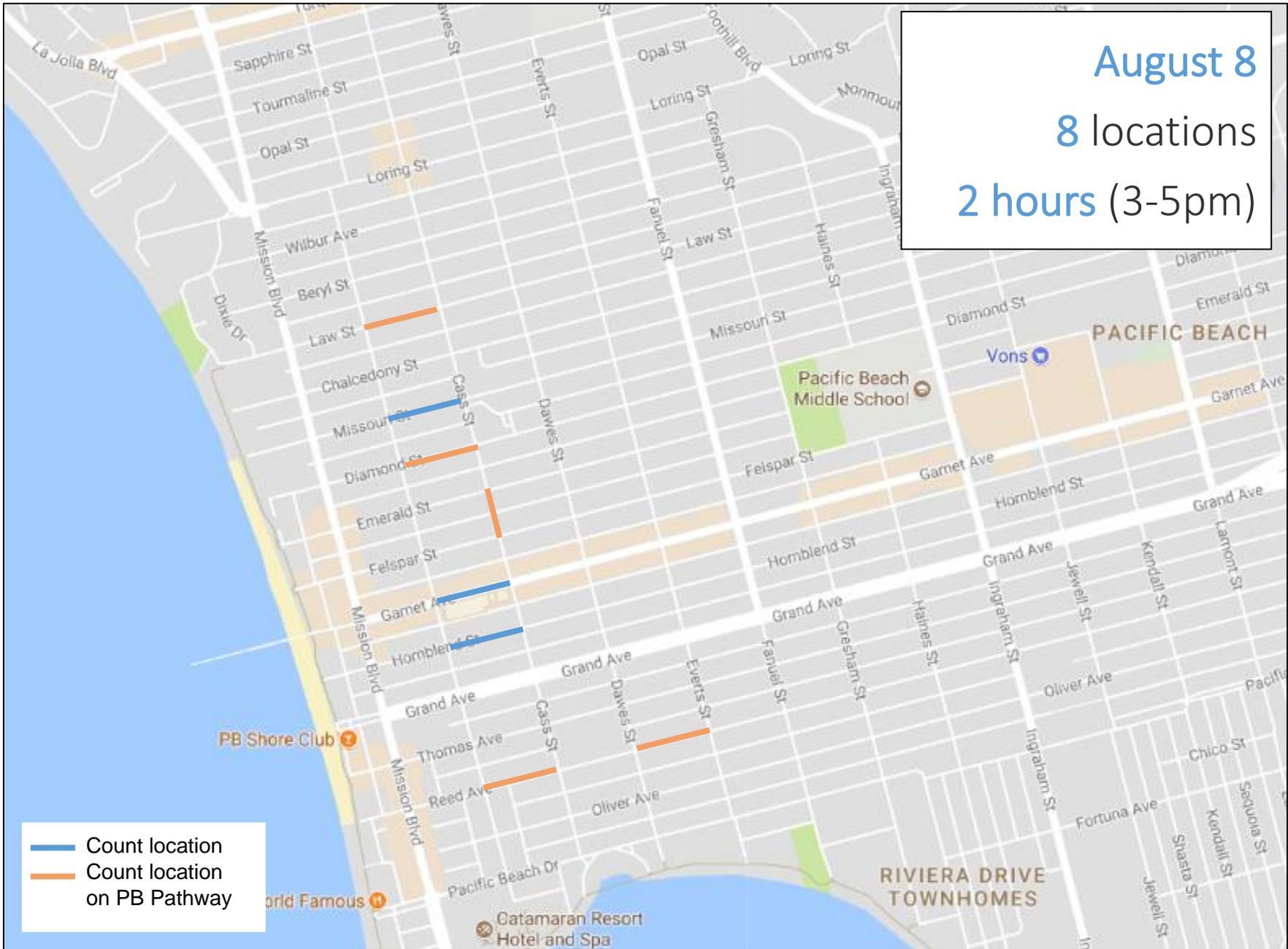


# PB Counts 2020





August 8  
8 locations  
2 hours (3-5pm)



— Count location  
— Count location on PB Pathway

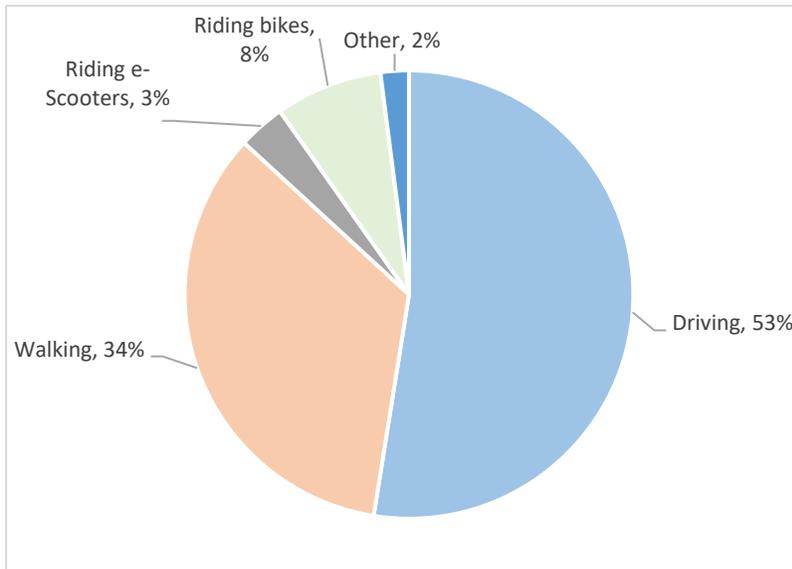


**PB Counts**

PB Counts are an annual project of beautifulPB, conducted by volunteers and community members in the western central area of Pacific Beach. Traffic counts are performed each year on a typical August Saturday, for two hours from 3-5 pm. 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 fifth year that the PB Counts project has taken place, allowing for

comparisons of traffic volumes as they change over time.

**Travel in PB – 2020 (all streets)**



**Covid-19 Pandemic**

Because of the Covid-19 pandemic, fewer locations were counted during the 2020 PB Count (8 locations compared to 23 in 2019). Overall traffic volumes were lower in 2020 by about 15 percent, which may be due to reduced travel during the pandemic. However, traffic reductions were not consistent across the different modes. While walking, driving, and e-scooter use was down, biking and “other” travel was up by 50 percent or more compared to 2019. Some

of this increase may be due to the fact that one of the streets included in the 2020 count (Diamond Street) has been designated a “Slow Street.” A Slow Street is a road where driving is temporarily restricted to local traffic only, in order to allow space for non-motorized travel. The decrease in e-scooter travel may also be due in part to the pandemic, although more general changes to the e-mobility market and reductions in the number of shared e-scooters in Pacific Beach is also a likely factor.

**Travel Trends**

While counts were taken at 8 locations in 2020, there has been some variation in the locations that are counted each year. Only 5 locations have been counted every year between 2015 and 2020. However, counts have been taken at 7 locations

consistently between 2016 and 2020. To compare travel trends over time, we focused on locations where counts have been taken consistently since 2016. Overall, driving makes up about half of travel in Pacific Beach, while walking makes up about a third of travel. At these locations, driving has decreased since 2016, while walking has increased. Bikes, e-scooters, and other, which

**Travel Trends 2016-2020**

	2020	2019	2018	2017	2016
Driving	53%	55%	57%	56%	62%
Walking	35%	35%	33%	37%	30%
Riding e-Scooters	3%	5%	4%	0%	0%
Riding bikes	6%	4%	4%	6%	7%
Other	2%	1%	1%	1%	1%

together make up a much smaller percentage of travel, have increased slightly since 2016. Garnet Ave and Cass St continue to be two of the busiest streets in Pacific Beach, while the other streets included in the 2020 count have much less traffic.

### Garnet Avenue

Although 2020 traffic on Garnet Avenue was lower than normal, Garnet Avenue remains one of the busiest streets in Pacific Beach. As in past years, Garnet is a key street for walking, biking, and other non-motorized traffic, with these travel modes making up over half (54 percent) of traffic on the street. Walking is particularly popular, with over 1,300 people counted walking the segment of Garnet between Bayard St and Cass St (44 percent of all traffic on Garnet Ave).

Sidewalk riding, which is technically illegal on Garnet Avenue, continues to be common for bikes and e-scooters. During the two-hour count, we saw 74 bikes or e-scooters (about 1/3 of all bike or e-scooter traffic) riding on sidewalks on Garnet Ave between Bayard St. and Cass St.

### PB Pathways

PB Pathways are streets designated for special treatment to promote non-vehicle travel. They are marked with wayfinding signage and in-street surfboard decals. As part of the PB Counts, we track whether or not current interventions on PB Pathway streets appear to be influencing the mix of traffic on those streets. Because of the limited number of counts taken in 2020, we were not able to compare traffic on PB Pathways to adjacent streets, as we usually do. However, we were able to compare traffic on several Pathways to previous years.

This year, we counted five locations on four PB Pathways streets (Law St, Diamond St, Reed Ave, and Cass St). On Law and Cass streets traffic increased overall in 2020, but the percentage of vehicle travel vs. non-motorized travel remained the same. Vehicles make up about half the traffic on Law Street and about 75 percent of the traffic on Cass Street. On Reed Avenue, traffic decreased overall, and the percentage of vehicle travel increased as compared to non-motorized traffic.

Diamond Street was designated at “Slow Street” by the City of San Diego at the end of March, in part because it was previously identified as a PB Pathway. Discussion of traffic on Diamond Street is included below.

### Diamond Street Slow Street

In late March 2020, the City of San Diego launched the Slow Streets Program to help residents get around their neighborhoods for essential travel while maintaining physical distance from others during the Covid-19 pandemic. Slow Streets were closed to through vehicle traffic to allow more space for walking, biking, and other non-motorized travel.

Diamond Street was the first Slow Street to be implemented in San Diego. Initially the street was closed from Olney Street to Mission Boulevard, but subsequently the eastern portion of the street was reopened between Olney Street and Haines Street. As of September 2020, the portion between Mission Boulevard and Haines Street remains closed to through traffic.

Volunteers with beautifulPB were able to take a number of traffic counts along both Diamond Street and the adjacent roadway (Missouri Street), both before and after the opening of the Slow Street. Using this



data, as well as data from past PB Counts, we were able to evaluate the impact of the slow street on travel patterns in the area.

Based on our counts, the major impact of opening the Slow Street was to reduce vehicle traffic and increase bicycle traffic on Diamond Street. The number of people walking on the Diamond Street did not change substantially with the implementation of the Slow Street. On Missouri Street (located adjacent to Diamond Street), vehicle traffic was higher than in the past two years, but lower than the first years of PB Counts. Anecdotally, volunteers observed vehicles using Missouri Street as an alternative to Diamond Street as an E-W route through Pacific Beach.

### Slow Street Traffic Counts

Location	Before Slow Street					After Slow Street			Before Slow Street					After Slow Street		
	8/13/2016	8/13/2017	8/11/2018	8/10/2019	4/28/2020	5/3/2020	8/8/2020	8/11/2020	8/13/2016	8/13/2017	8/11/2018	8/10/2019	4/28/2020	5/3/2020	8/8/2020	8/11/2020
	Number								Percent							
<b>People Walking</b>																
<b>MISSOURI</b>																
Bayard to Cass	230	228	113	84	NA	46	158	NA	32%	29%	35%	32%	NA	24%	34%	NA
Fanuel to Gresham	NA	NA	NA	NA	NA	NA	32	NA	NA	NA	NA	NA	NA	NA	10%	NA
<b>DIAMOND</b>																
Bayard to Cass	231	184	194	204	198	193	214	208	41%	35%	28%	28%	42%	41%	53%	54%
Fanuel to Gresham	NA	NA	NA	NA	NA	NA	43	NA	NA	NA	NA	NA	NA	NA	18%	NA
Jewell to Lamont	NA	NA	NA	NA	209	140	NA	NA	NA	NA	NA	NA	30%	38%	NA	NA
<b>People on Bikes</b>																
<b>MISSOURI</b>																
Bayard to Cass	72	52	24	12	NA	31	16	NA	10%	7%	8%	5%	NA	16%	3%	NA
Fanuel to Gresham	NA	NA	NA	NA	NA	NA	15	NA	NA	NA	NA	NA	NA	NA	5%	NA
<b>DIAMOND</b>																
Bayard to Cass	22	38	38	50	51	194	105	100	4%	7%	6%	7%	11%	42%	26%	26%
Fanuel to Gresham	NA	NA	NA	NA	NA	NA	124	NA	NA	NA	NA	NA	NA	NA	51%	NA
Jewell to Lamont	NA	NA	NA	NA	75	141	NA	NA	NA	NA	NA	NA	11%	38%	NA	NA
<b>Other (e-scooters, skateboards, etc.)</b>																
<b>MISSOURI</b>																
Bayard to Cass	9	6	14	21	NA	3	2	NA	1%	1%	4%	8%	NA	2%	0%	NA
Fanuel to Gresham	NA	NA	NA	NA	NA	NA	5	NA	NA	NA	NA	NA	NA	NA	2%	NA
<b>DIAMOND</b>																
Bayard to Cass	6	5	47	62	12	25	41	30	1%	1%	7%	8%	3%	5%	10%	8%
Fanuel to Gresham	NA	NA	NA	NA	NA	NA	45	NA	NA	NA	NA	NA	NA	NA	19%	NA
Jewell to Lamont	NA	NA	NA	NA	14	18	NA	NA	NA	NA	NA	NA	2%	5%	NA	NA
<b>Vehicles</b>																
<b>MISSOURI</b>																
Bayard to Cass	399	512	168	148	NA	109	286	NA	56%	64%	53%	56%	NA	58%	62%	NA
Fanuel to Gresham	NA	NA	NA	NA	NA	NA	279	NA	NA	NA	NA	NA	NA	NA	84%	NA
<b>DIAMOND</b>																
Bayard to Cass	304	302	404	425	205	55	45	49	54%	57%	59%	57%	44%	12%	11%	13%
Fanuel to Gresham	NA	NA	NA	NA	NA	NA	29	NA	NA	NA	NA	NA	NA	NA	12%	NA
Jewell to Lamont	NA	NA	NA	NA	402	72	NA	NA	NA	NA	NA	NA	57%	19%	NA	NA
<b>Total</b>																
<b>MISSOURI</b>																
Bayard to Cass	710	798	319	265	NA	189	462	NA	100%	100%	100%	100%	NA	100%	100%	NA
Fanuel to Gresham	NA	NA	NA	NA	NA	NA	331	NA	NA	NA	NA	NA	NA	NA	100%	NA
<b>DIAMOND</b>																
Bayard to Cass	563	529	683	741	466	467	405	387	100%	100%	100%	100%	100%	100%	100%	100%
Fanuel to Gresham	NA	NA	NA	NA	NA	NA	241	NA	NA	NA	NA	NA	NA	NA	100%	NA
Jewell to Lamont	NA	NA	NA	NA	700	371	NA	NA	NA	NA	NA	NA	100%	100%	NA	NA