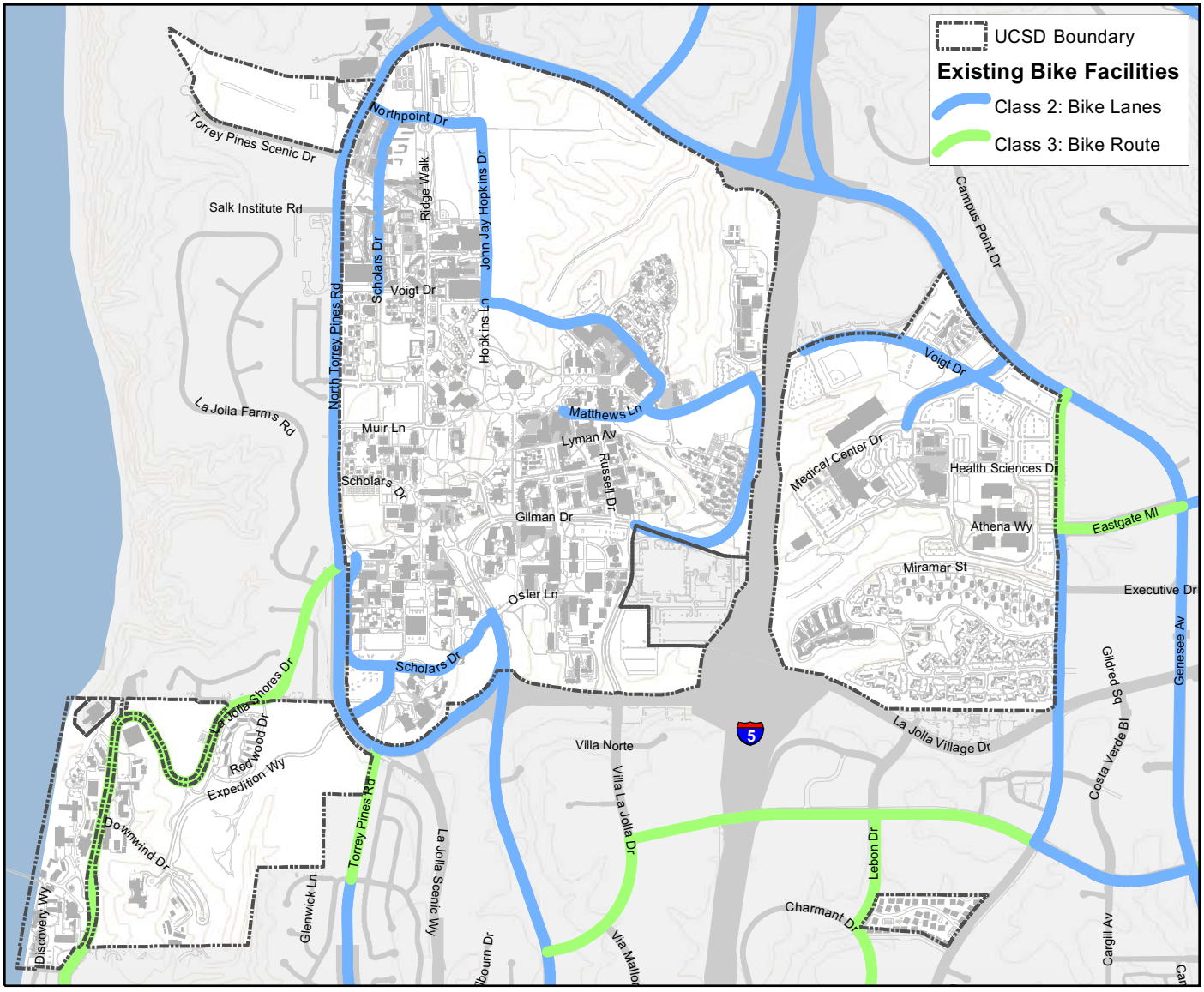
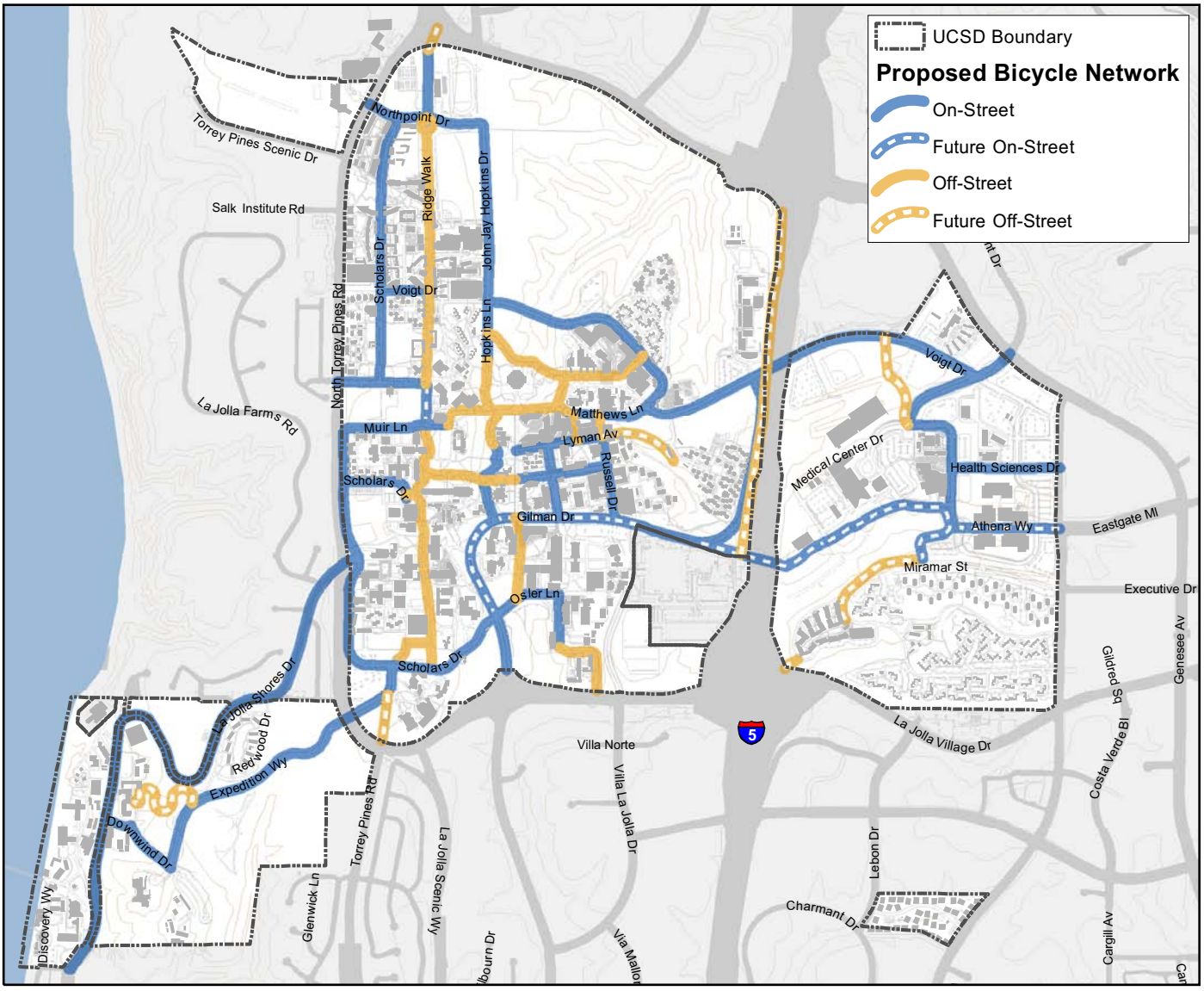
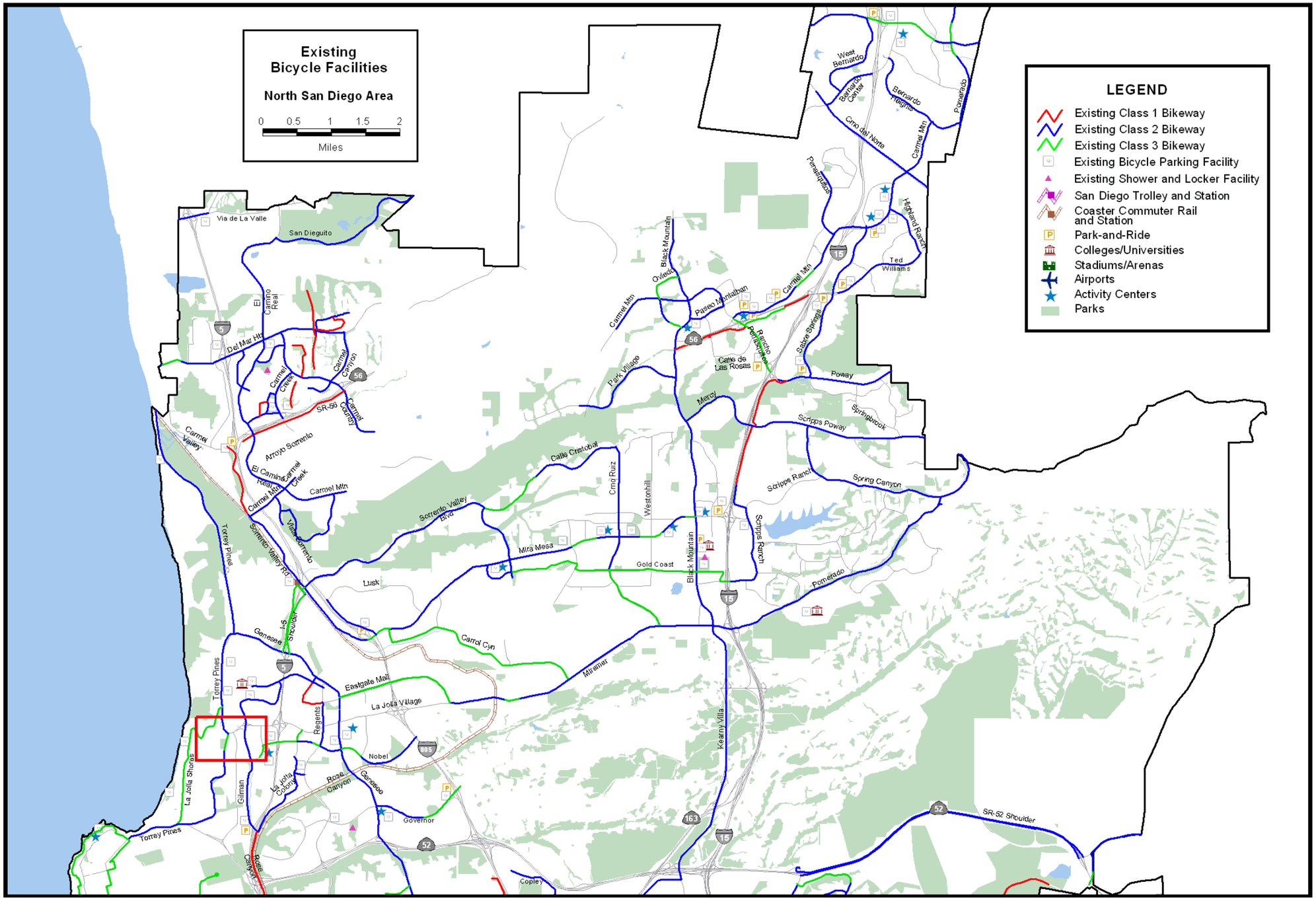
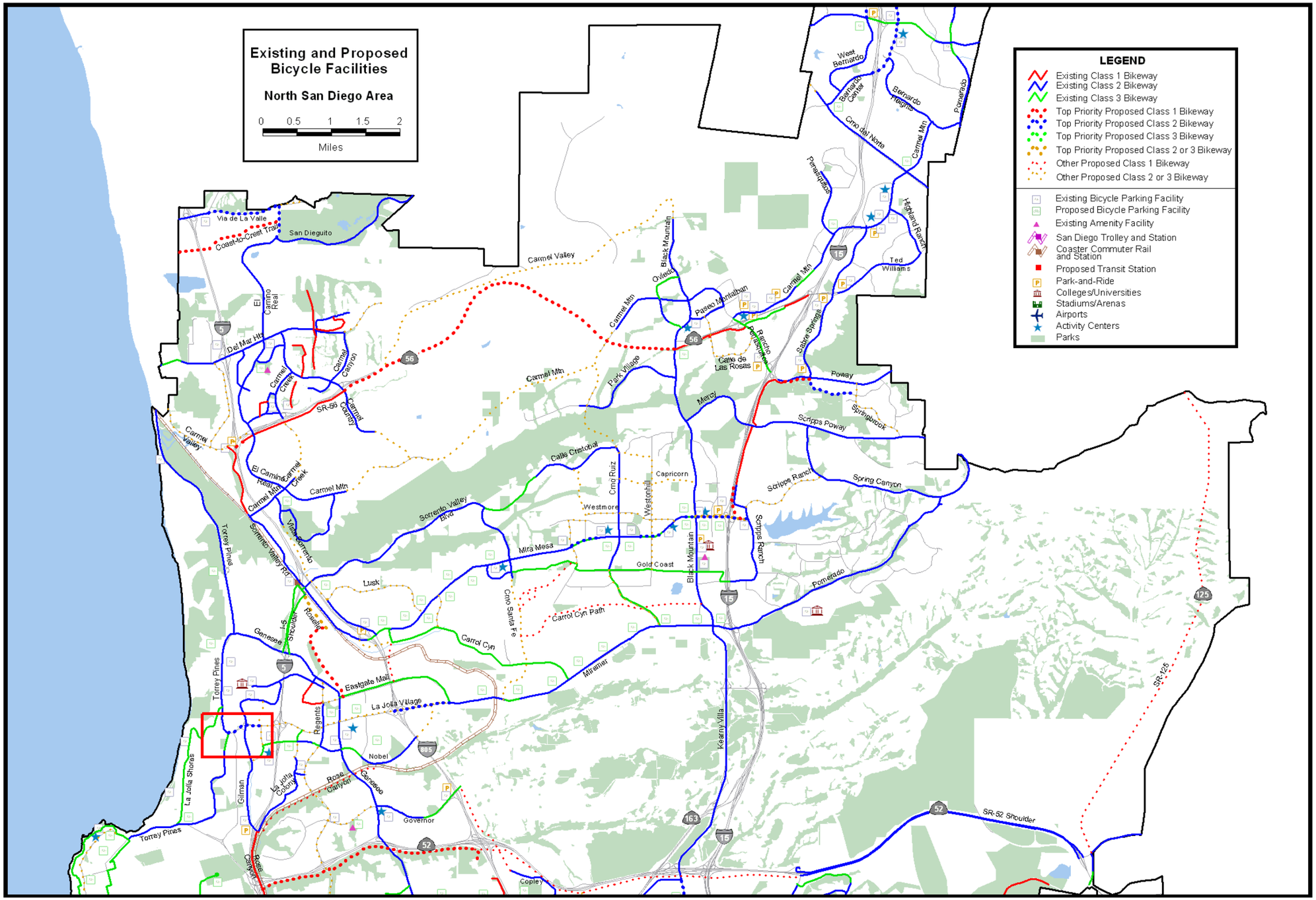


Figure 2.7: Proposed Bicycle Network




Existing
Bicycle Facilities
North San Diego Area
0 0.5 1 1.5 2
Miles
LEGEND
Existing Class 1 Bikeway
Existing Class 2 Bikeway
Existing Class 3 Bikeway
Existing Bicycle Parking Facility
Existing Shower and Locker Facility
San Diego Trolley and Station
Coaster Commuter Rail and Station
Park-and-Ride
Colleges/Universities
Stadiums/Arenas
Airports
Activity Centers
Parks
Via de La Valle
San Dieguito
El Camino Real
Del Mar Hts
Carmel Creek
Carmel Canyon
SR-56
Carmel Valley
Arroyo Sorrento
El Camino Real
Carmel Mtn
Torrey Pines
Sorrento Valley Rd
Vista Sorrento
Sorrento Valley Blvd
Calle Cristobal
Mira Mesa
Lusk
Genesee
I-5 Shoulder
Carrol Cyn
Eastgate Mall
La Jolla Village
Regents
Nobel
La Jolla Shores
Gilman
La Jolla Colony
Rose Canyon
Governor
Copley
Torrey Pines
Black Mountain
Oviedo
Paseo Montalban
Park Village
Calle de Las Rosas
Rancho Penasquitos
Metro
Westonhill
Cmo Ruiz
Gold Coast
Black Mountain
Kearny Villa
Miramar
Sabre Springs
Poway
Scripps Poway
Springbrook
Scripps Ranch
Spring Canyon
Pomerado
Highland Ranch
Ted Williams
Carmel Mtn
Penasquitos
Cmo del Norte
Bernardo Heights
Bernardo Center
West Bernardo
Pomerado
SR-52 Shoulder
15
5
56
52
163
805


Existing and Proposed Bicycle Facilities
North San Diego Area
0 0.5 1 1.5 2
Miles
LEGEND
Existing Class 1 Bikeway
Existing Class 2 Bikeway
Existing Class 3 Bikeway
Top Priority Proposed Class 1 Bikeway
Top Priority Proposed Class 2 Bikeway
Top Priority Proposed Class 3 Bikeway
Top Priority Proposed Class 2 or 3 Bikeway
Other Proposed Class 1 Bikeway
Other Proposed Class 2 or 3 Bikeway
Existing Bicycle Parking Facility
Proposed Bicycle Parking Facility
Existing Amenity Facility
San Diego Trolley and Station
Coaster Commuter Rail and Station
Proposed Transit Station
Park-and-Ride
Colleges/Universities
Stadiums/Arenas
Airports
Activity Centers
Parks
Via de La Valle
Coast-to-Crest Trail
San Dieguito
Carmel Valley
Del Mar Hts
El Camino Real
Carmel Creek
Carmel Canyon
SR-56
Carmel Mtn
Black Mountain
Oviedo
Paseo Montalban
Park Village
Calle de Las Rosas
Rancho Penasquitos
Sabre Springs
Poway
Mercy
Scripps Poway
Springbrook
Calle Cristobal
Cmo Ruiz
Capricorn
Westmore
Westonhill
Scripps Ranch
Spring Canyon
Sorrento Valley Blvd
Mira Mesa
Gold Coast
Pomerado
Lusk
Cmo Santa Fe
Carrol Cyn Path
Carrol Cyn
Miramar
Genesee
Eastgate Mall
La Jolla Village
Regents
Nobel
Rose Canyon
Governor
Copley
Torrey Pines
La Jolla Shores
Gilman
La Jolla Colony
Kearny Villa
SR-52 Shoulder
SR-125
West Bernardo
Bernardo Center
Bernardo Heights
Cmo del Norte
Highland Ranch
Ted Williams

UC San Diego Shuttle Routes

L

Campus Loop shuttles run:

- Clockwise and counterclockwise weekdays during academic quarters, every 15 minutes from 7 a.m. to 6:30 p.m., every 12 minutes from 6:30–8 p.m., every 10 minutes from 8–11 p.m. and every 20 minutes from 11 p.m. to midnight.
- Counterclockwise only weekends during academic quarters, beginning at Warren Apartments, every 20 minutes from 9 a.m. to 8 p.m.
- During academic breaks, shuttles run weekdays from 7 a.m. to 6 p.m in both directions.

Cityshuttles run between campus and the Regents and Nobel areas from 7 a.m. to 12:15 a.m. weekdays during academic quarters. There are two routes:

A

- Arriba shuttles run between Mandeville Auditorium and the Regents Road area, with departures from Mandeville every 6–8 minutes from 7 a.m. to 7:15 p.m., every 10 minutes from 7:15–9:15 p.m., and every 15 minutes on a combined Arriba/Nobel route from 9:15 p.m. to midnight.

N

- Nobel shuttles run between Mandeville Auditorium and the Nobel Drive area, with departures from Mandeville every 10 minutes until 8 p.m., every 15 minutes from 8–9:15 p.m., and every 15 minutes on a combined Arriba/Nobel route from 9:15 p.m. to midnight.
- During academic breaks, combined Arriba/Nobel service runs every 15 minutes from 7 a.m. to 7 p.m.

W C

Coaster shuttles run weekdays between the Sorrento Valley Coaster Station and campus every 25–50 minutes between 5:45 a.m. and 7 p.m. An east and a west route serve campus during peak hours, and one combined route runs during off-peak midday hours.

P

East/Regents shuttles run continually between Lot P704 and Price Center from 6:30 a.m. to midnight weekdays during academic quarters. Departure intervals range from 5–15 minutes, with more frequent service during peak hours. No service during academic breaks.

H

Hillcrest/Campus shuttles run weekdays year-round between UC San Diego Medical Center in Hillcrest, Old Town Transit Center, and Thornton Hosptial in La Jolla from 5:50 a.m. to 9:45 p.m.

- Thornton Hosptial departures every 30 minutes 5:50 a.m. to 7:45 p.m.; every hour 7:45–8:45 p.m. (last departure).
- Service from campus to Hillcrest includes a short stop in Old Town from 6:15–11:45 a.m. (last Old Town pickup before Hillcrest).
- Service from Hillcrest to campus includes a short stop in Old Town from 12:15–8:15 p.m.; last Old Town drop off leaves Hillcrest at 8 p.m.

M

Mesa Housing shuttles run weekdays in a continuous, clockwise loop between points on campus and points in the Mesa Housing complex off Regents Road, every 15 minutes from 7 a.m. to 6:30 p.m. and every 30 minutes from 6:30 p.m. to midnight.

- First Gilman/Myers departure at 7:10 a.m.
- Last South Mesa Housing departure at 11:30 p.m.
- Last Gilman/Myers departure at 11:35 p.m.
- During academic breaks, shuttles run every 30 minutes from 7 a.m. to 9 p.m.

SC

Sanford Consortium shuttles run every 30 minutes between Torrey Pines Center South and UCSD La Jolla Medical Center from 7 a.m. to 7 p.m. weekdays.

- Torrey Pines Center departures begin at 7 a.m. with last departure at 7 p.m.
- La Jolla Medical Center departures begin at 7:20 a.m. with last departure at 6:50 p.m.

S

Scripps Institution of Oceanography shuttles run in a continuous, counterclockwise loop between Peterson Hall and SIO from 6 a.m. to 9 p.m. weekdays during academic quarters.

- Peterson Hall departures begin at 6 a.m. with service every 15 minutes until 6:15 p.m. and every 30 minutes from 6:30–9:15 p.m.
- During academic breaks, shuttles run every 15 minutes from 7:15 a.m. to 7 p.m. with last Peterson Hall departure at 6:30 p.m.

Questions? Call (858) 534-7422. Track shuttles live and get text message alerts at www.ucsdbus.com. (Normal messaging and carrier fees apply.)

UC San Diego Shuttle Routes

Transportation Services
UC San Diego

inset 1
Old Town
Old Town Transit Center
Mission Hills
UCSD Medical Center Hillcrest
Pacific Hwy
Congress St
Old Town Ave
San Diego Ave
W Washington Ave
Front St
1st Ave
Hawk St
8
163
5

Coaster West Shuttle
Sanford Consortium Shuttle
Campus Loop Shuttle
East/Regents Shuttle
Coaster East Shuttle
Mesa Housing Shuttle
SIO Shuttle
Nobel Shuttle
Arriba Shuttle
Hillcrest/Campus Shuttle (see inset 1)

Torrey Pines
Torrey Pines Center South
Sorrento Valley Coaster Station
North Point
North Point Dr.
Genesee Ave.
Salk Institute Rd.
North Torrey Pines Rd.
Eleanor Roosevelt College
Scholars Drive N.
North Campus
RIMAC Arena
Hopkins Drive
Hopkins Structure
Pangea Parking Structure
Oceanview Apartments
Thurgood Marshall College
Voigt Dr.
Geisel Library
Warren College
Warren Apartments
Canyonview Aquatics & Activities Center
Lot P510
Campus Services Complex
To Del Mar
5
Muir College Dr.
Muir College Dr.
Peterson Hall
University Center
Library Walk
Price Center & Bookstore
Matthews Ln
Muir Ln.
Faculty Club
Muir Apartments
Scholars Drive S.
Muir College
Mandeville Auditorium
Gilman Dr.
Gilman/Myers
Gilman Parking Structure
Pepper Canyon
Medical Center Dr.
Campus Point Dr.
P701
P702
P703
P704
P759
Eye Center
UCSD Medical Center La Jolla
East Campus Office Bldg.
Regents Rd.
Pacific Hall
Old Student Center
Gilman/Mandeville
School of Medicine
Gilman/Osler
Revelle College
Gilman/Scholars S.
Revelle Parking
Scholars Drive S.
Ché Cafe
Theatre District
3803
Mesa Housing
1 Miramar St.
Early Childhood Education Center
South Mesa Housing
La Jolla Shores Dr.
Southwest Fisheries
North Torrey Pines Rd.
Coast Apartments
Expedition Way
Nierenberg Hall
Shellback Way
Downwind Way
IGPP
Vaughan Hall
SIO Forum
El Paseo Grande
Aquarium-Museum
Scripps Institution of Oceanography
La Jolla Village Dr.
Villa La Jolla Dr.
Nobel/La Jolla Village Square
Nobel/Lebon
Nobel Dr.
Lebon Dr.
Palmilla/Lebon
Regents/Nobel
Regents/Arriba
Arriba St.

Resource Management & Planning - Media Services

APPENDIX B

INTERSECTION AND SEGMENT MANUAL COUNT SHEETS

TDSSW, Inc.
PO Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (866) 768-1818

Weather: Clear & Dry
Counted by: D. Wellman
Board No: D1-2603
Loc:Torrey Pines Rd & La Jolla Village D

File Name : 10109010
Site Code : 00109010
Start Date : 2/25/2010
Page No : 1

Groups Printed- Group 1

	Southbound					La Jolla Village Drive Westbound					Torry Pines Road Northbound					Torrey Pines Road Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	0	0	0	0	0	397	156	0	14	553	27	0	153	13	180	0	33	4	0	37	27	770	797
07:15	0	0	0	0	0	235	186	0	34	421	41	0	220	0	261	0	57	6	0	63	34	745	779
07:30	0	0	0	0	0	209	234	0	20	443	39	0	405	2	444	0	59	8	0	67	22	954	976
07:45	0	0	0	0	0	227	242	0	32	469	53	0	279	0	332	0	71	7	0	78	32	879	911
Total	0	0	0	0	0	1068	818	0	100	1886	160	0	1057	15	1217	0	220	25	0	245	115	3348	3463
08:00	0	0	0	0	0	262	204	0	16	466	49	0	251	2	300	0	90	7	0	97	18	863	881
08:15	0	0	0	0	0	226	195	0	25	421	46	0	266	6	312	0	61	8	0	69	31	802	833
08:30	0	0	0	0	0	266	227	0	15	493	66	1	212	9	279	0	69	13	0	82	24	854	878
08:45	0	0	0	0	0	188	172	0	7	360	70	0	175	4	245	0	52	7	0	59	11	664	675
Total	0	0	0	0	0	942	798	0	63	1740	231	1	904	21	1136	0	272	35	0	307	84	3183	3267
Grand Total	0	0	0	0	0	2010	1616	0	163	3626	391	1	1961	36	2353	0	492	60	0	552	199	6531	6730
Apprch %	0.0	0.0	0.0			55.4	44.6	0.0			16.6	0.0	83.3			0.0	89.1	10.9					
Total %	0.0	0.0	0.0		0.0	30.8	24.7	0.0		55.5	6.0	0.0	30.0		36.0	0.0	7.5	0.9		8.5	3.0	97.0	

	Southbound				La Jolla Village Drive Westbound				Torry Pines Road Northbound				Torrey Pines Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:30																
Volume	0	0	0	0	924	875	0	1799	187	0	1201	1388	0	281	30	311	3498
Percent	0.0	0.0	0.0		51.4	48.6	0.0		13.5	0.0	86.5		0.0	90.4	9.6		
07:30 Volume	0	0	0	0	209	234	0	443	39	0	405	444	0	59	8	67	954
Peak Factor																	0.917
High Int.	6:45:00 AM				07:45				07:30				08:00				
Volume	0	0	0	0	227	242	0	469	39	0	405	444	0	90	7	97	
Peak Factor								0.959				0.782				0.802	

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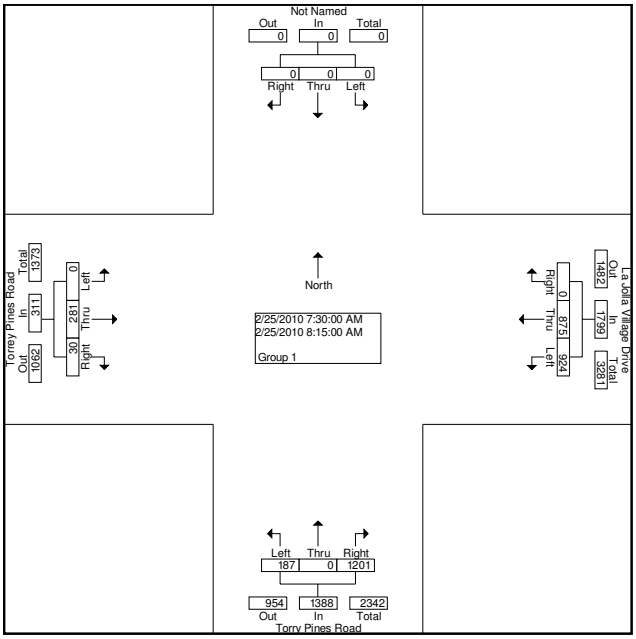
PO Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (866) 768-1818

Weather: Clear & Dry
Counted by: D. Wellman
Board No: D1-2603
Loc:Torrey Pines Rd & La Jolla Village D

File Name : 10109010
Site Code : 00109010
Start Date : 2/25/2010
Page No : 2



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Weather: Clear & Dry
Counted by: Miovision
Board No: D1-803E2F
Loc: La Jolla Vil Dr & Torry Pines Rd

File Name : 10109011
Site Code : 00109011
Start Date : 2/25/2010
Page No : 1

Groups Printed- Group 1

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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	0	0	0	0	0	194	131	0	22	325	20	0	207	3	227	0	192	42	0	234	25	786	811
16:15	0	0	0	0	0	229	169	0	19	398	23	0	237	4	260	0	221	48	0	269	23	927	950
16:30	0	0	0	0	0	217	159	0	32	376	30	0	175	3	205	0	274	59	0	333	35	914	949
16:45	0	0	0	0	0	226	194	0	34	420	30	0	182	5	212	0	309	65	0	374	39	1006	1045
Total	0	0	0	0	0	866	653	0	107	1519	103	0	801	15	904	0	996	214	0	1210	122	3633	3755
17:00	0	0	0	0	0	224	150	0	35	374	13	0	181	1	194	0	307	66	0	373	36	941	977
17:15	0	0	0	0	0	234	151	0	16	385	16	0	181	1	197	0	290	76	0	366	17	948	965
17:30	0	0	0	0	0	220	167	0	23	387	25	0	152	6	177	0	312	66	0	378	29	942	971
17:45	0	0	0	0	0	222	187	0	19	409	19	0	199	1	218	0	259	51	0	310	20	937	957
Total	0	0	0	0	0	900	655	0	93	1555	73	0	713	9	786	0	1168	259	0	1427	102	3768	3870
Grand Total	0	0	0	0	0	1766	1308	0	200	3074	176	0	1514	24	1690	0	2164	473	0	2637	224	7401	7625
Apprch %	0.0	0.0	0.0			57.4	42.6	0.0			10.4	0.0	89.6			0.0	82.1	17.9					
Total %	0.0	0.0	0.0		0.0	23.9	17.7	0.0		41.5	2.4	0.0	20.5		22.8	0.0	29.2	6.4		35.6	2.9	97.1	

	Southbound				La Jolla Village Drive Westbound				Torry Pines Road Northbound				Torry Pines Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection 16:45																	
Volume	0	0	0	0	904	662	0	1566	84	0	696	780	0	1218	273	1491	3837
Percent	0.0	0.0	0.0		57.7	42.3	0.0		10.8	0.0	89.2		0.0	81.7	18.3		
16:45 Volume	0	0	0	0	226	194	0	420	30	0	182	212	0	309	65	374	1006
Peak Factor																	0.954
High Int. 3:45:00 PM					16:45				16:45				17:30				
Volume	0	0	0	0	226	194	0	420	30	0	182	212	0	312	66	378	
Peak Factor								0.932				0.920				0.986	

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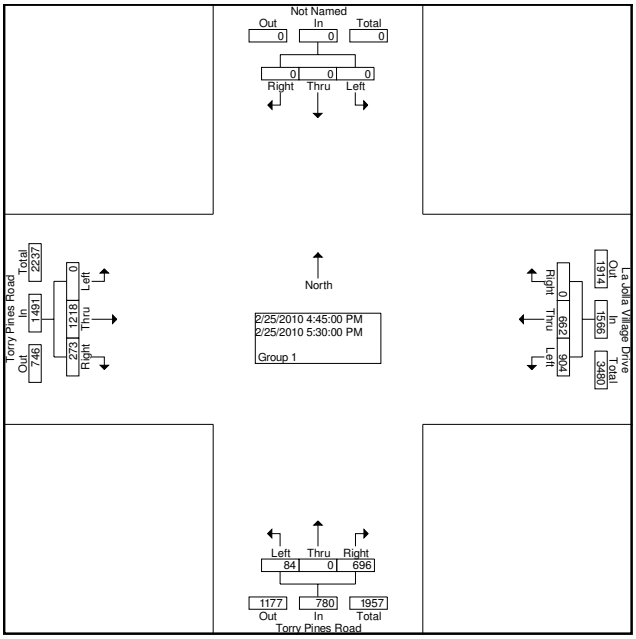
Weather: Clear & Dry
Counted by: Miovision
Board No: D1-803E2F
Loc: La Jolla Vil Dr & Torry Pines Rd

File Name : 10109011
Site Code : 00109011
Start Date : 2/25/2010
Page No : 2



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Weather: Clear & Dry
Counted by: M. Parish
Board No: D1-2604
Loc:La Jolla Scenic & La Jolla Village D

File Name : 10109020
Site Code : 00109020
Start Date : 2/25/2010
Page No : 1

Groups Printed- Group 1

	Southbound					La Jolla Village Drive Westbound					La Jolla Scenic Way Northbound					La Jolla Village Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	0	0	0	0	0	15	360	0	2	375	19	0	19	4	38	0	154	2	0	156	6	569	575
07:15	0	0	0	0	0	27	279	0	0	306	34	0	47	1	81	0	288	0	0	288	1	675	676
07:30	0	0	0	0	0	19	368	0	0	387	40	0	74	0	114	0	388	7	0	395	0	896	896
07:45	0	0	0	0	0	28	451	0	0	479	62	0	72	0	134	0	356	8	7	364	7	977	984
Total	0	0	0	0	0	89	1458	0	2	1547	155	0	212	5	367	0	1186	17	7	1203	14	3117	3131
08:00	0	0	0	0	0	37	476	0	0	513	47	0	72	0	119	0	321	3	2	324	2	956	958
08:15	0	0	0	0	0	66	447	0	0	513	78	0	63	4	141	0	331	10	2	341	6	995	1001
08:30	0	0	0	0	0	79	480	0	0	559	43	0	82	0	125	0	319	4	0	323	0	1007	1007
08:45	0	0	0	0	0	61	411	0	0	472	32	0	100	0	132	0	256	7	0	263	0	867	867
Total	0	0	0	0	0	243	1814	0	0	2057	200	0	317	4	517	0	1227	24	4	1251	8	3825	3833
Grand Total	0	0	0	0	0	332	3272	0	2	3604	355	0	529	9	884	0	2413	41	11	2454	22	6942	6964
Apprch %	0.0	0.0	0.0			9.2	90.8	0.0			40.2	0.0	59.8			0.0	98.3	1.7					
Total %	0.0	0.0	0.0		0.0	4.8	47.1	0.0		51.9	5.1	0.0	7.6		12.7	0.0	34.8	0.6		35.4	0.3	99.7	

	Southbound				La Jolla Village Drive Westbound				La Jolla Scenic Way Northbound				La Jolla Village Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:45																
Volume	0	0	0	0	210	1854	0	2064	230	0	289	519	0	1327	25	1352	3935
Percent	0.0	0.0	0.0		10.2	89.8	0.0		44.3	0.0	55.7		0.0	98.2	1.8		
08:30 Volume	0	0	0	0	79	480	0	559	43	0	82	125	0	319	4	323	1007
Peak Factor																	0.977
High Int.	6:45:00 AM				08:30				08:15				07:45				
Volume	0	0	0	0	79	480	0	559	78	0	63	141	0	356	8	364	
Peak Factor								0.923				0.920				0.929	

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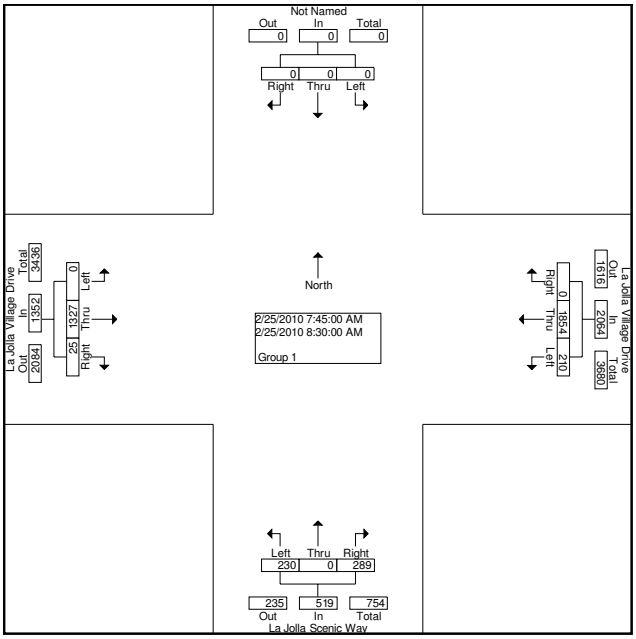
Weather: Clear & Dry
Counted by: M. Parish
Board No: D1-2604
Loc:La Jolla Scenic & La Jolla Village D

File Name : 10109020
Site Code : 00109020
Start Date : 2/25/2010
Page No : 2



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Weather: Clear & Dry
Counted by: M. Parish / D. Wellman
Board No: D1-2604/ D1-2603
Loc:La Jolla Scenic & La Jolla Village D

File Name : 10109021
Site Code : 00109021
Start Date : 2/25/2010
Page No : 1

Groups Printed- Group 1

	Southbound					La Jolla Village Drive Westbound					La Jolla Scenic Way Northbound					La Jolla Village Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	0	0	0	0	0	55	284	0	0	339	7	0	78	3	85	0	400	6	0	406	3	830	833
16:15	0	0	0	0	0	43	303	0	0	346	16	0	57	0	73	0	497	5	0	502	0	921	921
16:30	0	0	0	0	0	44	319	0	0	363	7	0	66	0	73	0	442	5	1	447	1	883	884
16:45	0	0	0	0	0	64	382	0	0	446	8	0	71	0	79	0	486	6	0	492	0	1017	1017
Total	0	0	0	0	0	206	1288	0	0	1494	38	0	272	3	310	0	1825	22	1	1847	4	3651	3655
17:00	0	0	0	0	0	69	325	0	0	394	3	0	57	0	60	0	506	10	0	516	0	970	970
17:15	0	0	0	0	0	89	414	0	0	503	3	0	53	2	56	0	472	10	0	482	2	1041	1043
17:30	0	0	0	0	0	96	513	0	0	609	12	0	52	1	64	0	476	21	1	497	2	1170	1172
17:45	0	0	0	0	0	85	473	0	0	558	14	0	60	0	74	0	334	6	1	340	1	972	973
Total	0	0	0	0	0	339	1725	0	0	2064	32	0	222	3	254	0	1788	47	2	1835	5	4153	4158
Grand Total	0	0	0	0	0	545	3013	0	0	3558	70	0	494	6	564	0	3613	69	3	3682	9	7804	7813
Apprch %	0.0	0.0	0.0			15.3	84.7	0.0			12.4	0.0	87.6			0.0	98.1	1.9					
Total %	0.0	0.0	0.0		0.0	7.0	38.6	0.0		45.6	0.9	0.0	6.3		7.2	0.0	46.3	0.9		47.2	0.1	99.9	

	Southbound				La Jolla Village Drive Westbound				La Jolla Scenic Way Northbound				La Jolla Village Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection 16:45																	
Volume	0	0	0	0	318	1634	0	1952	26	0	233	259	0	1940	47	1987	4198
Percent	0.0	0.0	0.0		16.3	83.7	0.0		10.0	0.0	90.0		0.0	97.6	2.4		
17:30 Volume	0	0	0	0	96	513	0	609	12	0	52	64	0	476	21	497	1170
Peak Factor																	0.897
High Int. 3:45:00 PM					17:30				16:45				17:00				
Volume	0	0	0	0	96	513	0	609	8	0	71	79	0	506	10	516	
Peak Factor								0.801				0.820				0.963	

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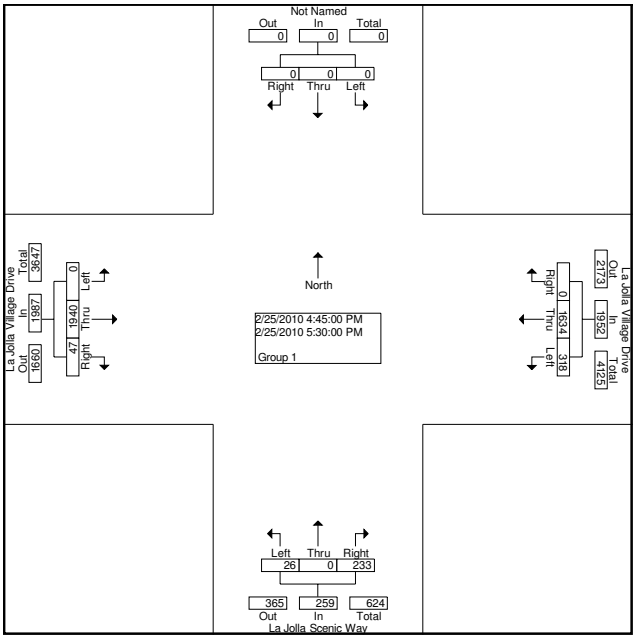
Board No: D1-2604/ D1-2603
Loc:La Jolla Scenic & La Jolla Village D

File Name : 10109021
Site Code : 00109021
Start Date : 2/25/2010
Page No : 2



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Weather : Clear & Dry
Counted By: W. Willeford
Board #: D1-1306
Loc:Cliffridge Ave & La Jolla Scenic Dr

File Name : 10109030
Site Code : 00109030
Start Date : 2/25/2003
Page No : 1

Groups Printed- Group 1

	Southbound					La Jolla Scenic Drive Westbound					Cliffridge Avenue Northbound					La Jolla Scenic Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	0	0	0	0	0	6	0	0	9	6	0	0	3	2	3	0	0	0	2	0	13	9	22
07:15	0	0	0	0	0	3	0	0	13	3	0	0	19	3	19	0	0	0	3	0	19	22	41
07:30	0	0	0	0	0	10	0	0	11	10	0	0	24	2	24	0	0	0	2	0	15	34	49
07:45	0	0	0	0	0	10	0	0	22	10	0	0	18	7	18	0	0	0	0	0	29	28	57
Total	0	0	0	0	0	29	0	0	55	29	0	0	64	14	64	0	0	0	7	0	76	93	169
08:00	0	0	0	0	0	10	0	0	14	10	2	0	12	5	14	0	0	0	3	0	22	24	46
08:15	0	0	0	0	0	4	0	0	11	4	0	0	13	10	13	0	0	0	3	0	24	17	41
08:30	0	0	0	0	0	7	0	0	14	7	0	0	12	5	12	0	0	0	4	0	23	19	42
Grand Total	0	0	0	0	0	50	0	0	94	50	2	0	101	34	103	0	0	0	17	0	145	153	298
Apprch %	0.0	0.0	0.0			100.0	0.0	0.0			1.9	0.0	98.1			0.0	0.0	0.0					
Total %	0.0	0.0	0.0		0.0	32.7	0.0	0.0		32.7	1.3	0.0	66.0		67.3	0.0	0.0	0.0		0.0	48.7	51.3	

	Southbound				La Jolla Scenic Drive Westbound				Cliffridge Avenue Northbound				La Jolla Scenic Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:30 - Peak 1 of 1																	
Intersection	07:15																
Volume	0	0	0	0	33	0	0	33	2	0	73	75	0	0	0	0	108
Percent	0.0	0.0	0.0		100.0	0.0	0.0		2.7	0.0	97.3		0.0	0.0	0.0		
07:30 Volume	0	0	0	0	10	0	0	10	0	0	24	24	0	0	0	0	34
Peak Factor																	0.794
High Int.	6:45:00 AM				07:30				07:30				6:45:00 AM				
Volume	0	0	0	0	10	0	0	10	0	0	24	24					
Peak Factor								0.825				0.781					

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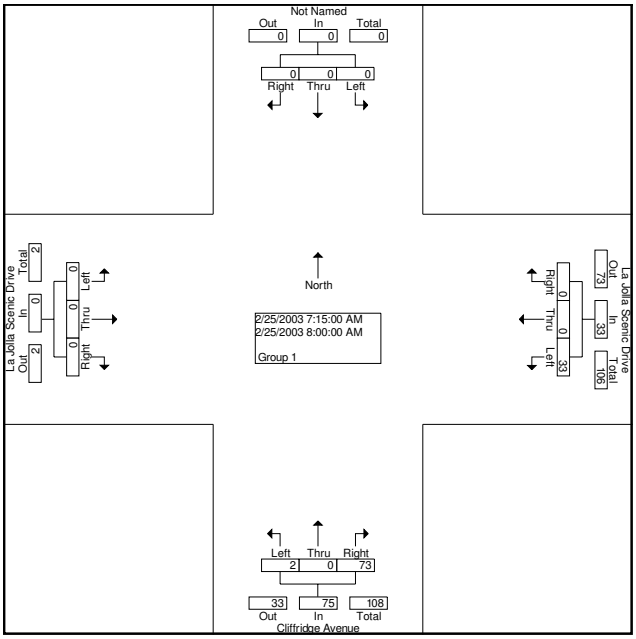
Loc:Cliffridge Ave & La Jolla Scenic Dr

File Name : 10109030
Site Code : 00109030
Start Date : 2/25/2003
Page No : 2



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Weather : Clear & Dry
Counted By: W. Willeford
Board #: D1-1306
Loc:Cliffridge Ave & La Jolla Scenic Dr

File Name : 10109031
Site Code : 00109031
Start Date : 2/25/2003
Page No : 1

Groups Printed- Group 1

	Southbound					La Jolla Scenic Drive Westbound					Cliffridge Avenue Northbound					La Jolla Scenic Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	0	0	0	0	0	10	2	0	2	12	0	0	7	0	7	0	1	1	10	2	12	21	33
16:15	0	0	0	0	0	7	3	0	4	10	0	0	13	1	13	0	3	0	12	3	17	26	43
16:30	0	0	0	0	0	6	1	0	4	7	0	0	15	0	15	0	5	1	18	6	22	28	50
16:45	0	0	0	0	0	12	2	1	2	15	0	0	15	3	15	0	4	1	10	5	15	35	50
Total	0	0	0	0	0	35	8	1	12	44	0	0	50	4	50	0	13	3	50	16	66	110	176
17:00	0	0	0	0	0	4	1	0	4	5	0	0	11	0	11	0	5	1	15	6	19	22	41
17:15	0	0	0	0	0	7	2	0	0	9	0	0	12	1	12	0	3	1	7	4	8	25	33
17:30	0	0	0	0	0	3	1	0	3	4	0	0	7	2	7	0	6	1	7	7	12	18	30
17:45	0	0	0	0	0	8	0	0	1	8	0	0	1	2	1	0	6	0	2	6	5	15	20
Total	0	0	0	0	0	22	4	0	8	26	0	0	31	5	31	0	20	3	31	23	44	80	124
Grand Total	0	0	0	0	0	57	12	1	20	70	0	0	81	9	81	0	33	6	81	39	110	190	300
Apprch %	0.0	0.0	0.0			81.4	17.1	1.4			0.0	0.0	100.0			0.0	84.6	15.4					
Total %	0.0	0.0	0.0		0.0	30.0	6.3	0.5		36.8	0.0	0.0	42.6		42.6	0.0	17.4	3.2		20.5	36.7	63.3	

	Southbound				La Jolla Scenic Drive Westbound				Cliffridge Avenue Northbound				La Jolla Scenic Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:15																
Volume	0	0	0	0	29	7	1	37	0	0	54	54	0	17	3	20	111
Percent	0.0	0.0	0.0		78.4	18.9	2.7		0.0	0.0	100.0		0.0	85.0	15.0		
16:45 Volume	0	0	0	0	12	2	1	15	0	0	15	15	0	4	1	5	35
Peak Factor																	0.793
High Int.	3:45:00 PM				16:45				16:30				16:30				
Volume	0	0	0	0	12	2	1	15	0	0	15	15	0	5	1	6	
Peak Factor								0.617				0.900				0.833	

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Weather : Clear & Dry
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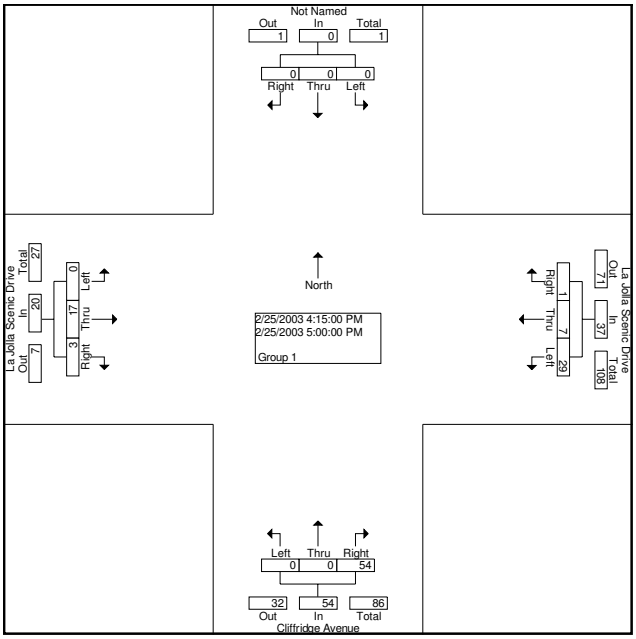
Loc:Cliffridge Ave & La Jolla Scenic Dr

File Name : 10109031
Site Code : 00109031
Start Date : 2/25/2003
Page No : 2



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Weather: Clear & Dry
Counted by: E.Tymick
Board No: D1-2603
Loc:La Jolla Scenic Dr & La Jolla Scenic

File Name : 10109040
Site Code : 00109040
Start Date : 2/25/2010
Page No : 1

Groups Printed- Group 1

	La Jolla Scenic Way Southbound					La Jolla Scenic Drive Westbound					La Jolla Scenic Way Northbound					La Jolla Scenic Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	0	19	3	2	22	0	0	0	0	0	2	47	0	1	49	4	0	0	0	4	3	75	78
07:15	0	25	4	3	29	0	0	0	0	0	0	83	0	1	83	13	0	0	0	13	4	125	129
07:30	0	13	5	0	18	0	0	0	0	0	3	106	0	0	109	22	0	4	0	26	0	153	153
07:45	0	33	7	1	40	0	0	0	0	0	7	122	0	1	129	14	0	4	0	18	2	187	189
Total	0	90	19	6	109	0	0	0	0	0	12	358	0	3	370	53	0	8	0	61	9	540	549
08:00	0	42	5	0	47	0	0	0	0	0	8	106	0	1	114	14	0	2	0	16	1	177	178
08:15	0	68	3	2	71	0	0	0	0	0	3	98	0	0	101	9	0	2	0	11	2	183	185
08:30	0	79	4	0	83	0	0	0	0	0	4	119	0	0	123	11	0	1	0	12	0	218	218
08:45	0	60	3	0	63	0	0	0	0	0	1	106	0	0	107	11	0	2	3	16	0	186	186
Total	0	249	15	2	264	0	0	0	0	0	16	429	0	1	445	45	0	7	3	55	3	764	767
Grand Total	0	339	34	8	373	0	0	0	0	0	28	787	0	4	815	98	0	15	3	116	12	1304	1316
Apprch %	0.0	90.9	9.1			0.0	0.0	0.0			3.4	96.6	0.0			84.5	0.0	12.9	2.6				
Total %	0.0	26.0	2.6		28.6	0.0	0.0	0.0		0.0	2.1	60.4	0.0		62.5	7.5	0.0	1.2	0.2	8.9	0.9	99.1	

	La Jolla Scenic Way Southbound				La Jolla Scenic Drive Westbound				La Jolla Scenic Way Northbound				La Jolla Scenic Drive Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																		
Intersection	07:45																	
Volume	0	222	19	241	0	0	0	0	22	445	0	467	48	0	9	0	57	765
Percent	0.0	92.1	7.9		0.0	0.0	0.0		4.7	95.3	0.0		84.2	0.0	15.8	0.0		
08:30 Volume	0	79	4	83	0	0	0	0	4	119	0	123	11	0	1	0	12	218
Peak Factor																		0.877
High Int.	08:30				6:45:00 AM				07:45				07:45					
Volume	0	79	4	83	0	0	0	0	7	122	0	129	14	0	4	0	18	
Peak Factor				0.726								0.905					0.792	

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Weather: Clear & Dry
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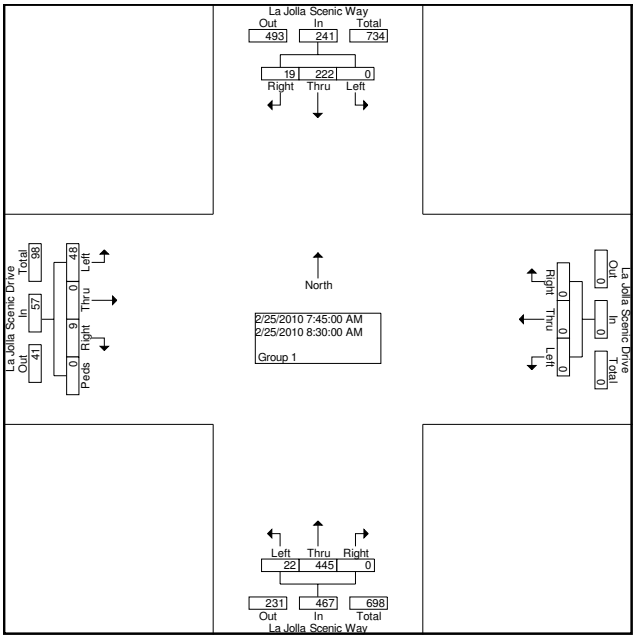
Board No: D1-2603
Loc:La Jolla Scenic Dr & La Jolla Scenic

File Name : 10109040
Site Code : 00109040
Start Date : 2/25/2010
Page No : 2



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Weather: Clear & Dry
Counted by: E.Tymick
Board No: D1-2603
Loc:La Jolla Scenic Dr & La Jolla Scenic

File Name : 10109041
Site Code : 00109041
Start Date : 2/25/2010
Page No : 1

Groups Printed- Group 1

	La Jolla Scenic Way Southbound					La Jolla Scenic Drive Westbound					La Jolla Scenic Way Northbound					La Jolla Scenic Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	0	53	11	1	64	0	0	0	0	0	0	70	0	1	70	6	0	2	0	8	2	142	144
16:15	1	50	7	2	58	0	0	0	0	0	2	62	0	0	64	12	0	7	0	19	2	141	143
16:30	0	50	3	1	53	0	0	0	0	0	0	56	0	0	56	9	0	6	0	15	1	124	125
16:45	0	57	10	1	67	0	0	0	0	0	4	58	1	0	63	17	0	5	0	22	1	152	153
Total	1	210	31	5	242	0	0	0	0	0	6	246	1	1	253	44	0	20	0	64	6	559	565
17:00	0	85	6	1	91	0	0	0	0	0	2	47	0	0	49	10	0	3	0	13	1	153	154
17:15	0	100	8	0	108	0	0	0	0	0	0	56	0	0	56	15	0	4	0	19	0	183	183
17:30	1	89	6	5	96	0	0	0	0	0	0	61	0	0	61	7	0	6	0	13	5	170	175
17:45	0	70	8	1	78	0	0	0	0	0	3	76	0	0	79	2	0	3	0	5	1	162	163
Total	1	344	28	7	373	0	0	0	0	0	5	240	0	0	245	34	0	16	0	50	7	668	675
Grand Total	2	554	59	12	615	0	0	0	0	0	11	486	1	1	498	78	0	36	0	114	13	1227	1240
Apprch %	0.3	90.1	9.6			0.0	0.0	0.0			2.2	97.6	0.2			68.4	0.0	31.6					
Total %	0.2	45.2	4.8		50.1	0.0	0.0	0.0		0.0	0.9	39.6	0.1		40.6	6.4	0.0	2.9		9.3	1.0	99.0	

	La Jolla Scenic Way Southbound				La Jolla Scenic Drive Westbound				La Jolla Scenic Way Northbound				La Jolla Scenic Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	17:00																
Volume	1	344	28	373	0	0	0	0	5	240	0	245	34	0	16	50	668
Percent	0.3	92.2	7.5		0.0	0.0	0.0		2.0	98.0	0.0		68.0	0.0	32.0		
17:15 Volume	0	100	8	108	0	0	0	0	0	56	0	56	15	0	4	19	183
Peak Factor																	0.913
High Int.	17:15				3:45:00 PM				17:45				17:15				
Volume	0	100	8	108	0	0	0	0	3	76	0	79	15	0	4	19	
Peak Factor				0.863								0.775				0.658	

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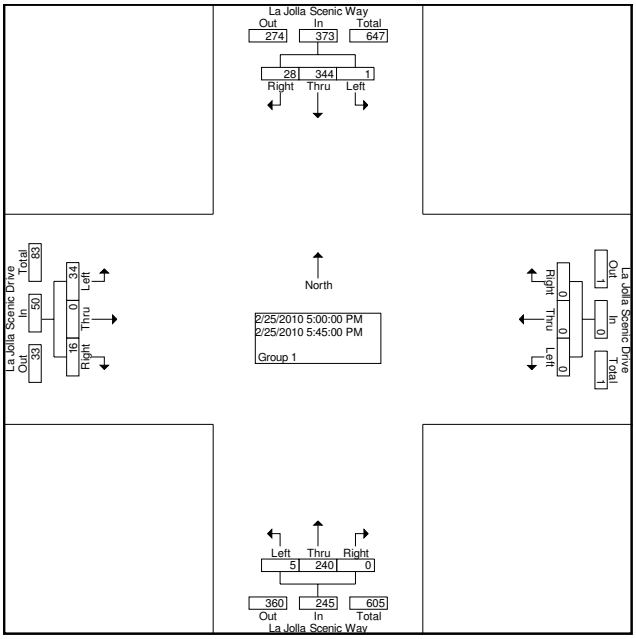
Weather: Clear & Dry
Counted by: E.Tymick
Board No: D1-2603
Loc:La Jolla Scenic Dr & La Jolla Scenic

File Name : 10109041
Site Code : 00109041
Start Date : 2/25/2010
Page No : 2



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Weather : Clear & Dry
Counted By: C. Hust
Board #: D1-1307
Loc: La Jolla Scenic Way & Caminito Dese

File Name : 10109050
Site Code : 00109050
Start Date : 2/25/2010
Page No : 1

Groups Printed- Group 1

	La Jolla Scenic Way Southbound					Caminito Deseo Westbound					La Jolla Scenic Way Northbound					Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	4	12	0	0	16	5	0	4	0	9	0	46	2	0	48	0	0	0	0	0	0	73	73
07:15	5	20	0	0	25	5	0	2	0	7	0	69	6	0	75	0	0	0	0	0	0	107	107
07:30	5	19	0	0	24	0	0	5	0	5	0	98	2	0	100	0	0	0	0	0	0	129	129
07:45	3	28	0	0	31	3	0	1	0	4	0	120	4	0	124	0	0	0	0	0	0	159	159
Total	17	79	0	0	96	13	0	12	0	25	0	333	14	0	347	0	0	0	0	0	0	468	468
08:00	1	35	0	0	36	2	0	3	0	5	0	121	3	0	124	0	0	0	0	0	0	165	165
08:15	2	70	0	0	72	4	0	2	0	6	0	108	1	0	109	0	0	0	0	0	0	187	187
08:30	1	67	0	0	68	4	0	6	0	10	0	104	2	0	106	0	0	0	0	0	0	184	184
08:45	1	80	0	0	81	2	0	2	0	4	0	132	1	0	133	0	0	0	0	0	0	218	218
Total	5	252	0	0	257	12	0	13	0	25	0	465	7	0	472	0	0	0	0	0	0	754	754
Grand Total	22	331	0	0	353	25	0	25	0	50	0	798	21	0	819	0	0	0	0	0	0	1222	1222
Apprch %	6.2	93.8	0.0			50.0	0.0	50.0			0.0	97.4	2.6			0.0	0.0	0.0					
Total %	1.8	27.1	0.0		28.9	2.0	0.0	2.0		4.1	0.0	65.3	1.7		67.0	0.0	0.0	0.0		0.0	0.0	100.0	

	La Jolla Scenic Way Southbound				Caminito Deseo Westbound				La Jolla Scenic Way Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	08:00																
Volume	5	252	0	257	12	0	13	25	0	465	7	472	0	0	0	0	754
Percent	1.9	98.1	0.0		48.0	0.0	52.0		0.0	98.5	1.5		0.0	0.0	0.0		
08:45 Volume	1	80	0	81	2	0	2	4	0	132	1	133	0	0	0	0	218
Peak Factor																	0.865
High Int.	08:45				08:30				08:45				6:45:00 AM				
Volume	1	80	0	81	4	0	6	10	0	132	1	133					
Peak Factor				0.793				0.625				0.887					

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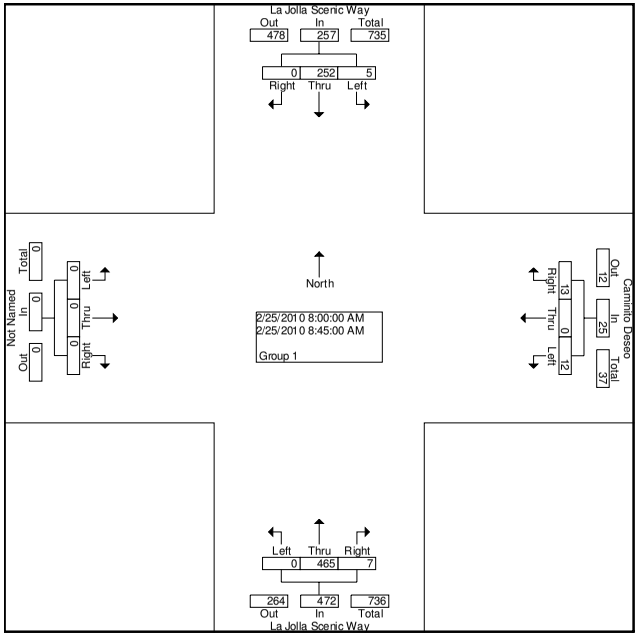
Weather : Clear & Dry
Counted By: C. Hust
Board #: D1-1307
Loc: La Jolla Scenic Way & Caminito Dese

File Name : 10109050
Site Code : 00109050
Start Date : 2/25/2010
Page No : 2



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Weather : Clear & Dry
Counted By: C. Hust
Board #: D1-1307
Loc: La Jolla Scenic Way & Caminito Dese

File Name : 10109051
Site Code : 00109051
Start Date : 2/25/2010
Page No : 1

Groups Printed- Group 1

	La Jolla Scenic Way Southbound					Caminito Deseo Westbound					La Jolla Scenic Way Northbound					Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	6	45	0	0	51	4	0	5	0	9	0	63	5	0	68	0	0	0	0	0	0	128	128
16:15	9	54	0	0	63	1	0	2	0	3	0	65	4	0	69	0	0	0	0	0	0	135	135
16:30	4	44	0	0	48	2	0	2	0	4	0	59	3	0	62	0	0	0	0	0	0	114	114
16:45	5	59	0	0	64	1	0	4	0	5	0	59	3	0	62	0	0	0	0	0	0	131	131
Total	24	202	0	0	226	8	0	13	0	21	0	246	15	0	261	0	0	0	0	0	0	508	508
17:00	9	77	0	0	86	7	0	3	0	10	0	40	3	0	43	0	0	0	0	0	0	139	139
17:15	6	101	0	0	107	2	0	2	0	4	0	57	5	0	62	0	0	0	0	0	0	173	173
17:30	11	83	0	0	94	2	0	1	0	3	0	62	4	0	66	0	0	0	0	0	0	163	163
17:45	10	67	0	0	77	3	0	3	0	6	0	71	3	0	74	0	0	0	0	0	0	157	157
Total	36	328	0	0	364	14	0	9	0	23	0	230	15	0	245	0	0	0	0	0	0	632	632
Grand Total	60	530	0	0	590	22	0	22	0	44	0	476	30	0	506	0	0	0	0	0	0	1140	1140
Apprch %	10.2	89.8	0.0			50.0	0.0	50.0			0.0	94.1	5.9			0.0	0.0	0.0					
Total %	5.3	46.5	0.0		51.8	1.9	0.0	1.9		3.9	0.0	41.8	2.6		44.4	0.0	0.0	0.0		0.0	0.0	100.0	

	La Jolla Scenic Way Southbound				Caminito Deseo Westbound				La Jolla Scenic Way Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	17:00																
Volume	36	328	0	364	14	0	9	23	0	230	15	245	0	0	0	0	632
Percent	9.9	90.1	0.0		60.9	0.0	39.1		0.0	93.9	6.1		0.0	0.0	0.0		
17:15 Volume	6	101	0	107	2	0	2	4	0	57	5	62	0	0	0	0	173
Peak Factor																	0.913
High Int.	17:15				17:00				17:45				3:45:00 PM				
Volume	6	101	0	107	7	0	3	10	0	71	3	74					
Peak Factor				0.850				0.575				0.828					

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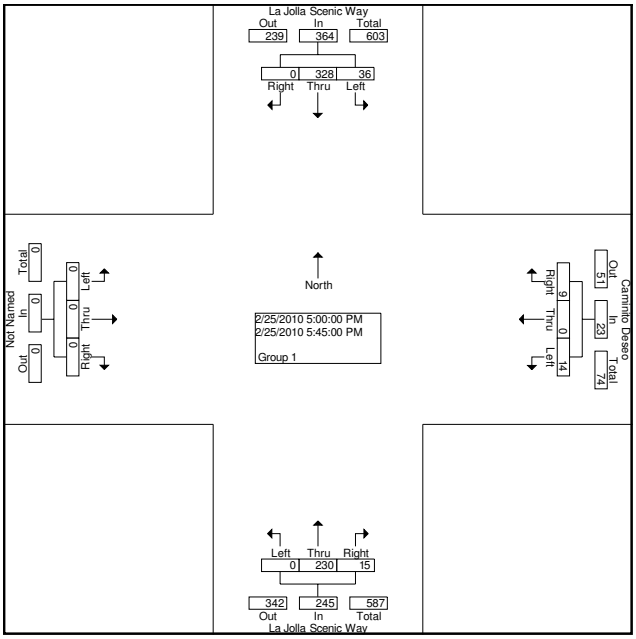
Weather : Clear & Dry
Counted By: C. Hust
Board #: D1-1307
Loc: La Jolla Scenic Way & Caminito Dese

File Name : 10109051
Site Code : 00109051
Start Date : 2/25/2010
Page No : 2



TDSSW, Inc.
Event Counts

EventCount-518 -- English (ENU)

Data sets:

Site:	**[10901E] La Jolla Village Dr - W/O Torrey Pines Rd**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	23:16 Wednesday, February 24, 2010 => 17:26 Sunday, February 28, 2010
Zone:	North America
File:	10901E28Feb2010.EC0 (Plus)
Identifier:	M264XG37 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Datatype:	Axle sensors - Separate (Count)

Site:	**[10901E] La Jolla Village Dr - W/O Torrey Pines Rd**
Input A:	2 - East bound. - Lane= 1, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	23:17 Wednesday, February 24, 2010 => 17:33 Sunday, February 28, 2010
Zone:	North America
File:	10901E28Feb2010.EC1 (Plus)
Identifier:	1387F8VW MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Datatype:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday,February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 14117 / 14312 (98.64%)

*** Thursday,February 25, 2010=13708, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
138	**70**	**42**	**26**	**17**	**42**	**89**	**269**	**349**	**490**	**468**	**676**	**863**	**668**	**851**	**1142**	**1452**	**1696**	**1381**	**684**	**687**	**954**	**416**	**245**	
52	27	9	10	3	7	13	41	83	97	105	178	**220**	135	259	225	303	**431**	397	198	236	212	121	93	67
31	15	10	7	4	6	9	63	90	138	103	156	**218**	159	186	273	326	**440**	379	157	140	370	104	49	38
31	18	17	4	1	9	28	60	88	118	128	178	**230**	166	205	344	364	**456**	333	151	142	254	85	52	28
24	10	6	5	9	20	40	106	88	138	134	**164**	196	209	201	301	**459**	371	273	179	169	118	108	52	18

AM Peak 1145 - 1245 (831), AM PHF=0.91 PM Peak 1645 - 1745 (1785), PM PHF=0.97

*** Friday, February 26, 2010=409 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
151	**85**	**76**	**41**	**23**	**35**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
67	23	17	14	4	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
38	22	21	7	9	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	24	26	10	5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	16	12	10	5	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-519 -- English (ENU)

Data sets:

Site:	**[10901W] La Jolla Village Dr - W/O Torrey Pines Rd**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	23:18 Wednesday, February 24, 2010 => 17:36 Sunday, February 28, 2010
Zone:	North America
File:	10901W28Feb2010.EC0 (Plus)
Identifier:	M287G207 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Datatype:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday,February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 19586 / 20002 (97.92%)

*** Thursday,February 25, 2010=18858, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
115	**85**	**32**	**36**	**50**	**193**	**547**	**1700**	**1855**	**1825**	**1126**	**937**	**1152**	**1091**	**930**	**1084**	**1233**	**1178**	**1180**	**880**	**533**	**541**	**341**	**218**	
38	22	13	7	5	23	87	250	**448**	478	247	216	248	277	233	270	257	234	**304**	194	154	143	114	55	32
36	29	8	8	6	36	111	374	**462**	530	277	245	297	248	245	330	307	279	**347**	179	119	138	91	55	49
17	23	9	13	14	45	151	**474**	471	440	288	219	290	282	220	226	296	**317**	282	231	135	140	85	51	54
25	12	2	9	26	89	198	**602**	475	378	315	258	318	284	233	259	375	**348**	248	277	126	121	52	58	36

AM Peak 0730 - 0830 (1986), AM PHF=0.82 PM Peak 1730 - 1830 (1316), PM PHF=0.95

*** Friday, February 26, 2010=728 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
170	**129**	**70**	**44**	**107**	**210**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
32	43	28	4	17	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
49	40	12	2	10	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
54	31	22	17	31	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36	15	9	22	49	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-520 -- English (ENU)

Data sets:

Site:	**[10902E] La Jolla Village Dr - Btwn Torrey Pines Rd & La Jolla Scenic Way**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	22:51 Wednesday, February 24, 2010 => 17:32 Sunday, February 28, 2010
Zone:	North America
File:	10902E28Feb2010.EC0 (Plus)
Identifier:	M3530X9Z MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Datatype:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday,February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 23304 / 23742 (98.15%)

*** Thursday,February 25, 2010=22676, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
162	**79**	**57**	**40**	**35**	**98**	**331**	**1127**	**1150**	**1094**	**976**	**1260**	**1497**	**1337**	**1535**	**1817**	**1988**	**2034**	**1857**	**1083**	**973**	**1192**	**612**	**349**	
58	31	19	14	5	9	45	152	256	294	197	298	**380**	319	369	391	462	**520**	533	328	281	268	212	124	85
35	16	14	8	7	21	59	297	331	279	205	326	**362**	312	363	429	502	**514**	473	270	235	419	116	91	61
39	19	18	10	7	25	84	341	264	229	242	302	**384**	322	378	530	481	**516**	484	250	200	291	122	80	40
31	14	6	8	16	43	144	338	300	292	333	**334**	373	384	425	468	**544**	484	367	236	257	215	162	54	29

AM Peak1145 - 1245 (1458), AM PHF=0.95 PM Peak 1645 - 1745 (2094), PM PHF=0.96

*** Friday, February 26, 2010=628 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
214	**124**	**87**	**56**	**45**	**103**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
85	38	19	19	9	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
61	34	24	8	13	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	35	31	16	10	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	19	14	13	14	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-522 -- English (ENU)

Data sets:

Site:	**[10902W] La Jolla Village Dr - Btwn Torrey Pines Rd & La Jolla Scenic Way**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	22:52 Wednesday, February 24, 2010 => 17:28 Sunday, February 28, 2010
Zone:	North America
File:	10902W28Feb2010.EC0 (Plus)
Identifier:	A281KSMB MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Datatype:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday,February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 22710 / 23125 (98.21%)

*** Thursday,February 25, 2010=22110, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
89	**69**	**19**	**31**	**40**	**175**	**766**	**1767**	**1925**	**1694**	**1313**	**1303**	**1395**	**1271**	**1305**	**1391**	**1574**	**1615**	**1482**	**1003**	**667**	**632**	**367**	**220**	
28	19	8	5	8	18	93	400	**480**	453	288	322	313	284	323	348	349	**386**	384	259	171	159	113	57	23
27	22	5	8	2	36	143	365	**507**	459	331	336	385	296	349	386	392	**391**	397	235	174	203	107	60	45
17	22	5	9	13	43	205	439	**455**	391	335	328	332	341	290	303	391	**418**	392	261	177	145	87	62	40
17	6	1	9	17	79	325	**564**	484	393	359	318	366	352	344	354	**443**	421	309	248	146	125	61	42	27

AM Peak0745 - 0845 (2005), AM PHF=0.89 PM Peak 1645 - 1745 (1637), PM PHF=0.92

*** Friday, February 26, 2010=600 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
135	**95**	**48**	**43**	**97**	**185**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
23	27	14	6	11	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	36	11	6	11	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	18	15	15	32	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
27	14	8	16	43	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-524 -- English (ENU)

Data sets:

Site:	**[10903E] La Jolla Village Dr - E/O La Jolla Scenic Way**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	22:24 Wednesday, February 24, 2010 => 17:34 Sunday, February 28, 2010
Zone:	North America
File:	10903E28Feb2010.EC0 (Plus)
Identifier:	M293M05F MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Datatype:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday,February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 25408 / 26092 (97.38%)

*** Thursday,February 25, 2010=24681, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
179	**88**	**56**	**45**	**39**	**111**	**380**	**1254**	**1361**	**1346**	**1104**	**1371**	**1604**	**1390**	**1643**	**2004**	**2091**	**2114**	**1958**	**1180**	**1029**	**1278**	**686**	**374**	
59	31	17	16	5	12	57	151	322	417	238	338	**438**	320	423	426	491	**534**	570	358	296	288	238	133	92
48	20	13	8	7	18	68	325	348	335	249	349	**385**	323	399	448	523	**540**	494	289	264	428	143	104	66
39	20	18	11	10	30	91	390	322	270	277	313	**403**	352	387	602	514	**525**	509	271	206	316	138	82	46
34	17	9	10	18	51	165	389	369	325	340	**372**	379	395	435	529	**563**	516	386	264	264	247	167	56	31

AM Peak1145 - 1245 (1597), AM PHF=0.91 PM Peak 1645 - 1745 (2161), PM PHF=0.96

*** Friday, February 26, 2010=727 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
235	**137**	**105**	**72**	**65**	**114**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
92	41	21	23	15	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
66	33	23	10	15	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
46	42	37	23	18	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
31	21	24	17	18	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-525 -- English (ENU)

Data sets:

Site:	**[10903W] La Jolla Village Dr - E/O La Jolla Scenic Way**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	22:26 Wednesday, February 24, 2010 => 17:25 Sunday, February 28, 2010
Zone:	North America
File:	10903W28Feb2010.EC0 (Plus)
Identifier:	M2757A0N MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Datatype:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday,February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 25118 / 25568 (98.24%)

*** Thursday,February 25, 2010=24522, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
99	**61**	**19**	**32**	**42**	**190**	**794**	**1609**	**1929**	**1862**	**1391**	**1410**	**1636**	**1379**	**1422**	**1790**	**1837**	**2102**	**1745**	**1122**	**759**	**680**	**383**	**235**	
30	14	8	5	8	21	97	388	452	**479**	295	351	387	305	371	483	393	**476**	432	292	193	183	120	59	27
29	23	4	7	2	38	141	360	490	**513**	343	351	433	334	372	497	429	**532**	507	260	190	218	109	67	42
18	18	5	9	13	48	206	368	**459**	446	367	369	371	363	320	386	471	**574**	457	291	201	152	89	63	39
22	6	2	11	19	84	351	493	**528**	424	387	340	445	377	360	424	**544**	521	351	279	176	129	66	47	30

AM Peak0830 - 0930 (1979), AM PHF=0.94 PM Peak 1645 - 1745 (2125), PM PHF=0.93

*** Friday, February 26, 2010=596 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
138	**94**	**50**	**44**	**70**	**202**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
27	28	15	8	8	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	31	12	7	7	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39	18	15	17	14	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30	17	8	12	42	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-526 -- English (ENU)

Data sets:

Site:	**[10904] Torrey Pines Rd - S/O La Jolla Village Dr**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration:	23:33 Wednesday, February 24, 2010 => 17:37 Sunday, February 28, 2010
Zone:	North America
File:	1090428Feb2010.EC0 (Plus)
Identifier:	M279P9K6 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Datatype:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday,February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 27266 / 27853 (97.89%)

*** Thursday,February 25, 2010=12830, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
33	**17**	**14**	**17**	**23**	**70**	**297**	**1110**	**1058**	**917**	**689**	**767**	**782**	**794**	**875**	**958**	**986**	**883**	**785**	**525**	**400**	**436**	**254**	**146**	
9	7	10	3	3	2	37	143	**236**	273	143	188	204	177	193	240	**261**	219	240	148	90	95	98	49	26
9	4	3	1	5	18	56	276	**278**	232	168	195	192	177	229	249	**286**	230	199	135	99	129	43	48	25
10	2	1	9	6	19	90	**350**	276	205	180	174	166	235	218	**214**	206	206	195	118	99	103	46	36	13
5	4	0	4	9	32	114	**341**	269	208	198	210	220	205	236	**256**	233	228	152	125	112	110	68	14	17

AM Peak 0730 - 0830 (1204), AM PHF=0.86 PM Peak 1530 - 1630 (1017), PM PHF=0.89

*** Friday, February 26, 2010=306 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
80	**49**	**30**	**21**	**33**	**95**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
26	17	10	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25	15	9	1	6	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	14	8	6	8	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	3	4	9	13	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-527 -- English (ENU)

Data sets:

Site:	**[10904] Torrey Pines Rd - S/O La Jolla Village Dr**
Input A:	1 - North bound. - Lane= 0, Excluded from totals.
Input B:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	23:33 Wednesday, February 24, 2010 => 17:37 Sunday, February 28, 2010
Zone:	North America
File:	1090428Feb2010.EC0 (Plus)
Identifier:	M279P9K6 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Datatype:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday,February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 27266 / 27853 (97.89%)

*** Thursday,February 25, 2010=13909, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**21**	**4**	**10**	**14**	**64**	**413**	**728**	**913**	**899**	**748**	**932**	**897**	**826**	**924**	**1057**	**1189**	**1325**	**1126**	**586**	**444**	**416**	**205**	**138**	
9	8	2	2	6	5	38	258	233	215	158	209	**238**	184	244	255	254	**336**	329	171	118	108	67	37	13
13	6	1	2	1	15	69	151	224	221	209	**240**	226	203	250	260	287	**351**	285	160	113	145	61	39	22
9	7	0	2	3	14	99	116	225	236	171	**251**	213	195	207	266	**302**	302	290	133	111	91	44	37	17
3	0	1	4	4	30	208	205	232	228	210	**233**	220	245	223	276	**346**	336	222	123	103	73	33	25	6

AM Peak 1115 - 1215 (962), AM PHF=0.96 PM Peak 1630 - 1730 (1335), PM PHF=0.95

*** Friday, February 26, 2010=221 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
58	**27**	**22**	**20**	**20**	**75**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
13	9	6	4	2	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22	9	7	4	4	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	5	4	6	3	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	4	5	6	11	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-528 -- English (ENU)

Data sets:

Site:	**[10905] La Jolla Scenic Way- S/O La Jolla Village Dr**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration:	23:44 Wednesday, February 24, 2010 => 17:30 Sunday, February 28, 2010
Zone:	North America
File:	1090528Feb2010.EC0 (Plus)
Identifier:	M508KRAN MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Datatype:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday,February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 10347 / 10564 (97.95%)

*** Thursday,February 25, 2010=6684, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
29	**15**	**5**	**7**	**9**	**18**	**153**	**518**	**718**	**592**	**330**	**361**	**381**	**282**	**381**	**559**	**511**	**449**	**494**	**273**	**174**	**217**	**148**	**65**		
10	5	0	1	0	3	25	52	180	**274**	95	103	120	63	112	73	**127**	83	176	84	49	60	61	27	8	
14	3	2	0	0	0	21	113	**163**	137	85	87	92	88	84	80	**121**	121	117	54	54	72	34	27	12	
0	3	1	1	7	10	38	179	**173**	89	70	51	81	67	92	**232**	119	125	109	70	41	35	28	9	14	
5	4	2	5	2	5	69	174	**203**	93	81	121	89	65	94	**175**	144	120	92	67	31	51	26	2	5	

AM Peak 0815 - 0915 (812), AM PHF=0.74 PM Peak 1530 - 1630 (655), PM PHF=0.71

*** Friday, February 26, 2010=186 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
38	**30**	**25**	**21**	**50**	**23**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
8	6	2	3	10	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12	7	7	3	7	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
14	15	7	6	20	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	2	9	9	13	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

TDSSW, Inc.
Event Counts

EventCount-529 -- English (ENU)

Data sets:

Site:	**[10905] La Jolla Scenic Way- S/O La Jolla Village Dr**
Input A:	1 - North bound. - Lane= 0, Excluded from totals.
Input B:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	23:44 Wednesday, February 24, 2010 => 17:30 Sunday, February 28, 2010
Zone:	North America
File:	1090528Feb2010.EC0 (Plus)
Identifier:	M508KRAN MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Datatype:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday,February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 10347 / 10564 (97.95%)

*** Thursday,February 25, 2010=3404, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
18	**0**	**3**	**3**	**5**	**18**	**63**	**121**	**266**	**226**	**170**	**194**	**223**	**174**	**164**	**340**	**271**	**407**	**287**	**179**	**112**	**83**	**54**	**27**		
5	0	1	0	1	2	7	20	32	**72**	33	44	77	33	36	77	69	**93**	75	52	25	25	14	7	5	
6	0	1	0	0	6	13	31	**77**	42	32	41	57	40	33	98	72	**118**	78	47	33	32	16	14	2	
1	0	0	2	2	5	19	27	**77**	48	48	43	46	53	45	74	55	**106**	65	50	18	12	9	4	1	
6	0	1	1	2	5	24	44	**81**	65	58	67	44	49	51	92	76	**90**	71	31	37	14	15	3	3	

AM Peak 0815 - 0915 (306), AM PHF=0.95 PM Peak 1700 - 1800 (407), PM PHF=0.86

*** Friday, February 26, 2010=73 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
11	**13**	**5**	**7**	**11**	**26**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
5	3	1	1	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2	2	4	1	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1	5	0	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	3	0	2	4	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

APPENDIX C

CITY OF SAN DIEGO ROADWAY CLASSIFICATION TABLE

TABLE 2
ROADWAY CLASSIFICATIONS, LEVELS OF SERVICE (LOS)
AND AVERAGE DAILY TRAFFIC (ADT)

			LEVEL OF SERVICE				
STREET CLASSIFICATION	LANES	CROSS SECTIONS	A	B	C	D	E
Freeway	8 lanes		60,000	84,000	120,000	140,000	150,000
Freeway	6 lanes		45,000	63,000	90,000	110,000	120,000
Freeway	4 lanes		30,000	42,000	60,000	70,000	80,000
Expressway	6 lanes	102/122	30,000	42,000	60,000	70,000	80,000
Prime Arterial	6 lanes	102/122	25,000	35,000	50,000	55,000	60,000
Major Arterial	6 lanes	102/122	20,000	28,000	40,000	45,000	50,000
Major Arterial	4 lanes	78/98	15,000	21,000	30,000	35,000	40,000
Collector	4 lanes	72/92	10,000	14,000	20,000	25,000	30,000
Collector (no Center lane) (continuous left-turn lane)	4 lanes 2 lanes	64/84 50/70	5,000	7,000	10,000	13,000	15,000
Collector (no fronting property)	2 lanes	40/60	4,000	5,500	7,500	9,000	10,000
Collector (commercial-industrial fronting)	2 lanes	50/70	2,500	3,500	5,000	6,500	8,000
Collector (multi-family)	2 lanes	40/60	2,500	3,500	5,000	6,500	8,000
Sub-Collector (single-family)	2 lanes	36/56	—	—	2,200	—	—

LEGEND

XXX/XXX = Curb to curb width (feet)/right of way (feet): based on the City of San Diego Street Design Manual.

XX,XXX = Approximate recommended ADT based on City of San Diego Street Design Manual

Notes:

1. The volumes and the average daily level of service listed above are only intended as a general planning guideline.

2. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

APPENDIX D

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING

Phasings
1: La Jolla Village & Torrey Pines

4/22/2010

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø8
Lane Configurations							
Volume (vph)	281	30	1070	1014	187	1201	
Turn Type		Perm	Prot			Over	
Protected Phases	2		1	6	4	1	8
Permitted Phases		2					
Detector Phase	2	2	1	6	4	1	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	38.0	38.0	8.0	20.0	46.0	8.0	41.0
Total Split (s)	38.0	38.0	36.0	74.0	46.0	36.0	46.0
Total Split (%)	31.7%	31.7%	30.0%	61.7%	38.3%	30.0%	38%
Maximum Green (s)	34.0	34.0	32.0	70.0	42.0	32.0	42.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None
Walk Time (s)	7.0	7.0					7.0
Flash Dont Walk (s)	27.0	27.0					30.0
Pedestrian Calls (#/hr)	5	5					30

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: La Jolla Village & Torrey Pines

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

4/22/2010

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	281	30	1070	1014	187	1201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	305	33	1163	1102	203	1305
RTOR Reduction (vph)	0	29	0	0	0	0
Lane Group Flow (vph)	305	4	1163	1102	203	1305
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	16.3	16.3	65.5	85.8	26.2	65.5
Effective Green, g (s)	16.3	16.3	65.5	85.8	26.2	65.5
Actuated g/C Ratio	0.14	0.14	0.55	0.72	0.22	0.55
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	691	210	1874	3636	750	1521
v/s Ratio Prot	c0.06		0.34	0.22	c0.06	c0.47
v/s Ratio Perm		0.00				
v/c Ratio	0.44	0.02	0.62	0.30	0.27	0.86
Uniform Delay, d1	47.7	44.9	18.7	6.2	39.0	23.3
Progression Factor	1.00	1.00	0.96	0.77	1.00	1.00
Incremental Delay, d2	2.0	0.2	0.6	0.2	0.2	5.0
Delay (s)	49.7	45.1	18.6	5.0	39.2	28.3
Level of Service	D	D	B	A	D	C
Approach Delay (s)	49.3			12.0	29.8	
Approach LOS	D			B	C	

Intersection Summary

HCM Average Control Delay	21.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

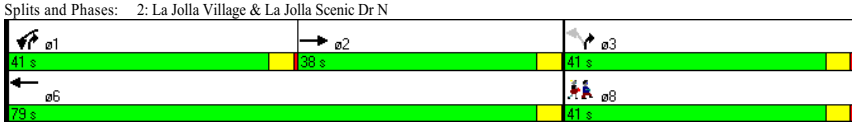
Phasings
2: La Jolla Village & La Jolla Scenic Dr N

4/22/2010

Lane Group	EBT	WBL	WBT	NBL	NBR	ø8
Lane Configurations						
Volume (vph)	1451	236	1854	230	289	
Turn Type		Prot			custom	
Protected Phases	2	1	6		1 3	8
Permitted Phases				3		
Detector Phase	2	1	6	3	1 3	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	35.0	41.0	20.0	41.0		41.0
Total Split (s)	38.0	41.0	79.0	41.0	82.0	41.0
Total Split (%)	31.7%	34.2%	65.8%	34.2%	68.3%	34%
Maximum Green (s)	34.0	37.0	75.0	37.0		37.0
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	0.5	0.5	0.5	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0		0.0
Recall Mode	C-Max	None	C-Max	None		None
Walk Time (s)	7.0					7.0
Flash Dont Walk (s)	24.0					30.0
Pedestrian Calls (#/hr)	4					5

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 2: La Jolla Village & La Jolla Scenic Dr N



HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

4/22/2010

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1451	31	236	1854	230	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
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)	5067		3433	5085	1740	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5067		3433	5085	1740	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1577	34	257	2015	250	314
RTOR Reduction (vph)	1	0	0	0	0	1
Lane Group Flow (vph)	1610	0	257	2015	250	313
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	69.5		14.6	88.1	23.9	42.5
Effective Green, g (s)	69.5		14.6	88.1	23.9	42.5
Actuated g/C Ratio	0.58		0.12	0.73	0.20	0.35
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2935		418	3733	347	987
v/s Ratio Prot	0.32		c0.07	c0.40		0.11
v/s Ratio Perm					c0.14	
v/c Ratio	0.55		0.61	0.54	0.72	0.32
Uniform Delay, d1	15.6		50.0	7.0	44.9	28.2
Progression Factor	0.64		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5		2.7	0.6	7.2	0.2
Delay (s)	10.5		52.7	7.6	52.1	28.4
Level of Service	B		D	A	D	C
Approach Delay (s)	10.5			12.7	38.9	
Approach LOS	B			B	D	

Intersection Summary			
HCM Average Control Delay	15.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

4/22/2010

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	33	0	2	73
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	36	0	2	79
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			0		72	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		72	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		912	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	36	82
Volume Left	0	36	2
Volume Right	0	0	79
cSH	1700	1623	1080
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary			
Average Delay		8.2	
Intersection Capacity Utilization		14.6%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

4/22/2010

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	56	9	22	463	248	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	10	24	503	270	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	579	145	290			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	579	145	290			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	99	98			
cM capacity (veh/h)	437	876	1268			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	71	24	252	252	180	111
Volume Left	61	24	0	0	0	0
Volume Right	10	0	0	0	0	21
cSH	470	1268	1700	1700	1700	1700
Volume to Capacity	0.15	0.02	0.15	0.15	0.11	0.07
Queue Length 95th (ft)	13	1	0	0	0	0
Control Delay (s)	14.0	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.0	0.4			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		24.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

4/22/2010

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	470	7	5	252
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	511	8	5	274
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	799	515			518	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	799	515			518	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	353	560			1048	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	518	5	274
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	444	1700	1048	1700
Volume to Capacity	0.07	0.30	0.01	0.16
Queue Length 95th (ft)	5	0	0	0
Control Delay (s)	13.7	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	13.7	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		35.2%	ICU Level of Service A
Analysis Period (min)		15	

Phasings
1: La Jolla Village & Torrey Pines

4/22/2010

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø8
Lane Configurations							
Volume (vph)	1264	273	958	702	84	723	
Turn Type		Perm	Prot			Over	
Protected Phases	2		1	6	4	1	8
Permitted Phases		2					
Detector Phase	2	2	1	6	4	1	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	38.0	38.0	8.0	20.0	46.0	8.0	41.0
Total Split (s)	38.0	38.0	36.0	74.0	46.0	36.0	46.0
Total Split (%)	31.7%	31.7%	30.0%	61.7%	38.3%	30.0%	38%
Maximum Green (s)	34.0	34.0	32.0	70.0	42.0	32.0	42.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None
Walk Time (s)	7.0	7.0					7.0
Flash Dont Walk (s)	27.0	27.0					30.0
Pedestrian Calls (#/hr)	5	5					30

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 1: La Jolla Village & Torrey Pines

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

4/22/2010

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1264	273	958	702	84	723
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1374	297	1041	763	91	786
RTOR Reduction (vph)	0	171	0	0	0	0
Lane Group Flow (vph)	1374	126	1041	763	91	786
Confl. Peds. (#/hr)		13				108
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	38.8	38.8	44.2	87.0	25.0	44.2
Effective Green, g (s)	38.8	38.8	44.2	87.0	25.0	44.2
Actuated g/C Ratio	0.32	0.32	0.37	0.72	0.21	0.37
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1644	499	1264	3687	715	1027
v/s Ratio Prot	c0.27		c0.30	0.15	c0.03	0.28
v/s Ratio Perm		0.08				
v/c Ratio	0.84	0.25	0.82	0.21	0.13	0.77
Uniform Delay, d1	37.6	29.9	34.4	5.3	38.6	33.3
Progression Factor	1.00	1.00	1.01	0.71	1.00	1.00
Incremental Delay, d2	5.2	1.2	4.1	0.1	0.1	3.5
Delay (s)	42.9	31.1	38.8	3.9	38.7	36.8
Level of Service	D	C	D	A	D	D
Approach Delay (s)	40.8			24.0	37.0	
Approach LOS	D			C	D	

Intersection Summary			
HCM Average Control Delay	33.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

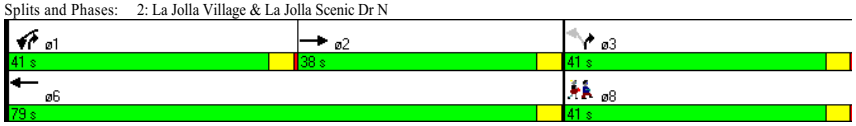
Phasings
2: La Jolla Village & La Jolla Scenic Dr N

4/22/2010

Lane Group	EBT	WBL	WBT	NBL	NBR	ø8
Lane Configurations						
Volume (vph)	1940	326	1634	26	242	
Turn Type		Prot			custom	
Protected Phases	2	1	6		1 3	8
Permitted Phases				3		
Detector Phase	2	1	6	3	1 3	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	35.0	41.0	20.0	41.0		41.0
Total Split (s)	38.0	41.0	79.0	41.0	82.0	41.0
Total Split (%)	31.7%	34.2%	65.8%	34.2%	68.3%	34%
Maximum Green (s)	34.0	37.0	75.0	37.0		37.0
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	0.5	0.5	0.5	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0		0.0
Recall Mode	C-Max	None	C-Max	None		None
Walk Time (s)	7.0					7.0
Flash Dont Walk (s)	24.0					30.0
Pedestrian Calls (#/hr)	3					1

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 2: La Jolla Village & La Jolla Scenic Dr N



HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

4/22/2010

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1940	47	326	1634	26	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
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)	5065		3433	5085	1766	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5065		3433	5085	1766	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2109	51	354	1776	28	263
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2159	0	354	1776	28	263
Confl. Peds. (#/hr)		3			1	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	71.4		18.1	93.5	18.5	40.6
Effective Green, g (s)	71.4		18.1	93.5	18.5	40.6
Actuated g/C Ratio	0.60		0.15	0.78	0.15	0.34
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	3014		518	3962	272	943
v/s Ratio Prot	c0.43		c0.10	0.35		c0.09
v/s Ratio Perm					0.02	
v/c Ratio	0.72		0.68	0.45	0.10	0.28
Uniform Delay, d1	17.2		48.2	4.5	43.6	29.0
Progression Factor	1.55		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		3.7	0.4	0.2	0.2
Delay (s)	27.5		52.0	4.9	43.8	29.2
Level of Service	C		D	A	D	C
Approach Delay (s)	27.5			12.7	30.6	
Approach LOS	C			B	C	

Intersection Summary			
HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

4/22/2010

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	29	7	0	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	32	8	0	59
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			22		91	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		91	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		892	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	39	59
Volume Left	0	32	0
Volume Right	3	0	59
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	5.9	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	5.9	8.6
Approach LOS			A

Intersection Summary			
Average Delay		6.2	
Intersection Capacity Utilization		18.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

4/22/2010

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	34	16	5	234	344	29
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	17	5	254	374	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	528	203	405			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	528	203	405			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	98	100			
cM capacity (veh/h)	478	804	1150			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	54	5	127	127	249	156
Volume Left	37	5	0	0	0	0
Volume Right	17	0	0	0	0	32
cSH	549	1150	1700	1700	1700	1700
Volume to Capacity	0.10	0.00	0.07	0.07	0.15	0.09
Queue Length 95th (ft)	8	0	0	0	0	0
Control Delay (s)	12.3	8.1	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.3	0.2			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization		20.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

4/22/2010

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	230	15	36	324
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	250	16	39	352
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	689	258			266	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	689	258			266	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			97	
cM capacity (veh/h)	399	780			1298	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	266	39	352
Volume Left	15	0	39	0
Volume Right	10	16	0	0
cSH	494	1700	1298	1700
Volume to Capacity	0.05	0.16	0.03	0.21
Queue Length 95th (ft)	4	0	2	0
Control Delay (s)	12.7	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	12.7	0.0	0.8	
Approach LOS	B			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX E

HISTORICAL HILLEL FACILITY PROGRAM GUIDE & EXISTING HILLEL FACILITY LOCATION MAP

Google
8976 Cliffridge Ave, San Diego, CA 92037
Map
Traffic
La Jolla Village Dr
Torrey Pines Rd
La Jolla Scenic Way
La Jolla Scenic Dr N
Cliffridge Ave
Hillel of San Diego
Existing Hillel Facility *
Proposed Project Site
* Existing residence currently serves as a temporary office space, which is used by staff to plan events and programs and to meet with students on a one-on-one basis for religious counseling and planning of student events.

Event Log						
	DATE	**Wee**	**Event**	**Group**	**#**	**Hillel House Y or N**
Week One						
JCR Meeting	Tues, Jan 5th	1	Meeting	JCR	10	Y
Israel Update	Tues, Jan 5th	1	Meeting	TFI	10	Y
Tritons For Israel GBM	Wed, Jan 6th	1	Meeting	TFI	40	Y
Schmooze with the Jews	Wed, Jan 6th	1	Event	Hillel	150	N
Jewish Leadership Council Meeting	Wed, Jan 6th	1	Meeting	UJS/Hillel	9	Y
CEI Meeting	Wed, Jan 6th	1	Meeting	CEI	9	Y
UJS Meeting	Wed, Jan 6th	1	Meeting	UJS	5	Y
Learn Hebrew	Thurs, Jan 14th	3	Event	Hillel	12	Y
Talmud with Stevie	Fri, Jan 8th	1	Discussion	UJS	5	Y
Parsha Discussion	Fri, Jan 8th	1	Discussion	UJS	10	Y
Shabbat	Fri, Jan 8th	1	Dinner/services	Hillel	85	N
Shabbat Lunch	Sat, Jan 9th	1	Event	UJS	25	Y
Week Two						
Jewbilee Meeting	Sun, Jan 10th	2	Meeting	UJS	7	Y
JCR Meeting	Tues, Jan 12th	2	Meeting	JCR	10	Y
Israel Update	Tues, Jan 12th	2	Meeting	TFI	8	Y
Tritons For Israel GBM	Wed, Jan 13th	2	Meeting	TFI	30	Y
Weekly Bagels	Wed, Jan 13th	2	Event	Hillel	30	Y
CEI Meeting	Wed, Jan 13th	2	Meeting	CEI	9	Y
OJP Speaker	Wed, Jan 13th	2	Meeting	CEI	8	Y
UJS Meeting	Wed, Jan 13th	2	Meeting	UJS	5	Y
Learn Hebrew	Thurs, Jan 14th	2	Event	Hillel	12	Y
LGBT Conversation	Thurs, Jan 14th	2	Discussion	Hillel	3	Y
Jewish Girls in the City	Thurs, Jan 14th	2	Event	CEI/wome	10	Y
Talmud with Stevie	Fri, Jan 15th	2	Discussion	UJS	6	Y
Parsha Discussion	Fri, Jan 15th	2	Discussion	UJS	6	Y
ASB Guatemala Orientation	Fri, Jan 15th	2	Meeting	Hilllel	10	Y
AEPhi Hollywood Themed Shabbat	Fri, Jan 15th	2	Dinner/services	Hillel	130	N

Event Log						
	DATE	**Wee**	**Event**	**Group**	**#**	**Hillel House Y or N**
Week Three						
Israel Update	Tues, Jan 19th	3	Meeting	TFI	10	Y
Tuesday with Moreh	Tues, Jan 19th	3	Discussion	UJS	7	Y
Sushi with Rabbi Jeff	Tues, Jan 19th	3	Discussion	UJS	8	Y
Tritons For Israel GBM	Wed, Jan 20th	3	Meeting	TFI	30	Y
Weekly Bagels	Wed, Jan 20th	3	Event	Hillel	35	Y
CEI Meeting	Wed, Jan 20th	3	Meeting	CEI	9	Y
Habanot Nechama	Wed, Jan 20th	3	Event	TFI/Loft	150	N
UJS Meeting	Wed, Jan 20th	3	Meeting	UJS	5	Y
Learn Hebrew	Thurs, Jan 21st	3	Event	Hillel	12	Y
Leader's Appreciation Lunch	Thurs, Jan 21st	3	Event	Hillel	20	Y
Book Club with Women's Circle	Thurs, Jan 21st	3	Event	Hillel	5	Y
Talmud with Stevie	Fri, Jan 22nd	3	Discussion	UJS	6	Y
Parsha Discussion	Fri, Jan 22nd	3	Discussion	UJS	8	Y
Senior Happy Hour	Fri, Jan 22nd	3	Event	Hillel	4	N
Professional Connections Shabbat	Fri, Jan 22nd	3	Dinner/services	Hillel	120	N
Havdalah and Capture the Flag	Sat, Jan 23rd	3	Event	UJS	5	Y
Jews in Cold Places Ice Skating	Sun, Jan 24th	3	Event	JCR/CEI	29	N
ASB Guatemala Orientation	Sun, Jan 24th	3	Meeting	Hillel	11	Y
Week Four						
JCR Meeting	Tues, Jan 26th	4	Meeting	JCR	10	Y
Israel Update	Tues, Jan 26th	4	Meeting	TFI	10	Y
Tuesday with Moreh	Tues, Jan 26th	4	Discussion	UJS	5	Y
JJ Sacks	Tues, Jan 26th	4	Discussion	TFI	25	Y
Sushi with Rabbi Jeff	Tues, Jan 26th	4	Discussion	UJS	8	Y
Tritons For Israel GBM	Wed, Jan 27th	4	Meeting	TFI	30	Y
Weekly Bagels	Wed, Jan 27th	4	Event	Hillel	30	Y
CEI Meeting	Wed, Jan 27th	4	Meeting	CEI	9	Y
UJS Meeting	Wed, Jan 27th	4	Meeting	UJS	5	Y
Talmud with Stevie	Fri, Jan 29th	4	Discussion	UJS	6	Y
Parsha Discussion	Fri, Jan 29th	4	Discussion	UJS	6	Y
Tu B'Shvat Shabbat	Fri, Jan 29th	4	Dinner/services	Hillel	100	N

Event Log						
	DATE	**Wee**	**Event**	**Group**	**#**	**Hillel House Y or N**
Week Five						
JTS Lunch and Learn	Tues, Feb 2nd	5	Discussion	Hillel/UJS	7	Y
Israel Update	Tues, Feb 2nd	5	Meeting	TFI	8	Y
Tuesday with Moreh	Tues, Feb 2nd	5	Discussion	UJS	4	Y
Sushi with Rabbi Jeff	Tues, Feb 2nd	5	Discussion	UJS	5	Y
Weekly Bagels	Wed, Feb 3rd	5	Event	Hillel	35	Y
Jewish Leadership Council Meeting	Wed, Feb 3rd	5	Meeting	UJS/Hillel	8	Y
CEI Meeting	Wed, Feb 3rd	5	Meeting	CEI	9	Y
UJS Meeting	Wed, Feb 3rd	5	Meeting	UJS	5	Y
Hebrew	Thurs, Feb 4th	5	Discussion	Hillel	8	Y
Tritons For Israel GBM	Thurs, Feb 4th	5	Meeting	TFI	30	Y
Talmud with Stevie	Thurs, Feb 4th	5	Discussion	UJS	5	Y
Parsha Discussion	Fri, Feb 5th	5	Discussion	UJS	7	Y
Faculty Shabbat	Fri, Feb 5th	5	Dinner/services	Hillel	100	N
Week Six						
Israel Update	Tues, Feb 9th	6	Meeting	TFI	8	Y
Tuesday with Moreh	Tues, Feb 9th	6	Discussion	UJS	4	Y
Jewish Campus Rep Meeting	Tues, Feb 9th	6	Meeting	Hillel	10	Y
Sushi with Rabbi Jeff	Tues, Feb 9th	6	Discussion	UJS	5	Y
Weekly Bagels	Wed, Feb 10th	6	Event	Hillel	35	Y
CEI Meeting	Wed, Feb 10th	6	Meeting	CEI	9	Y
UJS Meeting	Wed, Feb 10th	6	Meeting	UJS	5	Y
Ambassador Michael Oren	Wed, Feb 10th	6	Event	Hillel/TFI	450	N
Pardes Lunch and Learn	Thurs, Feb 11th	6	Discussion	Hillel	12	Y
Hebrew	Thurs, Feb 11th	6	Discussion	Hillel	8	Y
Birthright Informational Session	Thurs, Feb 11th	6	Discussion	Hillel	25	Y
Tritons For Israel GBM	Thurs, Feb 11th	6	Meeting	TFI	30	Y
Talmud with Stevie	Thurs, Feb 11th	6	Discussion	UJS	5	Y
Parsha Discussion	Fri, Feb 5th	6	Discussion	UJS	6	Y
Shabbat	Fri, Feb 5th	6	Dinner/services	Hillel	60	N

Event Log						
	DATE	**Wee**	**Event**	**Group**	**#**	**Hillel House Y or N**
Week Seven						
Women's Circle Movie	Mon, Feb 15th	7	Event	CEI	10	Y
Israel Update	Tues, Feb 16th	7	Meeting	TFI	8	Y
Tuesday with Moreh	Tues, Feb 16th	7	Discussion	UJS	4	Y
Jewish Campus Rep Meeting	Tues, Feb 16th	7	Meeting	Hillel	8	Y
Sushi with Rabbi Jeff	Tues, Feb 16th	7	Discussion	UJS	5	Y
Weekly Bagels	Wed, Feb 17th	7	Event	Hillel	35	Y
CEI Meeting	Wed, Feb 17th	7	Meeting	CEI	9	Y
UJS Meeting	Wed, Feb 17th	7	Meeting	UJS	5	Y
ASB Sammy's Fundraiser	Wed, Feb 17th	7	Event	Hillel	35	N
Hebrew	Thurs, Feb 18th	7	Discussion	Hillel	8	Y
Birthright Informational Session	Thurs, Feb 18th	7	Discussion	Hillel	25	Y
Tritons For Israel GBM	Thurs, Feb 18th	7	Meeting	TFI	30	Y
Talmud with Stevie	Thurs, Feb 18th	7	Discussion	UJS	5	Y
Parsha Discussion	Fri, Feb 19	7	Discussion	UJS	5	Y
Shabbat	Fri, Feb 19	7	Dinner/services	Hillel	110	N
Week Eight - Jewbilee						
Prof Hertz - Israel Discussion	Mon, Feb 22	8	Discussion	UJS	18	Y
Karaoke	Mon, Feb 22	8	Event	UJS	30	Y
Israel Update	Tues, Feb 23	8	Meeting	TFI	8	Y
Jewish Cooking Night	Tues, Feb 23	8	Event	UJS	25	Y
Tuesday with Moreh	Tues, Feb 23	8	Discussion	UJS	4	Y
Sushi with Rabbi Jeff	Tues, Feb 23	8	Discussion	UJS	8	Y
Weekly Bagels and Gaga	Wed, Feb 24	8	Event	Hillel	35	Y
CEI Meeting	Wed, Feb 24	8	Meeting	CEI	9	Y
UJS Meeting	Wed, Feb 24	8	Meeting	UJS	5	Y
Prof Glaser - Yiddish Poetry	Wed, Feb 24	8	Discussion	UJS	15	Y
Vagina Monologues +Reception	Wed, Feb 24	8	Event	CEI	40	N
Matkot Tournament	Thurs, Feb 25	8	Event	TFI	20	Y
Hebrew	Thurs, Feb 25	8	Discussion	Hillel	8	Y
Tritons For Israel GBM	Thurs, Feb 25	8	Meeting	TFI	30	Y
Jews Around the World	Thurs, Feb 25	8	Event	JCR	40	Y
Israeli Soldiers	Thurs, Feb 25	8	Event	TFI	20	Y
Talmud with Stevie	Thurs, Feb 25	8	Discussion	UJS	5	Y
Parsha Discussion	Fri, Feb 26	8	Discussion	UJS	6	Y
Hookah with AEPi	Fri, Feb 26	8	Event	Aepi	12	Y
Purim Shabbat	Fri, Feb 26	8	Dinner/services	Hillel	80	N
JOPA Purim Party	Sun, Feb 28	8	Event	JOPA	50	N

Event Log						
	DATE	**Wee**	**Event**	**Group**	**#**	**Hillel House Y or N**
Week Nine						
Israel Update	Tues, Mar 2	9	Meeting	TFI	8	Y
Tuesday with Moreh	Tues, Mar 2	9	Discussion	UJS	4	Y
Jewish Student Leader Response	Tues, Mar 2	9	Meeting	Hillel	10	Y
Sushi with Rabbi Jeff	Tues, Mar 2	9	Discussion	UJS	5	Y
Weekly Bagels	Wed, Mar 3	9	Event	Hillel	35	Y
Dove Initiative	Wed, Mar 3	9	Tabling/Event	Hillel/JLC	150	N
CEI Meeting	Wed, Mar 3	9	Meeting	CEI	9	Y
UJS Meeting	Wed, Mar 3	9	Meeting	UJS	5	Y
Hebrew	Thurs, Mar 4	9	Discussion	Hillel	8	Y
Passover Seder Leading Workshop	Thurs, Mar 4	9	Meeting	Hillel	7	Y
Tritons For Israel GBM	Thurs, Mar 4	9	Meeting	TFI	30	Y
Talmud with Stevie	Thurs, Mar 4	9	Discussion	UJS	4	Y
Parsha Discussion	Fri, Mar 5th	9	Discussion	UJS	4	Y
Holocaust Living Workshop Shabbat	Fri, Mar 5th	9	Dinner/services	Hillel	100	N
Week Ten						
Israel Update	Tues, Mar 9	10	Meeting	TFI	8	Y
Tuesday with Moreh	Tues, Mar 9	10	Discussion	UJS	4	Y
Sushi with Rabbi Jeff	Tues, Mar 9	10	Discussion	UJS	5	Y
Weekly Bagels	Wed, Mar 10	10	Event	Hillel	35	Y
CEI Meeting	Wed, Mar 10	10	Meeting	CEI	9	Y
Inter-Faith Vigil	Wed, Mar 10	10	Event	Hillel	50	Y
UJS Meeting	Wed, Mar 10	10	Meeting	UJS	5	Y
Hebrew	Thurs, Mar 11	10	Discussion	Hillel	8	Y
A Conversation with the BSU	Thurs, Mar 11	10	Discussion	Hillel	45	Y
Tritons For Israel GBM	Thurs, Mar 11	10	Meeting	TFI	30	Y
Talmud with Stevie	Thurs, Mar 11	10	Discussion	UJS	4	Y
Dove Iniatiative	Fri, Mar 12	10	Tabling	UJS	50	N
Parsha Discussion	Fri, Mar 12	10	Discussion	UJS	4	Y
Rest and Relaxation Shabbat	Fri, Mar 12	10	Dinner/services	Hillel	100	N
Finals						
Oranim Info Lunch	Tues, Mar 16	F	Event	Hillel	20	Y
Weekly Bagels	Wed, Mar 17	F	Event	Hillel	35	Y

UCSD Hillel **Jan 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28 11am - Mondays with	29 7pm - Tritons for	30 11:30am - Weekly 3pm - Israel Update @	31	1	2
3	4 11am - Mondays with	5 7pm - Tritons for	6 3pm - Israel Update @	7 11:30am - Schmooze	8 6:30pm - Winter	9
10	11 11am - Mondays with	12 7pm - Tritons for	13 11:30am - Weekly 3pm - Israel Update @ 7pm - Jewish Girls in	14	15 6:30pm - Shabbat	16
17 10pm - Lazer Tag	18 11am - Mondays with	19 7pm - Tritons for	20 11:30am - Weekly 3pm - Israel Update @ 9pm - Habanot	21 6pm - Jewish	22 6:30pm - Shabbat	23
24	25 11am - Mondays with	26 7pm - Tritons for	27 11:30am - Weekly 3pm - Israel Update @	28	29 6:30pm - Shabbat	30
31	1 11am - Mondays with	2 7pm - Tritons for	3 11:30am - Weekly 3pm - Israel Update @	4 2pm - Jewish	5 6:30pm - Shabbat	6

UCSD Hillel

Feb 2010 (Pacific Time)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31	1 11am - Mondays with	2 7pm - Tritons for	3 11:30am - Weekly 3pm - Israel Update @	4 2pm - Jewish	5 6:30pm - Shabbat	6
7	8 11am - Mondays with	9 7pm - Tritons for	10 11:30am - Weekly 3pm - Israel Update @	11	12 6:30pm - Shabbat	13
14	15 11am - Mondays with 1pm - Jewish	16 7pm - Tritons for	17 11:30am - Weekly 3pm - Israel Update @	18	19 6:30pm - Shabbat	20
21	22 11am - Mondays with	23 7pm - Tritons for	24 11:30am - Weekly 3pm - Israel Update @ 8pm - CEI at the	25	26 6:30pm - Shabbat	27
28	1 11am - Mondays with	2 7pm - Tritons for	3 11:30am - Weekly 3pm - Israel Update @	4	5 6:30pm - Shabbat	6

UCSD Hillel

Mar 2010 (Pacific Time)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	1 11am - Mondays with	2 7pm - Tritons for	3 11:30am - Weekly 3pm - Israel Update @	4	5 6:30pm - Shabbat	6
7	8 11am - Mondays with	9 7pm - Tritons for	10 11:30am - Weekly 3pm - Israel Update @	11	12 6:30pm - Shabbat	13
14	15 11am - Mondays with	16 7pm - Tritons for	17 11:30am - Weekly 3pm - Israel Update @	18	19 6:30pm - Shabbat	20
21	22 11am - Mondays with	23 7pm - Tritons for	24 11:30am - Weekly 3pm - Israel Update @	25	26 6:30pm - Shabbat	27
28	29 11am - Mondays with	30 7pm - Tritons for	31 11:30am - Weekly 3pm - Israel Update @	1	2 6:30pm - Shabbat	3

UCSD Hillel **Apr 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	29 11am - Mondays with	30 7pm - Tritons for	31 11:30am - Weekly 3pm - Israel Update @	1	2 6:30pm - Shabbat	3
4	5 11am - Mondays with	6 7pm - Tritons for	7 11:30am - Weekly 3pm - Israel Update @	8	9 6:30pm - Shabbat	10
11	12 11am - Mondays with	13 7pm - Tritons for	14 11:30am - Weekly 3pm - Israel Update @	15	16 6:30pm - Shabbat	17
18	19 11am - Mondays with	20 7pm - Tritons for	21 11:30am - Weekly 3pm - Israel Update @	22	23 6:30pm - Shabbat	24
25	26 11am - Mondays with	27 7pm - Tritons for	28 11:30am - Weekly 3pm - Israel Update @	29	30 6:30pm - Shabbat	1

UCSD Hillel **May 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
25	26 11am - Mondays with	27 7pm - Tritons for	28 11:30am - Weekly 3pm - Israel Update @	29	30 6:30pm - Shabbat	1
2	3 11am - Mondays with	4 7pm - Tritons for	5 11:30am - Weekly 3pm - Israel Update @	6	7 6:30pm - Shabbat	8
9	10 11am - Mondays with	11 7pm - Tritons for	12 11:30am - Weekly 3pm - Israel Update @	13	14 6:30pm - Shabbat	15
16	17 11am - Mondays with	18 7pm - Tritons for	19 11:30am - Weekly 3pm - Israel Update @	20	21 6:30pm - Shabbat	22
23	24 11am - Mondays with	25 7pm - Tritons for	26 11:30am - Weekly 3pm - Israel Update @	27	28 6:30pm - Shabbat	29
30	31 11am - Mondays with	1 7pm - Tritons for	2 11:30am - Weekly 3pm - Israel Update @	3	4 6:30pm - Shabbat	5

UCSD Hillel **Jun 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	31 11am - Mondays with	1 7pm - Tritons for	2 11:30am - Weekly 3pm - Israel Update @	3	4 6:30pm - Shabbat	5
6	7 11am - Mondays with	8 7pm - Tritons for	9 11:30am - Weekly 3pm - Israel Update @	10	11 6:30pm - Shabbat	12
13	14 11am - Mondays with	15 7pm - Tritons for	16 11:30am - Weekly 3pm - Israel Update @	17	18 6:30pm - Shabbat	19
20	21 11am - Mondays with	22 7pm - Tritons for	23 11:30am - Weekly 3pm - Israel Update @	24	25 6:30pm - Shabbat	26
27	28 11am - Mondays with	29 7pm - Tritons for	30 11:30am - Weekly 3pm - Israel Update @	1	2 6:30pm - Shabbat	3

UCSD Hillel

Jul 2010 (Pacific Time)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28 11am - Mondays with	29 7pm - Tritons for	30 11:30am - Weekly 3pm - Israel Update @	1	2 6:30pm - Shabbat	3
4	5 11am - Mondays with	6 7pm - Tritons for	7 11:30am - Weekly 3pm - Israel Update @	8	9 6:30pm - Shabbat	10
11	12 11am - Mondays with	13 7pm - Tritons for	14 11:30am - Weekly 3pm - Israel Update @	15	16 6:30pm - Shabbat	17
18	19 11am - Mondays with	20 7pm - Tritons for	21 11:30am - Weekly 3pm - Israel Update @	22	23 6:30pm - Shabbat	24
25	26 11am - Mondays with	27 7pm - Tritons for	28 11:30am - Weekly 3pm - Israel Update @	29	30 6:30pm - Shabbat	31

UCSD Hillel **Aug 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 11am - Mondays with	3 7pm - Tritons for	4 11:30am - Weekly 3pm - Israel Update @	5	6 6:30pm - Shabbat	7
8	9 11am - Mondays with	10 7pm - Tritons for	11 11:30am - Weekly 3pm - Israel Update @	12	13 6:30pm - Shabbat	14
15	16 11am - Mondays with	17 7pm - Tritons for	18 11:30am - Weekly 3pm - Israel Update @	19	20 6:30pm - Shabbat	21
22	23 11am - Mondays with	24 7pm - Tritons for	25 11:30am - Weekly 3pm - Israel Update @	26	27 6:30pm - Shabbat	28
29	30 11am - Mondays with	31 7pm - Tritons for	1 11:30am - Weekly 3pm - Israel Update @	2	3 6:30pm - Shabbat	4

UCSD Hillel

Sep 2010 (Pacific Time)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
29	30 11am - Mondays with	31 7pm - Tritons for	1 11:30am - Weekly 3pm - Israel Update @	2	3 6:30pm - Shabbat	4
5	6 11am - Mondays with	7 7pm - Tritons for	8 11:30am - Weekly 3pm - Israel Update @	9	10 6:30pm - Shabbat	11
12	13 11am - Mondays with	14 7pm - Tritons for	15 11:30am - Weekly 3pm - Israel Update @	16	17 6:30pm - Shabbat	18
19	20 11am - Mondays with	21 7pm - Tritons for	22 11:30am - Weekly 3pm - Israel Update @	23	24 6:30pm - Shabbat	25
26	27 11am - Mondays with	28 7pm - Tritons for	29 11:30am - Weekly 3pm - Israel Update @	30	1 6:30pm - Shabbat	2

UCSD Hillel **Oct 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27 11am - Mondays with	28 7pm - Tritons for	29 11:30am - Weekly 3pm - Israel Update @	30	1 6:30pm - Shabbat	2
3	4 11am - Mondays with	5 7pm - Tritons for	6 11:30am - Weekly 3pm - Israel Update @	7	8 6:30pm - Shabbat	9
10	11 11am - Mondays with	12 7pm - Tritons for	13 11:30am - Weekly 3pm - Israel Update @	14	15 6:30pm - Shabbat	16
17	18 11am - Mondays with	19 7pm - Tritons for	20 11:30am - Weekly 3pm - Israel Update @	21	22 6:30pm - Shabbat	23
24	25 11am - Mondays with	26 7pm - Tritons for	27 11:30am - Weekly 3pm - Israel Update @	28	29 6:30pm - Shabbat	30
31	1 11am - Mondays with	2 7pm - Tritons for	3 11:30am - Weekly 3pm - Israel Update @	4	5 6:30pm - Shabbat	6

UCSD Hillel **Nov 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31	1 11am - Mondays with	2 7pm - Tritons for	3 11:30am - Weekly 3pm - Israel Update @	4	5 6:30pm - Shabbat	6
7	8 11am - Mondays with	9 7pm - Tritons for	10 11:30am - Weekly 3pm - Israel Update @	11	12 6:30pm - Shabbat	13
14	15 11am - Mondays with	16 7pm - Tritons for	17 11:30am - Weekly 3pm - Israel Update @	18	19 6:30pm - Shabbat	20
21	22 11am - Mondays with	23 7pm - Tritons for	24 11:30am - Weekly 3pm - Israel Update @	25	26 6:30pm - Shabbat	27
28	29 11am - Mondays with	30 7pm - Tritons for	1 11:30am - Weekly 3pm - Israel Update @	2	3 6:30pm - Shabbat	4

UCSD Hillel **Dec 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	29 11am - Mondays with	30 7pm - Tritons for	1 11:30am - Weekly 3pm - Israel Update @	2	3 6:30pm - Shabbat	4
5	6 11am - Mondays with	7 7pm - Tritons for	8 11:30am - Weekly 3pm - Israel Update @	9	10 6:30pm - Shabbat	11
12	13 11am - Mondays with	14 7pm - Tritons for	15 11:30am - Weekly 3pm - Israel Update @	16	17 6:30pm - Shabbat	18
19	20 11am - Mondays with	21 7pm - Tritons for	22 11:30am - Weekly 3pm - Israel Update @	23	24 6:30pm - Shabbat	25
26	27 11am - Mondays with	28 7pm - Tritons for	29 11:30am - Weekly 3pm - Israel Update @	30	31 6:30pm - Shabbat	1

APPENDIX F

LOCATION MAP FOR UCLA AND UCSB CAMPUS AND HILLEL FACILITIES

Google maps 574 Hilgard Ave, Los Angeles, CA 90024-3234 Search Maps Show search options

Find businesses, addresses and places of interest.

Print Send Link

Traffic More... Map Satellite Terrain

Address:

574 Hilgard Ave
Los Angeles, CA 90024

Street view

Directions Search nearby Save to... more▾

Google maps 8976 Cliffridge Avenue, 92037 Search Maps Show search options

Find businesses, addresses and places of interest.

Print Send Link

Traffic More... Map Satellite Terrain

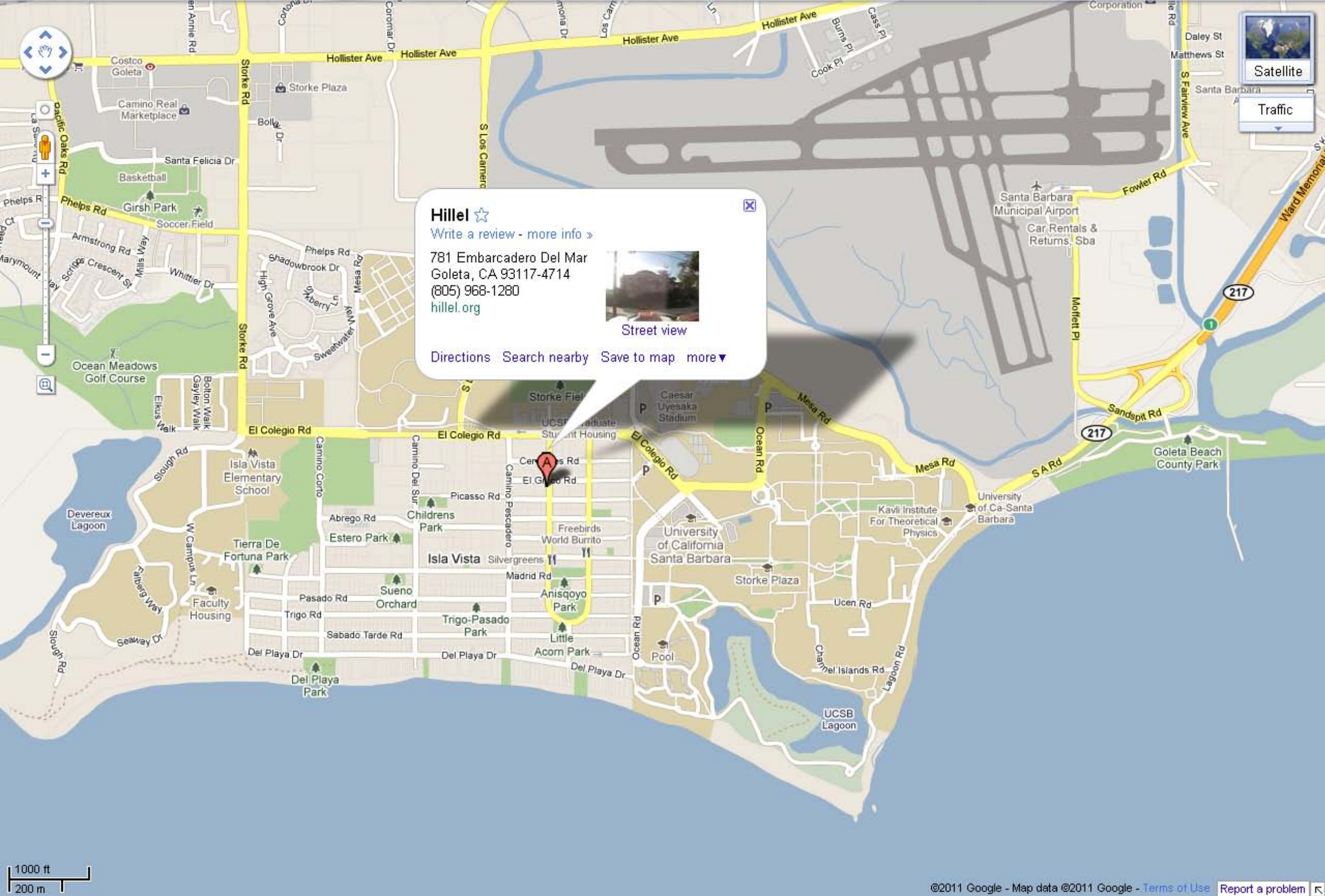
Address:

8976 Cliffridge Ave
San Diego, CA 92037

Street view

Directions Search nearby Save to... more▾

Torrey Pines Gliderport CA84
Black's Beach
Torrey Pines Scenic Dr
Salk Institute
Salk Institute Rd
Blackgold Rd
La Jolla Farms Rd
Estancia La Jolla
Keeneland Row
Claiborne Square
N Torrey Pines Rd
North Point Ln
North Campus
North Campus Recreation Area
Scholars Dr N
Rimac- Recreation, Intramural and Athletics Complex
Hopkins Dr
Hopkins Ln
Voigt Dr
Voigt Ln
Warren Apartments North
Warren Mall
Muir College Dr
Muir Ln
Price Center & Bookstore
Matthews Ln
Lyman Ave
Justice Ln
University of California San Diego Park
Genesee Ave
County Hwy S21
Science Center
Campus Service Complex
Recreation Fields
Pepper Canyon Apartments
Medical Center
San Diego Fwy
Gilman Dr
Campus Point Dr
Campus Point Ct
Scripps Health
Preuss School
Baseball Field
Regents Rd West Lot
Shiley Eye Center
Science Research Park
Athena Cir
Regents Rd
Miramar St
C Mesa
Regents Park Row
Executive Dr
Eastgate Mall
Vision Dr
Easter Way
Towne Centre Dr
Sorrento Vall
San Diego-La Jolla Underwater Park
Ellentown Rd
La Jolla Shores Dr
Discovery Way
Redwood Dr
Expedition Way
Biological Grd
Shellback Way
Scripps Institution of Oceanography
Birch Aquarium at Scripps Institution of Oceanography
La Jolla Village Dr
Footbridge Lot
Cliffridge Ave
Nottingham Pl
Nottingham Rd
Glenwick Ln
Dunaway Dr
La Jolla Scenic
La Jolla Athletic Park
Villa La Jolla Dr
Via Mallorca
La Jolla Village
Nobel Dr
Hyatt Regency La Jolla
Cafe Japengo
University Center Ln
Mahaila Ave
Costa Verde Blvd
Costa Verde Center
University Towne Centre Shopping Center
San Diego California Temple
Lebon Dr
Doyle Community Park
Decoro St
Via Precipicio
Via Amable
Avenida Navidad
Camino
Ruette Mo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Goleta, CA 93117-4714
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Traffic
Hollister Ave
Storke Rd
Los Carneros
Fairview Ave
Fowler Rd
Ward Memorial
Mesa Rd
Sandspit Rd
S A Rd
El Colegio Rd
Phelps Rd
Pacific Oaks Rd
Costco Goleta
Storke Plaza
Camino Real Marketplace
Santa Felicia Dr
Basketball
Girsh Park
Soccer Field
Ocean Meadows Golf Course
Isla Vista Elementary School
Devereux Lagoon
Tierra De Fortuna Park
Faculty Housing
Estero Park
Childrens Park
Sueno Orchard
Trigo-Pasado Park
Del Playa Park
Isla Vista
Silvergreens
Freebirds World Burrito
Anisqoyo Park
Little Acorn Park
Caesar Uyesaka Stadium
University of California Santa Barbara
Kavli Institute For Theoretical Physics
University of Ca-Santa Barbara
Santa Barbara Municipal Airport
Car Rentals & Returns, Sba
Goleta Beach County Park
UCSB Lagoon
Pool
1000 ft
200 m
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APPENDIX G

UCSB, UCLA, AND UCSD HILLEL FACILITY SURVEY DATA

APPENDIX G1

UCSD HILLEL FACILITY SURVEY DATA

SurveyMonkey

Logged in as "kcopans@hillelsd.org" Log Off

Create Survey | My Surveys | Address Book | My Account | Need Help?

survey title:
UCSD Traffic Survey Edit Title

design survey | collect responses | analyze results

- View Summary
- Browse Responses
- Filter Responses
- Crosstab Responses
- Download Responses
- Share Responses

current report: Default Report Add Report

Response Summary

Total Started Survey: 121
Total Completed Survey: 121 (100%)

Page: UCSD Traffic Study

1. Where do you live? Create Chart Download

	Response Percent	Response Count
On campus	36.7%	44
Off campus	**63.3%**	**76**
	answered question	**120**
	skipped question	**1**

2. If you answered off campus, where do you live? Create Chart Download

	Response Percent	Response Count
University City	27.4%	20
La Jolla	**47.9%**	**35**
Mira Mesa	0.0%	0
Clairemont	2.7%	2
Mission Valley	0.0%	0
	answered question	**73**
	skipped question	**48**

2. If you answered off campus, where do you live? Create Chart Download

Other	23.3%	17
Show replies Other (please specify)		22
	answered question	**73**
	skipped question	**48**

3. How do you get to campus? Create Chart Download

	Response Percent	Response Count
Drive	**51.1%**	**48**
Campus Shuttle	42.6%	40
City Bus	33.0%	31
Walk	21.3%	20
Bike	14.9%	14
Other	2.1%	2
Show replies Other (please specify)		3
	answered question	**94**
	skipped question	**27**

4. If you live off campus, do you own transportation? Create Chart Download

	Response Percent	Response Count
Car	**94.3%**	**66**
Bike	31.4%	22
Scooter	0.0%	0
Motorcycle	0.0%	0
	answered question	**70**
	skipped question	**51**

4. If you live off campus, do you own transportation? Create Chart Download

Show replies	Other (please specify)	3
	answered question	**70**
	skipped question	**51**

5. Do you own a UCSD parking permit? Create Chart Download

	Response Percent	Response Count
Yes	36.1%	43
No	**63.9%**	**76**
	answered question	**119**
	skipped question	**2**

6. How do you get around campus for classes and activities? Create Chart Download

	Response Percent	Response Count
Campus Loop Shuttle	18.2%	22
Bike	16.5%	20
Walk	**93.4%**	**113**
Skateboard	5.8%	7
Show replies	Other (please specify)	1
	answered question	**121**
	skipped question	**0**

7. If the UCSD Hillel center (at corner of La Jolla Village Drive and La Jolla Scenic Way) were open today, what would be your likely mode of transportation to the center? Create Chart Download

	For a Day Program	For an Evening Program	Response Count
Drive to facility and park in parking lot at Hillel center	54.8% (34)	**98.4% (61)**	62
Drive to campus and walk to Hillel	**86.7% (26)**	56.7% (17)	30
Take campus shuttle to the closest stop and walk to facility	**84.0% (42)**	72.0% (36)	50
Walk	**95.2% (60)**	61.9% (39)	63
Bike	**100.0% (21)**	42.9% (9)	21
Show replies		Other (please specify)	4
		answered question	**115**
		skipped question	**6**

8. When you drive to campus do you carpool? Create Chart Download

	Response Percent	Response Count
Yes	**50.5%**	**47**
No	49.5%	46
	answered question	**93**
	skipped question	**28**

9. If you carpool, how many passengers typically occupy the vehicle? Create Chart Download

	Response Percent	Response Count
Two	**56.0%**	**28**
Three	40.0%	20
	answered question	**50**
	skipped question	**71**

9. If you carpool, how many passengers typically occupy the vehicle? Create Chart Download

Four	16.0%	8
	answered question	**50**
	skipped question	**71**

10. What year are you? Create Chart Download

	Response Percent	Response Count
1st	12.8%	15
2nd	**22.2%**	**26**
3rd	14.5%	17
4th	20.5%	24
5th	4.3%	5
Graduate Student	21.4%	25
Alumni	6.8%	8
	answered question	**117**
	skipped question	**4**

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Survey Conducted March 8 - 16, 2010

		115 Responses
1	Where do you live?	%
	On Campus	37%
	Off Campus	63%

2	If you live off-campus, where?	
	UC	32%
	La Jolla	54%
	Mira Mesa	0%
	Clairemont	2%
	Mission Valley	0%
	Other	14%

			Walk	Personal Vehicle
3	How do you get to campus?			
	Drive	48%	23%	48%
	Campus Shuttle	43%		
	City Bus	33%		
	Walk	23%		
	Bike	15%		
	Other	3%		

4	If you live off campus, do you own transportation?	
	Car	93%
	Bike	30%
	Scooter	0%
	Motorcycle	0%

5	Do you own a UCSD parking permit?	
	Yes	39%
	No	61%

			Walk	Personal Vehicle
6	How to you get around campus for classes and activities?			
	Shuttle	19%	93%	0
	Bike	17%		
	Walk	93%		
	Skateboard	6%		
	Other	0%		

7	If the UCSD Hillel center (at corner of La Jolla Village Drive and La Jolla Scenic Way) were open today, what would be your likely mode of transportation to the center?				
		For a day program?	For an evening program?	Day	Evening
	Drive to facility and park in parking lot at Hillel center	18%	37%	18%	37%
	Drive to campus and walk to Hillel	15%	12%	81%	63%
	Take campus shuttle to the closest stop and walk to facility	22%	22%		
	Walk	32%	23%		
	Bike	12%	6%		
	Other	3%	3%		
		102%	103%		

8	When you drive ot campus do you carpool?	
	Yes	56%
	No	44%

9	If you carpool, how many passengers typically occupy the vehicle?	
	Two	57%
	Three	36%
	Four	16%

10	What year are you?	
	1st	13%
	2nd	24%
	3rd	16%
	4th	24%
	5th	4%
	Grad	15%
	Alumni	7%

APPENDIX G_2

UCLA HILLEL FACILITY SURVEY DATA

UCLA Survey

Tuesday 3/2/2010

	Program Attendance					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total**	**37**
					Walk	**Drive**
8:00 - 9:00 AM					**97%**	**3%**
9:00 - 10:00 AM						
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM						
5:00 - 6:00 PM		11				
6:00 - 7:00 PM		25	1	Y		
7:00 - 8:00 PM						
8:00 - 9:00 PM						
9:00 - 10:00 PM						

Wednesday 3/3/2010

	Program Attendance					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total**	**46**
					Walk	**Drive**
8:00 - 9:00 AM					**93%**	**7%**
9:00 - 10:00 AM						
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM		17				
5:00 - 6:00 PM						
6:00 - 7:00 PM		7				
7:00 - 8:00 PM		19	3	1 Y		
8:00 - 9:00 PM						
9:00 - 10:00 PM						

Thursday 3/4/2010

	Program Attendance					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total**	**114**
8:00 - 9:00 AM					**Walk**	**Drive**
9:00 - 10:00 AM					**96%**	**4%**
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM		20				
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM		45				
5:00 - 6:00 PM						
6:00 - 7:00 PM		44	5	2		
7:00 - 8:00 PM						
8:00 - 9:00 PM						
9:00 - 10:00 PM						

Friday 3/5/2010

	Program Attendance					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total**	**65**
8:00 - 9:00 AM					**Walk**	**Drive**
9:00 - 10:00 AM					**91%**	**9%**
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM						
5:00 - 6:00 PM						
6:00 - 7:00 PM		19	6	2 Y		
7:00 - 8:00 PM		40				
8:00 - 9:00 PM						
9:00 - 10:00 PM						

AVERAGE	**94%**	**6%**

Hillel at UCLA

Fax

To:	Robert Lapidus	**From:**	Arlene Miller
Fax:	858.657.9031	**Pages:**	21
Date:	3/10/2010		
Re:	UCSD Survey Project		

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

Dear Robert,

Thank you for the opportunity to support UCSD in completing this survey project. Please contact me if you have any further questions.

Arlene

Hillel Center Use Survey (Occupancy)

Date: March 1, 2010

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM						
10:00 AM						
11:00 AM						
12:00 PM				13	23	16
1:00 PM				13	27	15
2:00 PM				13	25	15
3:00 PM				13	15	14
4:00 PM				10	10	9
5:00 PM				8	11	7
6:00 PM				3	2	3
7:00 PM				1	4	3
8:00 PM				1	20	2
9:00 PM				~~0~~	~~0~~	1
10:00 PM						

This Use Survey was conducted on the above date from 12 to 9 pm (insert hours) by _____ (print name) at ① Branden. _____ (print UC Name)
② Bernard.

Master

Hillel Center Use Survey (Occupancy)

Date: March 2, 2010

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				5	6	4
10:00 AM				8	14	7
11:00 AM				12	24	11
12:00 PM				12	27	12
1:00 PM				12.	20.	12.
2:00 PM				13	10	11
3:00 PM				12	15	11
4:00 PM				12	14	11
5:00 PM	CEI Regular Meeting	5-7	11	11	16	10
6:00 PM	Chaim, Regular class	6-7	13	4	2	10
7:00 PM				3	6	6
8:00 PM				1	1	5
9:00 PM				0	0	4
10:00 PM						

This Use Survey was conducted on the above date from 9am to 9pm (insert hours) by
(print name) at ① Johanna (print UC Name)
② Sami Kramahd.
③ Romard.

Hillel Center Use Survey (Occupancy)

Date:_____

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM						
10:00 AM						
11:00 AM						
12:00 PM						
1:00 PM						
2:00 PM						
3:00 PM						
4:00 PM						
5:00 PM						
6:00 PM	BPI Leadership Meeting	6-7:30	13	3		
7:00 PM						
8:00 PM						
9:00 PM						
10:00 PM						

This Use Survey was conducted on the above date from 6:00pm to 1:30pm (insert hours) by _____ (print name) at Sami Kramond (print UC Name)

Hillel Center Use Survey (Occupancy)

Date: March 3, 2010

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				5	15	9
10:00 AM				6	12	10
11:00 AM				9	16	15
12:00 PM				8	22	14
1:00 PM				10	20	14
2:00 PM				12	24	13
3:00 PM				7	18	9
4:00 PM	Persian Learning	4-5	17	9	21	8
5:00 PM				8	17	8
6:00 PM	Challah for hunger	6-7	7	4	5	9
7:00 PM	Leadership Meeting	7-830	22	4	3	7
8:00 PM				2	0	5
9:00 PM				1	0	2
10:00 PM						

This Use Survey was conducted on the above date from 9 am to 9 pm (insert hours) by _____ (print name) at ① Benji _____ (print UC Name)

② Sami Kramald

③ Raman

Master

Hillel Center Use Survey (Occupancy)

Date: March 4, 2010

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				3	10	7
10:00 AM	Staff Meeting	10-1130	12	13	20	13
11:00 AM				13	17	14
12:00 PM	SFI Event		10	12	20	14
1:00 PM			14	12	21	14
2:00 PM			20	14	15	15
3:00 PM				14	25	15
4:00 PM	Challah for Hunger	4-6	45	14	40	17
5:00 PM			45	9	30	19
6:00 PM	Pizza & Parsha	6-7	28	4	14	11
7:00 PM				3	8	
8:00 PM				1	4	
9:00 PM				1	0	
10:00 PM						

This Use Survey was conducted on the above date from 9:00am to 9:00pm (insert hours) by _____ (print name) at Johanna (print UC Name)

(2) Sami Kramahd

(3) Bernard.

Hillel Center Use Survey (Occupancy)

Date:____ _____

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM						
10:00 AM						
11:00 AM						
12:00 PM						
1:00 PM						
2:00 PM						
3:00 PM						
4:00 PM						
5:00 PM						
6:00 PM	Panel Discussion	6-8	21			
7:00 PM						
8:00 PM						
9:00 PM						
10:00 PM						

This Use Survey was conducted on the above date from 6:00pm to 8:00pm (insert hours) by _____ (print name) at Saint Bernard. (print UC Name)

Hillel Center Use Survey (Occupancy)

Date: March 5, 2010

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				3	6	8
10:00 AM				5	12	10
11:00 AM				7	15	10
12:00 PM				7	17	12
1:00 PM				6	8	8
2:00 PM				4	8	5
3:00 PM				3	2	4
4:00 PM				2	1	
5:00 PM				3	3	
6:00 PM	Service		25	4	0	6
7:00 PM	Dinner		65	4	0	6
8:00 PM			65	2	0	6
9:00 PM			23	1	0	5
10:00 PM						

This Use Survey was conducted on the above date from 9:00am to 9:00pm (insert hours) by (print name) at ① Michelle (print UC Name)

② Sami Kramaid.

③ Bernard.

Hillel Center Use Survey (Occupancy)

Date: 3/8/10

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				4	12	7
10:00 AM				7	10	10
11:00 AM				9	13	12
12:00 PM						
1:00 PM						
2:00 PM						
3:00 PM						
4:00 PM						
5:00 PM						
6:00 PM						
7:00 PM						
8:00 PM						
9:00 PM						
10:00 PM						

This Use Survey was conducted on the above date from 9:00am to 11:00am (insert hours) by _____ (print name) at Benji (print UC Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   CEI Regular Meeting (March 2, 2010 at 5:00 PM)

2. How did you arrive at the Hillel Center

   Walked? 11

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking)

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: Bernard (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   Chaim Regular class (March 2, 2010 at 6PM)

2. How did you arrive at the Hillel Center

   Walked? 12

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking)

   1

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot? ✓

   On public street?

   Other?

Questionnaire/Survey conducted by: Dor Nord (Print Name)

Hillel Program Attendance
Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   BFI Regular Meeting (March 2, 2010 at 6:00PM)

2. How did you arrive at the Hillel Center

   Walked? 13.

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking)

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: Dani Yamada (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   Persian Learning, JLK (March 3, 2010 at 4:00PM

2. How did you arrive at the Hillel Center

   Walked? 17

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking).

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: Sami Ktawaka (Print Name)

Hillel Program Attendance
Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

Challah for hunger (March 3, 2010 at 6:00PM)

2. How did you arrive at the Hillel Center

Walked? 1

Biked?

Drove? (note: parking on campus and walking to Center from campus is walking)

Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

Hillel parking lot?

On public street?

Other?

Questionnaire/Survey conducted by: Bernard (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   Leadership Meeting (March 3, 2010 at 1:00PM).

2. How did you arrive at the Hillel Center

   Walked? 19

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking). 3 (one car).

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot? ✓

   On public street?

   Other?

Questionnaire/Survey conducted by: Bernard (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   Staff Meeting (March 4, 2010 at 10:00 AM)

2. How did you arrive at the Hillel Center

   Walked? 1

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking). 11

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot? ✓

   On public street?

   Other?

Questionnaire/Survey conducted by: Johanna (Print Name)

Hillel Program Attendance
Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

BFI Event (March 4, 2010 at 10:00AM)

2. How did you arrive at the Hillel Center

20

Walking?

Biked?

Drove? (note: parking on campus and walking to Center from campus is walking)

Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

Hillel parking lot?

On Westwood Street?

Other?

Questionnaire Survey conducted by: Sami Grimack (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   Challah for hunger (March 4, 2010 at 4:00PM)

2. How did you arrive at the Hillel Center

   Walked? 45

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking)

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: Johanna (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

Pizza & Parsha (March 4, 2010 at 6:00PM)

2. How did you arrive at the Hillel Center

Walked? 24

Biked?

Drove? (note: parking on campus and walking to Center from campus is walking)

4 (2 cars)

Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

Hillel parking lot?

On public street?

Other?

Questionnaire/Survey conducted by: Bernard (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   Panel Discussion (March 4 2010 at 6:00PM)

2. How did you arrive at the Hillel Center?

   Walked? 20

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking).

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: [illegible] (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   Services (March 5, 2010 at 6:00 PM)

2. How did you arrive at the Hillel Center

   Walked? 19

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking)

   6 (2 cars)

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot? ✓

   On public street?

   Other?

Questionnaire/Survey conducted by: Rayna (Print name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   Dinner (March 5, 2010 at 7:00PM)

2. How did you arrive at the Hillel Center:

   Walked? 40

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking)

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire Survey conducted by: Bernard (Print Name)

APPENDIX G3

UCSB HILLEL FACILITY SURVEY DATA

UCSB Survey

Wednesday 10/6/2010

	Program Attendance					
	Walk/Bike	Drive	# Cars (Carpool)	Parked in Lot	**Total**	**11**
					Walk	**Drive**
8:00 - 9:00 AM					**91%**	**9%**
9:00 - 10:00 AM						
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM						
5:00 - 6:00 PM						
6:00 - 7:00 PM						
7:00 - 8:00 PM	10	1		0		
8:00 - 9:00 PM						
9:00 - 10:00 PM						

Thursday 10/7/2010

	Program Attendance					
	Walk/Bike	Drive	# Cars (Carpool)	Parked in Lot	**Total**	**15**
8:00 - 9:00 AM					**Walk**	**Drive**
9:00 - 10:00 AM					**80%**	**20%**
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM						
5:00 - 6:00 PM						
6:00 - 7:00 PM						
7:00 - 8:00 PM	12	3	3	1		
8:00 - 9:00 PM						
9:00 - 10:00 PM						

Friday 10/8/2010

	Program Attendance - Shabbat Setup					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total**	**40**
8:00 - 9:00 AM					**Walk**	**Drive**
9:00 - 10:00 AM					**85%**	**15%**
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM		34	6 ?	?		
4:00 - 5:00 PM						
5:00 - 6:00 PM						
6:00 - 7:00 PM						
7:00 - 8:00 PM						
8:00 - 9:00 PM						
9:00 - 10:00 PM						

Friday 10/8/2010 **Not Included in Results**

	Program Attendance - Shabbat Services					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total**	**115**
8:00 - 9:00 AM					**Walk**	**Drive**
9:00 - 10:00 AM					**83%**	**17%**
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM						
5:00 - 6:00 PM						
6:00 - 7:00 PM		95	20			
7:00 - 8:00 PM						
8:00 - 9:00 PM						
9:00 - 10:00 PM						

Monday 10/11/2010

	Program Attendance					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total**	**52**
8:00 - 9:00 AM					**Walk**	**Drive**
9:00 - 10:00 AM					**77%**	**23%**
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM						
5:00 - 6:00 PM						
6:00 - 7:00 PM						
7:00 - 8:00 PM	10	2	2	2		
8:00 - 9:00 PM						
9:00 - 10:00 PM	30	10				

Tuesday 10/12/2010

	Program Attendance					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total**	**14**
8:00 - 9:00 AM					**Walk**	**Drive**
9:00 - 10:00 AM					**86%**	**14%**
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM						
5:00 - 6:00 PM						
6:00 - 7:00 PM						
7:00 - 8:00 PM	12	2	2	2		
8:00 - 9:00 PM						
9:00 - 10:00 PM						

AVERAGE	**84%**	**16%**

Time Period	Wednesday 10/6/2010 Survey 9am-10pm				Thursday 10/7/2010 Survey 9am-10pm				Friday 10/8/2010 Survey 9am-10pm				Monday 10/11/2010 Survey 9am-10pm				Tuesday 10/12/2010 Survey 9am-10pm			
	Program Attendance	Staff	Visitors (Not attending program)	# Cars Park ed	Program Attendance	Staff	Visitors (Not attending program)	# Cars Park ed	Program Attendance	Staff	Visitors (Not attending program)	# Cars Park ed	Program Attendance	Staff	Visitors (Not attending program)	# Cars Park ed	Program Attendance	Staff	Visitors (Not attending program)	# Cars Park ed
8:00 - 9:00 AM																				
9:00 - 10:00 AM		1		7		1		1						1		1				1
10:00 - 11:00 AM		3		9		5		5		5		6		5		4		4		6
11:00 - NOON		4		10		4		7		5	2	8		4	1	7		4		7
NOON - 1:00 PM		4	3	10		4	3	7		5	1	8		5	1	7		2	2	6
1:00 - 2:00 PM		4	4	11		5	2	8		5	1	8		5	2	7		2		6
2:00 - 3:00 PM		4	3	12		5	4	8		5	3	10		6	3	7		4	2	6
3:00 - 4:00 PM		4	5	11		5	2	8	35	5	35	9		6	1	6		5	2	5
4:00 - 5:00 PM		4	4	11		5	2	8		2	10	7		6	1	6		5		7
5:00 - 6:00 PM		0	2	5		5	1	7			2	2		5	3	5		3	2	2
6:00 - 7:00 PM		0	1	4		4	8	8	50	5		1		4		4		3	2	2
7:00 - 8:00 PM	14	2	1	4	17	3	6	8	150	5		20	5	2	2	2	14	3	3	2
8:00 - 9:00 PM		0		3	17	3	3	8	150	5		15	20	1	4	2	14	3	2	2
9:00 - 10:00 PM		0	1	3		2	6	6	150	5		15	42	1	4	8	10	3	4	2
10:00 PM		0	1	3		2	4	3					42	1	4	16		2	1	2
Average Attendanc	14		3	17	17		4	21	107		8	115	27		2	30	13		2	15

Time Period	Monday 10/11/2010 Survey 9am-10pm				Tuesday 10/12/2010 Survey 9am-10pm			
	Program Attendance	Staff	Visitors (Not attending program)	# Cars Park ed	Program Attendance	Staff	Visitors (Not attending program)	# Cars Park ed
8:00 - 9:00 AM								
9:00 - 10:00 AM		1		1				1
10:00 - 11:00 AM		5		4		4		6
11:00 - NOON		4	1	7		4		7
NOON - 1:00 PM		5	1	7		2	2	6
1:00 - 2:00 PM		5	2	7		2		6
2:00 - 3:00 PM		6	3	7		4	2	6
3:00 - 4:00 PM		6	1	6		5	2	5
4:00 - 5:00 PM		6	1	6		5		7
5:00 - 6:00 PM		5	3	5		3	2	2
6:00 - 7:00 PM		4		4		3	2	2
7:00 - 8:00 PM	5	2	2	2	14	3	3	2
8:00 - 9:00 PM	20	1	4	2	14	3	2	2
9:00 - 10:00 PM	42	1	4	8	10	3	4	2
10:00 PM	42	1	4	16		2	1	2

TOTAL AVERAGE
34

Hillel Center Use Survey (Occupancy)

Date: Wednesday 10/6/10

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				A		7
10:00 AM				A S E		9
11:00 AM				A S E K		10
12:00 PM				Same	3 students	10
1:00 PM				Same	4 students	11
2:00 PM				Same	3 students 1 university person	12
3:00 PM				Same	5 students	11
4:00 PM				Same	4 students	11
5:00 PM				none	2 students	5
6:00 PM				none	1 student	4
7:00 PM	Student Board meeting	7-8PM	14	A K	1 students.	4
8:00 PM				none		3
9:00 PM				none	1	3
10:00 PM						

This Use Survey was conducted on the above date from _____ to _____ (insert hours) by _____ (print name) at _____ (print UC Name)

Hillel Center Use Survey (Occupancy)

Date: Thursday 10/7/10

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				1	0	1
10:00 AM				5	0	5
11:00 AM				4	0	7
12:00 PM				4	3	7
1:00 PM				5	2	8
2:00 PM				5	4	8
3:00 PM				5	2	8
4:00 PM				5	2	8
5:00 PM				5	1	7
6:00 PM				5	8	8
7:00 PM	Grad Student Wine & cheese	7-	17	4	6	8
8:00 PM			17	3	3	8
9:00 PM				3	6	6
10:00 PM				2	4	3

This Use Survey was conducted on the above date from _____ to _____ (insert hours) by _____ (print name) at _____ (print UC Name)

Hillel Center Use Survey (Occupancy)

Date: Friday 10/8/10

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				0	0	0
10:00 AM				5		6
11:00 AM				5	2	8
12:00 PM				5	1	8
1:00 PM				5	1	8
2:00 PM				5	3	10
3:00 PM	Shabbat Prep	3-4pm	35	5	35	9
4:00 PM				2	10	7
5:00 PM				0	2	2
6:00 PM			50	5	50	21
7:00 PM	Shabbat	6-9:00	150	5	150	20
8:00 PM	"	"	150	5	150	15
9:00 PM	"	"	150	5	150	15
10:00 PM			0	0	0	

This Use Survey was conducted on the above date from _____ to _____ (insert hours) by _____ (print name) at _____ (print UC Name)

Hillel Center Use Survey (Occupancy)

Date: Monday 10/11/10

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				1	0	1
10:00 AM				5	0	4
11:00 AM				4	1	7
12:00 PM				5	1	7
1:00 PM				5	2	7
2:00 PM				6	3	7
3:00 PM				6	1	6
4:00 PM				6	1	6
5:00 PM				5	3	5
6:00 PM				4	0	4
7:00 PM	Sigma Exec meeting	7-8	5	2	2	2
8:00 PM	Sigma meeting	8-9	20	1	4	2
9:00 PM	Salsa Dancing		42	1	4	8
10:00 PM			42	1	4	16

This Use Survey was conducted on the above date from _____ to _____ (insert hours) by _____ (print name) at _____ (print UC Name)

Hillel Center Use Survey (Occupancy)

Date: Tuesday 10/12/10

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				0	0	1
10:00 AM				4	0	6
11:00 AM				4	2	7
12:00 PM				2	0	6
1:00 PM				2	0	6
2:00 PM				4	2	6
3:00 PM				5	2	5
4:00 PM				5	0	7
5:00 PM				3	2	2
6:00 PM				3	2	2
7:00 PM	BR Reunion	7PM - 9:~~00~~	14	3	3	2
8:00 PM			14	3	2	2
9:00 PM			10	3	4	2
10:00 PM				2	1	2

This Use Survey was conducted on the above date from _____ to _____ (insert hours) by _____ (print name) at _____ (print UC Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   UCSB
   Student Board Meeting 10/6/10 7PM

2. How did you arrive at the Hillel Center

   Walked? 6

   Biked? 4

   Drove? (note: parking on campus and walking to Center from campus is walking).

   Other? 1

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot?

   On public street? got dropped off

   Other?

Questionnaire/Survey conducted by: Kelly Mizraji (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:
   SB Hillel Grad Student Wine & Cheese
   10/7/10 7pm

2. How did you arrive at the Hillel Center

   Walked? 7

   Biked? 5

   Drove? (note: parking on campus and walking to Center from campus is walking). 3

   Other?

3. If you drove, were you the driver or a passenger?
   3 0

4. If you drove, where did you park?

   Hillel parking lot? yes

   On public street?

   Other?

Questionnaire/Survey conducted by: Kelly Mizraji (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   UCSB, Shabbat set-up 10/8/10
   3-4pm

2. How did you arrive at the Hillel Center

   Walked? 25

   Biked? 9

   Drove? (note: parking on campus and walking to Center from campus is walking). 6

   Other?

3. If you drove, were you the driver or a passenger?

   Driver

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: Alexi Briener (Print Name)

Hillel Program Attendance
Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   UCSB, Shabbat, 10/8/10 6-9pm

2. How did you arrive at the Hillel Center

   Walked? 75

   Biked? 20

   Drove? (note: parking on campus and walking to Center from campus is walking). 20

   Other?

3. If you drove, were you the driver or a passenger?

   Both Driver - 3/4 Passenger - 1/4

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: Alexi Biener (Print Name)

Hillel Program Attendance
Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

UCSB, Sigma Exec. Board Meeting, 10/11 - 7pm

2. How did you arrive at the Hillel Center

   Walked? 7

   Biked? 3

   Drove? (note: parking on campus and walking to Center from campus is walking). 2

   Other? Ø

3. If you drove, were you the driver or a passenger?

   2 drove, 1 Passenger

4. If you drove, where did you park?

   Hillel parking lot? 2 in parking lot

   On public street? 0

   Other? Ø

Questionnaire/Survey conducted by: Ariel Haus (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   UCSB, Salsa Dancing, 10/11 - 9:00 pm

2. How did you arrive at the Hillel Center

   Walked? 20

   Biked? 10

   Drove? (note: parking on campus and walking to Center from campus is walking). 10

   Other? 2

3. If you drove, were you the driver or a passenger? Driver.

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: James. (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   Birthright Reunion 10/12 7-9

2. How did you arrive at the Hillel Center

   Walked? 10

   Biked? 2

   Drove? (note: parking on campus and walking to Center from campus is walking). 2

   Other?

3. If you drove, were you the driver or a passenger? 2

4. If you drove, where did you park?

   Hillel parking lot? 2

   On public street?

   Other?

Questionnaire/Survey conducted by: Aleyi Bienen (Print Name)

APPENDIX H

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING + PROJECT

Ex+P AM

1: La Jolla Village & Torrey Pines

11/8/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	282	30	1070	1014	187	1202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	307	33	1163	1102	203	1307
RTOR Reduction (vph)	0	29	0	0	0	0
Lane Group Flow (vph)	307	4	1163	1102	203	1307
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	16.3	16.3	65.5	85.8	26.2	65.5
Effective Green, g (s)	16.3	16.3	65.5	85.8	26.2	65.5
Actuated g/C Ratio	0.14	0.14	0.55	0.71	0.22	0.55
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	691	210	1874	3636	750	1521
v/s Ratio Prot	c0.06		0.34	0.22	c0.06	c0.47
v/s Ratio Perm		0.00				
v/c Ratio	0.44	0.02	0.62	0.30	0.27	0.86
Uniform Delay, d1	47.7	44.9	18.7	6.2	39.0	23.3
Progression Factor	1.00	1.00	0.96	0.77	1.00	1.00
Incremental Delay, d2	2.1	0.2	0.6	0.2	0.2	5.1
Delay (s)	49.8	45.1	18.6	5.0	39.2	28.4
Level of Service	D	D	B	A	D	C
Approach Delay (s)	49.3			12.0	29.8	
Approach LOS	D			B	C	

Intersection Summary			
HCM Average Control Delay	21.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Ex+P AM

2: La Jolla Village & La Jolla Scenic Way

11/8/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1451	33	241	1854	230	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
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)	5066		3433	5085	1740	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5066		3433	5085	1740	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1577	36	262	2015	250	314
RTOR Reduction (vph)	1	0	0	0	0	1
Lane Group Flow (vph)	1612	0	262	2015	250	313
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	69.4		14.7	88.1	23.9	42.6
Effective Green, g (s)	69.4		14.7	88.1	23.9	42.6
Actuated g/C Ratio	0.58		0.12	0.73	0.20	0.36
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2930		421	3733	347	989
v/s Ratio Prot	0.32		c0.08	c0.40		0.11
v/s Ratio Perm					c0.14	
v/c Ratio	0.55		0.62	0.54	0.72	0.32
Uniform Delay, d1	15.6		50.0	7.0	44.9	28.1
Progression Factor	0.65		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5		2.9	0.6	7.2	0.2
Delay (s)	10.6		52.9	7.6	52.1	28.3
Level of Service	B		D	A	D	C
Approach Delay (s)	10.6			12.8	38.9	
Approach LOS	B			B	D	

Intersection Summary			
HCM Average Control Delay	15.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	33	0	2	73
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	36	0	2	79
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			0		72	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		72	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		912	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	36	82
Volume Left	0	36	2
Volume Right	0	0	79
cSH	1700	1623	1080
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary			
Average Delay		8.2	
Intersection Capacity Utilization		14.6%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	56	9	22	463	248	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	10	24	503	270	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	579	145	290			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	579	145	290			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	99	98			
cM capacity (veh/h)	437	876	1268			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	71	24	252	252	180	111
Volume Left	61	24	0	0	0	0
Volume Right	10	0	0	0	0	21
cSH	470	1268	1700	1700	1700	1700
Volume to Capacity	0.15	0.02	0.15	0.15	0.11	0.07
Queue Length 95th (ft)	13	1	0	0	0	0
Control Delay (s)	14.0	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.0	0.4			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		24.4%	ICU Level of Service A
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	470	7	5	252
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	511	8	5	274
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	799	515			518	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	799	515			518	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	353	560			1048	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	518	5	274
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	444	1700	1048	1700
Volume to Capacity	0.07	0.30	0.01	0.16
Queue Length 95th (ft)	5	0	0	0
Control Delay (s)	13.7	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	13.7	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

Ex+P PM

1: La Jolla Village & Torrey Pines

11/8/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1264	273	959	703	84	723
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1374	297	1042	764	91	786
RTOR Reduction (vph)	0	171	0	0	0	0
Lane Group Flow (vph)	1374	126	1042	764	91	786
Confl. Peds. (#/hr)		13				129
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	38.8	38.8	44.2	87.0	25.0	44.2
Effective Green, g (s)	38.8	38.8	44.2	87.0	25.0	44.2
Actuated g/C Ratio	0.32	0.32	0.37	0.72	0.21	0.37
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1644	499	1264	3687	715	1027
v/s Ratio Prot	c0.27		c0.30	0.15	c0.03	0.28
v/s Ratio Perm		0.08				
v/c Ratio	0.84	0.25	0.82	0.21	0.13	0.77
Uniform Delay, d1	37.6	29.9	34.4	5.3	38.6	33.3
Progression Factor	1.00	1.00	1.01	0.71	1.00	1.00
Incremental Delay, d2	5.2	1.2	4.1	0.1	0.1	3.5
Delay (s)	42.9	31.1	38.8	3.9	38.7	36.8
Level of Service	D	C	D	A	D	D
Approach Delay (s)	40.8			24.0	37.0	
Approach LOS	D			C	D	

Intersection Summary			
HCM Average Control Delay	33.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Ex+P PM

2: La Jolla Village & La Jolla Scenic Dr N

11/8/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1940	47	327	1634	28	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
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)	5065		3433	5085	1756	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5065		3433	5085	1756	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2109	51	355	1776	30	268
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2159	0	355	1776	30	268
Confl. Peds. (#/hr)		3			4	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	71.1		18.2	93.3	18.7	40.9
Effective Green, g (s)	71.1		18.2	93.3	18.7	40.9
Actuated g/C Ratio	0.59		0.15	0.78	0.16	0.34
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	3001		521	3954	274	950
v/s Ratio Prot	c0.43		c0.10	0.35		c0.10
v/s Ratio Perm					0.02	
v/c Ratio	0.72		0.68	0.45	0.11	0.28
Uniform Delay, d1	17.4		48.2	4.6	43.5	28.8
Progression Factor	1.55		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9		3.7	0.4	0.2	0.2
Delay (s)	27.8		51.8	4.9	43.7	29.0
Level of Service	C		D	A	D	C
Approach Delay (s)	27.8			12.7	30.5	
Approach LOS	C			B	C	

Intersection Summary			
HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	29	7	0	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	32	8	0	59
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			22		91	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		91	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		892	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	39	59
Volume Left	0	32	0
Volume Right	3	0	59
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	5.9	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	5.9	8.6
Approach LOS			A

Intersection Summary			
Average Delay		6.2	
Intersection Capacity Utilization		18.7%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	34	16	5	241	351	29
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	17	5	262	382	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	539	207	413			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	539	207	413			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	98	100			
cM capacity (veh/h)	470	800	1142			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	54	5	131	131	254	159
Volume Left	37	5	0	0	0	0
Volume Right	17	0	0	0	0	32
cSH	542	1142	1700	1700	1700	1700
Volume to Capacity	0.10	0.00	0.08	0.08	0.15	0.09
Queue Length 95th (ft)	8	0	0	0	0	0
Control Delay (s)	12.4	8.2	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.4	0.2			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization		20.6%	ICU Level of Service A
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	230	15	43	324
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	250	16	47	352
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	704	258			266	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	704	258			266	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			96	
cM capacity (veh/h)	389	780			1298	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	266	47	352
Volume Left	15	0	47	0
Volume Right	10	16	0	0
cSH	484	1700	1298	1700
Volume to Capacity	0.05	0.16	0.04	0.21
Queue Length 95th (ft)	4	0	3	0
Control Delay (s)	12.8	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	12.8	0.0	0.9	
Approach LOS	B			

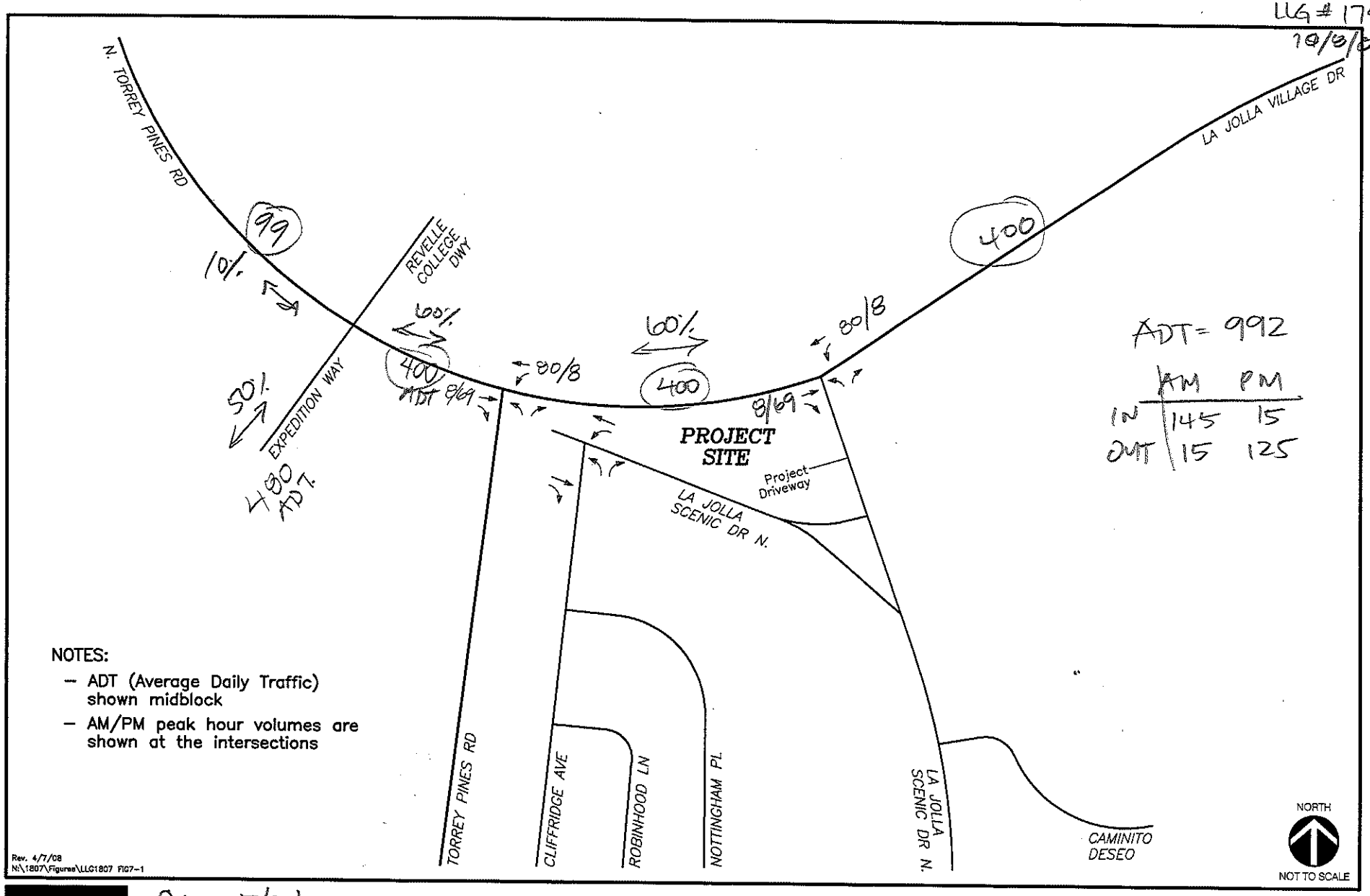
Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX I

CUMULATIVE PROJECTS DATA

Southwest Fisheries

LLG # 1794
10/8/08



LINSCOTT LAW & GREENSPAN engineers

CL 5/2/11

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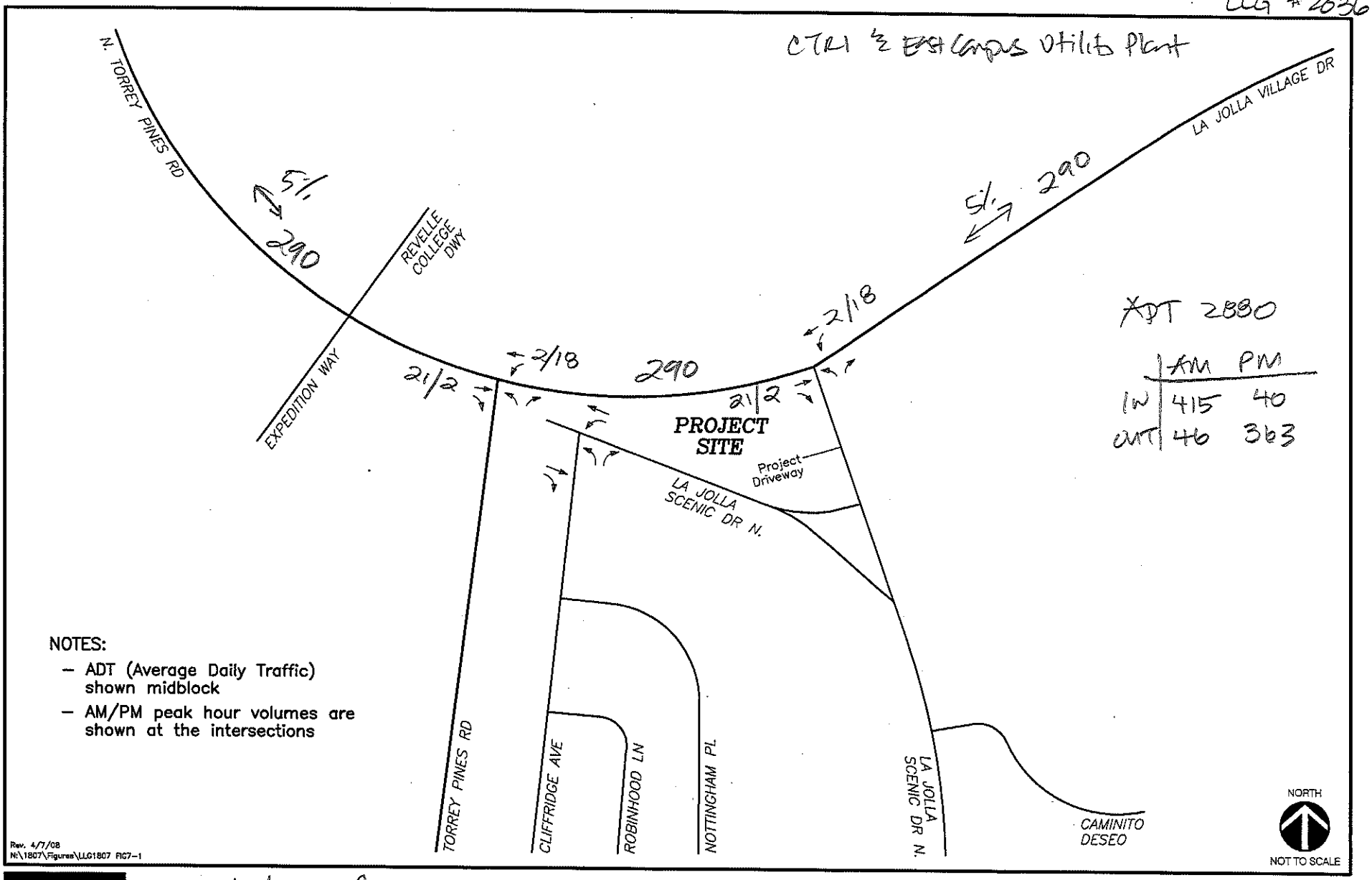
AM, PM & ADT

HILLEL FACILITY

CTR1

LLG #2036



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LINSCOTT LAW & GREENSPAN engineers

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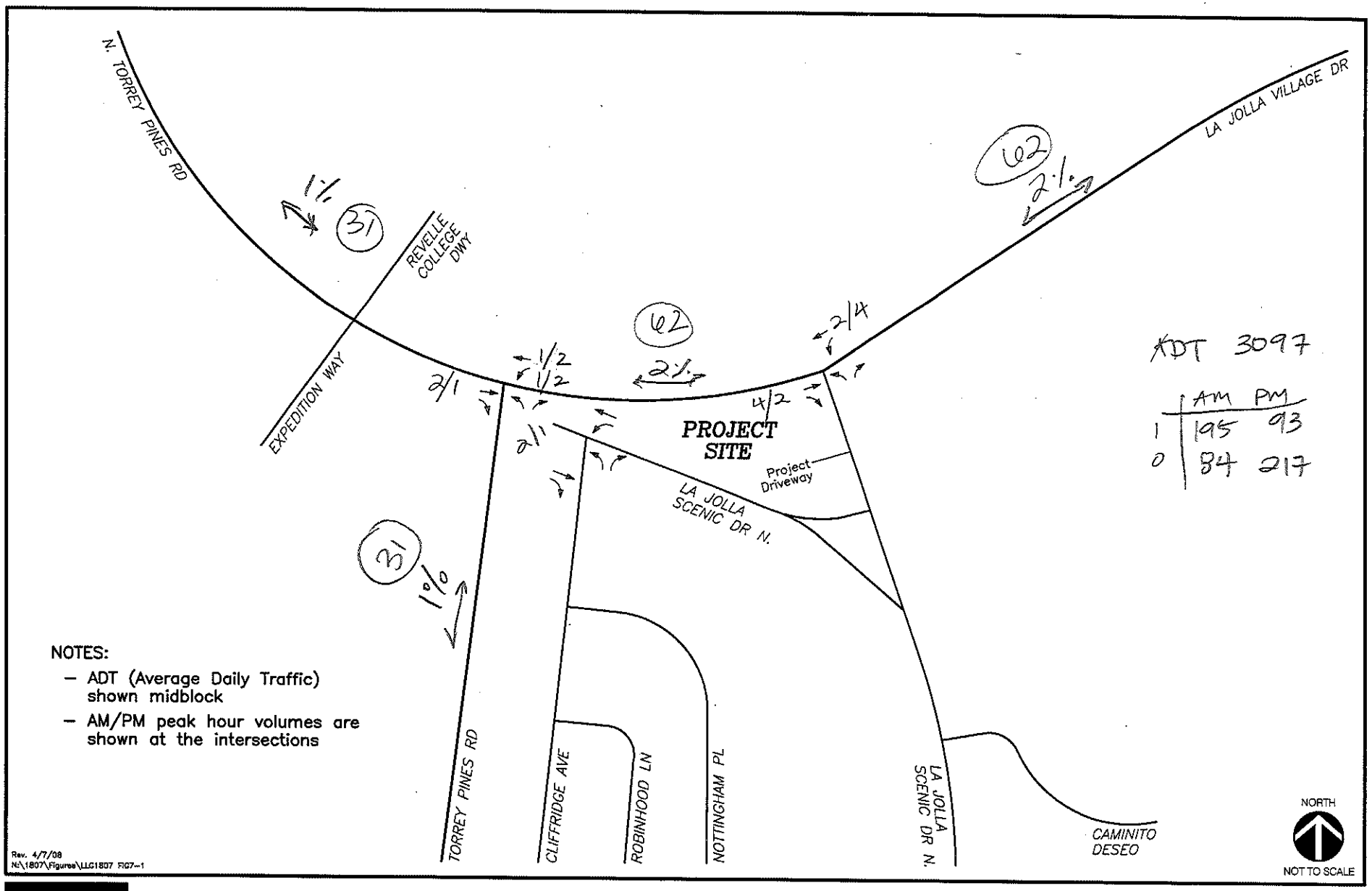
AM, PM & ADT

HILLEL FACILITY

Scripps Hospital



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LINSCOTT LAW & GREENSPAN engineers

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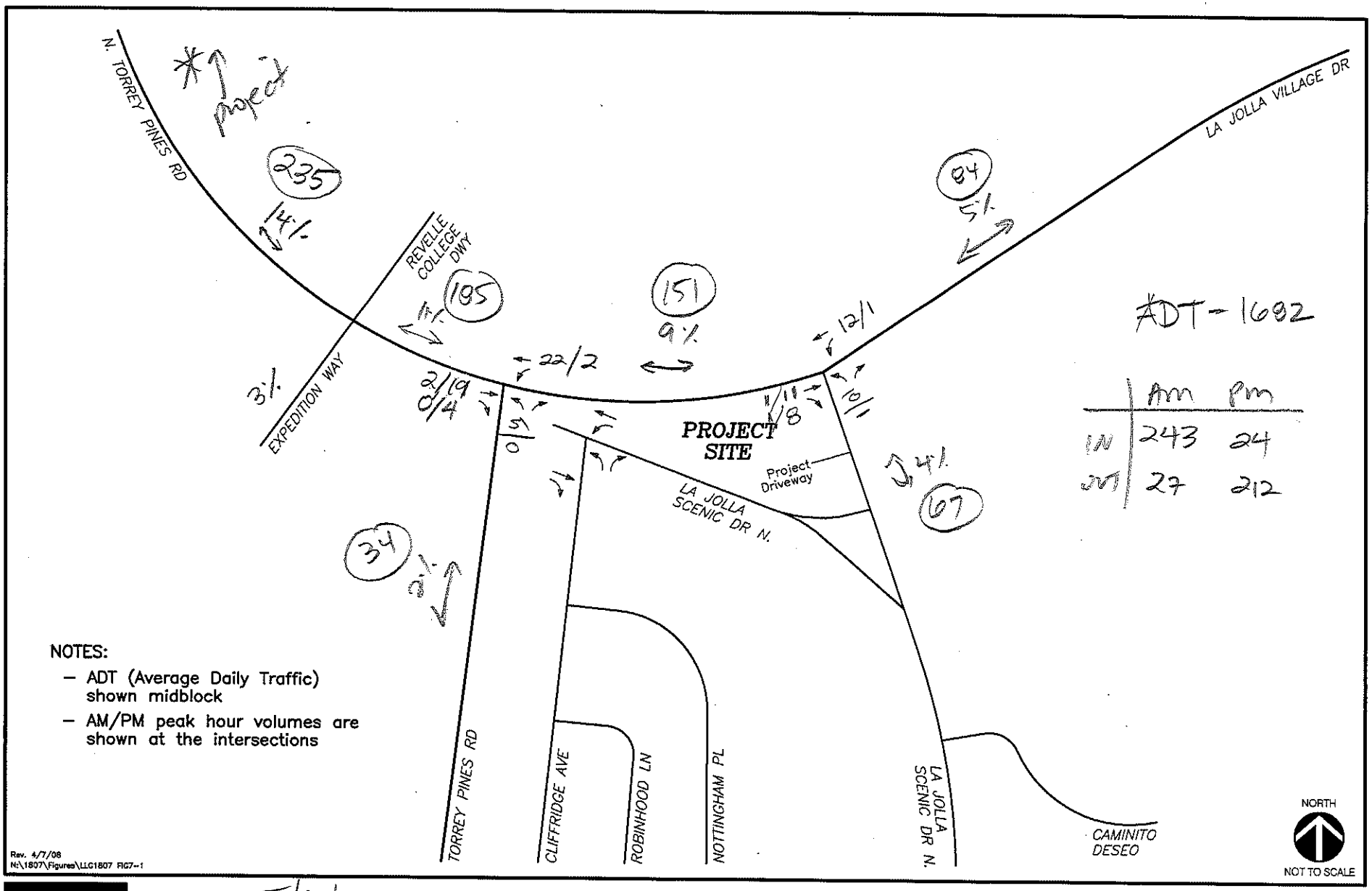
AM, PM & ADT

HILLEL FACILITY

Salk Institute



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LINSCOTT LAW & GREENSPAN engineers

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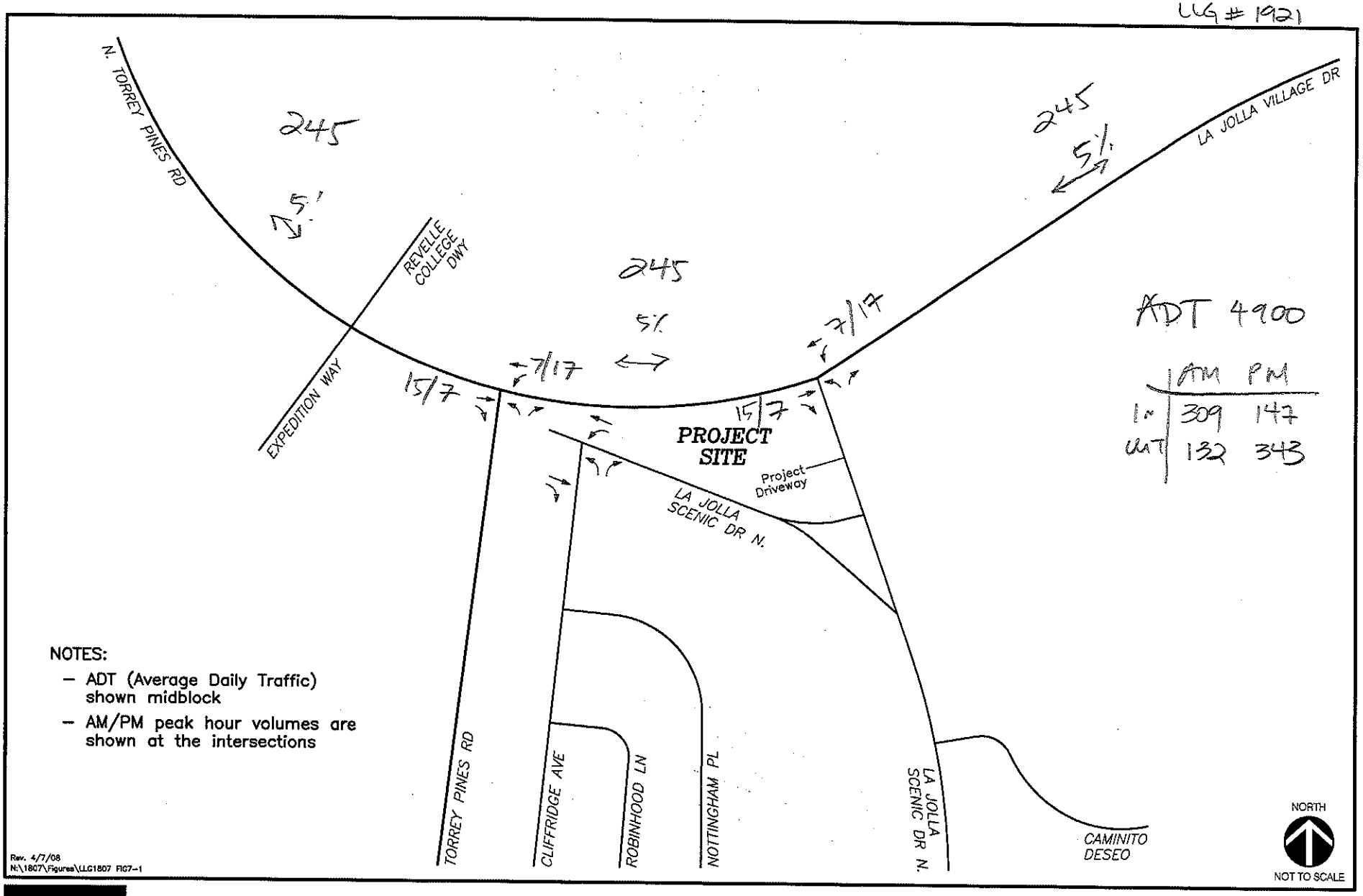
AM, PM & ADT

HILLEL FACILITY

UCSD Bedtower
LLG # 1921



NOTES:
- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections

Rev. 4/7/08
N:\1807\Figures\LLG1807 FIG7-1

LINSCOTT LAW & GREENSPAN engineers

5/2/11 CS

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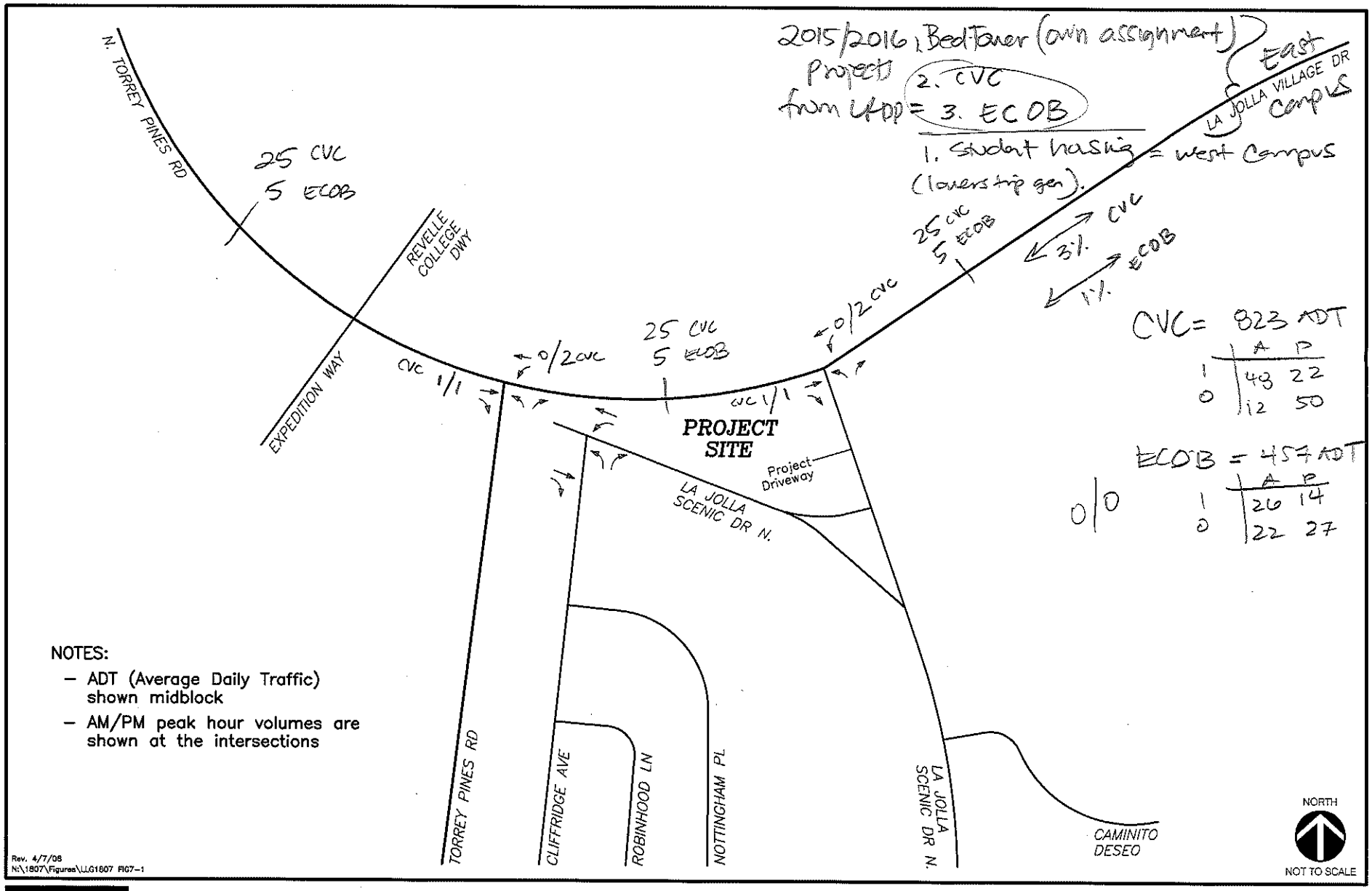
AM, PM & ADT

HILLEL FACILITY

UCSD LRDP Projects



LINSCOTT LAW & GREENSPAN engineers

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AM, PM & ADT

HILLEL FACILITY

INTERSECTION	DIRECTION	Venter Institute (LLG May 2013 #2206)						RBF Net Increase (Subtracts off cumulatives LLG included that RBF also included)						RBF Cumulatives (5/2012)					
		R am	R pm	T am	T pm	L am	L pm	R am	R pm	T am	T pm	L am	L pm	R am	R pm	T am	T pm	L am	L pm
1. La Jolla Village Dr / Torrey Pines Rd	Sb							-	0	0	0	0	0						
	Wb			26	2			0	0	23	66	16	56			45	68	16	56
	Nb					13	1	50	32	0	0	5	3	50	32			10	4
	Eb	1	11	3	23			3	3	54	45	0	0	3	7	56	64		
2. La Jolla Village Dr / La Jolla Scenic Dr	Sb							-	0	0	0	0	0						
	Wb			25	1			0	0	38	120	2	6			50	121	2	6
	Nb					1	1	4	5	0	0	1	1	4	5			11	2
	Eb	1	1	2	22			1	2	103	77	0	0	2	10	104	88		
3. La Jolla Scenic Wy / Cliffridge Ave	Sb							-	0	0	0	0	0						
	Wb							0	0	0	0	0	0						
	Nb							0	0	0	0	0	0						
	Eb							0	0	0	0	0	0						
4. La Jolla Scenic/ La Jolla Scenic Way	Sb			1	1			-	0	3	8	0	0			4	16		
	Wb							0	0	0	0	0	0						
	Nb			1	1			0	0	5	6	0	0			15	7		
	Eb							0	0	0	0	0	0						
5. La Jolla Scenic Way/ Caminito Deseo	Sb			1	1			-	0	3	8	0	0			4	16		
	Wb							0	0	0	0	0	0						
	Nb			1	1			0	0	5	6	0	0			15	7		
	Eb							0	0	0	0	0	0						

Venter	RBF Net Increase (Subtracts off cumulatives LLG included that RBF also included)	RBF Cumulatives (5/2012)
270	1,976	2,166
180	2,010	2,166
173	2,115	2,204
90	10	28
7	10	10
0	0	0

APPENDIX J

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING + CUMULATIVE PROJECTS

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	390	44	1134	1170	218	1280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	424	48	1233	1272	237	1391
RTOR Reduction (vph)	0	41	0	0	0	0
Lane Group Flow (vph)	424	7	1233	1272	237	1391
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	18.4	18.4	63.0	85.4	26.6	63.0
Effective Green, g (s)	18.4	18.4	63.0	85.4	26.6	63.0
Actuated g/C Ratio	0.15	0.15	0.52	0.71	0.22	0.52
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	780	237	1802	3619	761	1463
v/s Ratio Prot	c0.08		0.36	0.25	c0.07	c0.50
v/s Ratio Perm		0.00				
v/c Ratio	0.54	0.03	0.68	0.35	0.31	0.95
Uniform Delay, d1	46.9	43.2	21.1	6.7	39.0	27.0
Progression Factor	1.00	1.00	1.00	0.75	1.00	1.00
Incremental Delay, d2	2.7	0.2	0.9	0.2	0.2	13.6
Delay (s)	49.6	43.5	21.9	5.2	39.3	40.6
Level of Service	D	D	C	A	D	D
Approach Delay (s)	49.0			13.4	40.4	
Approach LOS	D			B	D	

Intersection Summary			
HCM Average Control Delay	26.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1636	34	243	2054	250	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
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)	5068		3433	5085	1742	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5068		3433	5085	1742	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1778	37	264	2233	272	324
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	1814	0	264	2233	272	324
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	68.1		14.8	86.9	25.1	43.9
Effective Green, g (s)	68.1		14.8	86.9	25.1	43.9
Actuated g/C Ratio	0.57		0.12	0.72	0.21	0.37
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2876		423	3682	364	1020
v/s Ratio Prot	c0.36		0.08	c0.44		0.12
v/s Ratio Perm					c0.16	
v/c Ratio	0.63		0.62	0.61	0.75	0.32
Uniform Delay, d1	17.5		50.0	8.1	44.5	27.3
Progression Factor	0.72		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6		2.9	0.8	8.1	0.2
Delay (s)	13.3		52.8	8.9	52.6	27.5
Level of Service	B		D	A	D	C
Approach Delay (s)	13.3			13.5	39.0	
Approach LOS	B			B	D	

Intersection Summary			
HCM Average Control Delay	16.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	34	0	2	74
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	37	0	2	80
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			0		74	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		74	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		909	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	37	83
Volume Left	0	37	2
Volume Right	0	0	80
cSH	1700	1623	1079
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary			
Average Delay		8.2	
Intersection Capacity Utilization		14.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	57	9	22	491	257	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	10	24	534	279	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	605	151	301			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	605	151	301			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	99	98			
cM capacity (veh/h)	421	869	1257			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	72	24	267	267	186	115
Volume Left	62	24	0	0	0	0
Volume Right	10	0	0	0	0	22
cSH	453	1257	1700	1700	1700	1700
Volume to Capacity	0.16	0.02	0.16	0.16	0.11	0.07
Queue Length 95th (ft)	14	1	0	0	0	0
Control Delay (s)	14.4	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.4	0.3			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		24.8%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	498	7	5	261
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	541	8	5	284
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	840	545			549	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	840	545			549	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	334	538			1021	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	549	5	284
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	423	1700	1021	1700
Volume to Capacity	0.07	0.32	0.01	0.17
Queue Length 95th (ft)	6	0	0	0
Control Delay (s)	14.1	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	14.1	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		36.6%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1433	280	1038	831	102	792
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1558	304	1128	903	111	861
RTOR Reduction (vph)	0	161	0	0	0	0
Lane Group Flow (vph)	1558	143	1128	903	111	861
Confl. Peds. (#/hr)		13				108
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	34.8	34.8	48.0	86.8	25.2	48.0
Effective Green, g (s)	34.8	34.8	48.0	86.8	25.2	48.0
Actuated g/C Ratio	0.29	0.29	0.40	0.72	0.21	0.40
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1475	447	1373	3678	721	1115
v/s Ratio Prot	c0.31		c0.33	0.18	c0.03	0.31
v/s Ratio Perm		0.09				
v/c Ratio	1.06	0.32	0.82	0.25	0.15	0.77
Uniform Delay, d1	42.6	33.3	32.2	5.6	38.7	31.3
Progression Factor	1.00	1.00	1.02	0.70	1.00	1.00
Incremental Delay, d2	39.9	1.9	3.6	0.1	0.1	3.4
Delay (s)	82.5	35.2	36.4	4.0	38.8	34.6
Level of Service	F	D	D	A	D	C
Approach Delay (s)	74.8			22.0	35.1	
Approach LOS	E			C	D	

Intersection Summary			
HCM Average Control Delay	44.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2163	62	339	1840	29	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
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)	5062		3433	5085	1766	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5062		3433	5085	1766	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2351	67	368	2000	32	274
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2417	0	368	2000	32	274
Confl. Peds. (#/hr)		3			1	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	70.6		18.6	93.2	18.8	41.4
Effective Green, g (s)	70.6		18.6	93.2	18.8	41.4
Actuated g/C Ratio	0.59		0.16	0.78	0.16	0.34
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2978		532	3949	277	962
v/s Ratio Prot	c0.48		c0.11	0.39		c0.10
v/s Ratio Perm					0.02	
v/c Ratio	0.81		0.69	0.51	0.12	0.28
Uniform Delay, d1	19.5		48.0	4.9	43.5	28.5
Progression Factor	1.77		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		3.9	0.5	0.2	0.2
Delay (s)	35.2		51.9	5.4	43.6	28.7
Level of Service	D		D	A	D	C
Approach Delay (s)	35.2			12.6	30.3	
Approach LOS	D			B	C	

Intersection Summary			
HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	30	7	0	55
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	33	8	0	60
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			22		93	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		93	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		888	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	40	60
Volume Left	0	33	0
Volume Right	3	0	60
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	6.0	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	6.0	8.6
Approach LOS			A

Intersection Summary			
Average Delay		6.2	
Intersection Capacity Utilization		18.8%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	35	16	5	246	371	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	17	5	267	403	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	564	218	436			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	564	218	436			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	98	100			
cM capacity (veh/h)	453	786	1120			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	55	5	134	134	269	167
Volume Left	38	5	0	0	0	0
Volume Right	17	0	0	0	0	33
cSH	523	1120	1700	1700	1700	1700
Volume to Capacity	0.11	0.00	0.08	0.08	0.16	0.10
Queue Length 95th (ft)	9	0	0	0	0	0
Control Delay (s)	12.7	8.2	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.7	0.2			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization		21.2%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	242	15	37	350
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	263	16	40	380
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	732	271			279	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	732	271			279	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			97	
cM capacity (veh/h)	376	767			1283	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	279	40	380
Volume Left	15	0	40	0
Volume Right	10	16	0	0
cSH	470	1700	1283	1700
Volume to Capacity	0.05	0.16	0.03	0.22
Queue Length 95th (ft)	4	0	2	0
Control Delay (s)	13.1	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	13.1	0.0	0.8	
Approach LOS	B			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX K

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING + CUMULATIVE PROJECTS + PROJECT

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	391	44	1134	1170	218	1281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	425	48	1233	1272	237	1392
RTOR Reduction (vph)	0	41	0	0	0	0
Lane Group Flow (vph)	425	7	1233	1272	237	1392
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	18.4	18.4	63.0	85.4	26.6	63.0
Effective Green, g (s)	18.4	18.4	63.0	85.4	26.6	63.0
Actuated g/C Ratio	0.15	0.15	0.52	0.71	0.22	0.52
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	780	237	1802	3619	761	1463
v/s Ratio Prot	c0.08		0.36	0.25	c0.07	c0.50
v/s Ratio Perm		0.00				
v/c Ratio	0.54	0.03	0.68	0.35	0.31	0.95
Uniform Delay, d1	46.9	43.2	21.1	6.7	39.0	27.0
Progression Factor	1.00	1.00	1.00	0.75	1.00	1.00
Incremental Delay, d2	2.7	0.2	0.9	0.2	0.2	13.7
Delay (s)	49.7	43.5	21.9	5.2	39.3	40.7
Level of Service	D	D	C	A	D	D
Approach Delay (s)	49.0			13.4	40.5	
Approach LOS	D			B	D	

Intersection Summary			
HCM Average Control Delay	26.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Way

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1636	36	248	2054	250	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
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)	5067		3433	5085	1742	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5067		3433	5085	1742	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1778	39	270	2233	272	324
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	1816	0	270	2233	272	324
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	67.9		15.0	86.9	25.1	44.1
Effective Green, g (s)	67.9		15.0	86.9	25.1	44.1
Actuated g/C Ratio	0.57		0.12	0.72	0.21	0.37
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2867		429	3682	364	1024
v/s Ratio Prot	c0.36		0.08	c0.44		0.12
v/s Ratio Perm					c0.16	
v/c Ratio	0.63		0.63	0.61	0.75	0.32
Uniform Delay, d1	17.6		49.9	8.1	44.5	27.2
Progression Factor	0.73		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6		2.9	0.8	8.1	0.2
Delay (s)	13.4		52.7	8.9	52.6	27.3
Level of Service	B		D	A	D	C
Approach Delay (s)	13.4			13.6	38.9	
Approach LOS	B			B	D	

Intersection Summary			
HCM Average Control Delay	16.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	34	0	2	74
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	37	0	2	80
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			0		74	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		74	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		909	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	37	83
Volume Left	0	37	2
Volume Right	0	0	80
cSH	1700	1623	1079
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary			
Average Delay		8.2	
Intersection Capacity Utilization		14.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N & La Jolla Scenic Way

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	57	9	22	491	257	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	10	24	534	279	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	605	151	301			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	605	151	301			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	99	98			
cM capacity (veh/h)	421	869	1257			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	72	24	267	267	186	115
Volume Left	62	24	0	0	0	0
Volume Right	10	0	0	0	0	22
cSH	453	1257	1700	1700	1700	1700
Volume to Capacity	0.16	0.02	0.16	0.16	0.11	0.07
Queue Length 95th (ft)	14	1	0	0	0	0
Control Delay (s)	14.4	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.4	0.3			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		24.8%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	498	7	5	261
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	541	8	5	284
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	840	545			549	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	840	545			549	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	334	538			1021	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	549	5	284
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	423	1700	1021	1700
Volume to Capacity	0.07	0.32	0.01	0.17
Queue Length 95th (ft)	6	0	0	0
Control Delay (s)	14.1	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	14.1	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		36.6%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1433	280	1039	832	102	792
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1558	304	1129	904	111	861
RTOR Reduction (vph)	0	161	0	0	0	0
Lane Group Flow (vph)	1558	143	1129	904	111	861
Confl. Peds. (#/hr)		13				129
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	34.8	34.8	48.0	86.8	25.2	48.0
Effective Green, g (s)	34.8	34.8	48.0	86.8	25.2	48.0
Actuated g/C Ratio	0.29	0.29	0.40	0.72	0.21	0.40
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1475	447	1373	3678	721	1115
v/s Ratio Prot	c0.31		c0.33	0.18	c0.03	0.31
v/s Ratio Perm		0.09				
v/c Ratio	1.06	0.32	0.82	0.25	0.15	0.77
Uniform Delay, d1	42.6	33.3	32.2	5.6	38.7	31.3
Progression Factor	1.00	1.00	1.02	0.70	1.00	1.00
Incremental Delay, d2	39.9	1.9	3.6	0.1	0.1	3.4
Delay (s)	82.5	35.2	36.4	4.0	38.8	34.6
Level of Service	F	D	D	A	D	C
Approach Delay (s)	74.8			22.0	35.1	
Approach LOS	E			C	D	

Intersection Summary			
HCM Average Control Delay	44.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2163	62	340	1840	31	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
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)	5062		3433	5085	1756	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5062		3433	5085	1756	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2351	67	370	2000	34	279
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2417	0	370	2000	34	279
Confl. Peds. (#/hr)		3			4	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	70.4		18.7	93.1	18.9	41.6
Effective Green, g (s)	70.4		18.7	93.1	18.9	41.6
Actuated g/C Ratio	0.59		0.16	0.78	0.16	0.35
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2970		535	3945	277	966
v/s Ratio Prot	c0.48		c0.11	0.39		c0.10
v/s Ratio Perm					0.02	
v/c Ratio	0.81		0.69	0.51	0.12	0.29
Uniform Delay, d1	19.6		47.9	5.0	43.4	28.5
Progression Factor	1.76		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		3.8	0.5	0.2	0.2
Delay (s)	35.4		51.8	5.4	43.6	28.6
Level of Service	D		D	A	D	C
Approach Delay (s)	35.4			12.7	30.3	
Approach LOS	D			B	C	

Intersection Summary			
HCM Average Control Delay	24.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	30	7	0	55
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	33	8	0	60
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			22		93	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		93	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		888	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	40	60
Volume Left	0	33	0
Volume Right	3	0	60
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	6.0	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	6.0	8.6
Approach LOS			A

Intersection Summary			
Average Delay		6.2	
Intersection Capacity Utilization		18.8%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	35	16	5	253	378	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	17	5	275	411	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	576	222	443			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	576	222	443			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	98	100			
cM capacity (veh/h)	446	782	1113			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	55	5	138	138	274	170
Volume Left	38	5	0	0	0	0
Volume Right	17	0	0	0	0	33
cSH	515	1113	1700	1700	1700	1700
Volume to Capacity	0.11	0.00	0.08	0.08	0.16	0.10
Queue Length 95th (ft)	9	0	0	0	0	0
Control Delay (s)	12.8	8.3	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.8	0.2			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization		21.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	242	15	44	350
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	263	16	48	380
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	747	271			279	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	747	271			279	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			96	
cM capacity (veh/h)	366	767			1283	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	279	48	380
Volume Left	15	0	48	0
Volume Right	10	16	0	0
cSH	460	1700	1283	1700
Volume to Capacity	0.05	0.16	0.04	0.22
Queue Length 95th (ft)	4	0	3	0
Control Delay (s)	13.3	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	13.3	0.0	0.9	
Approach LOS	B			

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX L

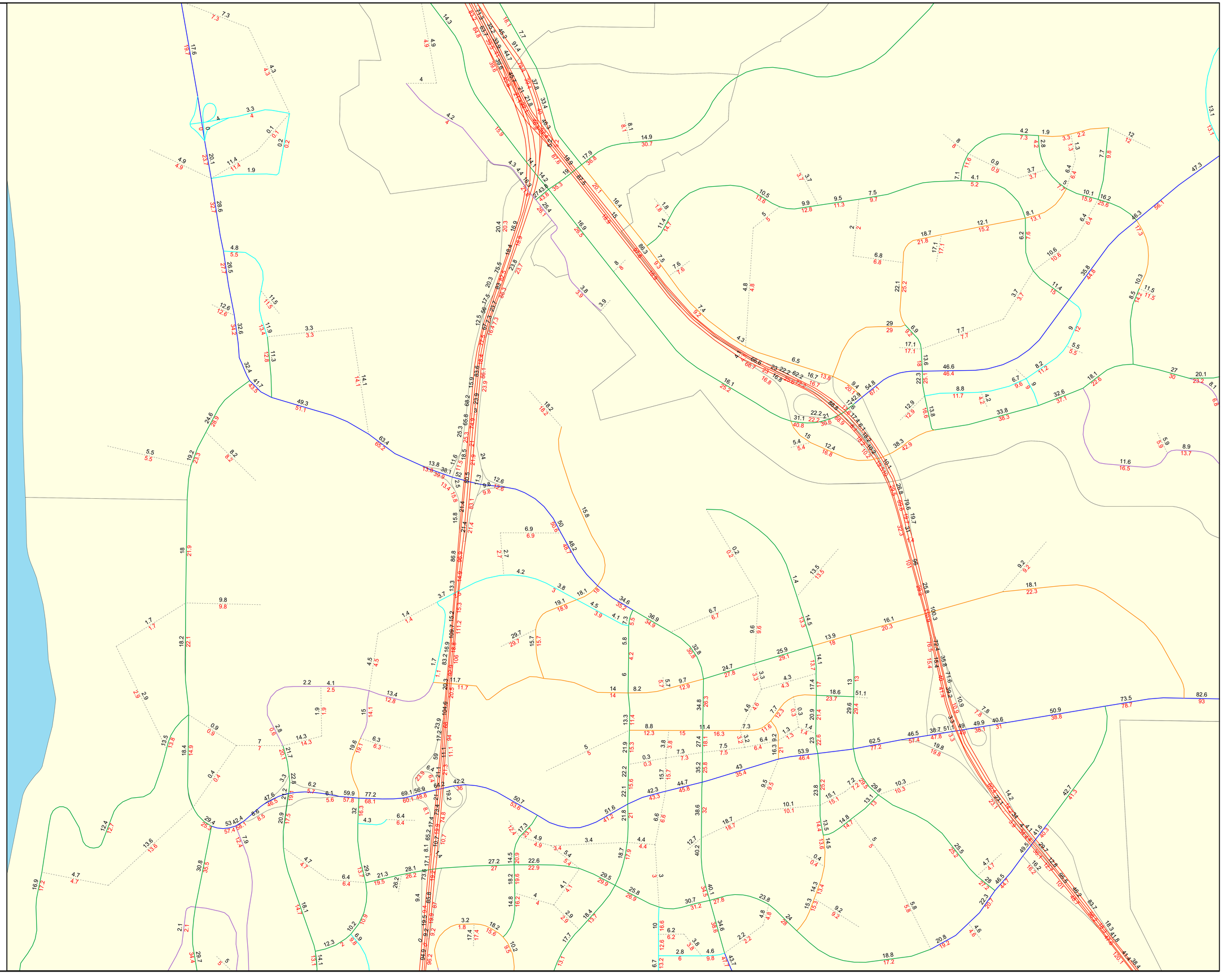
SANDAG SERIES 11 YEAR 2030 TRAFFIC MODEL & YEAR 2030 INTERSECTION TRAFFIC VOLUME FORECAST SHEETS

SANDAG
Series 11
2030re

UCSD Update

ADT Volume Plot

UCSD / La Jolla Area



Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

Unadjusted ADT(x1000)

Adjusted ADT(x1000)

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servicebureau

Octobe r 27, 2009

INTERSECTION	DIRECTION	LEG	EXISTING TRAFFIC VOLUMES						EXISTING ADT	APPROACH %ADT						DEPARTURE %ADT						2030 ADT	GROWTH FACTOR
			R am	R pm	T am	T pm	L am	L pm	SELECTED	R am	R pm	T am	T pm	L am	L pm	R am	R pm	T am	T pm	L am	L pm	SELECTED	
1. La Jolla Village Dr / Torrey Pines Rd	Sb	North	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0	#DIV/0!
	Wb	East	0	0	1014	702	1070	958	44790	0.00%	0.00%	2.26%	1.57%	2.39%	2.14%	0.00%	0.00%	3.11%	2.15%	4.00%	3.58%	53000	1.18
	Nb	South	1201	723	0	0	187	84	26740	4.49%	2.70%	0.00%	0.00%	0.70%	0.31%	2.68%	1.61%	0.00%	0.00%	0.57%	0.26%	30800	1.15
	Eb	West	30	273	281	1264	0	0	32580	0.09%	0.84%	0.86%	3.88%	0.00%	0.00%	0.11%	1.02%	0.63%	2.82%	0.00%	0.00%	29400	0.90
2. La Jolla Village Dr / La Jolla Scenic Dr	Sb	North	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0	#DIV/0!
	Wb	East	0	0	1854	1634	236	326	49200	0.00%	0.00%	3.77%	3.32%	0.48%	0.66%	0.00%	0.00%	4.14%	3.65%	2.34%	3.23%	42400	0.86
	Nb	South	289	242	0	0	230	26	10090	2.86%	2.40%	0.00%	0.00%	2.28%	0.26%	0.59%	0.49%	0.00%	0.00%	0.51%	0.06%	7900	0.78
	Eb	West	31	47	1451	1940	0	0	44790	0.07%	0.10%	3.24%	4.33%	0.00%	0.00%	0.31%	0.47%	2.95%	3.94%	0.00%	0.00%	53000	1.18
3. La Jolla Scenic Wy / Cliffridge Ave	Sb	North	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0	#DIV/0!
	Wb	East	0	0	0	7	33	29	1000	0.00%	0.00%	0.00%	0.70%	3.30%	2.90%	0.00%	0.00%	0.00%	3.50%	3.30%	2.90%	1050	1.05
	Nb	South	73	54	0	0	2	0	1000	7.30%	5.40%	0.00%	0.00%	0.20%	0.00%	7.30%	5.40%	0.00%	0.00%	1.00%	0.00%	1050	1.05
	Eb	West	0	3	0	17	0	0	200	0.00%	1.50%	0.00%	8.50%	0.00%	0.00%	0.00%	0.30%	0.00%	1.70%	0.00%	0.00%	200	1.00
4. La Jolla Scenic/ La Jolla Scenic Way	Sb	North	19	29	248	344	0	0	10090	0.19%	0.29%	2.46%	3.41%	0.00%	0.00%	2.44%	3.72%	2.66%	3.69%	0.00%	0.00%	7900	0.78
	Wb	East	0	0	0	0	0	0		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		#DIV/0!
	Nb	South	0	0	463	234	22	5	9310	0.00%	0.00%	4.97%	2.51%	0.24%	0.05%	0.00%	0.00%	4.59%	2.32%	2.82%	0.64%	7350	0.79
	Eb	West	9	16	0	0	56	34	780	1.15%	2.05%	0.00%	0.00%	7.18%	4.36%	0.10%	0.17%	0.00%	0.00%	0.56%	0.34%	550	0.71
5. La Jolla Scenic Way/ Caminito Deseo	Sb	North	0	0	252	324	5	36	9310	0.00%	0.00%	2.71%	3.48%	0.05%	0.39%	0.00%	0.00%	3.01%	3.87%	0.54%	3.87%	7350	0.79
	Wb	East	15	9	0	0	12	14	930	1.61%	0.97%	0.00%	0.00%	1.29%	1.51%	0.16%	0.10%	0.00%	0.00%	0.14%	0.17%	740	0.80
	Nb	South	7	15	470	230	0	0	8380	0.08%	0.18%	5.61%	2.74%	0.00%	0.00%	0.75%	1.61%	5.05%	2.47%	0.00%	0.00%	6610	0.79
	Eb	West	0	0	0	0	0	0		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		#DIV/0!

Taken from Updated UCSD LRDP 2030 Volumes. Volumes adjusted where lower than existing or near-term.

INTERSECTION	DIRECTION	LEG	FINAL 2030 ROUNDED TRAFFIC VOLUMES						CHECK AGAINST EXISTING + CUMULATIVE						CHECK against EX+CP+P					
			R am	R pm	T am	T pm	L am	L pm	R am	R pm	T am	T pm	L am	L pm	R am	R pm	T am	T pm	L am	L pm
1. La Jolla Village Dr / Torrey Pines Rd	Sb	North	0	0	0	0	0	0	0	0	0	0	0	0						
	Wb	East	0	0	1160	920	1100	1020	0	0	1146	765	1092	979						
	Nb	South	1250	780	0	0	200	90	1227	738	0	0	196	86						
	Eb	West	40	280	400	1400	0	0	31	278	336	1388	0	0						
2. La Jolla Village Dr / La Jolla Scenic Dr	Sb	North	0	0	0	0	0	0	0	0	0	0	0	0						
	Wb	East	0	0	2010	1900	280	390	0	0	1994	1717	241	333						
	Nb	South	330	300	0	0	250	40	295	247	0	0	244	28						
	Eb	West	50	60	1600	2120	0	0	33	56	1530	2070	0	0						
3. La Jolla Scenic Wy / Cliffridge Ave	Sb	North	0	0	0	0	0	0	0	0	0	0	0	0						
	Wb	East	0	0	0	10	40	30	0	0	0	7	34	30						
	Nb	South	80	60	0	0	10	0	74	55	0	0	2	0						
	Eb	West	0	10	0	20	0	0	0	3	0	17	0	0						
4. La Jolla Scenic/ La Jolla Scenic Way	Sb	North	20	30	310	420	0	0	19	30	254	359	0	0						
	Wb	East	0	0	0	0	0	0	0	0	0	0	0	0						
	Nb	South	0	0	520	300	30	10	0	0	482	240	22	5						
	Eb	West	10	20	0	0	60	40	9	16	0	0	57	35						
5. La Jolla Scenic Way/ Caminito Deseo	Sb	North	0	0	300	390	20	50	0	0	258	338	5	37						
	Wb	East	20	20	0	0	20	20	15	9	0	0	12	14						
	Nb	South	10	20	530	290	0	0	7	15	489	236	0	0						
	Eb	West	0	0	0	0	0	0	0	0	0	0	0	0						

Taken from Updated UCSD LRDP 2030 Volumes.

APPENDIX M

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
YEAR 2030 WITHOUT PROJECT

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	400	50	1140	1180	220	1290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	435	54	1239	1283	239	1402
RTOR Reduction (vph)	0	46	0	0	0	0
Lane Group Flow (vph)	435	8	1239	1283	239	1402
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	18.6	18.6	62.8	85.4	26.6	62.8
Effective Green, g (s)	18.6	18.6	62.8	85.4	26.6	62.8
Actuated g/C Ratio	0.16	0.16	0.52	0.71	0.22	0.52
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	788	240	1797	3619	761	1459
v/s Ratio Prot	c0.09		0.36	0.25	c0.07	c0.50
v/s Ratio Perm		0.01				
v/c Ratio	0.55	0.03	0.69	0.35	0.31	0.96
Uniform Delay, d1	46.9	43.1	21.3	6.7	39.1	27.4
Progression Factor	1.00	1.00	1.01	0.75	1.00	1.00
Incremental Delay, d2	2.8	0.3	0.9	0.2	0.2	15.2
Delay (s)	49.6	43.3	22.4	5.2	39.3	42.6
Level of Service	D	D	C	A	D	D
Approach Delay (s)	48.9			13.7	42.2	
Approach LOS	D			B	D	

Intersection Summary			
HCM Average Control Delay	27.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1640	50	280	2070	250	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
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)	5060		3433	5085	1742	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5060		3433	5085	1742	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1783	54	304	2250	272	359
RTOR Reduction (vph)	2	0	0	0	0	0
Lane Group Flow (vph)	1835	0	304	2250	272	359
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	66.4		16.4	86.8	25.2	45.6
Effective Green, g (s)	66.4		16.4	86.8	25.2	45.6
Actuated g/C Ratio	0.55		0.14	0.72	0.21	0.38
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2800		469	3678	366	1059
v/s Ratio Prot	c0.36		0.09	c0.44		0.13
v/s Ratio Perm					c0.16	
v/c Ratio	0.66		0.65	0.61	0.74	0.34
Uniform Delay, d1	18.8		49.1	8.2	44.4	26.5
Progression Factor	0.74		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		3.1	0.8	7.9	0.2
Delay (s)	14.5		52.1	9.0	52.3	26.7
Level of Service	B		D	A	D	C
Approach Delay (s)	14.5			14.1	37.7	
Approach LOS	B			B	D	

Intersection Summary			
HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	40	0	10	80
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	43	0	11	87
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			0		87	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		87	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	92
cM capacity (veh/h)			1623		890	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	43	98
Volume Left	0	43	11
Volume Right	0	0	87
cSH	1700	1623	1059
Volume to Capacity	0.00	0.03	0.09
Queue Length 95th (ft)	0	2	8
Control Delay (s)	0.0	7.3	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.7
Approach LOS			A

Intersection Summary			
Average Delay		8.3	
Intersection Capacity Utilization		15.5%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	60	10	30	520	310	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	11	33	565	337	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	696	179	359			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	696	179	359			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	82	99	97			
cM capacity (veh/h)	366	833	1197			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	76	33	283	283	225	134
Volume Left	65	33	0	0	0	0
Volume Right	11	0	0	0	0	22
cSH	398	1197	1700	1700	1700	1700
Volume to Capacity	0.19	0.03	0.17	0.17	0.13	0.08
Queue Length 95th (ft)	17	2	0	0	0	0
Control Delay (s)	16.2	8.1	0.0	0.0	0.0	0.0
Lane LOS	C	A				
Approach Delay (s)	16.2	0.4			0.0	
Approach LOS	C					

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization		26.5%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	20	530	10	20	300
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	22	576	11	22	326
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	951	582			587	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	951	582			587	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	96			98	
cM capacity (veh/h)	282	513			988	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	43	587	22	326
Volume Left	22	0	22	0
Volume Right	22	11	0	0
cSH	364	1700	988	1700
Volume to Capacity	0.12	0.35	0.02	0.19
Queue Length 95th (ft)	10	0	2	0
Control Delay (s)	16.2	0.0	8.7	0.0
Lane LOS	C		A	
Approach Delay (s)	16.2	0.0	0.5	
Approach LOS	C			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1440	280	1040	900	110	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1565	304	1130	978	120	870
RTOR Reduction (vph)	0	161	0	0	0	0
Lane Group Flow (vph)	1565	143	1130	978	120	870
Confl. Peds. (#/hr)		13				108
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	34.7	34.7	48.0	86.7	25.3	48.0
Effective Green, g (s)	34.7	34.7	48.0	86.7	25.3	48.0
Actuated g/C Ratio	0.29	0.29	0.40	0.72	0.21	0.40
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1470	446	1373	3674	724	1115
v/s Ratio Prot	c0.31		c0.33	0.19	c0.03	0.31
v/s Ratio Perm		0.09				
v/c Ratio	1.06	0.32	0.82	0.27	0.17	0.78
Uniform Delay, d1	42.6	33.4	32.2	5.7	38.7	31.4
Progression Factor	1.00	1.00	1.01	0.69	1.00	1.00
Incremental Delay, d2	42.8	1.9	3.6	0.2	0.1	3.6
Delay (s)	85.4	35.3	36.1	4.1	38.8	35.0
Level of Service	F	D	D	A	D	D
Approach Delay (s)	77.3			21.3	35.5	
Approach LOS	E			C	D	

Intersection Summary			
HCM Average Control Delay	45.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2170	70	380	1900	40	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
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)	5059		3433	5085	1766	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5059		3433	5085	1766	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2359	76	413	2065	43	326
RTOR Reduction (vph)	2	0	0	0	0	0
Lane Group Flow (vph)	2433	0	413	2065	43	326
Confl. Peds. (#/hr)		3			1	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	67.4		20.5	91.9	20.1	44.6
Effective Green, g (s)	67.4		20.5	91.9	20.1	44.6
Actuated g/C Ratio	0.56		0.17	0.77	0.17	0.37
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2841		586	3894	296	1036
v/s Ratio Prot	c0.48		c0.12	0.41		c0.12
v/s Ratio Perm					0.02	
v/c Ratio	0.86		0.70	0.53	0.15	0.31
Uniform Delay, d1	22.2		46.9	5.5	42.6	26.8
Progression Factor	1.71		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1		3.8	0.5	0.2	0.2
Delay (s)	39.0		50.7	6.1	42.8	27.0
Level of Service	D		D	A	D	C
Approach Delay (s)	39.0			13.5	28.8	
Approach LOS	D			B	C	

Intersection Summary			
HCM Average Control Delay	26.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	20	10	30	10	0	60
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	11	33	11	0	65
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			33		103	27
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			33		103	27
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1579		876	1048

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	33	43	65
Volume Left	0	33	0
Volume Right	11	0	65
cSH	1700	1579	1048
Volume to Capacity	0.02	0.02	0.06
Queue Length 95th (ft)	0	2	5
Control Delay (s)	0.0	5.5	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	5.5	8.7
Approach LOS			A

Intersection Summary			
Average Delay		5.7	
Intersection Capacity Utilization		19.2%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	40	20	10	300	420	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	22	11	326	457	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	658	245	489			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	658	245	489			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	97	99			
cM capacity (veh/h)	393	756	1070			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	65	11	163	163	304	185
Volume Left	43	11	0	0	0	0
Volume Right	22	0	0	0	0	33
cSH	468	1070	1700	1700	1700	1700
Volume to Capacity	0.14	0.01	0.10	0.10	0.18	0.11
Queue Length 95th (ft)	12	1	0	0	0	0
Control Delay (s)	13.9	8.4	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	13.9	0.3			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization		22.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	20	290	20	50	390
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	22	315	22	54	424
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	859	326			337	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	859	326			337	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	97			96	
cM capacity (veh/h)	312	715			1222	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	43	337	54	424
Volume Left	22	0	54	0
Volume Right	22	22	0	0
cSH	435	1700	1222	1700
Volume to Capacity	0.10	0.20	0.04	0.25
Queue Length 95th (ft)	8	0	3	0
Control Delay (s)	14.2	0.0	8.1	0.0
Lane LOS	B		A	
Approach Delay (s)	14.2	0.0	0.9	
Approach LOS	B			

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX N

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
YEAR 2030 WITH PROJECT

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	401	50	1140	1180	220	1291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	436	54	1239	1283	239	1403
RTOR Reduction (vph)	0	46	0	0	0	0
Lane Group Flow (vph)	436	8	1239	1283	239	1403
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	18.7	18.7	62.7	85.4	26.6	62.7
Effective Green, g (s)	18.7	18.7	62.7	85.4	26.6	62.7
Actuated g/C Ratio	0.16	0.16	0.52	0.71	0.22	0.52
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	792	241	1794	3619	761	1456
v/s Ratio Prot	c0.09		0.36	0.25	c0.07	c0.50
v/s Ratio Perm		0.01				
v/c Ratio	0.55	0.03	0.69	0.35	0.31	0.96
Uniform Delay, d1	46.8	43.0	21.4	6.7	39.1	27.6
Progression Factor	1.00	1.00	1.01	0.75	1.00	1.00
Incremental Delay, d2	2.7	0.3	0.9	0.2	0.2	15.7
Delay (s)	49.5	43.3	22.5	5.2	39.3	43.2
Level of Service	D	D	C	A	D	D
Approach Delay (s)	48.8			13.7	42.6	
Approach LOS	D			B	D	

Intersection Summary			
HCM Average Control Delay	27.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1640	52	285	2070	250	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
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)	5059		3433	5085	1742	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5059		3433	5085	1742	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1783	57	310	2250	272	359
RTOR Reduction (vph)	2	0	0	0	0	0
Lane Group Flow (vph)	1838	0	310	2250	272	359
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	66.2		16.6	86.8	25.2	45.8
Effective Green, g (s)	66.2		16.6	86.8	25.2	45.8
Actuated g/C Ratio	0.55		0.14	0.72	0.21	0.38
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2791		475	3678	366	1064
v/s Ratio Prot	c0.36		0.09	c0.44		0.13
v/s Ratio Perm					c0.16	
v/c Ratio	0.66		0.65	0.61	0.74	0.34
Uniform Delay, d1	18.9		49.0	8.2	44.4	26.3
Progression Factor	0.74		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		3.2	0.8	7.9	0.2
Delay (s)	14.7		52.2	9.0	52.3	26.5
Level of Service	B		D	A	D	C
Approach Delay (s)	14.7			14.2	37.6	
Approach LOS	B			B	D	

Intersection Summary			
HCM Average Control Delay	17.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	40	0	10	80
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	43	0	11	87
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			0		87	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		87	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	92
cM capacity (veh/h)			1623		890	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	43	98
Volume Left	0	43	11
Volume Right	0	0	87
cSH	1700	1623	1059
Volume to Capacity	0.00	0.03	0.09
Queue Length 95th (ft)	0	2	8
Control Delay (s)	0.0	7.3	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.7
Approach LOS			A

Intersection Summary			
Average Delay		8.3	
Intersection Capacity Utilization		15.5%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	60	10	30	520	310	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	11	33	565	337	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	696	179	359			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	696	179	359			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	82	99	97			
cM capacity (veh/h)	366	833	1197			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	76	33	283	283	225	134
Volume Left	65	33	0	0	0	0
Volume Right	11	0	0	0	0	22
cSH	398	1197	1700	1700	1700	1700
Volume to Capacity	0.19	0.03	0.17	0.17	0.13	0.08
Queue Length 95th (ft)	17	2	0	0	0	0
Control Delay (s)	16.2	8.1	0.0	0.0	0.0	0.0
Lane LOS	C	A				
Approach Delay (s)	16.2	0.4			0.0	
Approach LOS	C					

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization		26.5%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	20	530	10	20	300
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	22	576	11	22	326
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	951	582			587	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	951	582			587	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	96			98	
cM capacity (veh/h)	282	513			988	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	43	587	22	326
Volume Left	22	0	22	0
Volume Right	22	11	0	0
cSH	364	1700	988	1700
Volume to Capacity	0.12	0.35	0.02	0.19
Queue Length 95th (ft)	10	0	2	0
Control Delay (s)	16.2	0.0	8.7	0.0
Lane LOS	C		A	
Approach Delay (s)	16.2	0.0	0.5	
Approach LOS	C			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1440	280	1041	901	110	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1565	304	1132	979	120	870
RTOR Reduction (vph)	0	162	0	0	0	0
Lane Group Flow (vph)	1565	142	1132	979	120	870
Confl. Peds. (#/hr)		13				129
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	34.6	34.6	48.1	86.7	25.3	48.1
Effective Green, g (s)	34.6	34.6	48.1	86.7	25.3	48.1
Actuated g/C Ratio	0.29	0.29	0.40	0.72	0.21	0.40
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1466	445	1376	3674	724	1117
v/s Ratio Prot	c0.31		c0.33	0.19	c0.03	0.31
v/s Ratio Perm		0.09				
v/c Ratio	1.07	0.32	0.82	0.27	0.17	0.78
Uniform Delay, d1	42.7	33.5	32.1	5.7	38.7	31.3
Progression Factor	1.00	1.00	1.01	0.69	1.00	1.00
Incremental Delay, d2	43.8	1.9	3.6	0.2	0.1	3.5
Delay (s)	86.5	35.4	36.0	4.1	38.8	34.8
Level of Service	F	D	D	A	D	C
Approach Delay (s)	78.2			21.2	35.3	
Approach LOS	E			C	D	

Intersection Summary			
HCM Average Control Delay	45.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2170	70	381	1900	42	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
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)	5059		3433	5085	1757	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5059		3433	5085	1757	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2359	76	414	2065	46	332
RTOR Reduction (vph)	2	0	0	0	0	0
Lane Group Flow (vph)	2433	0	414	2065	46	332
Confl. Peds. (#/hr)		3			4	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	67.1		20.6	91.7	20.3	44.9
Effective Green, g (s)	67.1		20.6	91.7	20.3	44.9
Actuated g/C Ratio	0.56		0.17	0.76	0.17	0.37
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2829		589	3886	297	1043
v/s Ratio Prot	c0.48		c0.12	0.41		c0.12
v/s Ratio Perm					0.03	
v/c Ratio	0.86		0.70	0.53	0.15	0.32
Uniform Delay, d1	22.5		46.8	5.6	42.5	26.7
Progression Factor	1.70		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1		3.8	0.5	0.2	0.2
Delay (s)	39.4		50.6	6.1	42.8	26.9
Level of Service	D		D	A	D	C
Approach Delay (s)	39.4			13.6	28.8	
Approach LOS	D			B	C	

Intersection Summary			
HCM Average Control Delay	26.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	20	10	30	10	0	60
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	11	33	11	0	65
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			33		103	27
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			33		103	27
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1579		876	1048

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	33	43	65
Volume Left	0	33	0
Volume Right	11	0	65
cSH	1700	1579	1048
Volume to Capacity	0.02	0.02	0.06
Queue Length 95th (ft)	0	2	5
Control Delay (s)	0.0	5.5	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	5.5	8.7
Approach LOS			A

Intersection Summary			
Average Delay		5.7	
Intersection Capacity Utilization		19.2%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	40	20	10	307	427	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	22	11	334	464	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	669	248	497			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	669	248	497			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	97	99			
cM capacity (veh/h)	387	752	1063			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	65	11	167	167	309	187
Volume Left	43	11	0	0	0	0
Volume Right	22	0	0	0	0	33
cSH	462	1063	1700	1700	1700	1700
Volume to Capacity	0.14	0.01	0.10	0.10	0.18	0.11
Queue Length 95th (ft)	12	1	0	0	0	0
Control Delay (s)	14.1	8.4	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.1	0.3			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization		22.9%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	20	290	20	57	390
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	22	315	22	62	424
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	874	326			337	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	874	326			337	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	97			95	
cM capacity (veh/h)	304	715			1222	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	43	337	62	424
Volume Left	22	0	62	0
Volume Right	22	22	0	0
cSH	427	1700	1222	1700
Volume to Capacity	0.10	0.20	0.05	0.25
Queue Length 95th (ft)	8	0	4	0
Control Delay (s)	14.4	0.0	8.1	0.0
Lane LOS	B		A	
Approach Delay (s)	14.4	0.0	1.0	
Approach LOS	B			

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX O

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING + PROJECT &
EXISTING + CUMULATIVE PROJECTS + PROJECT
"ALL WALK" SCENARIO

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	391	44	1134	1170	218	1281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	425	48	1233	1272	237	1392
RTOR Reduction (vph)	0	41	0	0	0	0
Lane Group Flow (vph)	425	7	1233	1272	237	1392
Confl. Peds. (#/hr)		10				228
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	18.4	18.4	63.0	85.4	26.6	63.0
Effective Green, g (s)	18.4	18.4	63.0	85.4	26.6	63.0
Actuated g/C Ratio	0.15	0.15	0.52	0.71	0.22	0.52
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	780	237	1802	3619	761	1463
v/s Ratio Prot	c0.08		0.36	0.25	c0.07	c0.50
v/s Ratio Perm		0.00				
v/c Ratio	0.54	0.03	0.68	0.35	0.31	0.95
Uniform Delay, d1	46.9	43.2	21.1	6.7	39.0	27.0
Progression Factor	1.00	1.00	1.00	0.75	1.00	1.00
Incremental Delay, d2	2.7	0.2	0.9	0.2	0.2	13.7
Delay (s)	49.7	43.5	22.0	5.2	39.3	40.7
Level of Service	D	D	C	A	D	D
Approach Delay (s)	49.0			13.5	40.5	
Approach LOS	D			B	D	

Intersection Summary			
HCM Average Control Delay	26.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1636	36	248	2054	250	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.97	1.00
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)	5067		3433	5085	1717	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5067		3433	5085	1717	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1778	39	270	2233	272	324
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	1816	0	270	2233	272	324
Confl. Peds. (#/hr)		4			21	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	67.8		15.0	86.8	25.2	44.2
Effective Green, g (s)	67.8		15.0	86.8	25.2	44.2
Actuated g/C Ratio	0.56		0.12	0.72	0.21	0.37
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2863		429	3678	361	1027
v/s Ratio Prot	c0.36		0.08	c0.44		0.12
v/s Ratio Perm					c0.16	
v/c Ratio	0.63		0.63	0.61	0.75	0.32
Uniform Delay, d1	17.7		49.9	8.2	44.5	27.1
Progression Factor	0.73		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6		2.9	0.8	8.6	0.2
Delay (s)	13.5		52.7	8.9	53.1	27.3
Level of Service	B		D	A	D	C
Approach Delay (s)	13.5			13.7	39.1	
Approach LOS	B			B	D	

Intersection Summary			
HCM Average Control Delay	16.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	34	0	2	74
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	37	0	2	80
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			0		74	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		74	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		909	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	37	83
Volume Left	0	37	2
Volume Right	0	0	80
cSH	1700	1623	1079
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary			
Average Delay		8.2	
Intersection Capacity Utilization		14.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	57	9	22	491	257	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	10	24	534	279	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	605	151	301			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	605	151	301			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	99	98			
cM capacity (veh/h)	421	869	1257			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	72	24	267	267	186	115
Volume Left	62	24	0	0	0	0
Volume Right	10	0	0	0	0	22
cSH	453	1257	1700	1700	1700	1700
Volume to Capacity	0.16	0.02	0.16	0.16	0.11	0.07
Queue Length 95th (ft)	14	1	0	0	0	0
Control Delay (s)	14.4	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.4	0.3			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		24.8%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	498	7	5	261
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	541	8	5	284
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	840	545			549	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	840	545			549	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	334	538			1021	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	549	5	284
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	423	1700	1021	1700
Volume to Capacity	0.07	0.32	0.01	0.17
Queue Length 95th (ft)	6	0	0	0
Control Delay (s)	14.1	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	14.1	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		36.6%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1433	280	1039	832	102	792
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1558	304	1129	904	111	861
RTOR Reduction (vph)	0	161	0	0	0	0
Lane Group Flow (vph)	1558	143	1129	904	111	861
Confl. Peds. (#/hr)		13				243
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	34.8	34.8	48.0	86.8	25.2	48.0
Effective Green, g (s)	34.8	34.8	48.0	86.8	25.2	48.0
Actuated g/C Ratio	0.29	0.29	0.40	0.72	0.21	0.40
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1475	447	1373	3678	721	1115
v/s Ratio Prot	c0.31		c0.33	0.18	c0.03	0.31
v/s Ratio Perm		0.09				
v/c Ratio	1.06	0.32	0.82	0.25	0.15	0.77
Uniform Delay, d1	42.6	33.3	32.2	5.6	38.7	31.3
Progression Factor	1.00	1.00	1.02	0.70	1.00	1.00
Incremental Delay, d2	39.9	1.9	3.6	0.1	0.1	3.4
Delay (s)	82.5	35.2	36.4	4.0	38.8	34.6
Level of Service	F	D	D	A	D	C
Approach Delay (s)	74.8			22.0	35.1	
Approach LOS	E			C	D	

Intersection Summary			
HCM Average Control Delay	44.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2163	62	340	1840	31	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
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)	5062		3433	5085	1749	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5062		3433	5085	1749	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2351	67	370	2000	34	279
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2417	0	370	2000	34	279
Confl. Peds. (#/hr)		3			6	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	70.4		18.7	93.1	18.9	41.6
Effective Green, g (s)	70.4		18.7	93.1	18.9	41.6
Actuated g/C Ratio	0.59		0.16	0.78	0.16	0.35
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2970		535	3945	275	966
v/s Ratio Prot	c0.48		c0.11	0.39		c0.10
v/s Ratio Perm					0.02	
v/c Ratio	0.81		0.69	0.51	0.12	0.29
Uniform Delay, d1	19.6		47.9	5.0	43.4	28.5
Progression Factor	1.76		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		3.8	0.5	0.2	0.2
Delay (s)	35.4		51.8	5.4	43.6	28.6
Level of Service	D		D	A	D	C
Approach Delay (s)	35.4			12.7	30.3	
Approach LOS	D			B	C	

Intersection Summary			
HCM Average Control Delay	24.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	30	7	0	55
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	33	8	0	60
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			22		93	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		93	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		888	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	40	60
Volume Left	0	33	0
Volume Right	3	0	60
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	6.0	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	6.0	8.6
Approach LOS			A

Intersection Summary			
Average Delay		6.2	
Intersection Capacity Utilization		18.8%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	35	16	5	253	378	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	17	5	275	411	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	576	222	443			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	576	222	443			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	98	100			
cM capacity (veh/h)	446	782	1113			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	55	5	138	138	274	170
Volume Left	38	5	0	0	0	0
Volume Right	17	0	0	0	0	33
cSH	515	1113	1700	1700	1700	1700
Volume to Capacity	0.11	0.00	0.08	0.08	0.16	0.10
Queue Length 95th (ft)	9	0	0	0	0	0
Control Delay (s)	12.8	8.3	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.8	0.2			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization		21.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	242	15	44	350
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	263	16	48	380
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	747	271			279	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	747	271			279	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			96	
cM capacity (veh/h)	366	767			1283	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	279	48	380
Volume Left	15	0	48	0
Volume Right	10	16	0	0
cSH	460	1700	1283	1700
Volume to Capacity	0.05	0.16	0.04	0.22
Queue Length 95th (ft)	4	0	3	0
Control Delay (s)	13.3	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	13.3	0.0	0.9	
Approach LOS	B			

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX P

ADDITIONAL HILLEL DATA FOR OTHER CALIFORNIA UNIVERSITIES

UCSD Hillel Use and Parking Analysis

The following information was compiled from interviews with the Directors of the Hillels at these campuses in support of our Use and Parking analysis for the planned UCSD facility. We have also provided information when the UCSD uses diverge from the subject surveyed and community differences that relate to use and parking demand.

UCSB: 28 spaces; 10,000 sf. Parking is for staff, students and visitors. Some students leave their cars there long term. Last year they began a system that students must notify staff if they are leaving cars there. They have an understanding to cooperate with two neighborhood churches for parking, if necessary; they use each others' parking spaces, especially at HHD. No community complaints; neighbors (mostly students) sometimes park in parking lot and they are asked to move. Students mostly walk or bike except for those who go to community college. Parking supply is adequate for typical weekly events for all student activities. The facility is used for a community service for Shabbat Saturday and the lot is fully utilized

UCSD/UCSB Differences and Similarities: UCSB Hillel is located some distance from campus in what is primarily student residential community of Isla Vista. We believe the parking demand for UCSD Hillel would be less than UCSB based upon the following factors: (i) UCSD Hillel will be in closer proximity to campus that UCSB, (ii) UCSD is 35% smaller with a comparable number of proposed spaces (27), (iii) UCSB Hillel also serves the students at Santa Barbara City College which is more of a commuter campus in the heart of Santa Barbara and City College students are more inclined to drive to the UCSB Hillel. Since they allow for long term rental of spaces at UCSB, they appear to have excess parking. The typical week Survey demonstrates that the parking supply of 28 spaces is more than adequate. UCSD Hillel does not intend to rent spaces for long term use and would not host a community wide Shabbat morning service as the community in La Jolla is served by the area synagogues. Our mission for this facility is to serve the students not the greater Jewish community. This is a significant difference between the San Diego/La Jolla community, where there are many synagogues, and the Santa Barbara Jewish community. Except for the Shabbat morning community service, UCSD Hillel use would be very comparable to UCSB in terms of typical events and attendance.

CSU Northridge: 40 spaces; 5,000 sf. There are 17 spots out front that are up for grabs but the 23 in the back are rented out for students by the semester. Their parking supply is workable.

UCSD/CSU Differences and Similarities: CSU is more of a commuter campus than UCSD which suggests are greater parking demand. CSU Northridge has excess parking supply that is not needed to serve the Center and is rented out.

ASU: 20 spaces; 3,200 sf. The parking supply is adequate for the facility except for about 6 times a years when they have events with 100 plus attendees. They do not keep a program log of past or expected attendees and therefore could not provide that info.

UC Davis: 9 spaces; 9300 sf (to be built) They have also been processing a new facility for almost 10 years and they hope to break ground next summer. They were actually trying to get more parking spots but the community there is very much against driving and traffic that the most they could negotiate is 8 tandem spots. Parking is for staff only. When they have board meetings, the staff will park in the street and leave the spots for the Board members. The new facility will also be located right across from campus and it is near the current facility. There is also pay lot near the facility. Davis claims itself the bicycle capital of the US, hence their limitation on parking. Therefore 90% of the students there don't even have cars. Majority of them will walk as the facility is well located or ride their bikes.

UCSD/UC Davis Differences and Similarities: UC Davis is a very bicycle-centric campus.

University of Arizona: 20 spaces; 10000 sf. Six spaces are used for staff and they rent out the others. There is university parking across the street. Students complain about parking, but that is part of university culture that parking is tight. Hillel is not close to non-student housing.

University of Washington: 27 spaces; 21,000 sf. No program log available. Parking supply is adequate for undergraduate programming. Most students live within walking distance of the center. Parking is more challenging for JConnect programming 22-32 year olds. There is a pay lot close to the building and they make arrangements with 2 churches in the neighborhood for larger events, such as High Holidays, Passover or community gatherings. Event sizes vary from small meetings of 10 to 15, classess of 20 to 30, Shabbat 40-75, social events of 50 to 150 and fundraising 150 to 225. On site parking is adequate except for 12 times per year when supplemental parking is needed. There is public transportation access in close proximity to the facility. The community character is a mix of residential (including non University related) and commercial.

UCSD/UW Differences and Similarities: UW is a much larger facility and campus community and is intended to accommodate many programs and functions that UCSD would host at locations on campus., such as High Holidays, Passover Seders and Jewish community wide gatherings. UW also serves the broader Jewish community and post graduate (20 something to early 30's adults) which Hillel of San Diego does not serve and which are served by other agencies in San Diego including United Jewish Communities and the Jewish Community Center. While the number of times that they exceed their parking is minimal (12 per year), many of these are for programs and events that UCSD Hillel would not host at its student center.

Conclusions: Hillel's generally provide limited student parking. This fact in and of itself is a strong indicator that Hillel Center's produce very limited parking demand. In addition, that several facilities rent parking long term would indicate that whatever parking supply they do have is adequate. UCSD Hillel will not rent out spaces for student parking and all parking will be dedicated for the Center's use. Hilllel Center's are pretty much used for the similar activities with modest differences campus to campus. Some Center's allow for use by outside groups and

for Jewish community wide use of their facility. It is not Hillel of San Diego or the UCSD Hillel's mission to provide for such uses which are well served by other Jewish communal organizations. Of the facilities surveyed, the two that do provide for student parking, UCSB and University of Washington, the parking supply is adequate for most every day with very limited exceptions. These facilities are both significantly larger than the planned UCSD Hillel Center (and utilize their center on occasion to serve the larger Jewish community), but with a comparable number of parking spaces. The adequacy of their parking supply is a reasonable basis to conclude that the UCSD Hillel parking supply will be very adequate.

APPENDIX Q

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING WITH CURRENT ZONING &
EXISTING WITH IMPROVEMENTS

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	281	30	1070	1014	187	1201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	305	33	1163	1102	203	1305
RTOR Reduction (vph)	0	29	0	0	0	0
Lane Group Flow (vph)	305	4	1163	1102	203	1305
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	16.3	16.3	65.5	85.8	26.2	65.5
Effective Green, g (s)	16.3	16.3	65.5	85.8	26.2	65.5
Actuated g/C Ratio	0.14	0.14	0.55	0.71	0.22	0.55
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	691	210	1874	3636	750	1521
v/s Ratio Prot	c0.06		0.34	0.22	c0.06	c0.47
v/s Ratio Perm		0.00				
v/c Ratio	0.44	0.02	0.62	0.30	0.27	0.86
Uniform Delay, d1	47.7	44.9	18.7	6.2	39.0	23.3
Progression Factor	1.00	1.00	0.96	0.77	1.00	1.00
Incremental Delay, d2	2.0	0.2	0.6	0.2	0.2	5.0
Delay (s)	49.7	45.1	18.6	5.0	39.2	28.3
Level of Service	D	D	B	A	D	C
Approach Delay (s)	49.3			12.0	29.8	
Approach LOS	D			B	C	

Intersection Summary			
HCM Average Control Delay	21.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1451	30	235	1854	230	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
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)	5068		3433	5085	1740	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5068		3433	5085	1740	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1577	33	255	2015	250	315
RTOR Reduction (vph)	1	0	0	0	0	1
Lane Group Flow (vph)	1609	0	255	2015	250	314
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	69.6		14.5	88.1	23.9	42.4
Effective Green, g (s)	69.6		14.5	88.1	23.9	42.4
Actuated g/C Ratio	0.58		0.12	0.73	0.20	0.35
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2939		415	3733	347	985
v/s Ratio Prot	0.32		c0.07	c0.40		0.11
v/s Ratio Perm					c0.14	
v/c Ratio	0.55		0.61	0.54	0.72	0.32
Uniform Delay, d1	15.5		50.1	7.0	44.9	28.3
Progression Factor	0.64		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5		2.7	0.6	7.2	0.2
Delay (s)	10.5		52.8	7.6	52.1	28.5
Level of Service	B		D	A	D	C
Approach Delay (s)	10.5			12.7	38.9	
Approach LOS	B			B	D	

Intersection Summary			
HCM Average Control Delay	15.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	33	0	2	73
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	36	0	2	79
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			0		72	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		72	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		912	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	36	82
Volume Left	0	36	2
Volume Right	0	0	79
cSH	1700	1623	1080
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary			
Average Delay		8.2	
Intersection Capacity Utilization		14.6%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	57	9	22	463	248	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	10	24	503	270	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	579	145	290			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	579	145	290			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	99	98			
cM capacity (veh/h)	437	876	1268			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	72	24	252	252	180	111
Volume Left	62	24	0	0	0	0
Volume Right	10	0	0	0	0	21
cSH	469	1268	1700	1700	1700	1700
Volume to Capacity	0.15	0.02	0.15	0.15	0.11	0.07
Queue Length 95th (ft)	13	1	0	0	0	0
Control Delay (s)	14.1	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.1	0.4			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		24.5%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	470	7	5	252
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	511	8	5	274
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	799	515			518	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	799	515			518	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	353	560			1048	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	518	5	274
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	444	1700	1048	1700
Volume to Capacity	0.07	0.30	0.01	0.16
Queue Length 95th (ft)	5	0	0	0
Control Delay (s)	13.7	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	13.7	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		35.2%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1264	273	958	702	84	723
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1374	297	1041	763	91	786
RTOR Reduction (vph)	0	171	0	0	0	0
Lane Group Flow (vph)	1374	126	1041	763	91	786
Confl. Peds. (#/hr)		13				108
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	38.8	38.8	44.2	87.0	25.0	44.2
Effective Green, g (s)	38.8	38.8	44.2	87.0	25.0	44.2
Actuated g/C Ratio	0.32	0.32	0.37	0.72	0.21	0.37
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1644	499	1264	3687	715	1027
v/s Ratio Prot	c0.27		c0.30	0.15	c0.03	0.28
v/s Ratio Perm		0.08				
v/c Ratio	0.84	0.25	0.82	0.21	0.13	0.77
Uniform Delay, d1	37.6	29.9	34.4	5.3	38.6	33.3
Progression Factor	1.00	1.00	1.01	0.71	1.00	1.00
Incremental Delay, d2	5.2	1.2	4.1	0.1	0.1	3.5
Delay (s)	42.9	31.1	38.8	3.9	38.7	36.8
Level of Service	D	C	D	A	D	D
Approach Delay (s)	40.8			24.1	37.0	
Approach LOS	D			C	D	

Intersection Summary			
HCM Average Control Delay	33.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1940	47	327	1634	25	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
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)	5065		3433	5085	1766	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5065		3433	5085	1766	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2109	51	355	1776	27	262
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2159	0	355	1776	27	262
Confl. Peds. (#/hr)		3			1	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	71.3		18.2	93.5	18.5	40.7
Effective Green, g (s)	71.3		18.2	93.5	18.5	40.7
Actuated g/C Ratio	0.59		0.15	0.78	0.15	0.34
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	3009		521	3962	272	945
v/s Ratio Prot	c0.43		c0.10	0.35		c0.09
v/s Ratio Perm					0.02	
v/c Ratio	0.72		0.68	0.45	0.10	0.28
Uniform Delay, d1	17.2		48.2	4.5	43.6	28.9
Progression Factor	1.55		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		3.7	0.4	0.2	0.2
Delay (s)	27.6		51.8	4.9	43.8	29.1
Level of Service	C		D	A	D	C
Approach Delay (s)	27.6			12.7	30.5	
Approach LOS	C			B	C	

Intersection Summary			
HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	29	7	0	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	32	8	0	59
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			22		91	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		91	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		892	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	39	59
Volume Left	0	32	0
Volume Right	3	0	59
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	5.9	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	5.9	8.6
Approach LOS			A

Intersection Summary			
Average Delay		6.2	
Intersection Capacity Utilization		18.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	34	16	5	232	342	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	17	5	252	372	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	525	202	404			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	525	202	404			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	98	100			
cM capacity (veh/h)	480	805	1151			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	54	5	126	126	248	157
Volume Left	37	5	0	0	0	0
Volume Right	17	0	0	0	0	33
cSH	551	1151	1700	1700	1700	1700
Volume to Capacity	0.10	0.00	0.07	0.07	0.15	0.09
Queue Length 95th (ft)	8	0	0	0	0	0
Control Delay (s)	12.2	8.1	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.2	0.2			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization		20.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	230	15	34	324
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	250	16	37	352
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	684	258			266	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	684	258			266	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			97	
cM capacity (veh/h)	402	780			1298	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	266	37	352
Volume Left	15	0	37	0
Volume Right	10	16	0	0
cSH	497	1700	1298	1700
Volume to Capacity	0.05	0.16	0.03	0.21
Queue Length 95th (ft)	4	0	2	0
Control Delay (s)	12.6	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	12.6	0.0	0.7	
Approach LOS	B			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	281	30	1070	1014	187	1201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	305	33	1163	1102	203	1305
RTOR Reduction (vph)	0	29	0	0	0	0
Lane Group Flow (vph)	305	4	1163	1102	203	1305
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	16.3	16.3	65.5	85.8	26.2	65.5
Effective Green, g (s)	16.3	16.3	65.5	85.8	26.2	65.5
Actuated g/C Ratio	0.14	0.14	0.55	0.71	0.22	0.55
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	691	210	1874	3636	750	1521
v/s Ratio Prot	c0.06		0.34	0.22	c0.06	c0.47
v/s Ratio Perm		0.00				
v/c Ratio	0.44	0.02	0.62	0.30	0.27	0.86
Uniform Delay, d1	47.7	44.9	18.7	6.2	39.0	23.3
Progression Factor	1.00	1.00	0.96	0.77	1.00	1.00
Incremental Delay, d2	2.0	0.2	0.6	0.2	0.2	5.0
Delay (s)	49.7	45.1	18.6	5.0	39.2	28.3
Level of Service	D	D	B	A	D	C
Approach Delay (s)	49.3			12.0	29.8	
Approach LOS	D			B	C	

Intersection Summary			
HCM Average Control Delay	21.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1451	30	236	1854	230	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
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)	5068		3433	5085	1740	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5068		3433	5085	1740	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1577	33	257	2015	250	315
RTOR Reduction (vph)	1	0	0	0	0	1
Lane Group Flow (vph)	1609	0	257	2015	250	314
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	69.5		14.6	88.1	23.9	42.5
Effective Green, g (s)	69.5		14.6	88.1	23.9	42.5
Actuated g/C Ratio	0.58		0.12	0.73	0.20	0.35
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2935		418	3733	347	987
v/s Ratio Prot	0.32		c0.07	c0.40		0.11
v/s Ratio Perm					c0.14	
v/c Ratio	0.55		0.61	0.54	0.72	0.32
Uniform Delay, d1	15.6		50.0	7.0	44.9	28.2
Progression Factor	0.64		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5		2.7	0.6	7.2	0.2
Delay (s)	10.5		52.7	7.6	52.1	28.4
Level of Service	B		D	A	D	C
Approach Delay (s)	10.5			12.7	38.9	
Approach LOS	B			B	D	

Intersection Summary			
HCM Average Control Delay	15.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	33	0	2	73
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	36	0	2	79
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			0		72	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		72	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		912	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	36	82
Volume Left	0	36	2
Volume Right	0	0	79
cSH	1700	1623	1080
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary			
Average Delay		8.2	
Intersection Capacity Utilization		14.6%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	57	9	22	463	248	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	10	24	503	270	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	579	145	290			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	579	145	290			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	99	98			
cM capacity (veh/h)	437	876	1268			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	72	24	252	252	180	111
Volume Left	62	24	0	0	0	0
Volume Right	10	0	0	0	0	21
cSH	469	1268	1700	1700	1700	1700
Volume to Capacity	0.15	0.02	0.15	0.15	0.11	0.07
Queue Length 95th (ft)	13	1	0	0	0	0
Control Delay (s)	14.1	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.1	0.4			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		24.5%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	470	7	5	252
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	511	8	5	274
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	799	515			518	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	799	515			518	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	353	560			1048	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	518	5	274
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	444	1700	1048	1700
Volume to Capacity	0.07	0.30	0.01	0.16
Queue Length 95th (ft)	5	0	0	0
Control Delay (s)	13.7	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	13.7	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		35.2%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1264	273	958	702	84	723
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	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)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1374	297	1041	763	91	786
RTOR Reduction (vph)	0	171	0	0	0	0
Lane Group Flow (vph)	1374	126	1041	763	91	786
Confl. Peds. (#/hr)		13				108
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	38.8	38.8	44.2	87.0	25.0	44.2
Effective Green, g (s)	38.8	38.8	44.2	87.0	25.0	44.2
Actuated g/C Ratio	0.32	0.32	0.37	0.72	0.21	0.37
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1644	499	1264	3687	715	1027
v/s Ratio Prot	c0.27		c0.30	0.15	c0.03	0.28
v/s Ratio Perm		0.08				
v/c Ratio	0.84	0.25	0.82	0.21	0.13	0.77
Uniform Delay, d1	37.6	29.9	34.4	5.3	38.6	33.3
Progression Factor	1.00	1.00	1.01	0.71	1.00	1.00
Incremental Delay, d2	5.2	1.2	4.1	0.1	0.1	3.5
Delay (s)	42.9	31.1	38.8	3.9	38.7	36.8
Level of Service	D	C	D	A	D	D
Approach Delay (s)	40.8			24.0	37.0	
Approach LOS	D			C	D	

Intersection Summary			
HCM Average Control Delay	33.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1940	47	327	1634	26	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
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)	5065		3433	5085	1766	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5065		3433	5085	1766	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2109	51	355	1776	28	263
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2159	0	355	1776	28	263
Confl. Peds. (#/hr)		3			1	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	71.3		18.2	93.5	18.5	40.7
Effective Green, g (s)	71.3		18.2	93.5	18.5	40.7
Actuated g/C Ratio	0.59		0.15	0.78	0.15	0.34
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	3009		521	3962	272	945
v/s Ratio Prot	c0.43		c0.10	0.35		c0.09
v/s Ratio Perm					0.02	
v/c Ratio	0.72		0.68	0.45	0.10	0.28
Uniform Delay, d1	17.2		48.2	4.5	43.6	28.9
Progression Factor	1.55		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		3.7	0.4	0.2	0.2
Delay (s)	27.6		51.8	4.9	43.8	29.1
Level of Service	C		D	A	D	C
Approach Delay (s)	27.6			12.7	30.5	
Approach LOS	C			B	C	

Intersection Summary			
HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	29	7	0	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	32	8	0	59
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			22		91	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		91	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		892	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	39	59
Volume Left	0	32	0
Volume Right	3	0	59
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	5.9	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	5.9	8.6
Approach LOS			A

Intersection Summary			
Average Delay		6.2	
Intersection Capacity Utilization		18.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	34	16	5	234	344	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	17	5	254	374	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	528	203	407			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	528	203	407			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	98	100			
cM capacity (veh/h)	478	804	1149			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	54	5	127	127	249	157
Volume Left	37	5	0	0	0	0
Volume Right	17	0	0	0	0	33
cSH	549	1149	1700	1700	1700	1700
Volume to Capacity	0.10	0.00	0.07	0.07	0.15	0.09
Queue Length 95th (ft)	8	0	0	0	0	0
Control Delay (s)	12.3	8.1	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.3	0.2			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization		20.5%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	230	15	36	324
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	250	16	39	352
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	689	258			266	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	689	258			266	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			97	
cM capacity (veh/h)	399	780			1298	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	266	39	352
Volume Left	15	0	39	0
Volume Right	10	16	0	0
cSH	494	1700	1298	1700
Volume to Capacity	0.05	0.16	0.03	0.21
Queue Length 95th (ft)	4	0	2	0
Control Delay (s)	12.7	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	12.7	0.0	0.8	
Approach LOS	B			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		