CLERK OF THE BOARD OF SUPERVISORS

EXHIBIT/DOCUMENT LOG

MEETING DATE & AGENDA NO. 01/13/2026 #14

STAFF DOCUMENTS (Numerical)

No.	Presented by:	Description:
1	N/A	
2		
3		
4		
5		

PUBLIC DOCUMENTS (Alphabetical)

No.	Presented by:	Description:
A	Chris Olsen	34 Page Booklet
B		
C		
D		
E		
F		

PB Counts 2025

SUMMARY

The 2025 PB Counts project provides an in-depth look at traffic patterns, behavior, and safety in Pacific Beach through manual traffic counts, speed surveys, and new automated traffic sensors.

Travel Patterns

Manual traffic counts were conducted at nine locations in August 2025 by community volunteers. Five of these locations have been counted consistently for 11 years, which allows us to monitor travel trends in Pacific Beach over time. Travel patterns have remained consistent with the past decade, with vehicles comprising about two-thirds (64%) of all traffic, walking accounting for one-third (30%), and cycling representing 5% of total travel. Travel behavior varies by location, with fewer cars and more active travel (walking and biking) closer to the beach. Despite the presence of bike lanes, sidewalk riding remains common, suggesting that traffic stress and perceived safety have a strong influence on route choice.

Automated Traffic Sensors

In 2025, BeautifulPB received funding from the County of San Diego to install three VivaCity automated traffic sensors at Pacific Beach Drive, Ocean Boulevard, and Ingraham Avenue. These provide real-time, continuous data collection, speed data, and near miss data for pedestrians and cyclists. Travel patterns are distinct for each location:

- **Ocean Boulevard**: This location includes both the Ocean Boulevard roadway between Grand and Thomas, and adjacent boardwalk. Both the boardwalk and roadway have very high pedestrian and cycling activity, markedly higher than other locations counted in Pacific Beach. The data shows that particularly when the boardwalk becomes crowded on weekends or holidays, people spill over onto the roadway.
- **Pacific Beach Drive**: This location includes a segment of Pacific Beach Drive between Olney and Noyes with marked bicycle lanes. This location has higher bicycle volumes than many parts of Pacific Beach, particularly on weekends. This is likely due to connections with regional bike paths.
- **Ingraham Avenue**: This location is at the intersection of Ingraham Avenue and Felspar Street. Traffic here is mostly vehicles, with less than 4% pedestrian/cyclist traffic.

Speeding

Manual speed data was collected at several locations using radar guns, which were also funded through the County of San Diego. A limited amount of speed data was also available from the automated sensor at Ingraham Avenue. The speed data shows that average speeds are generally near posted limits, but there are concerning patterns at the extremes. Some drivers reached speeds over 50 mph in 35-mph zones, with more than 5,000 vehicles exceeding 40 mph and 1,000 exceeding 50 mph on Ingraham Avenue, despite 25-35 mph limits (25 mph during school hours).

These patterns point to persistent speeding issues on key corridors, posing heightened risks for pedestrians and cyclists.

Near-Miss Events:

Traffic sensors provide information about "near misses" for the roadway at Ocean Boulevard between Grand and Thomas and for the Ingraham Avenue crosswalk on the north leg of the intersection of Ingraham Avenue and Felspar Street. A near miss is any vehicle that comes within one meter of a vulnerable road user (pedestrian or cyclist).

The data for Ocean Boulevard shows that near misses are more common on weekends, and are concentrated in the middle of the block. Most near misses occur during the afternoon and early evening, likely because these are times with higher vehicle and bicycle traffic. Near miss data for the crosswalk at the intersection of Ingraham Avenue and Felspar Street has only been available since September 28, 2025. However, five near miss incidents have already been recorded at this location. Several of these involve drivers turning aggressively (both right and left turns) across the crosswalk, often to avoid waiting through a second traffic signal cycle.

Recommendations

Based on the data collected as part of the 2025 PB Counts, BeautifulPB recommends the following:

Infrastructure Changes

- Implement the adopted recommendations for Phase 3 PB Pathways
- Enhance Class II bike lanes in Pacific Beach to improve rider comfort and discourage sidewalk riding
- Reduce speed limits near schools and business districts as allowed under AB 43
- Revise speed limits on Ingraham Avenue and Lamont Street to be consistent in both directions
- Add radar speed feedback signs at locations where most drivers speed
- Pilot quick-build traffic calming measures at locations where most drivers speed, such as bulb-outs or mini traffic circles
- Modify the traffic signal at the intersection of Ingraham Avenue and Felspar Street to add protected left turns or split phasing in the east/west direction
- Close Ocean Boulevard to vehicle traffic between Grand Avenue and Thomas Avenue during peak hours of pedestrian and bicycle traffic on weekends and holidays
- Modify Crown Point Drive between Lamont Street and Pacific Beach Drive to better connect the Mission Bay bike path around the bay
- Modify Pacific Beach Drive between Crown Point Drive and Olney to include a bidirectional cycle track, removing parking on the marsh side, to better connect the bike path around the bay
- Allow traffic sensors to be installed on City infrastructure to expand reliable traffic data collection to additional locations

Monitoring & Evaluation

- Continue collecting sensor data and manual counts annually
- Evaluate effectiveness of infrastructure interventions and adjust as needed to address community traffic safety and mobility goals

Community Engagement

- Report to community groups and the public on annual PB Counts data collection
- Share PB Counts data with community leaders and City of San Diego
- Work with community members to develop and refine recommended improvements to address issues identified during PB Counts
- Partner with schools, business, community groups, and other advocacy organizations to raise awareness about issues identified during PB Counts and to support proposed infrastructure changes
- Collaborate with community groups, City of San Diego, and regional agencies to identify funding sources for proposed infrastructure changes

PB COUNTS 2025

What are PB Counts?

PB Counts is a traffic data collection project organized by beautifulPB. It includes manual traffic counts, speed surveys, and automated data collection at specific locations. Manual traffic counts are performed by volunteers each year on a typical August Saturday. Counters record traffic by type, distinguishing between vehicles, people on bikes, people walking, people on e-scooters, and other types of traffic (non-motorized scooters, etc.). This year was the eleventh year that manual traffic counts have been taken as part of the PB Counts project, allowing for comparisons of traffic patterns over time.

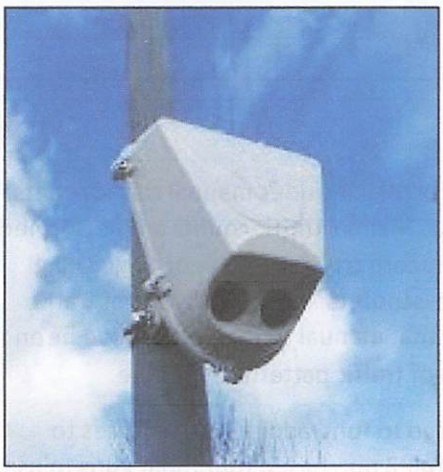
In 2024, beautifulPB received a grant from the County of San Diego to fund additional resources to supplement our manual traffic counts. With this funding, beautifulPB purchased four radar guns to use for speed surveys, as well as three automated traffic sensors from VivaCity to collect continuous data about traffic patterns in Pacific Beach.

The Vivacity traffic sensors were installed in three locations: the intersection of Felspar Street and Ingraham Street, on Pacific Beach Drive between Noyes Street and Olney Street, and on Ocean Boulevard between Grand Avenue and Thomas Avenue. At the Ocean Boulevard location, the sensor is positioned to record traffic on both Ocean Boulevard and the adjacent boardwalk. These sensors are mobile, and can be moved to new locations after several months of data have been collected at these three sites.

2025 Traffic Sensor Locations

The traffic sensors record real-time, continuous traffic data at each of these locations, including the number and type of traffic (vehicles, bicycles, pedestrians, etc.), travel paths, and speeds. This information can be compiled over the course of days, weeks, or months, to allow a better understanding of travel trends at each location. Due to constraints related to installation needs, the sensors were installed at different times at each location. The PB Drive sensor has been in place since the beginning of June 2025, while the Ocean Boulevard sensor was installed later in June 2025 and the Ingraham Avenue sensor was installed in August 2025.

At some locations the sensors are also set to report "near miss" data any time a vehicle comes within a meter of a vulnerable user (cyclists and pedestrians), showing how often and how closely vehicles come



Vivacity Mobile Traffic Sensor

to these users. Video is provided of each near miss, to allow review of the circumstances of the near miss. At this time, near miss data is only available at the Ocean Boulevard location, but additional data about near misses at the Ingraham Avenue location is expected in the future.

Speed surveys were conducted at a variety of locations throughout Pacific Beach, during both weekends and weekdays. Counters at the side of the road used radar guns to measure the speed of vehicle travel in both directions on several different streets at locations at least one block from traffic control (stop signs or traffic lights) in order to obtain the unencumbered travel speed of observed vehicles. Large buses, trucks, motorcycles, or vehicles pulling trailers were not included in speed surveys.

TRAFFIC COUNTS

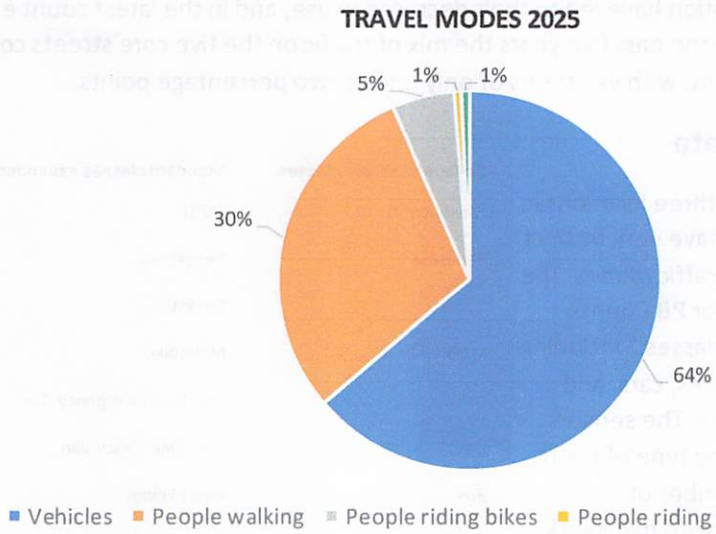
In 2025, traffic was counted manually across nine blocks on August 9 from 3:00 pm to 5:00 pm. Count locations are chosen based on volunteer availability, consistency over consecutive years of the count, and community interest in traffic at particular locations (see attachment for count locations). This year's manual count included a location on Lamont St, outside of central Pacific Beach. The other count locations were within central/west PB. As always, PB Counts included a number of locations along PB Pathways, the network of local streets identified by community organizations as key routes for non-motorized travel.

Traffic counts are also included as part of the data collected at the three Vivacity traffic sensor locations. Unlike the manual traffic counts, which include two hours of traffic data, sensor data collects traffic counts continuously. This provides a more comprehensive picture of traffic at the three sensor locations, including how traffic varies over the course of a day, week, and month.

How do people travel in Pacific Beach?

General travel trends for Pacific Beach are based on count data collected manually during the August 2025 traffic count. As in past years, driving makes up about two-thirds of travel overall on the streets counted in 2025, and most non-vehicle travel is walking. The mix of traffic modes varies depending on the street in question. Closer to the beach in central PB, vehicle traffic is notably lower than elsewhere in PB. For example, on Garnet Ave, Diamond St, and Law St, vehicle traffic is less than 55 percent of all traffic. In contrast, in less central locations such as Cass Street between Oliver and Reed, or Lamont Street between Missouri and Chalcedony, vehicle traffic is significantly higher (76 and 90 percent, respectively).

While the *total* number of cyclists counted was highest on Cass Street between Emerald and Felspar and on Garnet Avenue between Bayard and Cass, as a *percentage of traffic* cycling is generally higher on other roads with lower traffic volumes (e.g., Law Street and Diamond Street). Garnet Avenue and Cass



Street (Emerald to Felspar) also had the highest amount of sidewalk riding, despite the fact that Cass Street has green-painted bike lanes. This suggests that possibly the choice of cycling routes and the decision to ride on a sidewalk is less influenced by the presence of bike lanes than other factors, such as traffic volume or feeling unsafe riding on the street.

As in previous years, e-scooter traffic has dropped considerably from levels when shared e-scooters were introduced in 2018, and now accounts for only about one percent of traffic on the streets counted in 2025, similar to "other" types of travel like non-motorized scooters and skateboards.

How has travel changed in Pacific Beach over time?

Manual counts taken at the same locations over consecutive years can help us understand how traffic patterns change over time. In the eleven years that beautifulPB has conducted PB Counts, five locations have been counted consistently every year.

TRAVEL TRENDS 2015-2025

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Driving	61%	64%	54%	57%	55%	55%	59%	59%	58%	58%	59%
Walking	31%	28%	39%	34%	36%	34%	34%	35%	36%	36%	34%
Riding e-Scooters	NA	NA	NA	4%	5%	4%	2%	1%	1%	1%	1%
Riding bikes	6%	6%	5%	4%	3%	5%	4%	5%	4%	5%	5%
Other	1%	1%	1%	1%	1%	2%	1%	1%	1%	1%	1%

Streets counted consistently from 2015 to 2025 include Cass St, Reed Ave, Hornblend St, Garnet Ave, and Law St.

Overall travel trends have remained fairly consistent over the years, with driving generally between 55% and 60% of traffic, walking generally between 30% and 35% of traffic, and the remainder made up by other travel modes. The introduction of e-scooters in 2018 may have led to a small decrease in walking and biking, but did not make a significant impact on overall traffic patterns. Since 2020 changes in e-

scooter availability and regulation have led to their decrease in use, and in the latest count e-scooters made up only 1% of traffic. In the past five years the mix of traffic on the five core streets counted has remained extremely consistent, with variations of only one or two percentage points.

Traffic Sensor Count Data

Traffic sensors are located at three locations in Pacific Beach, each of which have very distinct traffic patterns and mixes of traffic modes. The Vivacity traffic sensors used for PB Counts identify eight unique travel "classes," including pedestrians, cyclists, motorbikes, cars, and various types of larger vehicles. The sensors use "countlines" and count any type of traffic that crosses that line. The number of countlines varies by location, with mid-block locations having fewer countlines and intersections having more because of the more complicated movements at those locations.

Collapsed simple classes (Dashboard)	Standard classes expanded (API)
Pedestrian	Pedestrian
Cyclist	Cyclist
Motorbike	Motorbike
Car	Car, Taxi, Emergency Car
LGV	Van, Emergency Van
Bus	Bus, Minibus
OGV1	Rigid, Fire Engine
OGV2	Truck

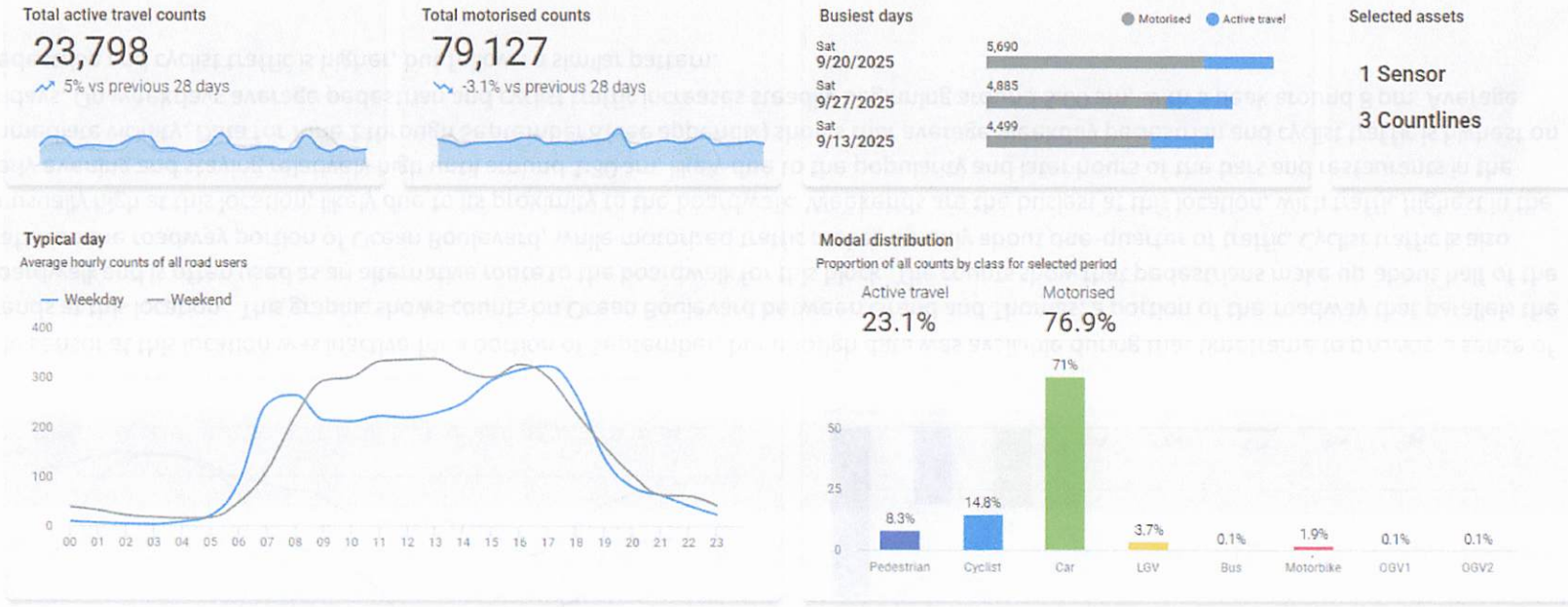
Sensor traffic classes

SENSOR COUNTLINE LOCATIONS

Pacific Beach Drive *Ocean Boulevard* *Ingraham Avenue*

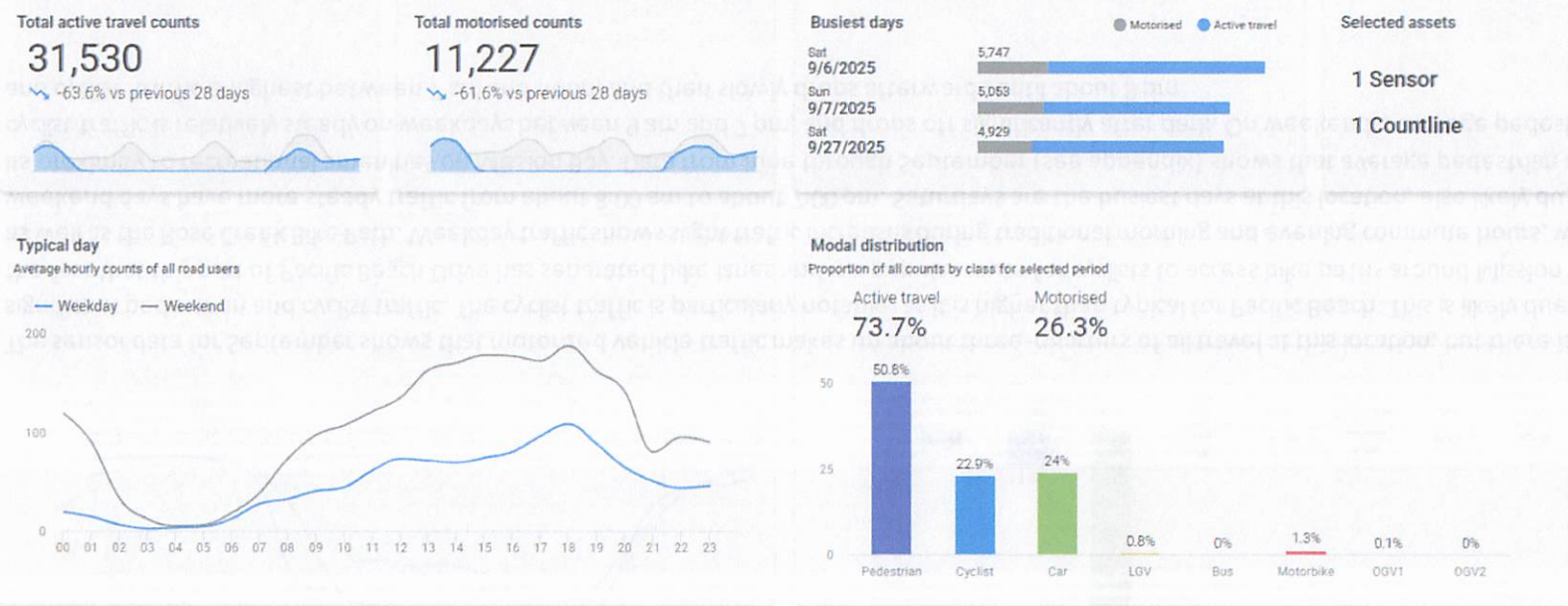
Summary data for each location is available for the previous 28 days of data collection. The following shows data for September 5, 2025 through October 2, 2025 at PB Drive and Ingraham Ave/Felspar St. For the Ocean Boulevard location, data is shown for Sept 5-9 and Sept 25-Oct 2. Data for the roadway countline and the boardwalk countline are shown separately. Additional sensor data is included in the attachments.

PACIFIC BEACH DRIVE – September 5, 2025 to October 2, 2025



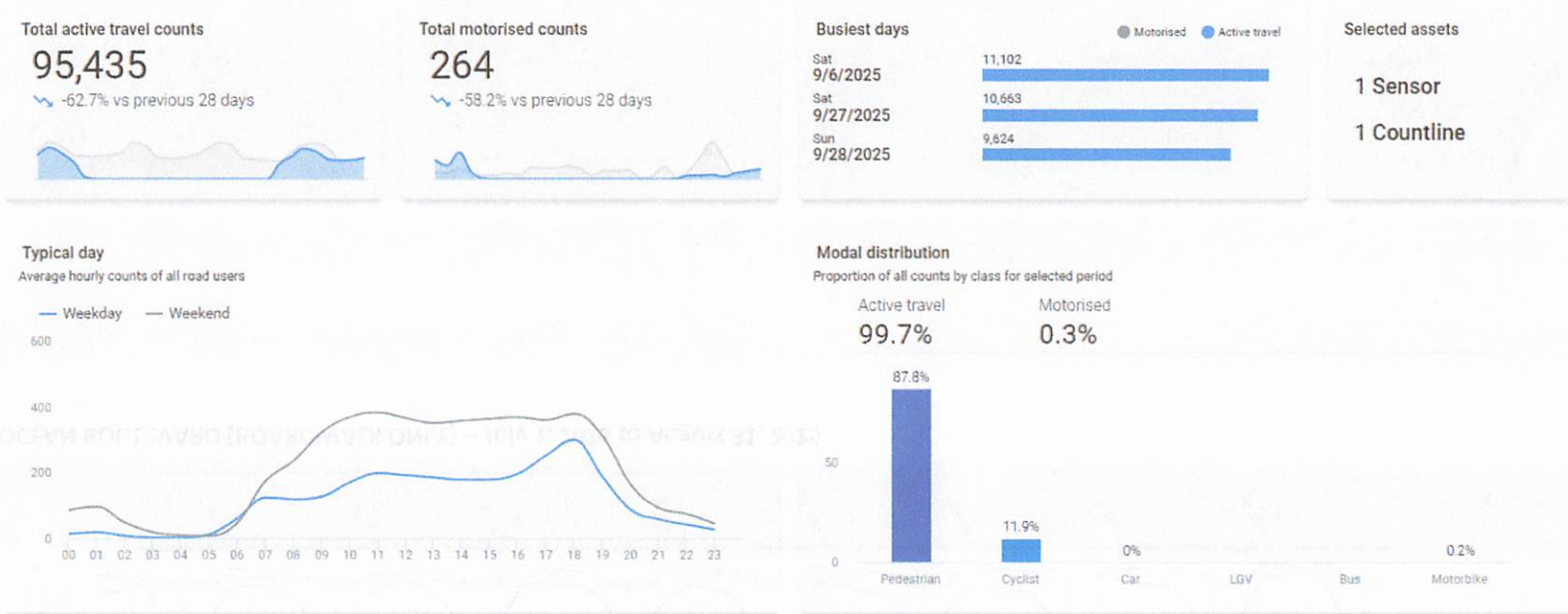
The sensor data for September shows that motorized vehicle traffic makes up about three-quarters of all travel at this location, but there is still significant pedestrian and cyclist traffic. The cyclist traffic is particularly notable, as it is higher than typical for Pacific Beach. This is likely due to the fact that this part of Pacific Beach Drive has separated bike lanes and is a popular route for cyclists to access bike paths around Mission Bay, as well as the Rose Creek Bike Path. Weekday traffic shows slight traffic increases during traditional morning and evening commute hours, while weekend days have more steady traffic from about 8:00 am to about 7:00 pm. Saturdays are the busiest days at this location, also likely due to its proximity to recreational amenities on Mission Bay. Data from June through September (see appendix) shows that average pedestrian and cyclist traffic is relatively steady on weekdays between 9 am and 7 pm, and drops off significantly after dark. On weekends, average pedestrian and cyclist traffic is highest between 7 am and noon, and then slowly drops afterwards until about 8 pm.

OCEAN BOULEVARD (ROADWAY ONLY) – September 5 to 9, 2025 and September 25 to October 2, 2025



The sensor at this location was inactive for a portion of September, but enough data was available during that timeframe to provide a sense of trends at this location. This graphic shows counts on Ocean Boulevard between Grand and Thomas, a portion of the roadway that parallels the boardwalk and is often used as an alternative route to the boardwalk for this block. The counts show that pedestrians make up about half of the traffic on the roadway portion of Ocean Boulevard, while motorized traffic makes up only about one-quarter of traffic. Cyclist traffic is also unusually high at this location, likely due to its proximity to the boardwalk. Weekends are the busiest at this location, with traffic highest in the early evening and staying relatively high until around 1:30 am, likely due to the popularity and later hours of the bars and restaurants in the immediate vicinity. Data for June 1 through September 8 (see appendix) shows that average weekday pedestrian and cyclist traffic is highest on Fridays. On weekdays average pedestrian and cyclist traffic increases steadily beginning around 5:00 am, with a peak around 8 pm. Average pedestrian and cyclist traffic is higher, but follows a similar pattern.

OCEAN BOULEVARD (BOARDWALK ONLY) – September 5 to 9, 2025 and September 25 to October 2, 2025

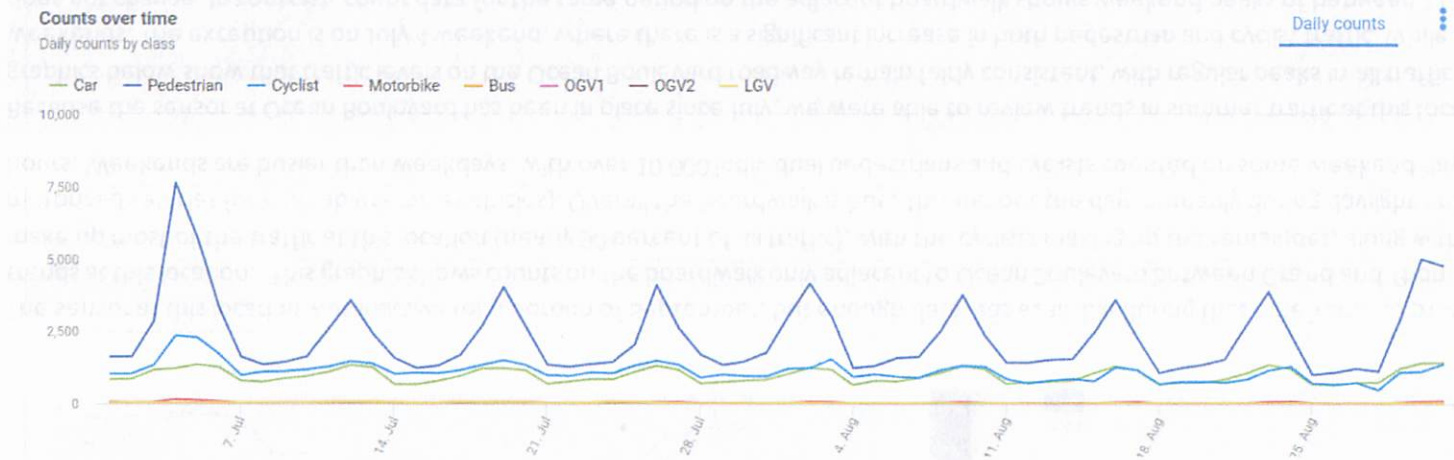


The sensor at this location was inactive for a portion of September, but enough data was available during that timeframe to provide a sense of trends at this location. This graphic shows counts on the boardwalk only adjacent to Ocean Boulevard between Grand and Thomas. Pedestrians make up most of the traffic at this location (nearly 90 percent of all traffic), with the cyclists making up the remainder, along with a few motorized vehicles (presumably service vehicles). Overall the boardwalk is busy throughout the day, primarily during daylight and early evening hours. Weekends are busier than weekdays, with over 10,000 individual pedestrians and cyclists counted on some weekend days.

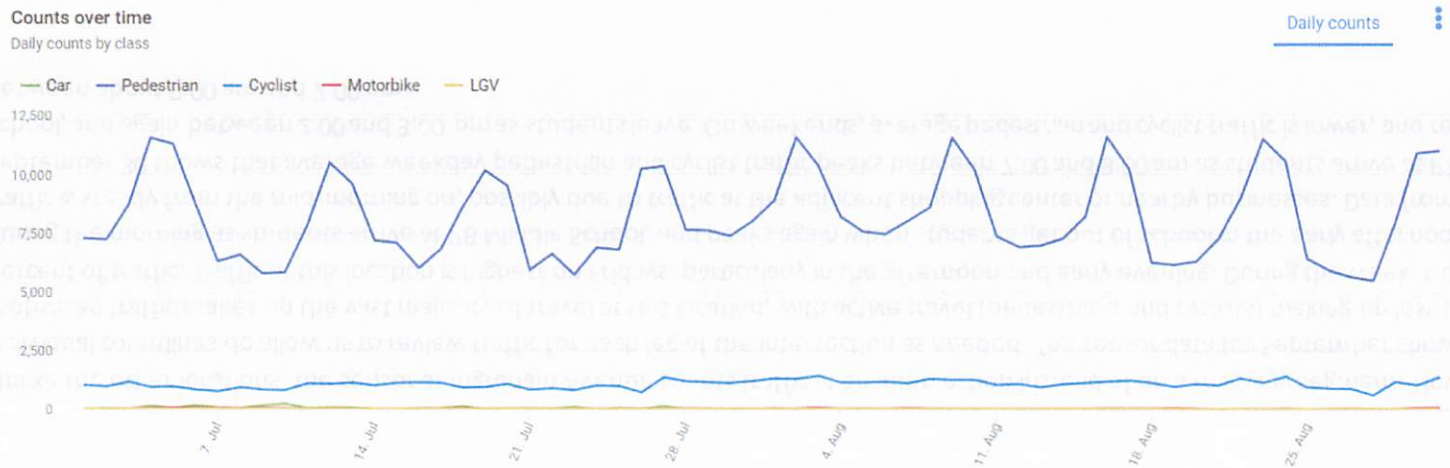
Because the sensor at Ocean Boulevard has been in place since July, we were able to review trends in summer traffic at this location. The graphics below show that traffic levels on the Ocean Boulevard roadway remain fairly consistent, with regular peaks in all traffic on the weekends. The exception is on July 4 weekend, where there is a significant increase in both pedestrian and cyclist traffic, while vehicle traffic does not change. In contrast, count data for the same period on the adjacent boardwalk shows weekend peaks of between 11,000 and 12,000 daily pedestrians and cyclists, but no significant change on July 4. This suggests that when the boardwalk is full to capacity, pedestrians and cyclists spill over onto the Ocean Boulevard roadway because they have no other place to go. This may lead to an increase in dangerous near

miss interactions, as drivers must navigate a much busier roadway filled with pedestrians and cyclists who do not have an alternative route to use due to boardwalk crowding.

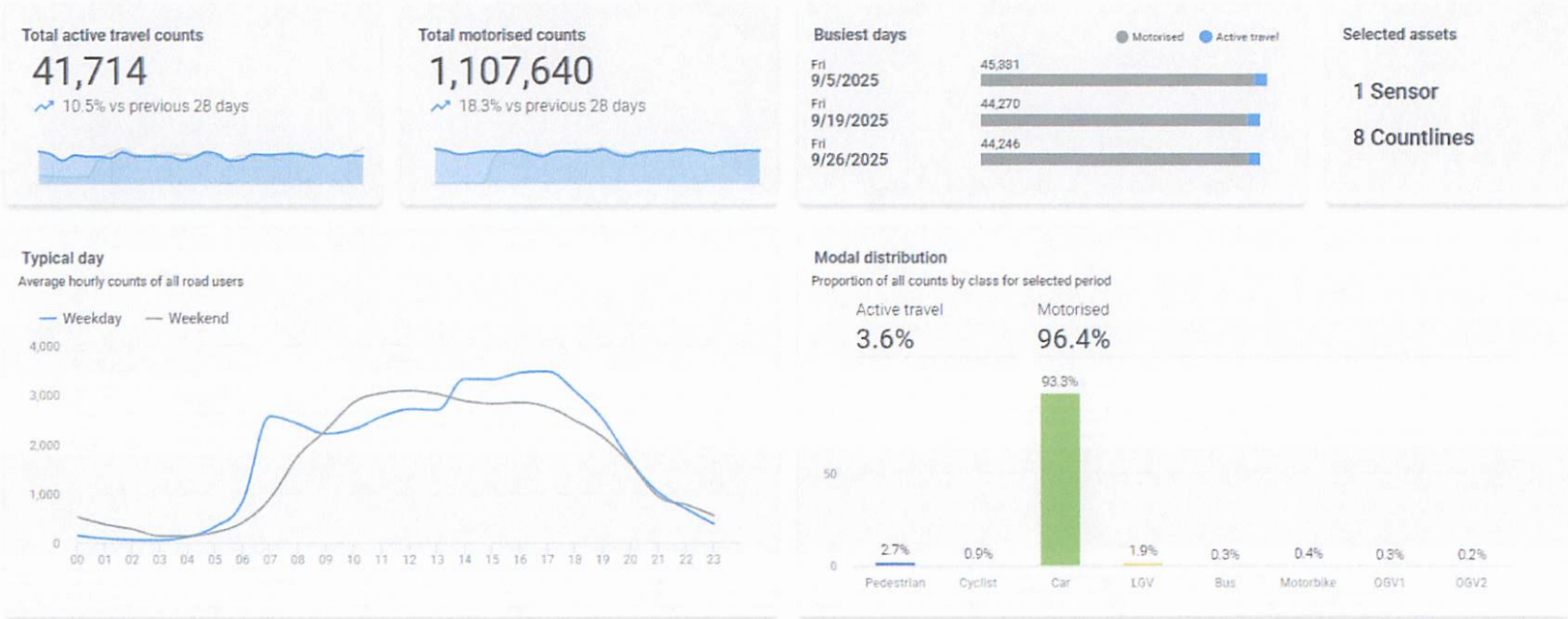
OCEAN BOULEVARD (ROADWAY ONLY) – July 1, 2025 to August 31, 2025



OCEAN BOULEVARD (BOARDWALK ONLY) – July 1, 2025 to August 31, 2025


Counts over time
Daily counts by class
Daily counts
Car
Pedestrian
Cyclist
Motorbike
LGV
12,500
10,000
7,500
5,000
2,500
0
7 Jul
14 Jul
21 Jul
28 Jul
4 Aug
11 Aug
18 Aug
25 Aug

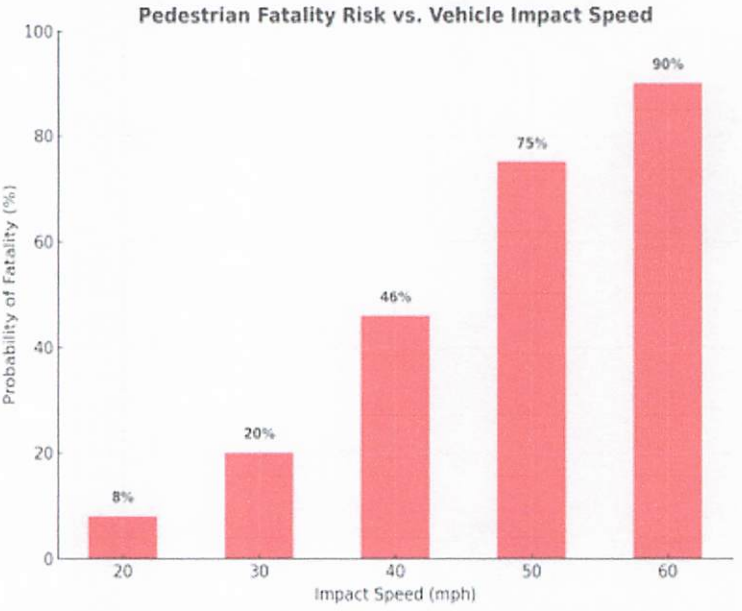
INGRAHAM AVENUE AND FELSPAR STREET– September 5, 2025 to October 2, 2025



Unlike the other locations, the sensor at Ingraham Avenue counts traffic at an intersection instead of on a roadway segment. However, individual countlines do allow us to review traffic for each leg of the intersection as needed. The sensor data for September shows that motorized traffic makes up the vast majority of travel at this location, with active travel (pedestrians and cyclists) making up less than four percent of traffic. Traffic at this location is highest on Fridays, particularly in the afternoon and early evening. During the week, traffic is highest during the morning as students arrive at PB Middle School, and peaks again when students get out of school in the early afternoon. Weekend traffic is steady from the mid-morning on, possibly due to traffic at the adjacent shopping center or nearby businesses. Data from August 14 to September 30 shows that average weekday pedestrian and cyclist traffic peaks between 7:00 and 8:00 am as students arrive at PB Middle School, and again between 2:00 and 3:00 pm as students leave. On weekends, average pedestrian and cyclist traffic is lower, and remains steady between about 9:00 am and 7:00 pm.

SPEED SURVEYS

Speed is one of the leading factors contributing to traffic crashes, injuries, and fatalities. Studies by the California Office of Traffic Safety (OTS) and the National Highway Traffic Safety Administration (NHTSA) show that higher driving speeds not only increase the likelihood of a crash but also amplify the severity of collisions. When drivers exceed posted limits or travel too fast for road and weather conditions, it reduces their reaction time, lengthens braking distances, and makes it harder for drivers to hazards. Speeding is especially dangerous in crashes involving pedestrians and cyclists, who are among the most vulnerable road users. Research consistently shows that the risk of death for a pedestrian struck by a vehicle rises dramatically as speed increases: at 20 mph most pedestrians survive, but at 40 mph or more, most pedestrians die.



Source: Brian C. Tefft (2013), "Impact Speed and a Pedestrian's Risk of Severe Injury or Death", AAA Foundation for Traffic Safety.

Manual speed surveys

Manual speed surveys were conducted on Emerald Street, Lamont Street, Foothill Boulevard, Ingraham Avenue, and Turquoise Street. Most surveys were conducted on a weekday morning, although some were completed on weekend mornings or afternoons. At each location, 50-100 speed measurements were taken for each direction surveyed, and the average, median, and range of speeds was calculated based on this data, as was the number of drivers exceeding the posted speed limit. Speed survey data is included in the attachments.

Posted speed limits on the roadways surveyed ranged from 25 mph to 35 mph. At some locations, the posted speed limit was different for each direction of travel. In general, the average and median surveyed speeds were near or below the speed limit. The exceptions were northbound travel on Lamont Street between Chico and Fortuna, southbound travel on Foothill Boulevard between Opal and Tourmaline, and westbound travel on Turquoise Street between both Dawes and Fanuel and La Jolla Blvd and La Jolla Mesa. In each of these locations, the median and average speeds exceeded the posted speed limit by four mph or more. Notably, speeds on Foothill Boulevard were significantly slower in the northbound direction than the southbound direction, likely due to both the incline of the roadway (downhill in the southbound direction) and proximity of the Foothill roundabout, which slowed traffic in the northbound direction.

MANUAL SPEED SURVEY DATA

Date	8/9/2025			9/19/2025			9/23/2025		
Time	2:45 -3:45 pm			10:25 am - 12:05 pm			8:40 - 9:45 am		
Posted Speed	25 mph (posted SB Lamont/Malden, NB Lamont/Garnet)			25 mph (posted SB Lamont/Malden, NB Lamont/Garnet)			30 mph SB, 25 mph NB (posted SB Lamont/PB Dr, NB Lamont/Roosevelt)		
Street	LAMONT STREET			LAMONT STREET			LAMONT STREET		
Block	Chalcedony to Missouri			Chalcedony to Missouri			Chico to Fortuna		
Direction	NB	SB	BOTH	NB	SB	BOTH	NB	SB	BOTH
Count	40	43	83	101	103	204	75	75	150
Range	12 - 29	15 - 30	12 - 30	21 - 38	19 - 38	19 - 38	21 - 39	20 - 38	20 - 39
Median	21	20	20	28	28	28	29	30	29
Average	21	20	21	28	28	28	29	29	29
# speeding	8	4	NA	82	73	NA	64	29	NA
% speeding	20%	9%	14%	81%	71%	76%	85%	39%	62%

Date	8/9/2025			9/25/2025			9/25/2025		
Time	3:00 - 5:00 pm			11:20-11:40am			10:30-11:30am		
Posted Speed	25 mph (default by law)			25 mph (posted SB and NB La Jolla Mesa/Turquoise)			25 mph (posted SB Fanuel/Turquoise, NB Cass/Turquoise)		
Street	EMERALD STREET			TURQUOISE ST			TURQUOISE ST		
Block	Everts to Dawes			La Jolla Blvd to La Jolla Mesa			Dawes to Fanuel		
Direction	EB	WB	BOTH	WB	EB	BOTH	WB	EB	BOTH
Count	69	24	93	50	NA	NA	50	NA	NA
Range	12 - 32	13 - 33	12 - 33	24 - 40	NA	NA	24 - 40	NA	NA
Median	23	21	22	32	NA	NA	31	NA	NA
Average	23	22	22	32	NA	NA	31	NA	NA
# speeding	20	4	NA	47	0	NA	47	0	NA
% speeding	29%	17%	26%	94%	NA	NA	94%	NA	NA

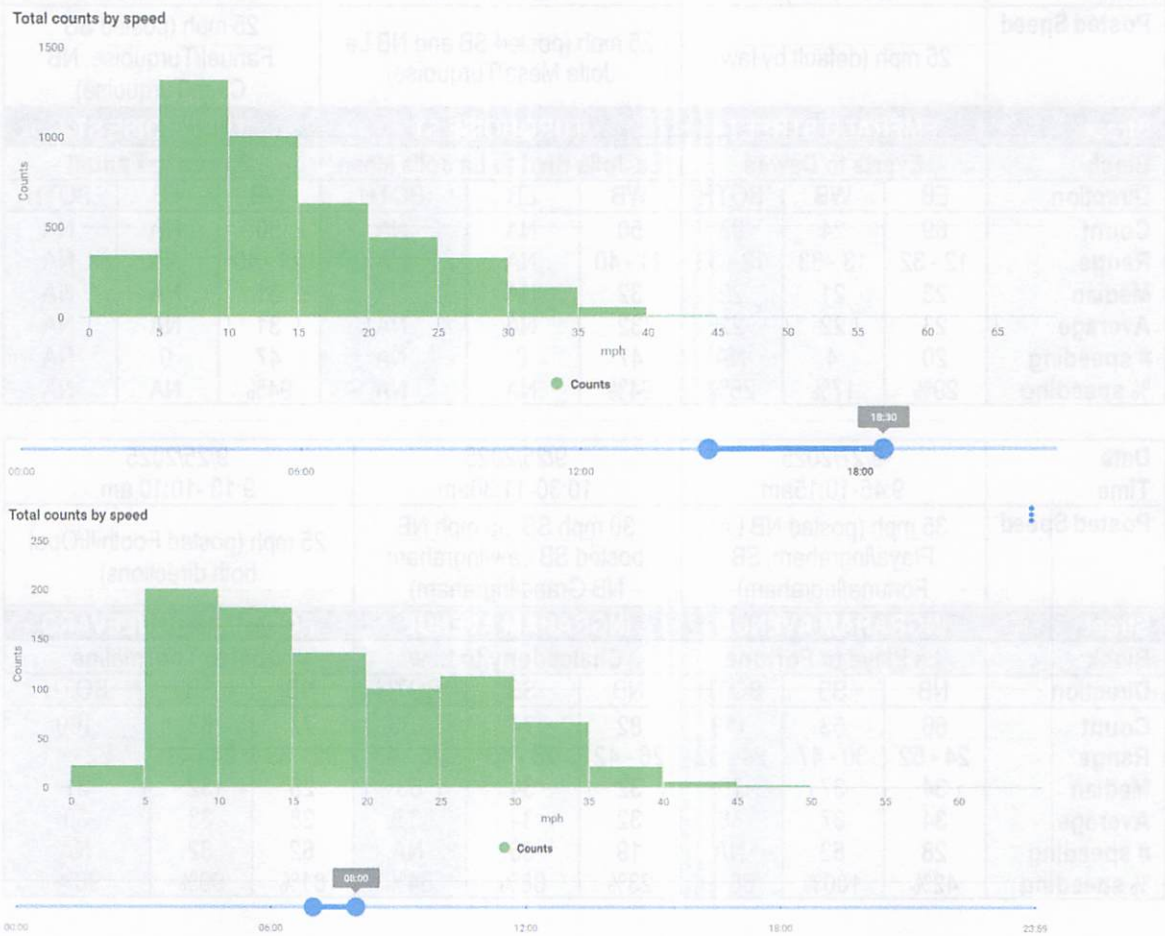
Date	9/27/2025			9/25/2025			9/25/2025		
Time	9:45-10:15am			10:30-11:30am			9:10 -10:10 am		
Posted Speed	35 mph (posted NB La Playa/Ingraham, SB Fortuna/Ingraham)			30 mph SB, 35 mph NB (posted SB Law/Ingraham, NB Grand/Ingraham)			25 mph (posted Foothill/Opal both directions)		
Street	INGRAHAM AVENUE			INGRAHAM AVENUE			FOOTHILL BOULEVARD		
Block	La Playa to Fortuna			Chalcedony to Law			Opal to Tourmaline		
Direction	NB	SB	BOTH	NB	SB	BOTH	NB	SB	BOTH
Count	66	53	119	82	74	156	77	83	160
Range	24 - 52	30 - 47	24 - 52	26 - 42	28 - 43	26 - 43	22 - 33	24 - 41	22 - 41
Median	34	37	36	32	34	33	28	32	31
Average	34	37	36	32	34	33	28	33	30
# speeding	28	53	NA	19	65	NA	62	82	NA
% speeding	42%	100%	68%	23%	88%	54%	81%	99%	90%

While many drivers at the locations surveyed do not speed excessively, speeding problems become more obvious when the full range of measured speeds is considered. At every location, at least one driver was observed exceeding the speed limit by at least 5 mph, and on Turquoise Street, Ingraham Avenue, and Lamont Street there were drivers exceeding the speed limit by 10 mph or more. On Ingraham speeds of 47 and 52 mph were observed, despite the posted speed limit of 30/35 mph. Furthermore, on Lamont Street, Foothill Boulevard, and Turquoise Street, the vast majority of drivers are speeding, many of them by at least 5 mph over the speed limit.

Sensor Speed Data

The traffic sensor at the intersection of Ingraham Avenue and Felspar Street collects ongoing speed data as vehicles cross each countline. Because traffic is often stopped or slowed at the traffic signal at this location, the average and 85th percentile speed measurements do not reflect free-flowing traffic. However, the range of speed measurements can provide information about maximum speeds observed along Ingraham Avenue at this location.

INGRAHAM AVENUE AND FELSPAR STREET– September 17, 2025 – North leg of intersection



INGRAHAM AVENUE AND FELSPAR STREET– September 17, 2025 – South leg of intersection

These graphics show the total counts at each speed for an hour in the morning and in the afternoon of September 17 for the north and south legs of the intersection of Ingraham and Felspar. As shown in the graphic, many drivers exceed the posted speed limit at this location, including some who exceed the speed limit by over 10 mph or more.

The sensors can also compile speed information over the course of a longer period of time, and provide information about the number of drivers who exceed a set speed threshold. For the north and south legs of the intersection of Ingraham Avenue and Felspar Avenue, we reviewed speed data for September 1 through 30 at each countline. The data shows that during the month over 5,000 people were driving at more than 40 mph at the intersection, and of these over 1,000 were driving at more than 50 mph at the intersection. The posted speed limit is 35 mph in the northbound direction and 30 mph in the southbound direction, or 25 mph during school hours.

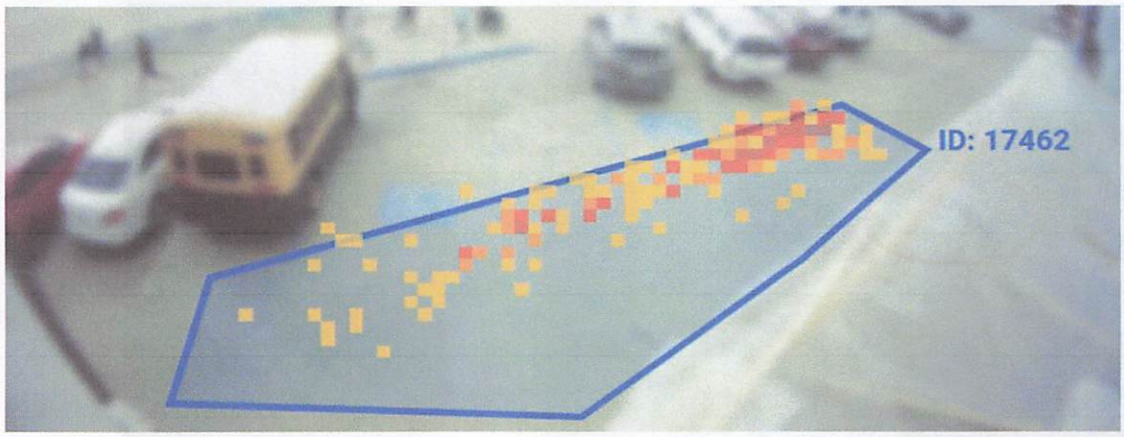
NEAR MISS DATA

The traffic sensors provide information about "near misses" for the roadway at Ocean Boulevard between Grand and Thomas and for the Ingraham Avenue crosswalk on the north leg of the intersection of Ingraham Avenue and Felspar Street. A near miss is any vehicle that comes within one meter of a vulnerable road user (pedestrian or cyclist). The sensor shows both counts of near misses, as well as a heatmap of the location of each near miss, with darker colors indicating vehicles coming closer to vulnerable users. In addition, video footage of each near miss is provided so that the exact circumstances of the near miss can be reviewed. Based on review of the near miss videos, we see that occasionally sensors mischaracterize vehicles such as golf carts as vulnerable users, or mistake a bicycle/pedestrian interaction as a near miss. However, the majority of near miss events reported are valid.

Near misses are not always dangerous events. For example, a cyclist passing a slow-moving vehicle on Ocean Boulevard may not be cause for concern. However, near miss data can help us better understand where potentially dangerous interactions occur *before* anyone is injured or killed. This is a significant improvement over our current system, which prioritizes roadway design improvements *after* people are killed or injured at a particular location.

Near miss data for the Ocean Boulevard location is currently available from late July through early September. The data shows that near misses are more common on weekends, and are concentrated in the middle of the block. Most near misses occur during the afternoon and early evening, likely because these are times with higher vehicle and bicycle traffic. (Note: images are purposefully blurred to protect privacy.)

OCEAN BOULEVARD (ROADWAY) – Location of Near Misses July 28 to September 8, 2025

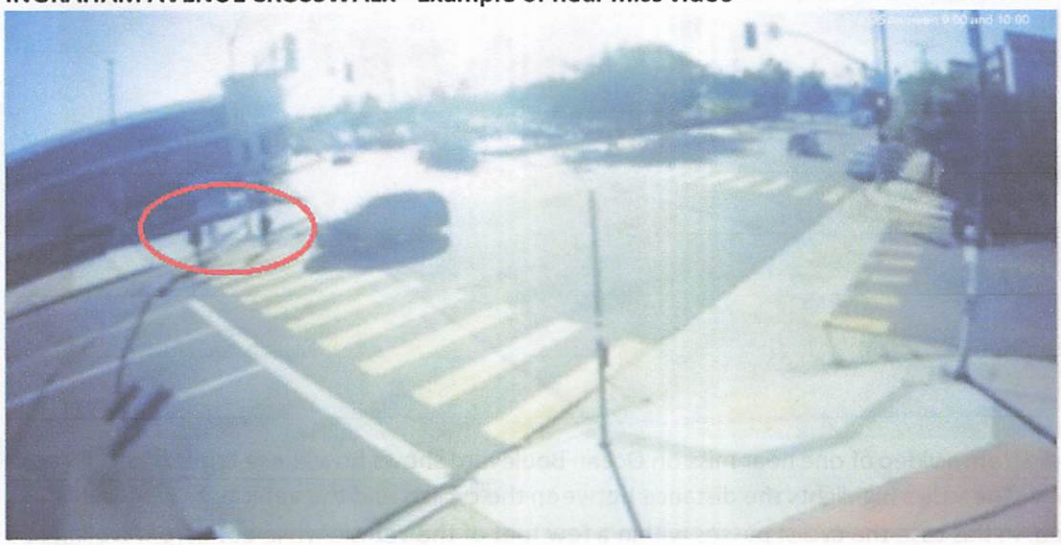


This example from a video of one near miss on Ocean Boulevard shows how these types of interactions are classified. The video highlights the distance between the cyclists and the vehicle, as well as each one's speed. In this case the cyclist passes within a few feet of the vehicle while both are traveling at 6 mph.

OCEAN BOULEVARD (ROADWAY) – Example of near miss video

Near miss data for the crosswalk at the intersection of Ingraham Avenue and Felspar Street has only been available since September 28, 2025. However, five near miss incidents have already been recorded at this location. Several of these involve drivers turning aggressively (both right and left turns) across the crosswalk, often to avoid waiting through a second traffic signal cycle. The image below shows a driver entering the crosswalk less than a second after three pedestrians move out of the vehicle's path of travel.

INGRAHAM AVENUE CROSSWALK– Example of near miss video



RECOMMENDATIONS AND NEXT STEPS

Based on the data collected as part of the 2025 PB Counts, BeautifulPB recommends the following:

Infrastructure Changes

- Implement the adopted recommendations for Phase 3 PB Pathways
- Enhance Class II bike lanes in Pacific Beach to improve rider comfort and discourage sidewalk riding
- Reduce speed limits near schools and business districts as allowed under AB 43
- Revise speed limits on Ingraham Avenue and Lamont Street to be consistent in both directions
- Add radar speed feedback signs at locations where most drivers speed
- Pilot quick-build traffic calming measures at locations where most drivers speed, such as bulb-outs or mini traffic circles
- Modify the traffic signal at the intersection of Ingraham Avenue and Felspar Street to add protected left turns or split phasing in the east/west direction
- Close Ocean Boulevard to vehicle traffic between Grand Avenue and Thomas Avenue during peak hours of pedestrian and bicycle traffic on weekends and holidays
- Modify Crown Point Drive between Lamont Street and Pacific Beach Drive to better connect the Mission Bay bike path around the bay
- Modify Pacific Beach Drive between Crown Point Drive and Olney to include a bidirectional cycle track, removing parking on the marsh side, to better connect the bike path around the bay
- Allow traffic sensors to be installed on City infrastructure to expand reliable traffic data collection to additional locations

Monitoring & Evaluation

- Continue collecting sensor data and manual counts annually
- Evaluate effectiveness of infrastructure interventions and adjust as needed to address community traffic safety and mobility goals

Community Engagement

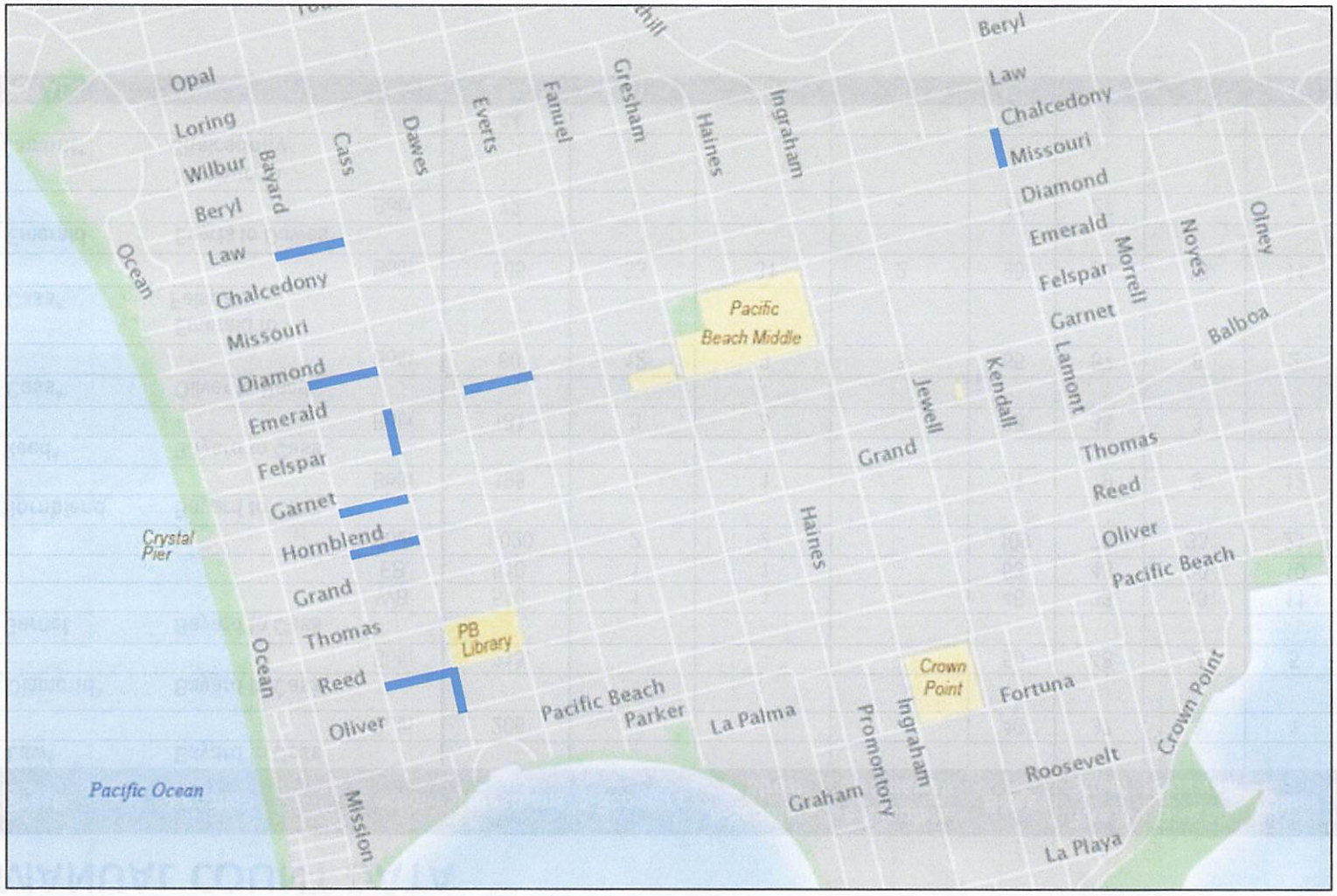
- Report to community groups and the public on annual PB Counts data collection
- Share PB Counts data with community leaders and City of San Diego
- Work with community members to develop and refine recommended improvements to address issues identified during PB Counts
- Partner with schools, business, community groups, and other advocacy organizations to raise awareness about issues identified during PB Counts and to support proposed infrastructure changes
- Collaborate with community groups, City of San Diego, and regional agencies to identify funding sources for proposed infrastructure changes

ATTACHMENTS:

MANUAL COUNT LOCATIONS
MANUAL COUNT DATA
SENSOR COUNT DATA
SPEED SURVEY LOCATIONS
SPEED SURVEY SUMMARY
MANUAL SPEED SURVEY DATA
SENSOR SPEED DATA

MANUAL COUNT LOCATIONS

August 9, 2025 – 3 pm to 5 pm



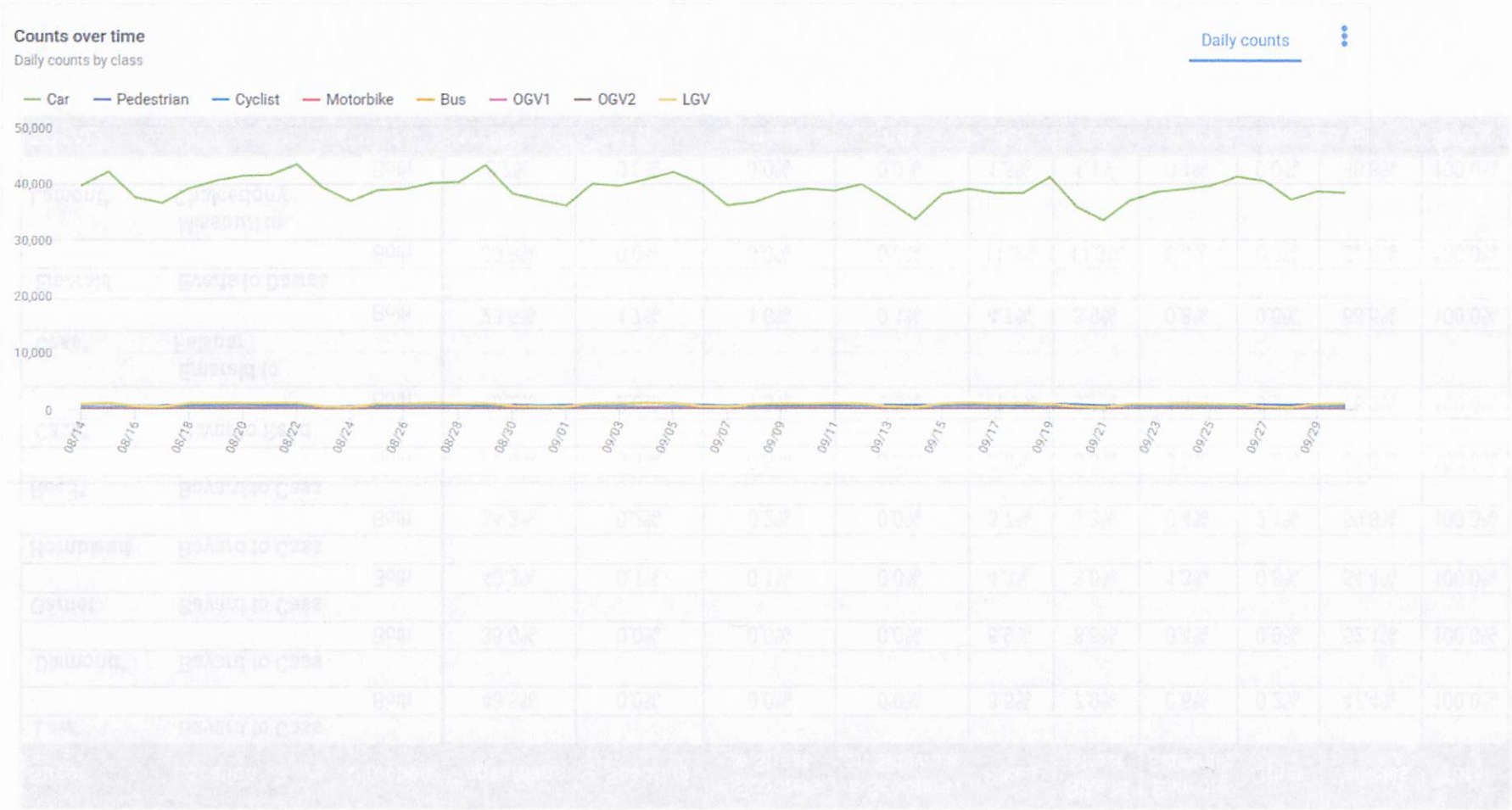
MANUAL COUNT DATA

Street	Location	Direction	Pedestrians	e-Scooters	e-Scooters in Street	e-Scooters on Sidewalk	Bikes	Bike in Street	Bike on Sidewalk	Other	Vehicles	Total
Law*	Bayard to Cass											
		Both	206	-	-	-	40	37	3	1	223	470
Diamond*	Bayard to Cass			-								
		Both	213	-	-	-	50	48	2	5	292	560
Garnet	Bayard to Cass											
		WB	510	1	1	-	46	33	13	11	703	
		EB	510	1	1	-	63	43	20	10	673	
		Both	1,020	2	2	-	109	76	33	21	1,376	2,528
Hornblend	Bayard to Cass											
		Both	195	1	1	-	21	19	2	12	341	570
Reed*	Bayard to Cass											
		Both	181	3	3	-	38	35	3	8	426	656
Cass*	Oliver to Reed											
		Both	60	12	9	3	65	57	8	2	448	587
Cass*	Emerald to Felspar											
		Both	505	33	31	2	90	74	16	11	1,267	1,906
Emerald	Everts to Dawes											
		Both	72	-	-	-	27	27	-	-	134	233
Lamont*	Missouri to Chalcedony											
		Both	94	-	-	-	16	12	4	-	972	1,082
TOTAL			2,546	51	46	5	456	385	71	60	5,479	8,592

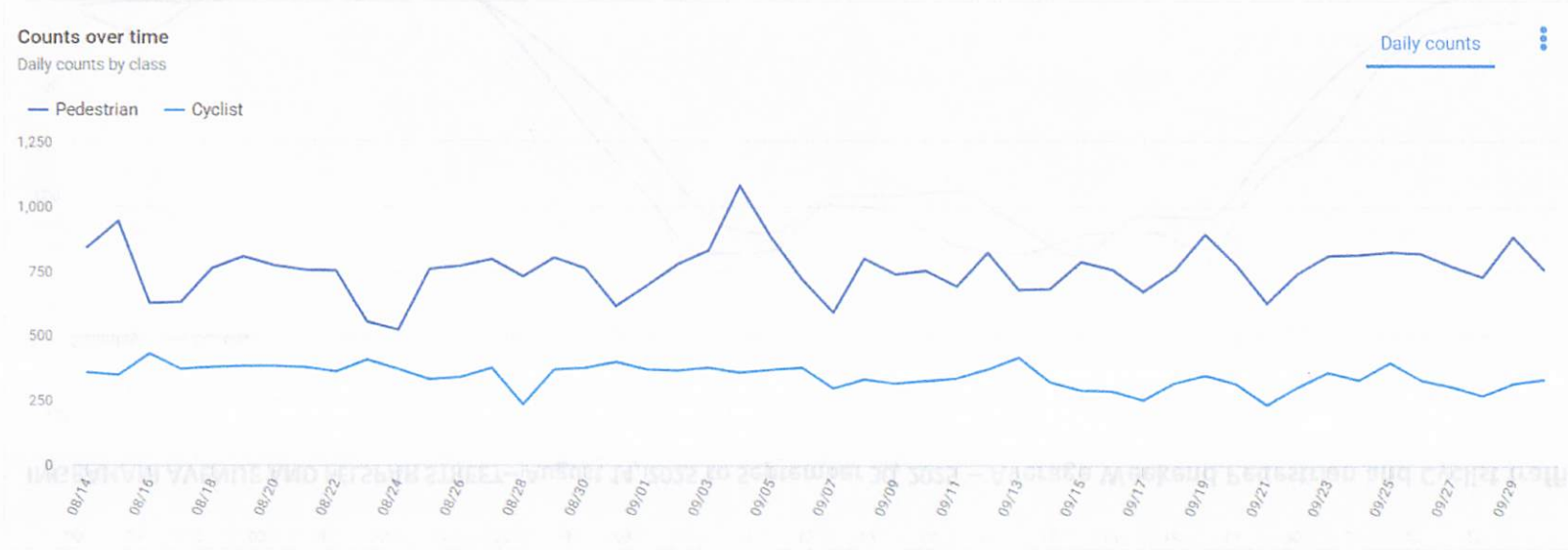
Street	Location	Direction	Pedestrians	e-Scooters	e-Scooters in Street	e-Scooters on Sidewalk	Bikes	Bike in Street	Bike on Sidewalk	Other	Vehicles	Total
Law*	Bayard to Cass											
		Both	43.8%	0.0%	0.0%	0.0%	8.5%	7.9%	0.6%	0.2%	47.4%	100.0%
Diamond*	Bayard to Cass											
		Both	38.0%	0.0%	0.0%	0.0%	8.9%	8.6%	0.4%	0.9%	52.1%	100.0%
Garnet	Bayard to Cass											
		Both	40.3%	0.1%	0.1%	0.0%	4.3%	3.0%	1.3%	0.8%	54.4%	100.0%
Hornblend	Bayard to Cass											
		Both	34.2%	0.2%	0.2%	0.0%	3.7%	3.3%	0.4%	2.1%	59.8%	100.0%
Reed*	Bayard to Cass											
		Both	27.6%	0.5%	0.5%	0.0%	5.8%	5.3%	0.5%	1.2%	64.9%	100.0%
Cass*	Oliver to Reed											
		Both	10.2%	2.0%	1.5%	0.5%	11.1%	9.7%	1.4%	0.3%	76.3%	100.0%
Cass*	Emerald to Felspar											
		Both	26.5%	1.7%	1.6%	0.1%	4.7%	3.9%	0.8%	0.6%	66.5%	100.0%
Emerald	Everts to Dawes											
		Both	30.9%	0.0%	0.0%	0.0%	11.6%	11.6%	0.0%	0.0%	57.5%	100.0%
Lamont*	Missouri to Chalcedony											
		Both	8.7%	0.0%	0.0%	0.0%	1.5%	1.1%	0.4%	0.0%	89.8%	100.0%
TOTAL			30%	1%	1%	0%	5%	4%	1%	1%	64%	100%

SENSOR COUNT DATA

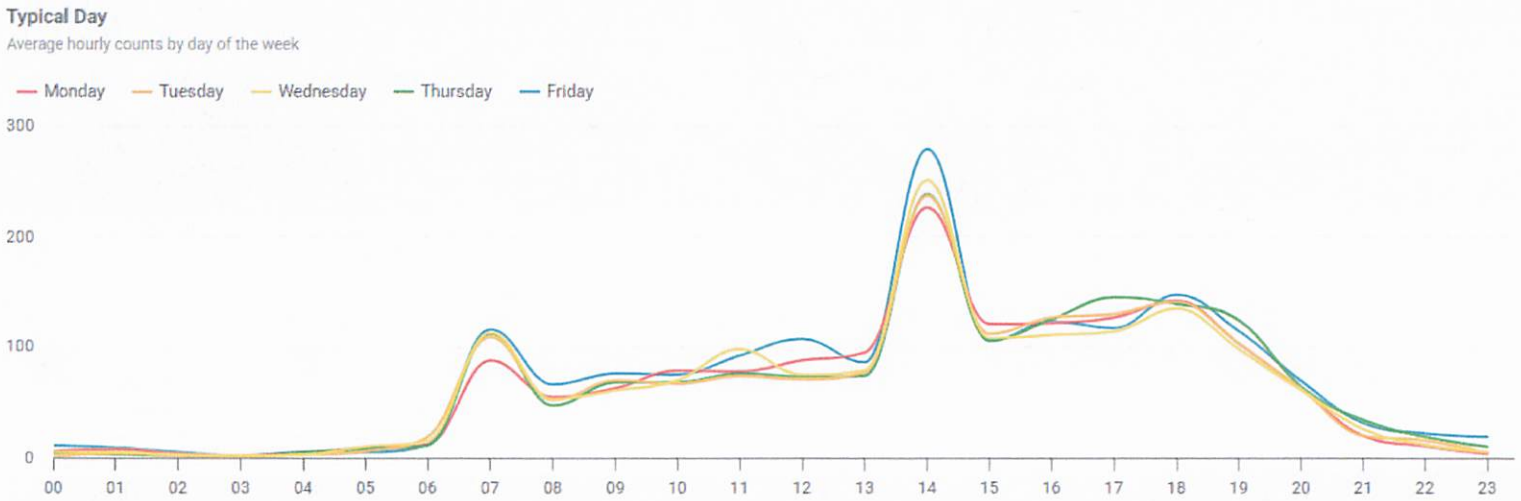
INGRAHAM AVENUE AND FELSPAR STREET– August 14, 2025 to September 30, 2025 – All traffic



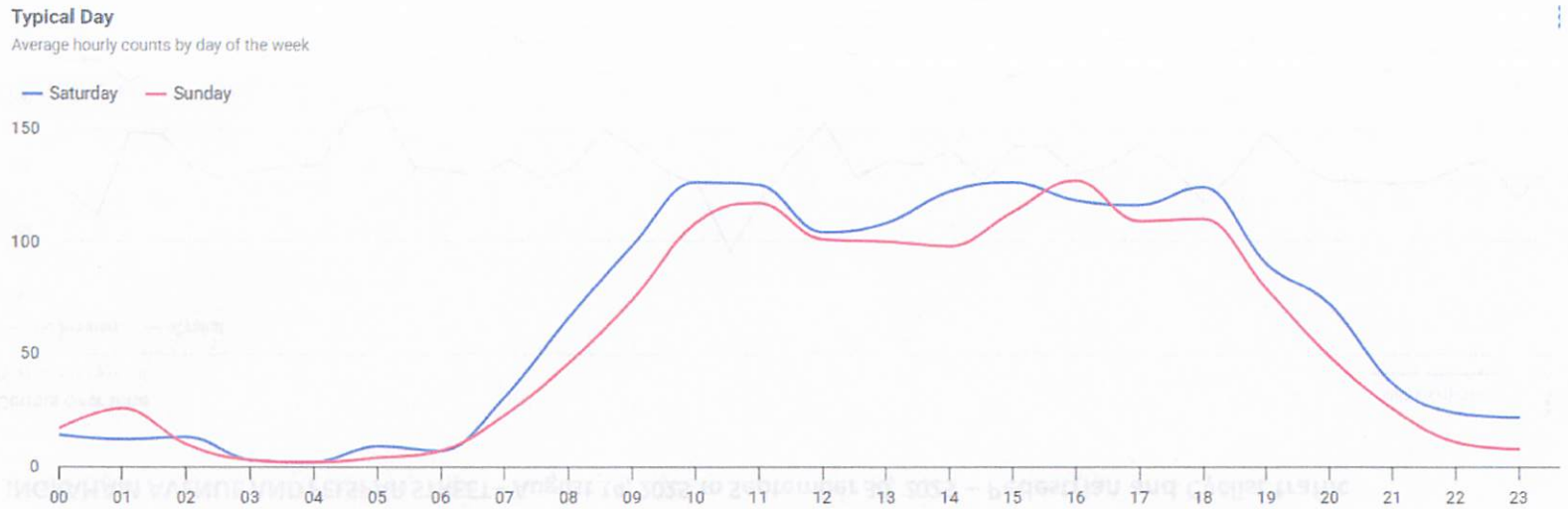
INGRAHAM AVENUE AND FELSPAR STREET– August 14, 2025 to September 30, 2025 – Pedestrian and Cyclist traffic



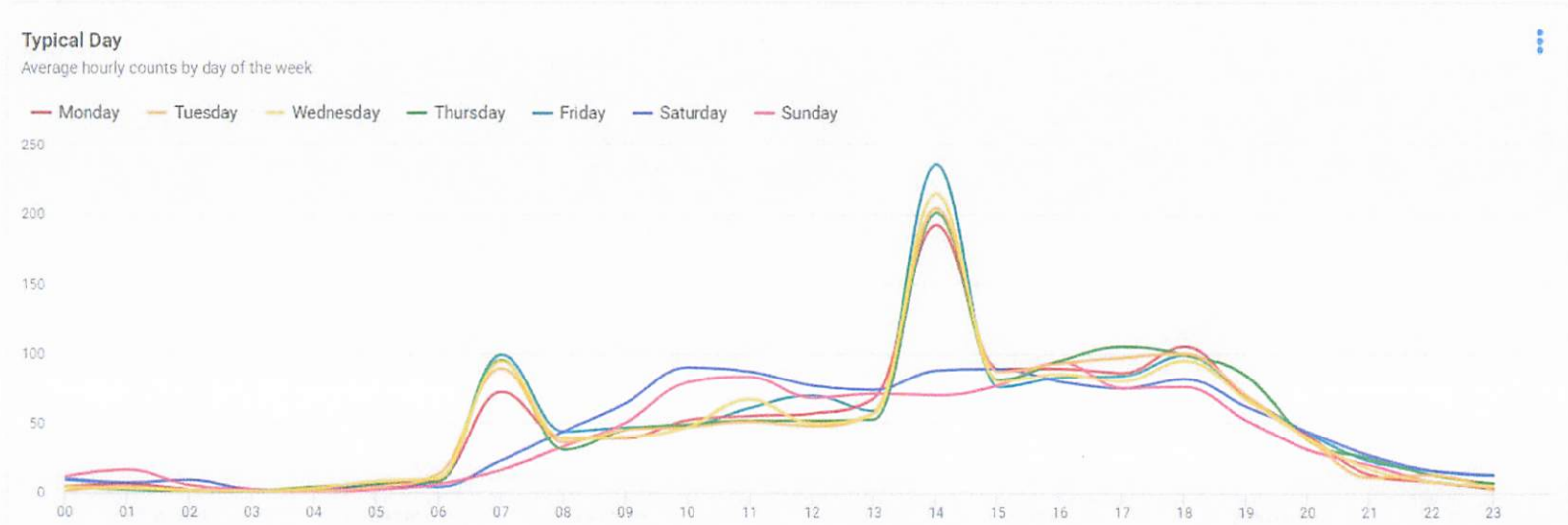
INGRAHAM AVENUE AND FELSPAR STREET– August 14, 2025 to September 30, 2025 – Average Weekday Pedestrian and Cyclist traffic



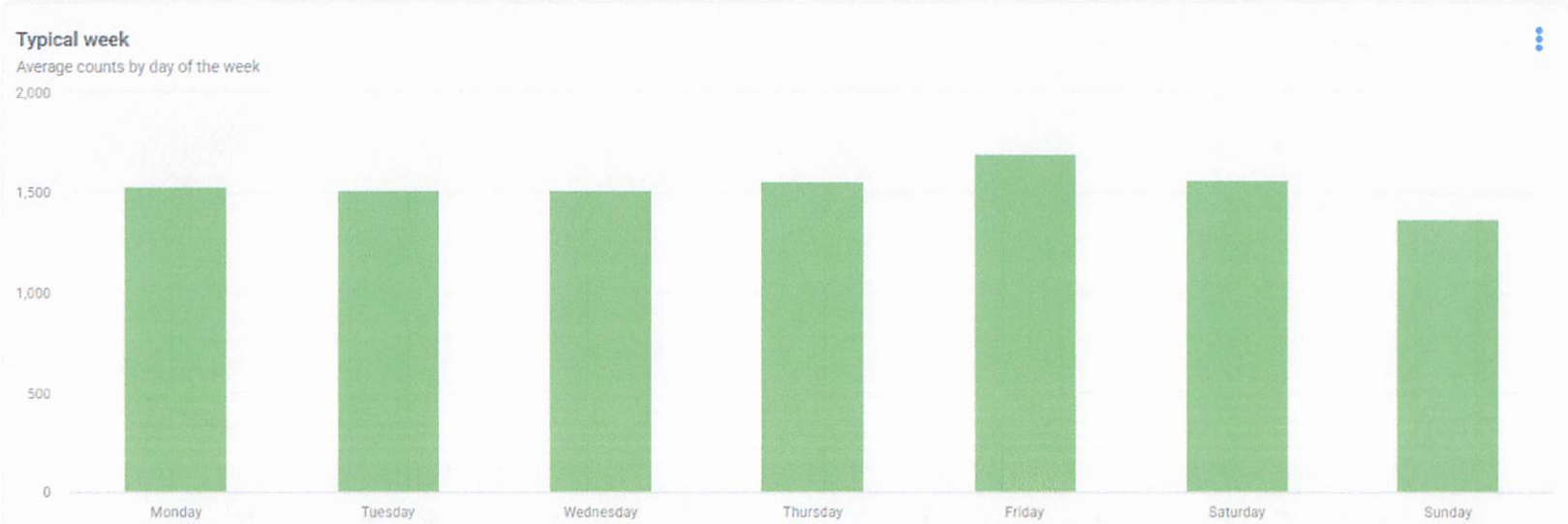
INGRAHAM AVENUE AND FELSPAR STREET– August 14, 2025 to September 30, 2025 – Average Weekend Pedestrian and Cyclist traffic



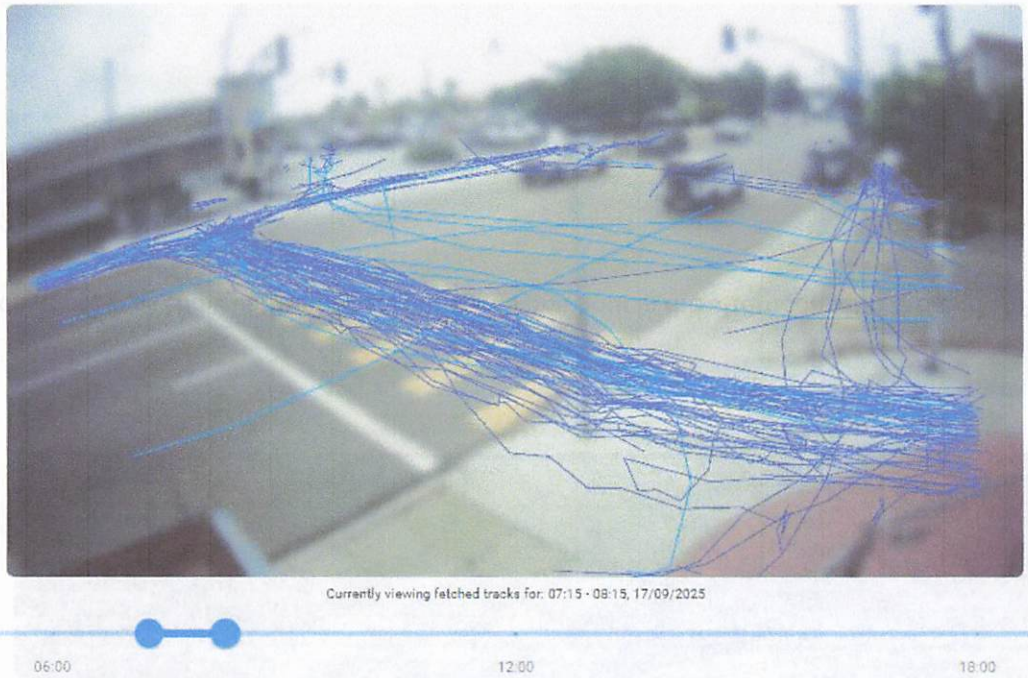
INGRAHAM AVENUE AND FELSPAR STREET – August 14, 2025 to September 30, 2025 - Average Hourly Traffic by Day of Week (all modes)



INGRAHAM AVENUE AND FELSPAR STREET – August 14, 2025 to September 30, 2025 - Average Daily Traffic by Day of Week



INGRAHAM AVENUE AND FELSPAR STREET – September 17, 2025 – Pedestrian and Cyclist travel paths (Weekday AM)

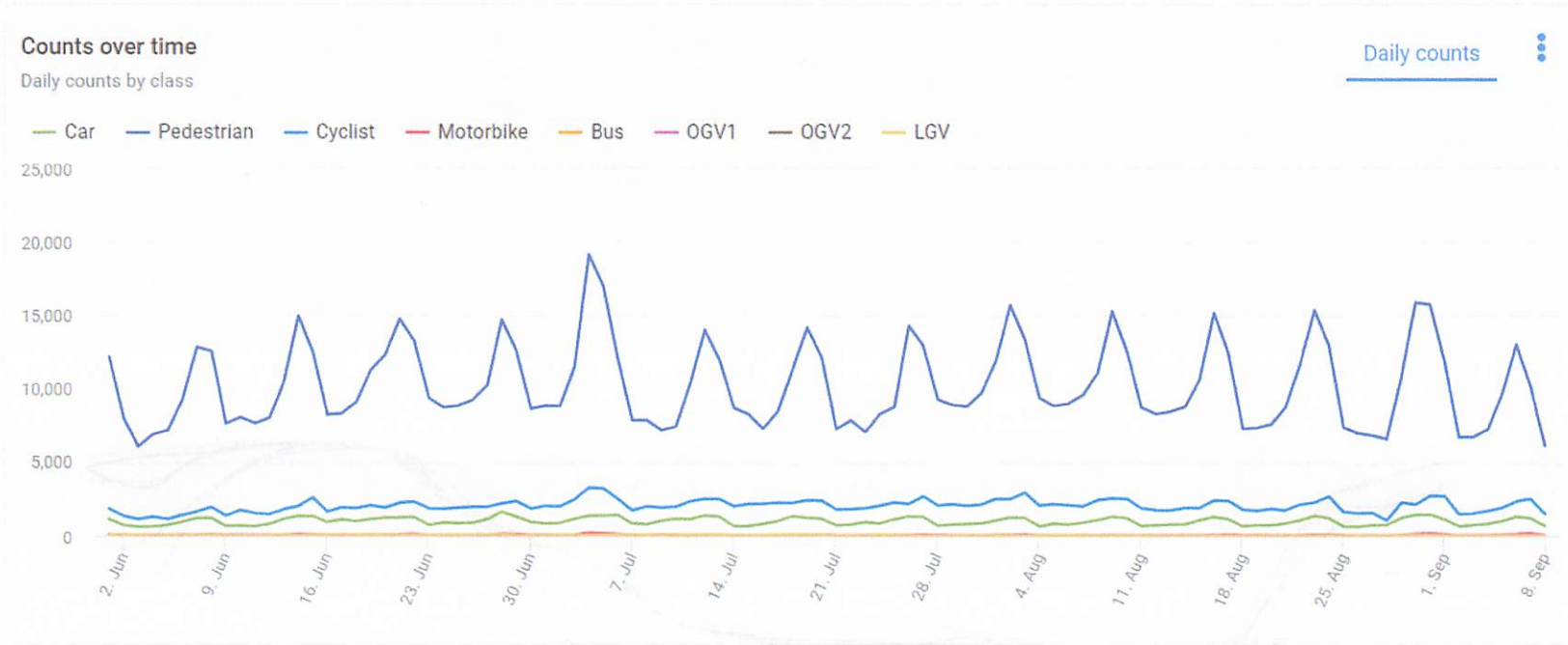


The light blue (cyclist) and dark blue (pedestrian) lines show paths of travel during the hour in the morning prior to the start of PB Middle School (7:15 am to 8:15 am).

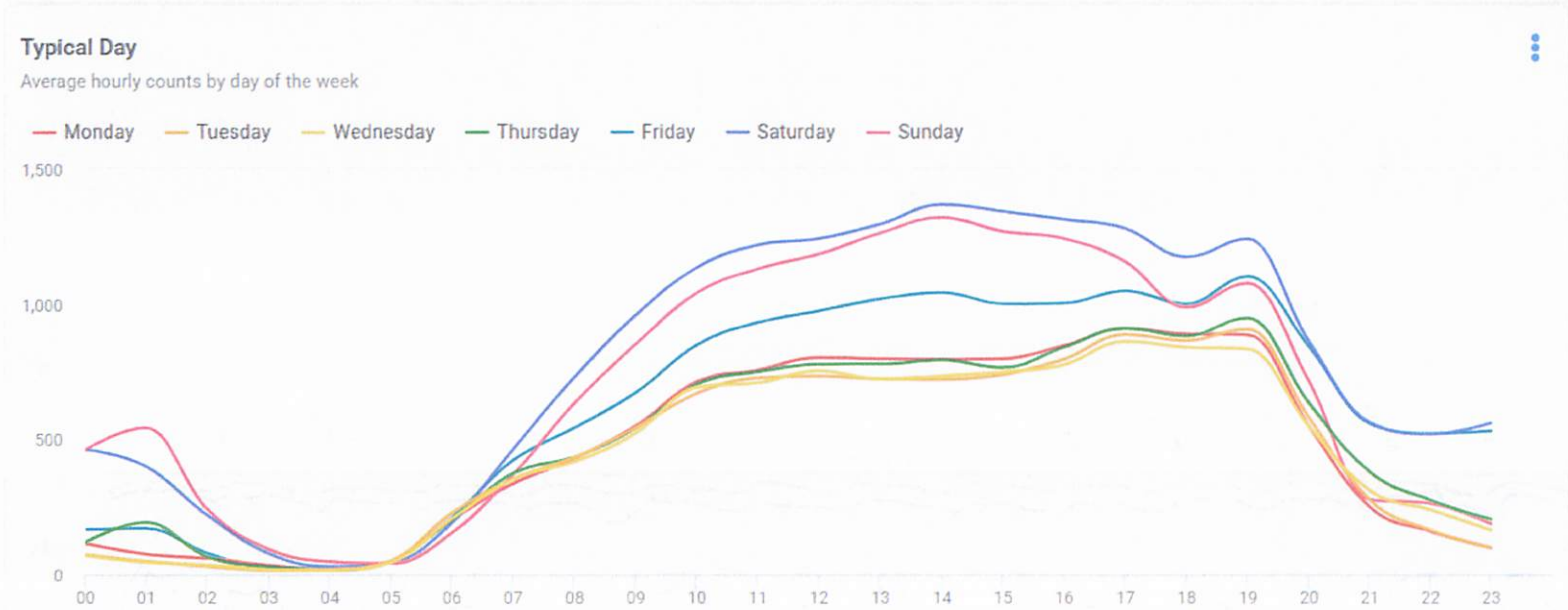
INGRAHAM AVENUE AND FELSPAR STREET – September 17, 2025 – Pedestrian and Cyclist travel paths (Weekday PM)

The light blue (cyclist) and dark blue (pedestrian) lines show paths of travel during the one hour in the afternoon after the end of PB Middle School (2:45- 3:45 pm).

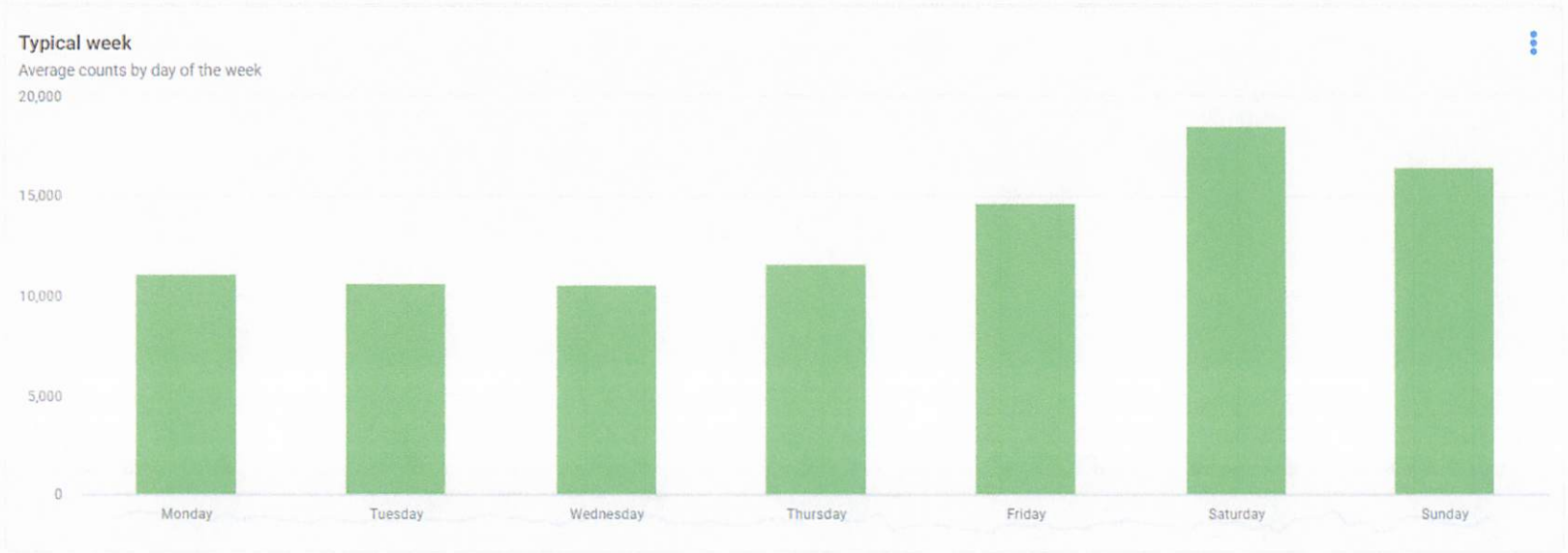
OCEAN BOULEVARD (ROADWAY AND BOARDWALK) – June 1, 2025 to September 8, 2025 – All traffic



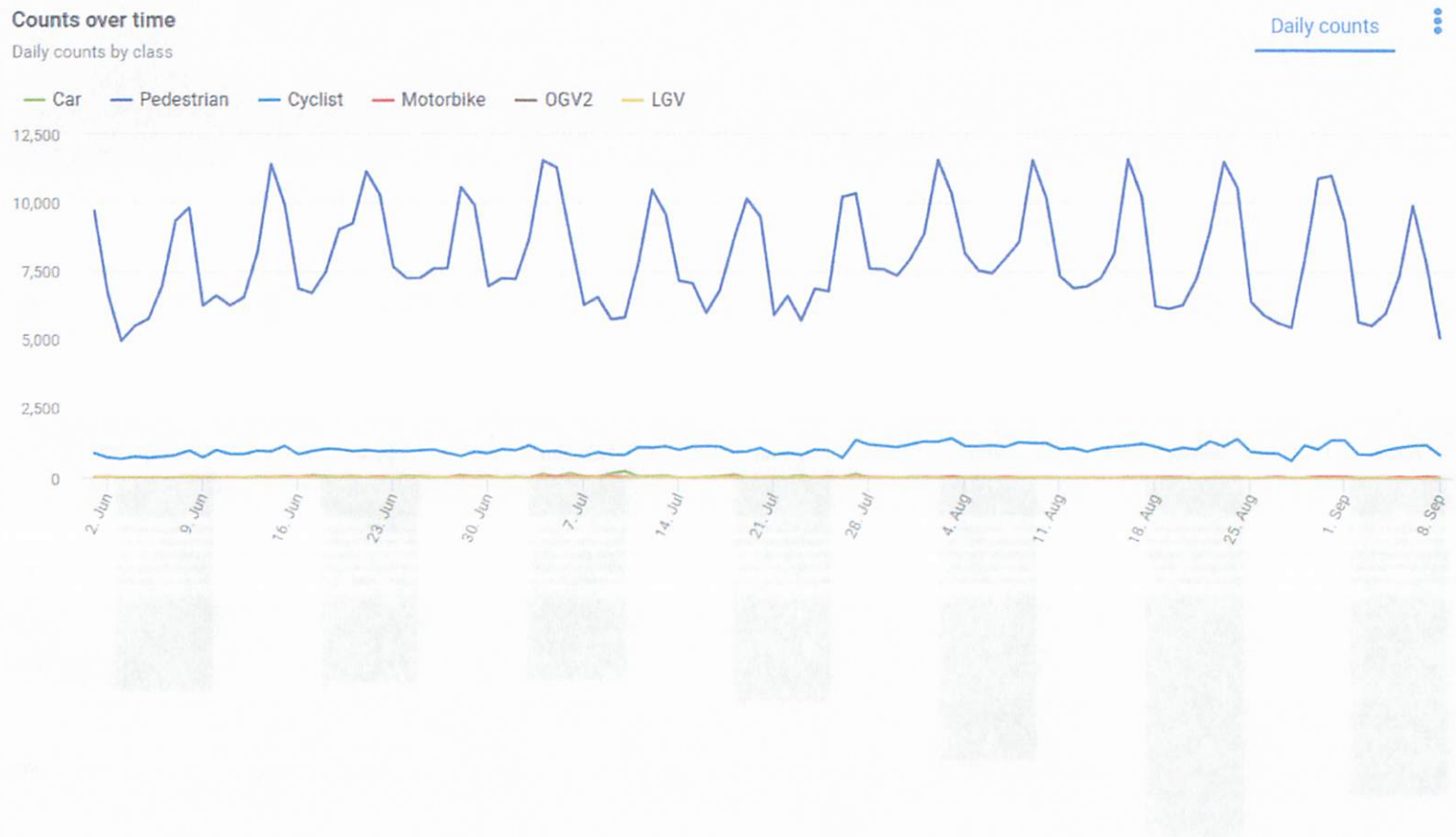
OCEAN BOULEVARD (ROADWAY AND BOARDWALK) – June 1, 2025 to September 8, 2025 - Average Hourly Traffic by Day of Week (all modes)



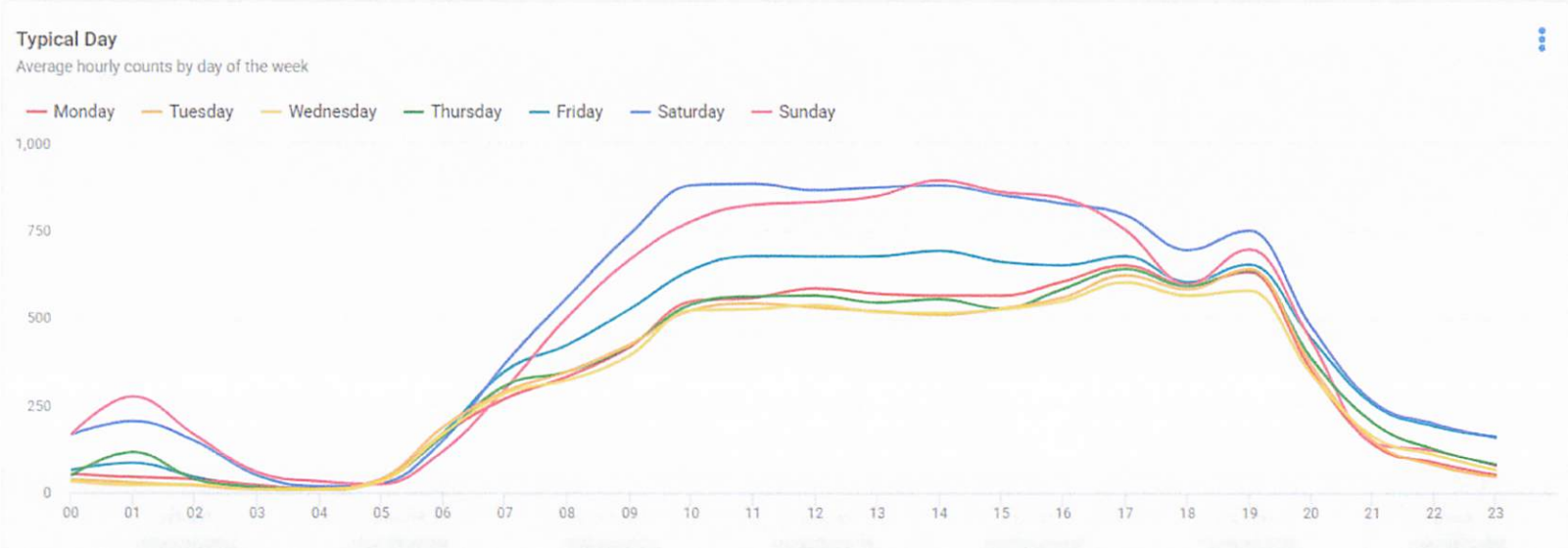
OCEAN BOULEVARD (ROADWAY AND BOARDWALK) – June 1, 2025 to September 8, 2025 - Average Daily Traffic by Day of Week



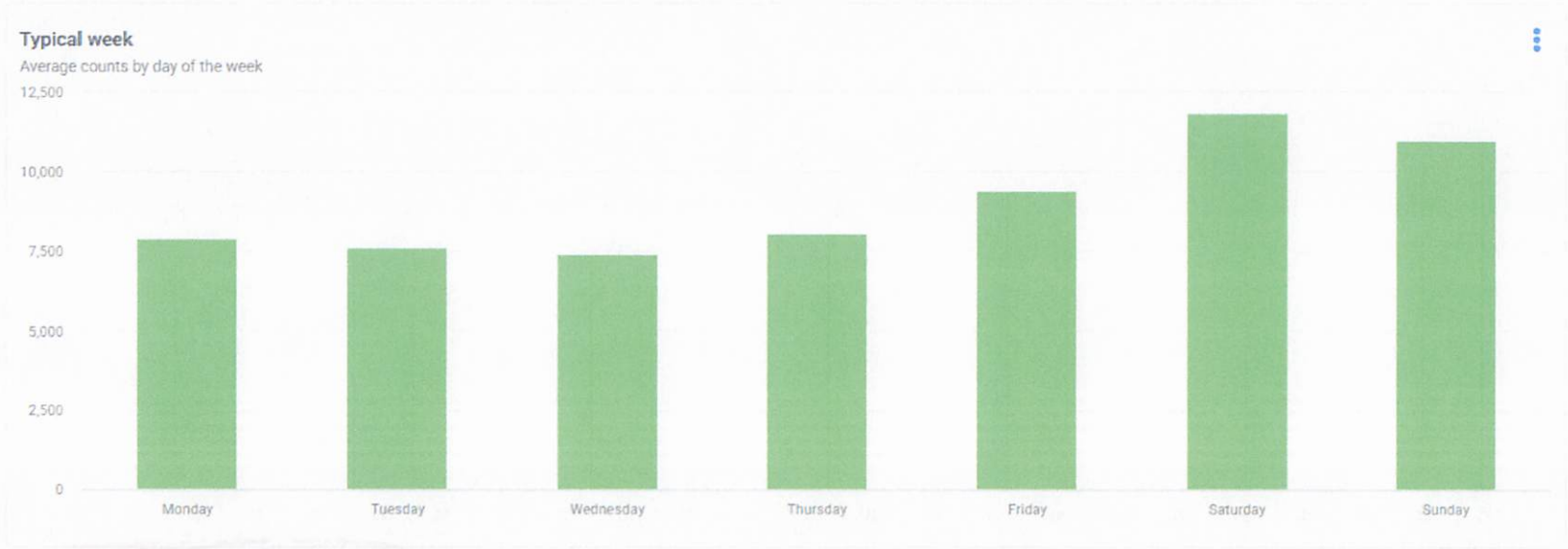
OCEAN BOULEVARD (BOARDWALK) – June 1, 2025 to September 8, 2025 – All traffic



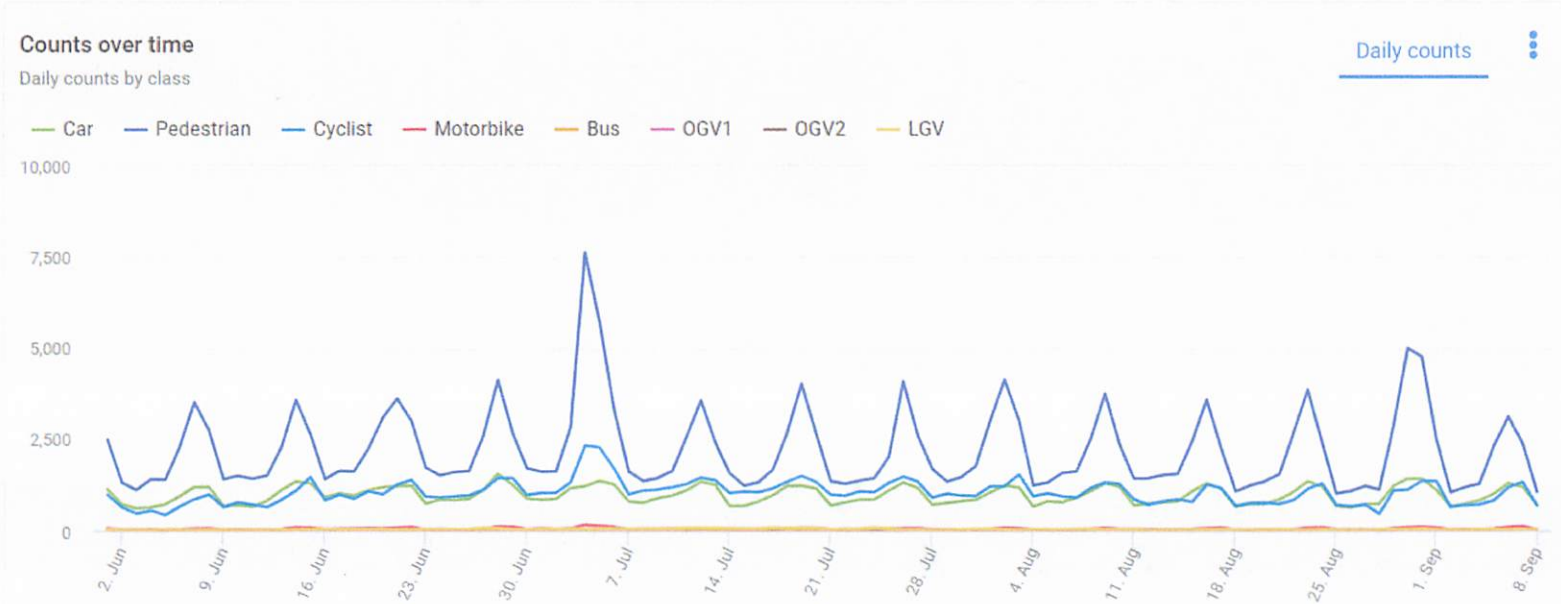
OCEAN BOULEVARD (BOARDWALK) – June 1, 2025 to September 8, 2025 – Average Hourly Traffic by Day of Week (all modes)



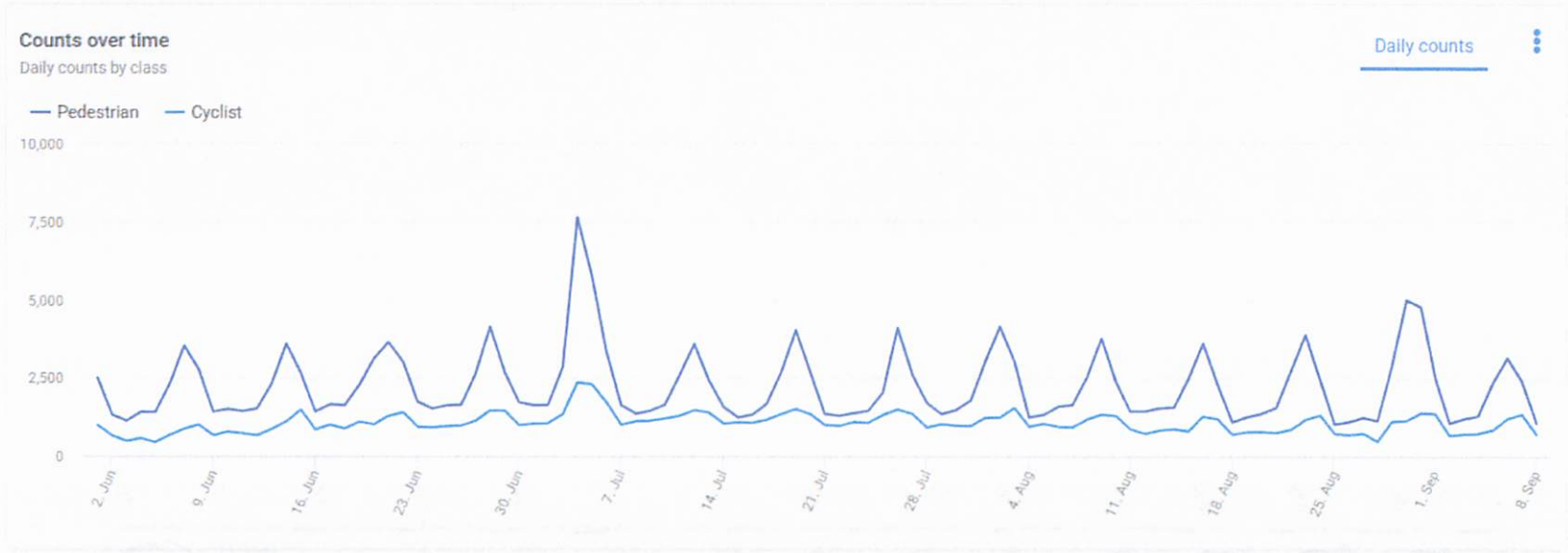
OCEAN BOULEVARD (BOARDWALK) – June 1, 2025 to September 8, 2025 – Average Daily Traffic by Day of Week



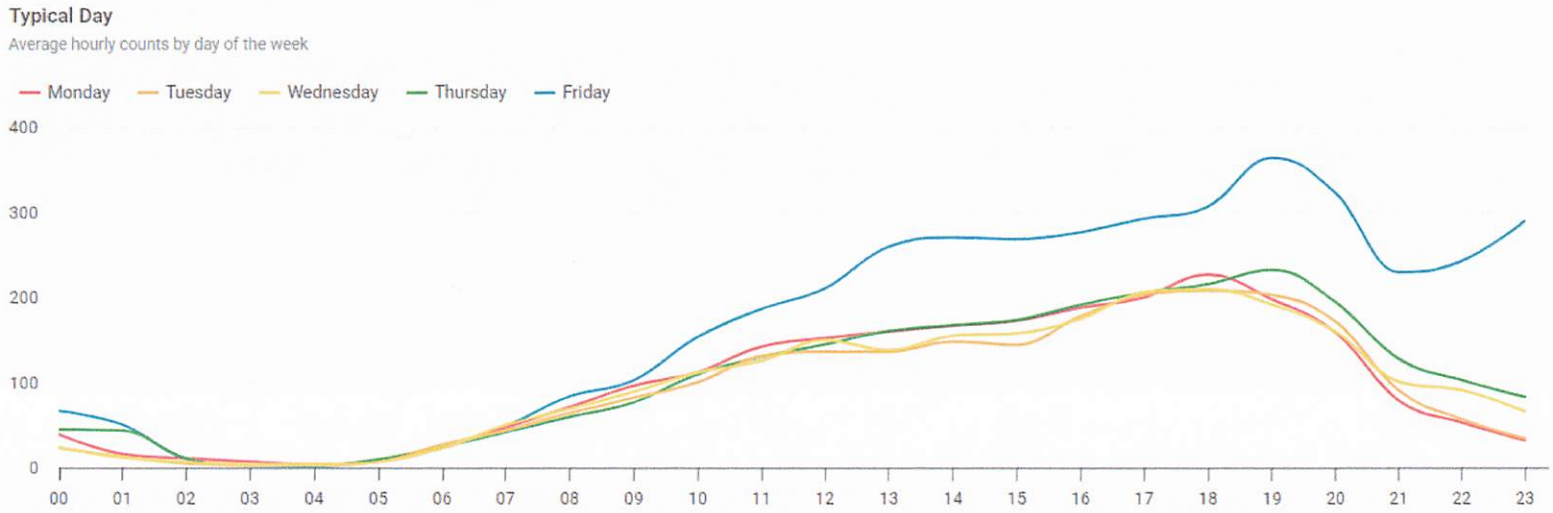
OCEAN BOULEVARD (ROADWAY) – June 1, 2025 to September 8, 2025 – All traffic



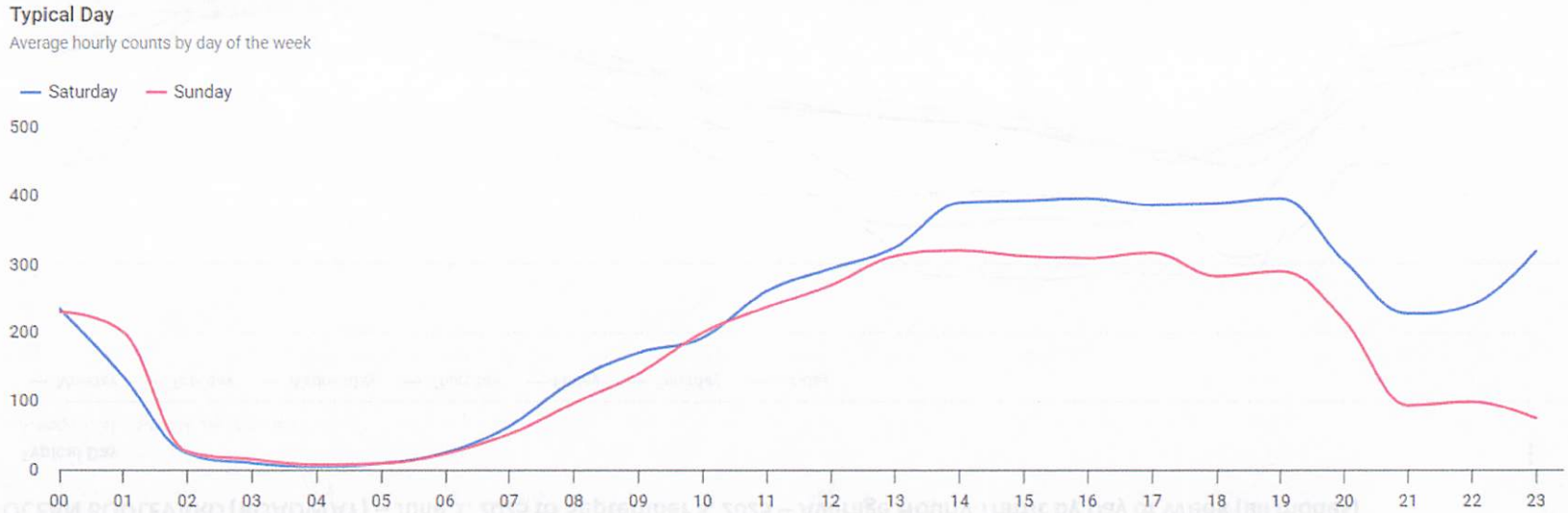
OCEAN BOULEVARD (ROADWAY) – June 1, 2025 to September 8, 2025 – Pedestrian and Cyclist traffic



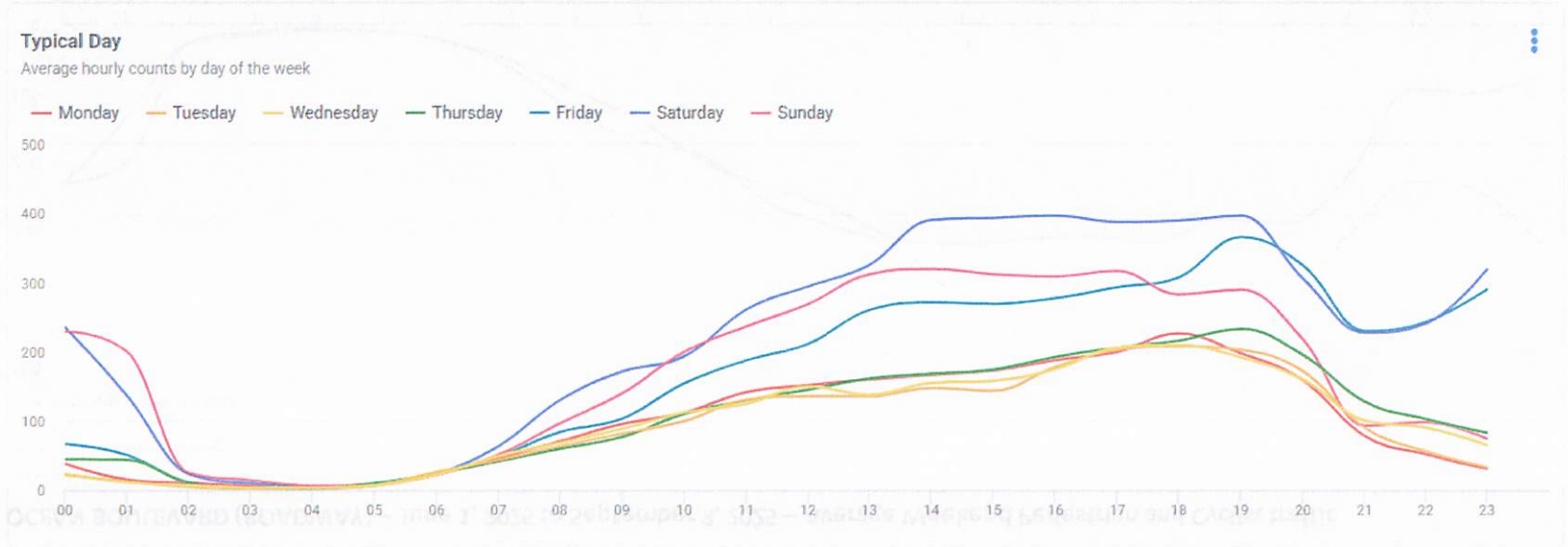
OCEAN BOULEVARD (ROADWAY) – June 1, 2025 to September 8, 2025 – Average Weekday Pedestrian and Cyclist traffic



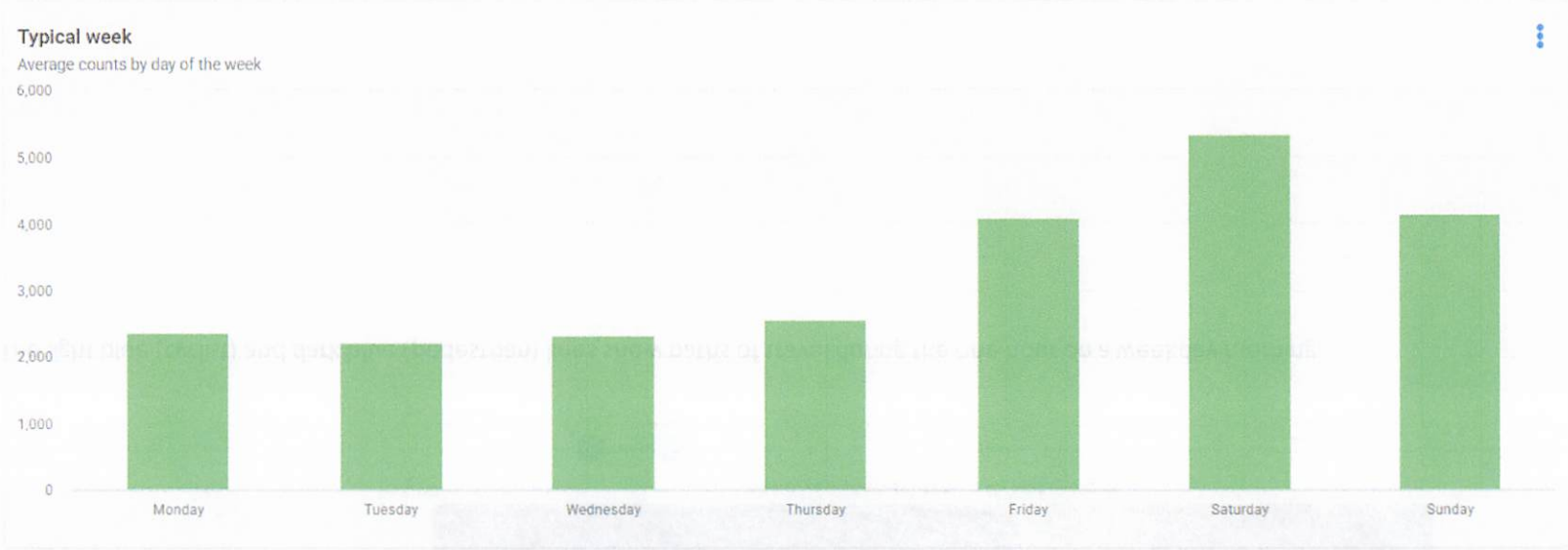
OCEAN BOULEVARD (ROADWAY) – June 1, 2025 to September 8, 2025 – Average Weekend Pedestrian and Cyclist traffic



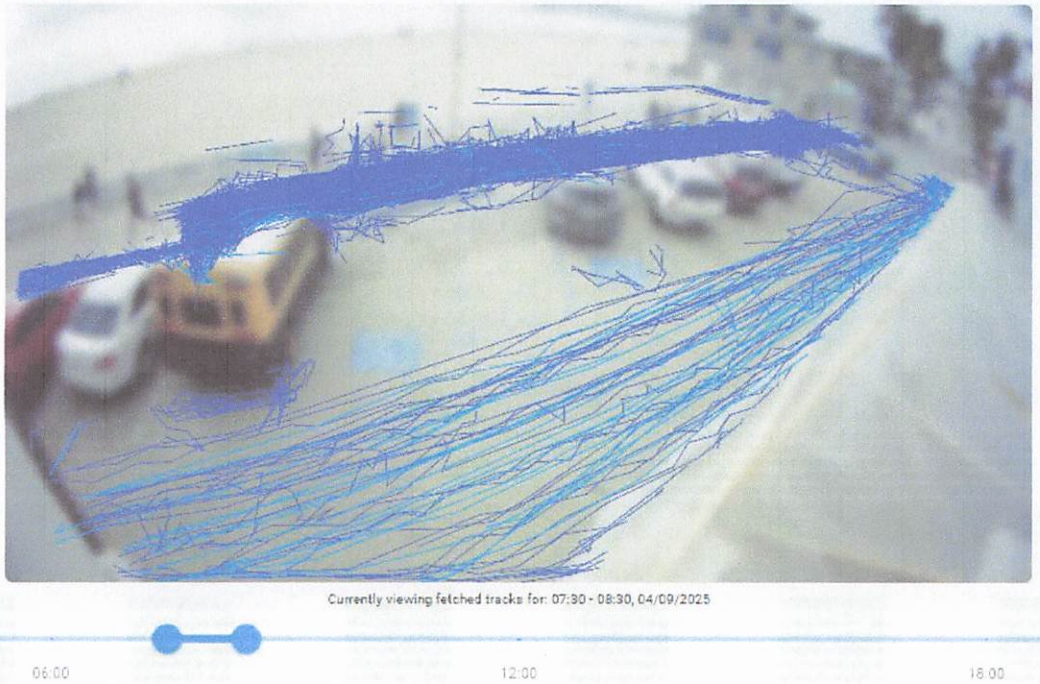
OCEAN BOULEVARD (ROADWAY) – June 1, 2025 to September 8, 2025 – Average Hourly Traffic by Day of Week (all modes)



OCEAN BOULEVARD (ROADWAY) – June 1, 2025 to September 8, 2025 – Average Daily Traffic by Day of Week

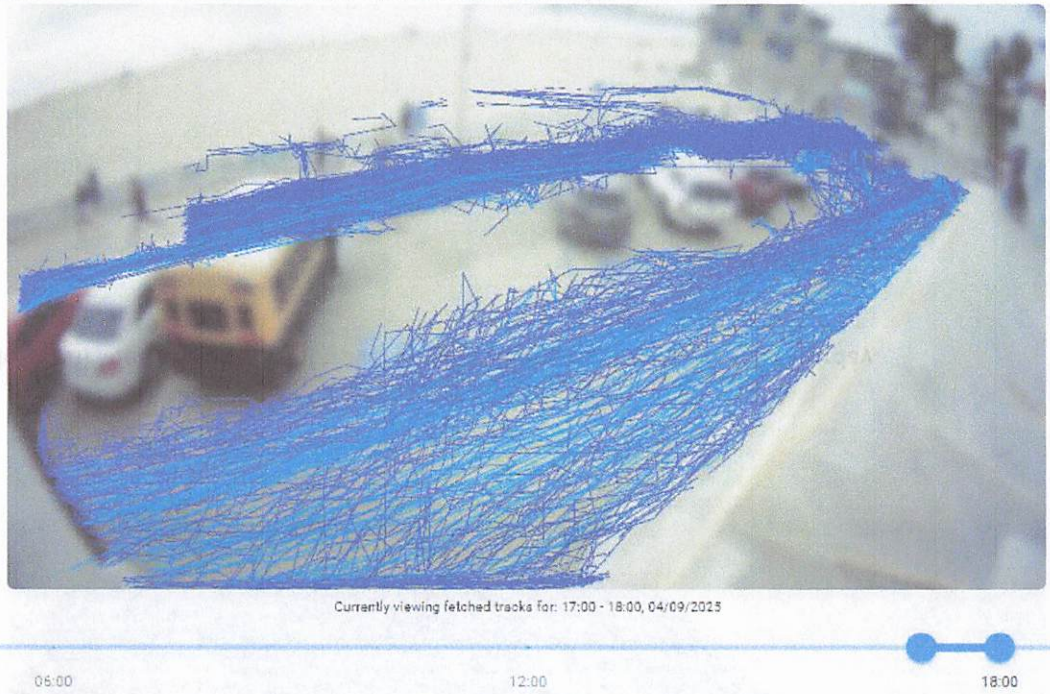


OCEAN BOULEVARD (ROADWAY) –September 4, 2025 – Pedestrian and Cyclist travel paths (Weekday AM)



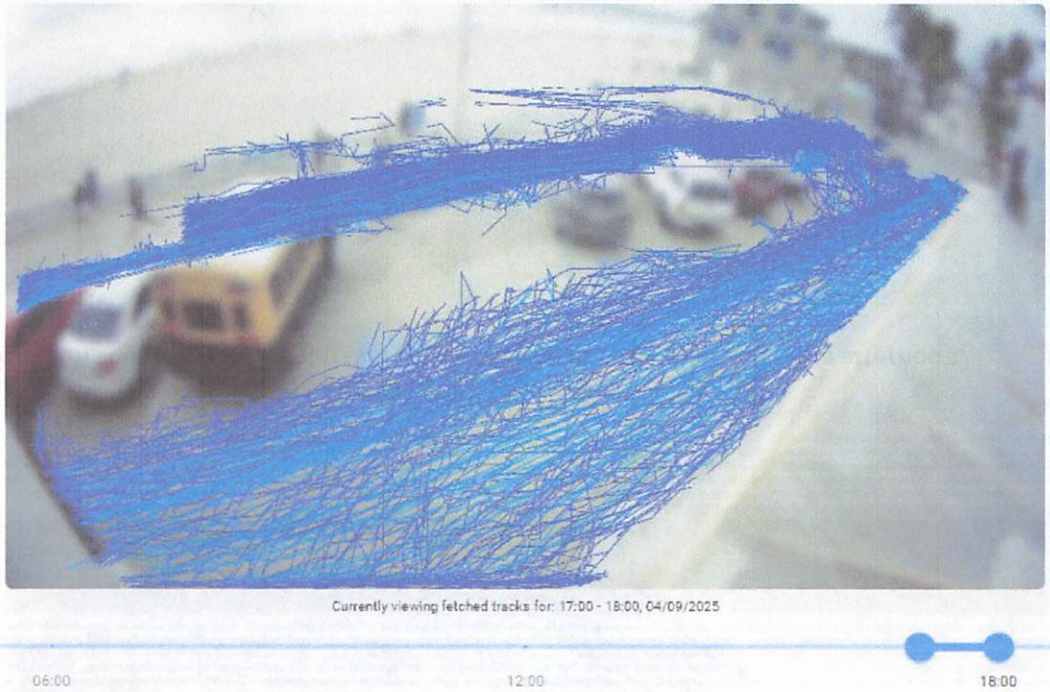
The light blue (cyclist) and dark blue (pedestrian) lines show paths of travel during the one hour on a weekday morning.

OCEAN BOULEVARD (ROADWAY) –September 4, 2025 – Pedestrian and Cyclist travel paths (Weekday PM)



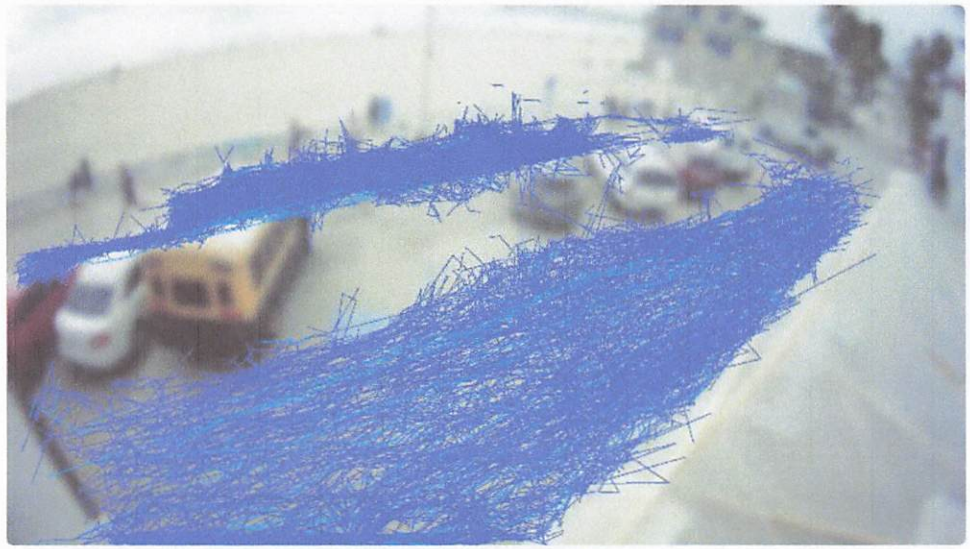
The light blue (cyclist) and dark blue (pedestrian) lines show paths of travel during the one hour on a weekday late afternoon.

OCEAN BOULEVARD (ROADWAY) –August 30, 2025 – Pedestrian and Cyclist travel paths (Midday Weekend)



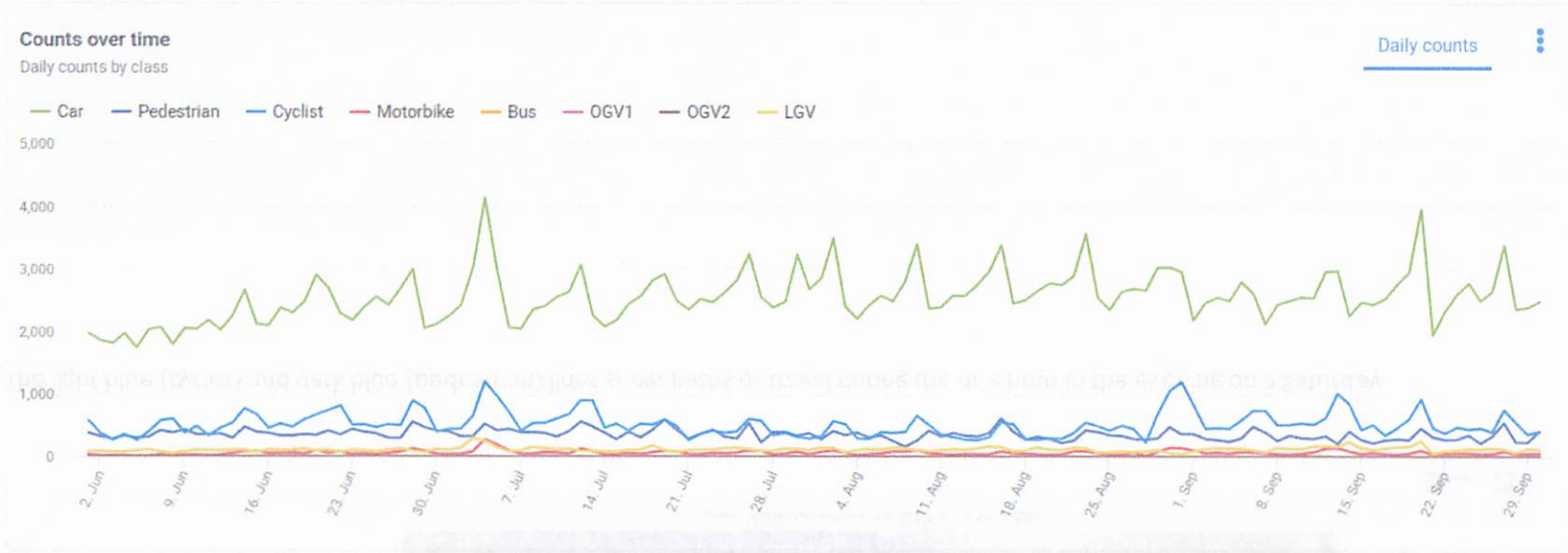
The light blue (cyclist) and dark blue (pedestrian) lines show paths of travel during the one hour midday on a Saturday.

OCEAN BOULEVARD (ROADWAY) –August 30, 2025 – Pedestrian and Cyclist travel paths (Evening Weekend)

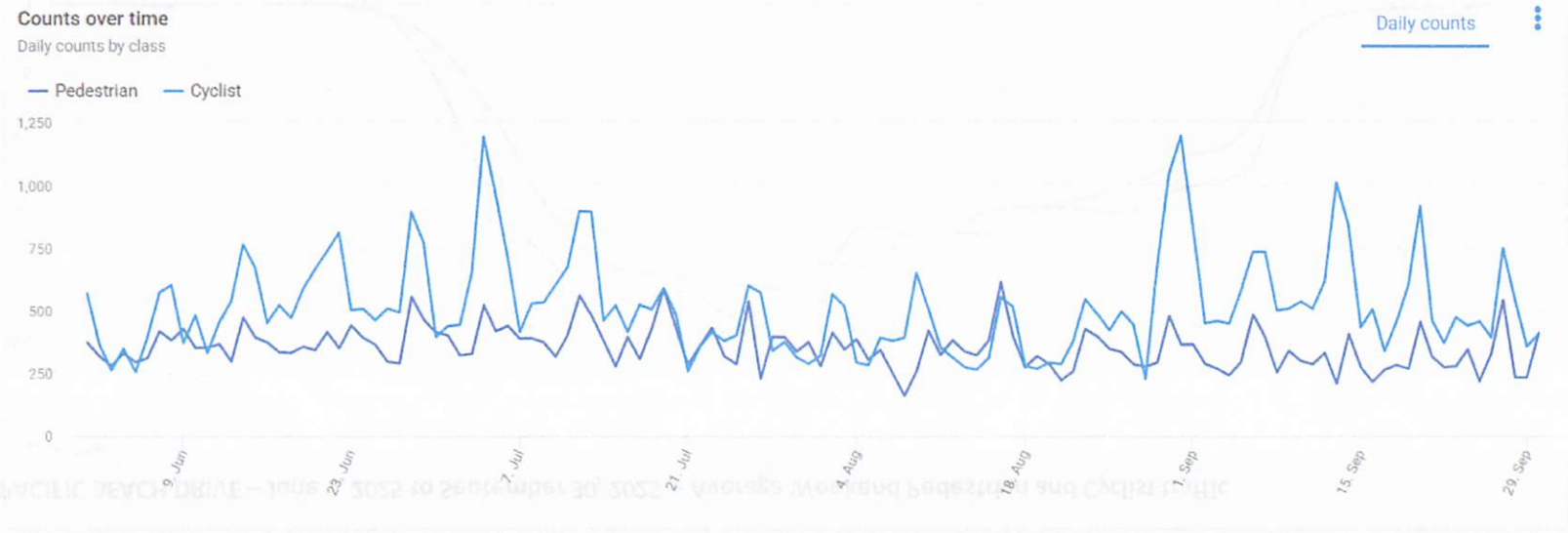


The light blue (cyclist) and dark blue (pedestrian) lines show paths of travel during the one hour in the evening on a Saturday.

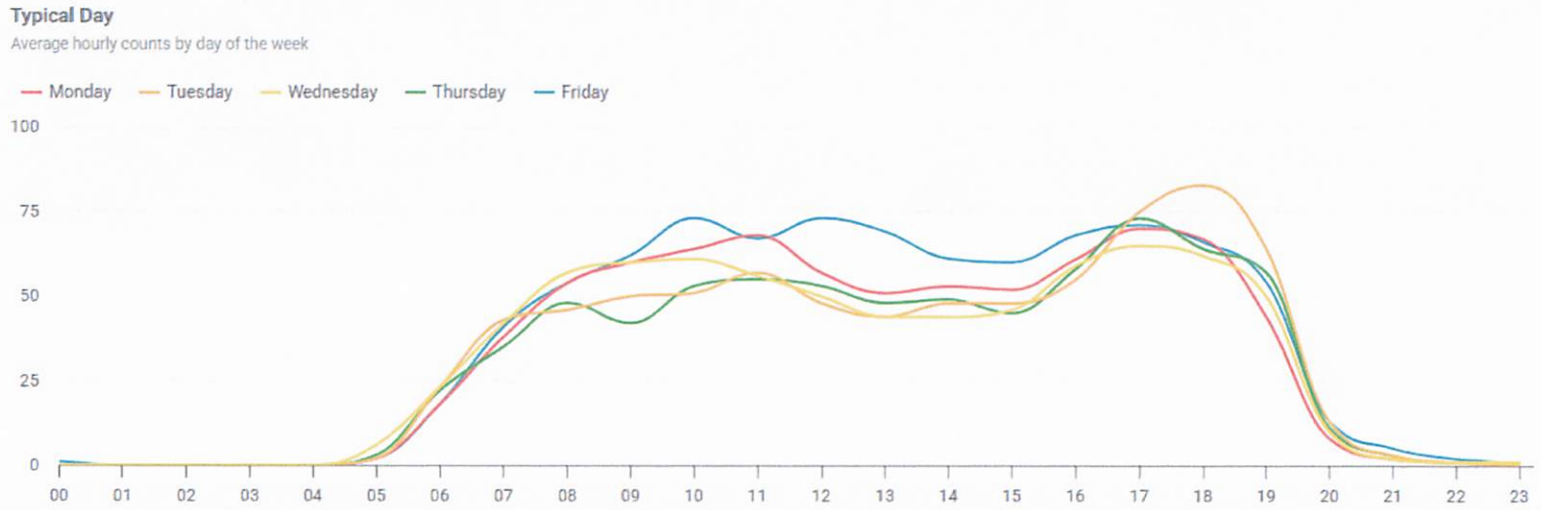
PACIFIC BEACH DRIVE –June 1, 2025 to September 30, 2025 – All traffic



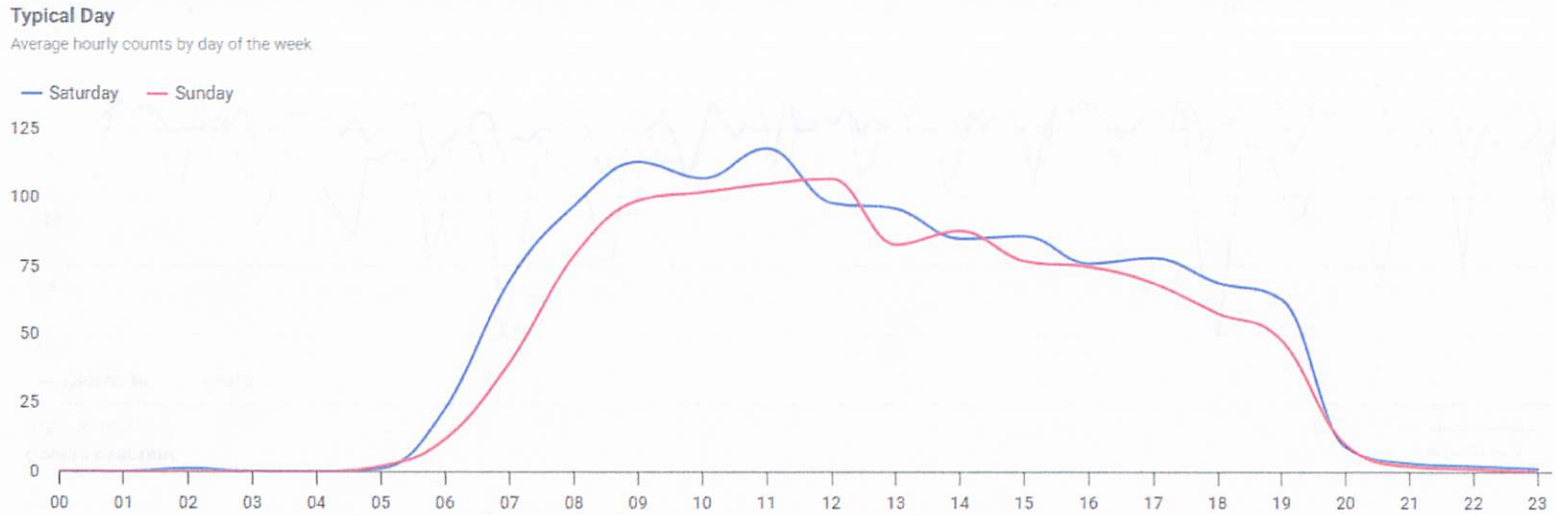
PACIFIC BEACH DRIVE – June 1, 2025 to September 30, 2025 – Pedestrian and Cyclist traffic



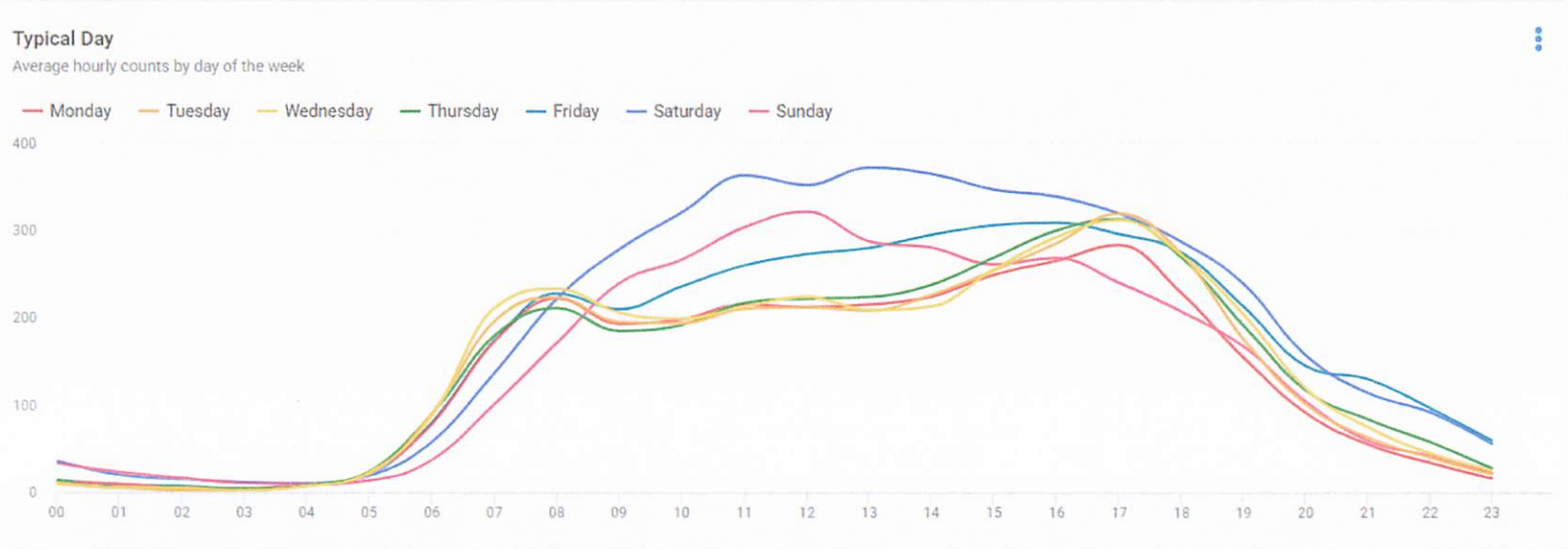
PACIFIC BEACH DRIVE – June 1, 2025 to September 30, 2025 – Average Weekday Pedestrian and Cyclist traffic



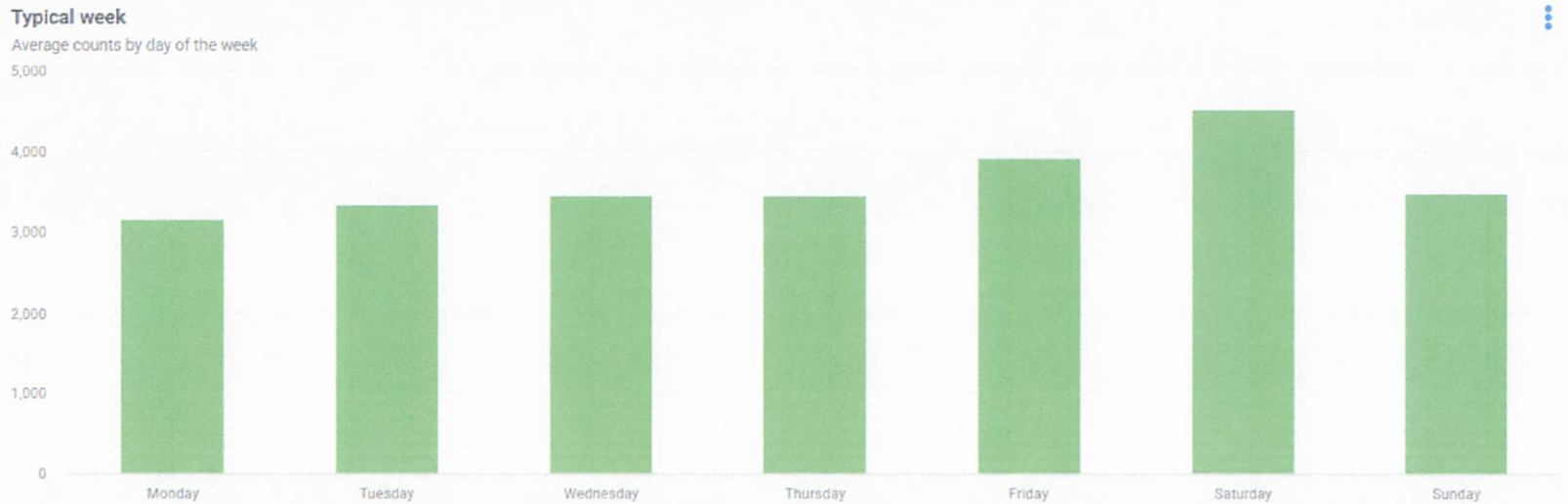
PACIFIC BEACH DRIVE – June 1, 2025 to September 30, 2025 – Average Weekend Pedestrian and Cyclist traffic



PACIFIC BEACH DRIVE – August 14, 2025 to September 30, 2025– Average Hourly Traffic by Day of Week (all modes)



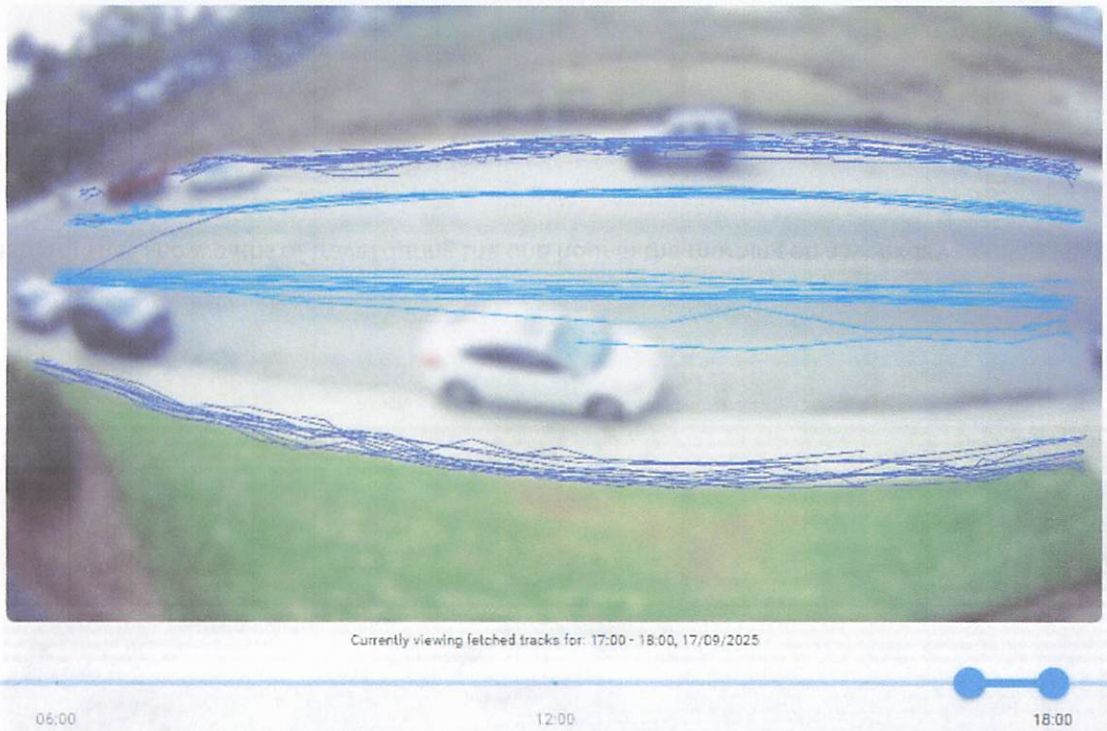
PACIFIC BEACH DRIVE – August 14, 2025 to September 30, 2025– Average Daily Traffic by Day of Week



PACIFIC BEACH DRIVE – September 17, 2025 – Pedestrian and Cyclist travel paths (Weekday AM)

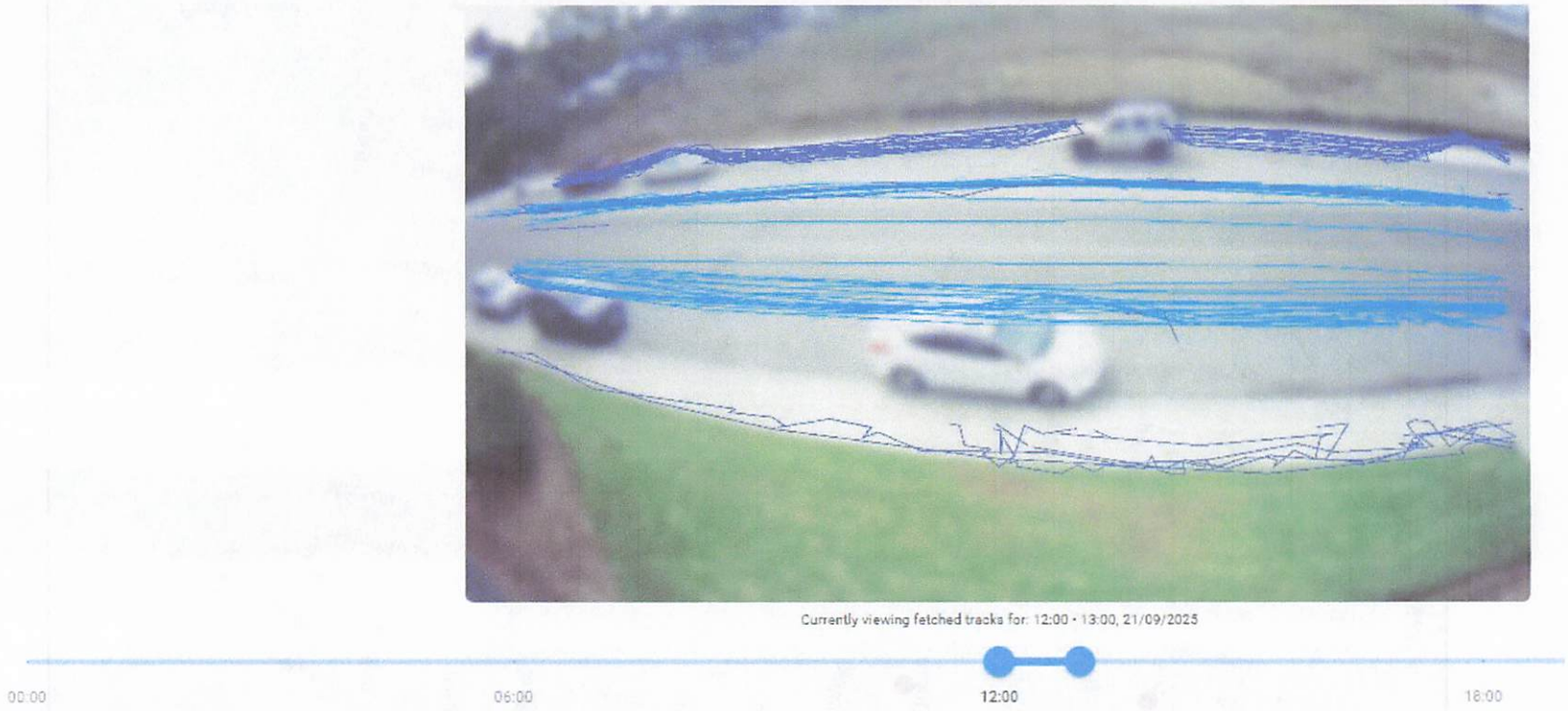
The light blue (cyclist) and dark blue (pedestrian) lines show paths of travel during the one hour in the morning on a weekday

PACIFIC BEACH DRIVE – September 17, 2025 – Pedestrian and Cyclist travel paths (Weekday PM)



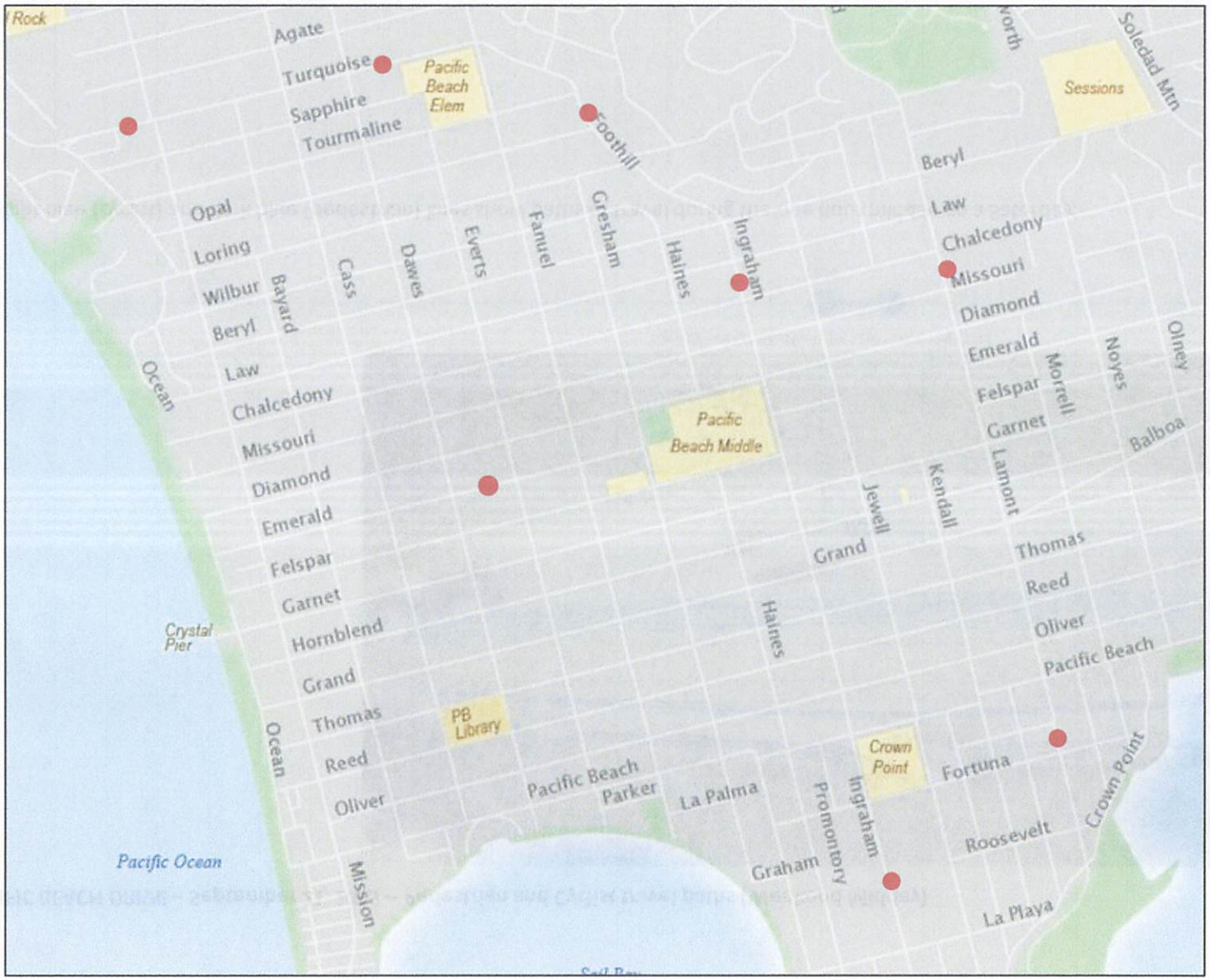
The light blue (cyclist) and dark blue (pedestrian) lines show paths of travel during the one hour in the early evening on a weekday

PACIFIC BEACH DRIVE – September 21, 2025 – Pedestrian and Cyclist travel paths (Weekend Midday)



The light blue (cyclist) and dark blue (pedestrian) lines show paths of travel during the one hour midday on a Saturday.

SPEED SURVEY LOCATIONS



MANUAL SPEED SURVEY DATA

Date / Time	8/9/2025 3:00 - 5:00 pm			8/9/2025 2:45 -3:45 pm			9/19/2025 10:25 am - 12:05 pm			9/23/2025 8:40 - 9:45 am			9/27/2025 9:45-10:15am		
Posted Speed	25 mph (default by law)			25 mph (posted SB Lamont/Malden, NB Lamont/Garnet)			25 mph (posted SB Lamont/Malden, NB Lamont/Garnet)			30 mph SB, 25 mph NB (posted SB Lamont/PB Dr, NB Lamont/Roosevelt)			35 mph (posted NB La Playa/Ingraham, SB Fortuna/Ingraham)		
Street	**EMERALD STREET**			**LAMONT STREET**			**LAMONT STREET**			**LAMONT STREET**			**INGRAHAM AVENUE**		
Block	**Everts to Dawes**			**Chalcedony to Missouri**			**Chalcedony to Missouri**			**Chico to Fortuna**			**La Playa to Fortuna**		
Direction	EB	WB	BOTH	NB	SB	BOTH	NB	SB	BOTH	NB	SB	BOTH	NB	SB	BOTH
Count	69	24	93	40	43	83	101	103	204	75	75	150	66	53	119
Range	12 - 32	13 - 33	12 - 33	12 - 29	15 - 30	12 - 30	21 - 38	19 - 38	19 - 38	21 - 39	20 - 38	20 - 39	24 - 52	30 - 47	24 - 52
Median	23	21	22	21	20	20	28	28	28	29	30	29	34	37	36
Average	23	22	22	21	20	21	28	28	28	29	29	29	34	37	36
# speeding	20	4	NA	8	4	NA	82	73	NA	64	29	NA	28	53	NA
% speeding	29%	17%	26%	20%	9%	14%	81%	71%	76%	85%	39%	62%	42%	100%	68%

Date / Time	9/25/2025 9:10 -10:10 am			9/25/2025 10:30-11:30am			9/25/2025 11:20-11:40am			9/25/2025 10:30-11:30am		
Posted Speed	25 mph (posted Foothill/Opal both directions)			30 mph SB, 35 mph NB (posted SB Law/Ingraham, NB Grand/Ingraham)			25 mph (posted SB and NB La Jolla Mesa/Turquoise)			25 mph (posted SB Fanuel/Turquoise, NB Cass/Turquoise)		
Street	**FOOTHILL BOULEVARD**			**INGRAHAM AVENUE**			**TURQUOISE ST**			**TURQUOISE ST**		
Block	**Opal to Tourmaline**			**Chalcedony to Law**			**La Jolla Blvd to La Jolla Mesa**			**Dawes to Fanuel**		
Direction	NB	SB	BOTH	NB	SB	BOTH	WB	EB	BOTH	WB	EB	BOTH
Count	77	83	160	82	74	156	50	NA	NA	50	NA	NA
Range	22 - 33	24 - 41	22 - 41	26 - 42	28 - 43	26 - 43	24 - 40	NA	NA	24 - 40	NA	NA
Median	28	32	31	32	34	33	32	NA	NA	31	NA	NA
Average	28	33	30	32	34	33	32	NA	NA	31	NA	NA
# speeding	62	82	NA	19	65	NA	47	0	NA	47	0	NA
% speeding	81%	99%	90%	23%	88%	54%	94%	NA	NA	94%	NA	NA

Date	8/9/2025			8/9/2025			9/19/2025			9/23/2025			9/25/2025		
Time	3:00 - 5:00 pm			2:45 -3:45 pm			10:25 am - 12:05 pm			8:40 - 9:45 am			9:10 -10:10 am		
Posted Speed	25 mph (default by law)			25 mph (posted SB Lamont/Malden, NB Lamont/Garnet)			25 mph (posted SB Lamont/Malden, NB Lamont/Garnet)			30 mph SB, 25 mph NB (posted SB Lamont/PB Dr, NB Lamont/Roosevelt)			25 mph (posted Foothill/Opal both directions)		
Street	EMERALD STREET			LAMONT STREET			LAMONT STREET			LAMONT STREET			FOOTHILL BOULEVARD		
Block	Everts to Dawes			Chalcedony to Missouri			Chalcedony to Missouri			Chico to Fortuna			Opal to Tourmaline		
Direction	EB	WB	BOTH	NB	SB	BOTH	NB	SB	BOTH	NB	SB	BOTH	NB	SB	BOTH
Speeds	12	13		12	15		21	19		21	20		22	24	
	14	15		12	15		22	20		21	21		23	26	
	15	15		16	16		22	21		23	22		23	26	
	16	16		17	16		22	21		23	22		24	27	
	16	16		17	17		22	21		24	22		24	28	
	17	19		17	17		23	23		24	22		25	28	
	17	19		17	17		23	23		24	22		25	28	
	17	19		17	18		24	23		25	23		25	28	
	17	20		17	18		24	23		25	24		25	29	
	17	21		18	18		24	23		25	25		25	29	
	17	21		18	18		24	23		25	25		25	29	
	17	21		18	18		24	24		26	25		25	29	
	17	21		19	19		24	24		26	26		25	30	
	18	22		19	19		24	24		26	26		25	30	
	18	24		19	19		24	24		26	26		25	30	
	19	24		19	19		25	24		26	26		26	30	
	19	25		19	19		25	24		27	26		26	30	
	19	25		20	19		25	24		27	26		26	30	
	19	25		20	19		25	24		27	26		26	31	
	19	25		21	19		26	24		27	27		26	31	
	19	26		21	19		26	25		27	27		26	31	
	20	26		21	20		26	25		27	27		26	31	
	20	26		21	20		26	25		27	27		26	31	
	20	33		21	20		26	25		28	27		26	31	
	20			21	20		26	25		28	27		27	31	
	21			23	20		26	25		28	28		27	31	
	21			23	21		26	25		28	28		27	31	
	21			23	21		26	25		28	28		27	31	
	21			23	21		26	25		28	28		27	31	
	21			24	22		26	25		28	29		27	31	
	22			25	22		26	26		28	29		27	31	
	22			25	22		27	26		28	29		27	32	
	22			26	22		27	26		28	29		28	32	
	23			27	22		27	26		28	29		28	32	
	23			27	23		27	26		28	29		28	32	
	23			27	24		27	26		28	29		28	32	

Date	8/9/2025			8/9/2025			9/19/2025			9/23/2025			9/25/2025		
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Posted Speed	25 mph (default by law)			25 mph (posted SB Lamont/Malden, NB Lamont/Garnet)			25 mph (posted SB Lamont/Malden, NB Lamont/Garnet)			30 mph SB, 25 mph NB (posted SB Lamont/PB Dr, NB Lamont/Roosevelt)			25 mph (posted Foothill/Opal both directions)		
Street	EMERALD STREET			LAMONT STREET			LAMONT STREET			LAMONT STREET			FOOTHILL BOULEVARD		
Block	Everts to Dawes			Chalcedony to Missouri			Chalcedony to Missouri			Chico to Fortuna			Opal to Tourmaline		
Direction	EB	WB	BOTH	NB	SB	BOTH	NB	SB	BOTH	NB	SB	BOTH	NB	SB	BOTH
	23			28	24		27	26		29	29		28	32	
	24			28	24		27	26		29	30		28	32	
	24			29	25		27	26		29	30		28	32	
	24			29	27		27	26		29	30		29	32	
	24				27		27	26		29	30		29	32	
	24				29		27	26		29	30		29	32	
	25				30		27	27		30	30		29	32	
	25						27	27		30	30		29	32	
	25						27	27		30	30		29	32	
	25						27	27		30	30		29	32	
	25						27	27		30	31		29	32	
	25						27	27		30	31		29	33	
	25						28	28		30	31		29	33	
	26						28	28		30	31		29	33	
	26						28	28		31	31		29	33	
	26						28	28		31	31		29	33	
	26						28	28		31	31		30	33	
	26						28	28		31	31		30	33	
	26						29	28		31	31		30	33	
	26						29	28		32	31		30	33	
	27						29	28		32	31		30	33	
	27						29	28		33	32		30	34	
	27						29	28		33	32		30	34	
	28						29	28		33	32		30	34	
	29						29	28		33	32		31	34	
	29						29	29		33	32		31	35	
	30						29	29		33	32		31	35	
	30						29	29		34	32		31	35	
	31						29	29		34	33		31	35	
	31						29	29		34	33		31	35	
	32						29	29		34	33		32	35	
	32						30	29		34	34		32	35	
	32						30	29		35	34		32	35	
							30	30		35	34		32	35	

Date	8/9/2025			8/9/2025			9/19/2025			9/23/2025			9/25/2025		
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Street	EMERALD STREET			LAMONT STREET			LAMONT STREET			LAMONT STREET			FOOTHILL BOULEVARD		
Block	Everts to Dawes			Chalcedony to Missouri			Chalcedony to Missouri			Chico to Fortuna			Opal to Tourmaline		
Direction	EB	WB	BOTH	NB	SB	BOTH	NB	SB	BOTH	NB	SB	BOTH	NB	SB	BOTH
							30	30		36	34		32	36	
							30	30		37	35		32	37	
							30	30		37	35		33	37	
							30	30		37	36		33	37	
							30	30		39	38		33	37	
							30	30					33	38	
							31	31					33	38	
							31	31						39	
							31	31						39	
							31	31						40	
							31	31						40	
							31	31						41	
							31	31						41	
							32	31							
							32	31							
							32	32							
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							36	33							
							36	33							
							38	34							
								36							
								38							

Date	9/25/2025			9/25/2025			9/25/2025			9/27/2025		
Time	10:30-11:30am			11:20-11:40am			10:30-11:30am			9:45-10:15am		
Posted Speed	30 mph SB, 35 mph NB (posted SB Law/Ingraham, NB Grand/Ingraham)			25 mph (posted SB and NB La Jolla Mesa/Turquoise)			25 mph (posted SB Fanuel/Turquoise, NB Cass/Turquoise)			35 mph (posted NB La Playa/Ingraham, SB Fortuna/Ingraham)		
Street	INGRAHAM AVENUE			TURQUOISE ST			TURQUOISE ST			INGRAHAM AVENUE		
Block	Chalcedony to Law			La Jolla Blvd to La Jolla Mesa			Dawes to Fanuel			La Playa to Fortuna		
Direction	NB	SB	BOTH	WB	EB	BOTH	WB	EB	BOTH	NB	SB	BOTH
Speeds	26	28		24			24			24	38	
	27	29		25			24			25	39	
	27	29		25			25			25	35	
	27	30		26			26			25	39	
	27	30		27			26			26	37	
	28	30		27			26			26	33	
	28	30		27			27			27	34	
	28	30		28			27			27	37	
	28	30		28			27			27	40	
	28	31		29			27			28	37	
	28	31		29			28			28	47	
	28	31		29			28			28	32	
	28	31		29			29			28	32	
	28	31		30			29			29	39	
	28	32		30			29			30	40	
	29	32		30			29			30	35	
	29	32		30			29			30	36	
	29	32		31			29			31	34	
	29	32		31			29			31	36	
	29	32		31			29			31	38	
	29	32		32			30			31	36	
	30	32		32			30			32	39	
	30	32		32			30			32	34	
	30	32		32			30			32	38	
	30	32		32			31			33	32	
	30	32		32			31			33	35	
	30	32		33			31			33	40	
	31	32		33			32			33	32	
	31	33		33			32			33	37	
	31	33		33			32			33	44	
	31	33		33			33			34	37	
	31	33		33			33			34	37	
	31	33		33			33			34	34	
	31	33		34			33			34	37	
	31	33		34			33			34	36	
	31	34		35			33			35	36	

Date	9/25/2025			9/25/2025			9/25/2025			9/27/2025		
Time	10:30-11:30am			11:20-11:40am			10:30-11:30am			9:45-10:15am		
Posted Speed	30 mph SB, 35 mph NB (posted SB Law/Ingraham, NB Grand/Ingraham)			25 mph (posted SB and NB La Jolla Mesa/Turquoise)			25 mph (posted SB Fanuel/Turquoise, NB Cass/Turquoise)			35 mph (posted NB La Playa/Ingraham, SB Fortuna/Ingraham)		
Street	INGRAHAM AVENUE			TURQUOISE ST			TURQUOISE ST			INGRAHAM AVENUE		
Block	Chalcedony to Law			La Jolla Blvd to La Jolla Mesa			Dawes to Fanuel			La Playa to Fortuna		
Direction	NB	SB	BOTH	WB	EB	BOTH	WB	EB	BOTH	NB	SB	BOTH
	31	34		35			34			35	45	
	31	34		35			34			35	30	
	31	34		35			34			36	45	
	32	34		35			34			36	38	
	32	35		35			35			36	38	
	32	35		36			35			36	36	
	32	35		36			35			36	33	
	32	35		36			36			36	33	
	32	35		38			36			36	35	
	33	35		38			36			37	39	
	33	35		38			37			37	42	
	33	36		39			37			37	40	
	33	36		39			39			37	38	
	33	36		40			40			37	42	
	33	36								38	35	
	34	36								38	34	
	34	36								39	36	
	34	37								39		
	34	37								39		
	34	37								40		
	34	37								40		
	34	37								40		
	34	37								40		
	35	37								42		
	35	37								42		
	35	37								43		
	35	37								47		
	36	37								48		
	36	37								51		
	36	38								52		
	36	38										
	36	38										
	37	38										
	37	40										

Date	9/25/2025			9/25/2025			9/25/2025			9/27/2025		
Time	10:30-11:30am			11:20-11:40am			10:30-11:30am			9:45-10:15am		
Posted Speed	30 mph SB, 35 mph NB (posted SB Law/Ingraham, NB Grand/Ingraham)			25 mph (posted SB and NB La Jolla Mesa/Turquoise)			25 mph (posted SB Fanuel/Turquoise, NB Cass/Turquoise)			35 mph (posted NB La Playa/Ingraham, SB Fortuna/Ingraham)		
Street	INGRAHAM AVENUE			TURQUOISE ST			TURQUOISE ST			INGRAHAM AVENUE		
Block	Chalcedony to Law			La Jolla Blvd to La Jolla Mesa			Dawes to Fanuel			La Playa to Fortuna		
Direction	NB	SB	BOTH	WB	EB	BOTH	WB	EB	BOTH	NB	SB	BOTH
	37	40										
	37	41										
	37	41										
	38	43										
	38											
	38											
	39											
	39											
	39											
	40											
	41											
	42											

SENSOR SPEED DATA

INGRAHAM AVENUE – September 1 to September 30, 2025 – Vehicles above 40 mph

Sensor Image

Mean speed

17.9 mph

85th percentile speed

30 mph

Total counts

477,700

Above speed threshold

Number of vehicles above threshold

5,250 (1.1 %)

Sensor Image

Mean speed

16.9 mph

85th percentile speed

26.8 mph

Total counts

423,116

Above speed threshold

Number of vehicles above threshold

1,474 (0.4 %)

This shows the speed data for the month of September at the north and south legs of the intersection. The mean and 85th percentile speeds are impacted by the traffic signal, but the number of vehicles about the 40 mph speed threshold is valid.

INGRAHAM AVENUE – September 1 to September 30, 2025 – Vehicles above 50 mph

Sensor Image

Mean speed

17.9 mph

85th percentile speed

30 mph

Total counts

477,700

Above speed threshold
Number of vehicles above threshold

1,289 (0.3 %)

Sensor Image

Mean speed

16.9 mph

85th percentile speed

26.8 mph

Total counts

423,116

Above speed threshold
Number of vehicles above threshold

261 (0.1 %)

This shows the speed data for the month of September at the north and south legs of the intersection. The mean and 85th percentile speeds are impacted by the traffic signal, but the number of vehicles about the 50 mph speed threshold is valid.