Appendix A
Transportation Data

Appendix A: Transportation

Intersection Level of Service Criteria

Intersection Level of Service Calcuations

- Existing Conditions
  - AM Peak Hour
  - PM Peak Hour

- Future Conditions – Unmitigated Conditions
  - AM Peak Hour
    - Alternative 1
    - Alternative 2
    - Alternative 3
    - Alternative 4
  - PM Peak Hour
    - Alternative 1
    - Alternative 2
    - Alternative 3
    - Alternative 4

- Future Conditions – Mitigated Conditions
  - AM Peak Hour
    - Alternative 1
    - Alternative 2
    - Alternative 3
    - Alternative 4
  - PM Peak Hour
    - Alternative 1
    - Alternative 2
    - Alternative 3
    - Alternative 4

Parking Demand Calculations

Transit Ridership Calculations

Level of Service Criteria

Level of Service Criteria			
Level of Service	Signalized Intersections Control Delay per Vehicle (sec/veh)	Unsignalized Two-Way Stop-Controlled Intersections Average Control Delay (sec/veh)	Unsignalized All-Way Stop-Controlled Intersections Control Delay (sec/veh)
A	0-10	0-10	0-10
B	> 10 - 20	> 10 – 15	> 10 – 15
C	> 20 – 35	> 15 – 25	> 15 – 25
D	> 35 – 55	> 25 – 35	> 25 – 35
E	> 55 – 80	> 35 – 50	> 35 – 50
F	> 80	> 50	> 50

Source: *Highway Capacity Manual*, Transportation Research Board, Washington, D.C. 2000.

Existing Conditions – AM Peak Hour

AM Peak Hour Traffic

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#201 Lombard/Divisadero													
Base	166	95	21	80	108	25	0	2448	200	0	1291	63	4497
#202 Lombard/Richardson													
Base	218	1277	0	0	2385	12	0	0	235	0	0	0	4127
#203 Lyon/Lombard													
Base	110	22	12	9	28	156	198	253	130	5	260	17	1200
#204 Greenwich/Divisadero													
Base	12	241	10	39	268	10	14	113	11	9	62	31	820
#205 Greenwich/Lyon													
Base	0	86	3	60	97	0	0	0	0	15	0	58	319
#206 Francisco/Richardson													
Base	0	1306	2	0	2437	4	89	55	7	5	62	48	4015
#207 Richardson/Gorgas													
Base	10	0	4	0	0	133	0	2304	31	0	1467	13	3962
208 Doyle/Marina/Lyon													
Base	0	0	7	150	0	15	0	1608	115	0	416	159	2470
#209 Graham/Lincoln													
Base	13	18	161	18	12	6	9	191	7	72	171	21	699
#210 Lincoln/Halleck													
Base	0	0	0	66	0	83	89	273	0	0	253	121	885
#211 Lincoln/Girard													
Base	0	0	0	10	0	13	49	301	0	0	368	27	768
#212 Presidio/Letterman/Lincoln													
Base	63	314	10	83	218	33	36	73	91	4	46	101	1072
#213 Lombard/Presidio													
Base	0	302	231	159	152	0	0	0	0	229	0	97	1170
#214 Presidio/Pacific													
Base	7	464	21	80	359	17	15	6	6	23	23	53	1074
#215 Presidio/Jackson													
Base	3	377	54	54	310	23	26	118	6	47	126	65	1209
#216 Presidio/Washington													
Base	13	379	23	34	314	22	40	124	14	29	33	20	1045

AM Peak Hour Traffic

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#217 Arguello/Jackson													
Base	0	375	102	47	218	0	0	0	0	53	0	48	843
#218 Arguello/Washington St													
Base	16	453	117	16	243	7	3	8	24	47	2	17	953
#219 Arguello/Moraga													
Base	44	53	257	1	14	2	1	57	43	96	43	1	612
#220 Montgomery/Sheridan													
Base	7	6	1	3	16	28	236	165	7	0	26	10	505

AM Peak Hour Traffic

Impact Analysis Report
Level Of Service

Intersection	LOS	Base Del/ Veh	V/ C
#201 Lombard/Divisadero	B	12.4	0.792
#202 Lombard/Richardson	A	7.0	0.463
#203 Lyon/Lombard	F	68.4	1.192
#204 Greenwich/Divisadero	B	12.8	0.575
#205 Greenwich/Lyon	A	8.3	0.256
#206 Francisco/Richardson	B	11.7	0.604
#207 Richardson/Gorgas	A	6.7	0.600
#208 Doyle/Marina/Lyon	C	26.5	0.681
#209 Graham/Lincoln	B	10.7	0.389
#210 Lincoln/Halleck	C	22.2	0.000
#211 Lincoln/Girard	B	14.6	0.000
#212 Presidio/Letterman/Lincoln	C	18.4	0.787
#213 Lombard/Presidio	E	42.9	1.057
#214 Presidio/Pacific	D	28.5	0.885
#215 Presidio/Jackson	E	37.1	0.955
#216 Presidio/Washington	C	22.9	0.826
#217 Arguello/Jackson	C	15.4	0.737
#218 Arguello/Washington St	C	22.6	0.877
#219 Arguello/Moraga	B	10.4	0.507
#220 Montgomery/Sheridan	B	14.3	0.683

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #201 Lombard/Divisadero

Cycle (sec): 90 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 1 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	54	54	54	54	54	54
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	1 1	0	0 1	1 1	0
Volume Module: >> Count Date: 23 Jan 2008 << AM Peak Hour												
Base Vol:	166	95	21	80	108	25	0	2448	200	0	1291	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	95	21	80	108	25	0	2448	200	0	1291	63
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	189	108	24	91	123	29	0	2793	228	0	1473	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	108	24	91	123	29	0	2793	228	0	1473	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	189	108	24	91	123	29	0	2793	228	0	1473	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.97	0.97	0.54	0.97	0.97	0.91	0.90	0.90	0.91	0.90	0.90
Lanes:	1.00	0.82	0.18	1.00	0.81	0.19	0.00	2.77	0.23	0.00	2.86	0.14
Final Sat.:	977	1514	335	1034	1500	347	0	4742	387	0	4911	240
Capacity Analysis Module:												
Vol/Sat:	0.19	0.07	0.07	0.09	0.08	0.08	0.00	0.59	0.59	0.00	0.30	0.30
Crit Moves:	****							****				
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.00	0.69	0.69	0.00	0.69	0.69
Volume/Cap:	0.65	0.24	0.24	0.29	0.27	0.27	0.00	0.85	0.85	0.00	0.44	0.44
Delay/Veh:	32.3	24.0	24.0	24.7	24.3	24.3	0.0	12.8	12.8	0.0	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	24.0	24.0	24.7	24.3	24.3	0.0	12.8	12.8	0.0	6.3	6.3
HCM2kAvg:	10	3	3	4	3	3	0	24	24	0	6	6

AM Peak Hour Traffic

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #202 Lombard/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ovl				Include			
Min. Green:	25	90	0	0	57	57	0	0	25	0	0	0				
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 1	0 0	0 0	0					
Volume Module: >> Count Date: 23 Jan 2008 << AM Peak Hour																
Base Vol:	218	1277	0	0	2385	12	0	0	235	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	218	1277	0	0	2385	12	0	0	235	0	0	0				
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	248	1454	0	0	2715	14	0	0	268	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	248	1454	0	0	2715	14	0	0	268	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	248	1599	0	0	2987	15	0	0	268	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	2.98	0.02	0.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1805	5700	0	0	5671	29	0	0	1463	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.28	0.00	0.00	0.53	0.53	0.00	0.00	0.18	0.00	0.00	0.00				
Crit Moves:		****							****							
Green/Cycle:	0.37	1.00	0.00	0.00	0.63	0.63	0.00	0.00	0.37	0.00	0.00	0.00				
Volume/Cap:	0.37	0.28	0.00	0.00	0.83	0.83	0.00	0.00	0.50	0.00	0.00	0.00				
Delay/Veh:	13.7	0.0	0.0	0.0	9.5	9.5	0.0	0.0	14.9	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	13.7	0.0	0.0	0.0	9.5	9.5	0.0	0.0	14.9	0.0	0.0	0.0				
DesignQueue:	8	0	0	0	64	0	0	0	9	0	0	0				

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 100 Critical Vol./Cap. (X): 1.192
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 68.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 23 Jan 2008 << AM Peak Hour												
Base Vol:	110	22	12	9	28	156	198	253	130	5	260	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	22	12	9	28	156	198	253	130	5	260	17
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	137	27	15	11	35	194	246	314	162	6	323	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	27	15	11	35	194	246	314	162	6	323	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	137	27	15	11	35	194	246	314	162	6	323	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.15	0.08	0.05	0.14	0.81	0.34	0.44	0.22	0.02	0.92	0.06
Final Sat.:	352	70	38	24	75	418	206	264	136	10	504	33
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.46	0.46	0.46	1.19	1.19	1.19	0.64	0.64	0.64
Crit Moves:	****					****		****			****	
Delay/Veh:	14.5	14.5	14.5	14.8	14.8	14.8	123.2	123	123.2	19.5	19.5	19.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	14.5	14.5	14.8	14.8	14.8	123.2	123	123.2	19.5	19.5	19.5
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:	14.5			14.8			123.2			19.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.5			14.8			123.2			19.5		
LOS by Appr:	B			B			F			C		

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #204 Greenwich/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 0 Level Of Service: B

Street Name:	Divisadero						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 23 Jan 2008 << AM Peak Hour												
Base Vol:	12	241	10	39	268	10	14	113	11	9	62	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	241	10	39	268	10	14	113	11	9	62	31
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	292	12	47	325	12	17	137	13	11	75	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	292	12	47	325	12	17	137	13	11	75	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	292	12	47	325	12	17	137	13	11	75	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.92	0.04	0.12	0.85	0.03	0.10	0.82	0.08	0.09	0.61	0.30
Final Sat.:	30	600	25	82	566	21	56	456	44	48	334	167
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.49	0.57	0.57	0.57	0.30	0.30	0.30	0.23	0.23	0.23
Crit Moves:	****			****			****			****		
Delay/Veh:	12.8	12.8	12.8	14.5	14.5	14.5	11.0	11.0	11.0	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	12.8	14.5	14.5	14.5	11.0	11.0	11.0	10.2	10.2	10.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	12.8			14.5			11.0			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.8			14.5			11.0			10.2		
LOS by Appr:	B			B			B			B		

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #205 Greenwich/Lyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.256
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 0 Level Of Service: A

Street Name:	Lyon						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 23 Jan 2008 << AM Peak Hour												
Base Vol:	0	86	3	60	97	0	0	0	0	15	0	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	86	3	60	97	0	0	0	0	15	0	58
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	115	4	80	130	0	0	0	0	20	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	115	4	80	130	0	0	0	0	20	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	115	4	80	130	0	0	0	0	20	0	77
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.97	0.03	0.38	0.62	0.00	0.00	0.00	0.00	0.21	0.00	0.79
Final Sat.:	0	790	28	313	506	0	0	0	0	168	0	648
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.15	0.15	0.26	0.26	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.12
Crit Moves:	****			****						****		
Delay/Veh:	0.0	8.0	8.0	8.7	8.7	0.0	0.0	0.0	0.0	7.7	0.0	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	8.0	8.7	8.7	0.0	0.0	0.0	0.0	7.7	0.0	7.7
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:	8.0			8.7			xxxxxx			7.7		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	8.0			8.7			xxxxxx			7.7		
LOS by Appr:	A			A			*			A		

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #206 Francisco/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.604
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	51	51		0	51	51		31	31	31		31	31	31	
Lanes:	0	0 2	1	0	0	0 2	1	0	1	0 0	1	0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	1306	2	0	2437	4	89	55	7	5	62	48				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1306	2	0	2437	4	89	55	7	5	62	48				
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	0	1475	2	0	2752	5	100	62	8	6	70	54				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1475	2	0	2752	5	100	62	8	6	70	54				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	1475	2	0	2752	5	100	62	8	6	70	54				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.75	0.98	0.98	0.94	0.94	0.94				
Lanes:	0.00	2.99	0.01	0.00	2.99	0.01	1.00	0.89	0.11	0.04	0.54	0.42				
Final Sat.:	0	5179	8	0	5179	8	1429	1657	211	78	961	744				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.28	0.00	0.53	0.53	0.07	0.04	0.04	0.07	0.07	0.07				
Crit Moves:					****						****					
Green/Cycle:	0.00	0.66	0.66	0.00	0.66	0.66	0.34	0.34	0.34	0.34	0.34	0.34				
Volume/Cap:	0.00	0.43	0.43	0.00	0.81	0.81	0.20	0.11	0.11	0.21	0.21	0.21				
Delay/Veh:	0.0	7.6	7.6	0.0	12.9	12.9	21.0	20.2	20.2	21.0	21.0	21.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	7.6	7.6	0.0	12.9	12.9	21.0	20.2	20.2	21.0	21.0	21.0				
HCM2kAvg:	0	7	7	0	21	21	3	1	1	3	3	3				

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #207 Richardson/Gorgas

Cycle (sec): 90 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Ovl				Include				Include			
Min. Green:	10	10	10		12	12	12		52	52	52		52	52	52	
Lanes:	1	0 1!	0	0	0	0 0	0	1	0	0 3	0	1	0	0 2	1	0
Volume Module: >> Count Date: 23 Jan 2008 << AM Peak Hour																
Base Vol:	10	0	4	0	0	133	0	2304	31	0	1467	13				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	0	4	0	0	133	0	2304	31	0	1467	13				
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	11	0	5	0	0	151	0	2612	35	0	1663	15				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	11	0	5	0	0	151	0	2612	35	0	1663	15				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	11	0	5	0	0	151	0	2612	35	0	1663	15				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	1.00	1.00	0.87	1.00	0.91	0.85	1.00	0.91	0.91				
Lanes:	1.56	0.00	0.44	0.00	0.00	1.00	0.00	3.00	1.00	0.00	2.97	0.03				
Final Sat.:	2732	0	781	0	0	1644	0	5187	1615	0	5136	46				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.09	0.00	0.50	0.02	0.00	0.32	0.32				
Crit Moves:	****					****		****								
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.14	0.00	0.75	0.75	0.00	0.75	0.75				
Volume/Cap:	0.04	0.00	0.05	0.00	0.00	0.67	0.00	0.67	0.03	0.00	0.43	0.43				
Delay/Veh:	35.7	0.0	35.8	0.0	0.0	44.5	0.0	6.0	2.8	0.0	4.2	4.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	35.7	0.0	35.8	0.0	0.0	44.5	0.0	6.0	2.8	0.0	4.2	4.2				
HCM2kAvg:	0	0	0	0	0	5	0	13	0	0	6	6				

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #208 Doyle/Marina/Lyon

Cycle (sec): 75 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 75 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	32		32	0	32		0	35	35		0	35	75	
Lanes:	0	0	0	0 1	1	0	0	0 1	0	0	1	1 0	0	0	2	0 1
Volume Module: >> Count Date: 23 Jan 2008 << AM Peak Hour																
Base Vol:	0	0	7		150	0	15		0	1608	115		0	416	159	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	7		150	0	15		0	1608	115		0	416	159	
User Adj:	1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	0.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.00	
PHF Volume:	0	0	8		172	0	17		0	1846	132		0	478	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	8		172	0	17		0	1846	132		0	478	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	0	8		172	0	17		0	1846	132		0	478	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.87		0.78	1.00	0.83		1.00	0.92	0.92		1.00	0.93	1.00	
Lanes:	0.00	0.00	1.00		1.00	0.00	1.00		0.00	1.87	0.13		0.00	2.00	1.00	
Final Sat.:	0	0	1644		1475	0	1583		0	3269	234		0	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.12	0.00	0.01		0.00	0.56	0.56		0.00	0.13	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.43		0.43	0.00	0.43		0.00	0.57	0.57		0.00	0.57	0.00	
Volume/Cap:	0.00	0.00	0.01		0.27	0.00	0.03		0.00	0.98	0.98		0.00	0.24	0.00	
Delay/Veh:	0.0	0.0	12.4		14.2	0.0	12.5		0.0	32.3	32.3		0.0	8.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	12.4		14.2	0.0	12.5		0.0	32.3	32.3		0.0	8.0	0.0	
HCM2kAvg:	0	0	0		3	0	0		0	30	30		0	3	0	

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	Graham St.								Lincoln Blvd.							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Volume Module: >> Count Date: 17 Jan 2008 << AM Peak Hour																
Base Vol:	13	18	161		18	12	6		9	191	7		72	171	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	18	161		18	12	6		9	191	7		72	171	21	
User Adj:	1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	16	22	197		22	15	7		11	234	9		88	210	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	22	197		22	15	7		11	234	9		88	210	26	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	16	22	197		22	15	7		11	234	9		88	210	26	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.07	0.09	0.84		0.50	0.33	0.17		1.00	0.96	0.04		1.00	0.89	0.11	
Final Sat.:	46	64	575		284	189	95		571	603	22		582	572	70	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.34	0.34		0.08	0.08	0.08		0.02	0.39	0.39		0.15	0.37	0.37	
Crit Moves:		****			****					****				****		
Delay/Veh:	10.2	10.2	10.2		9.1	9.1	9.1		8.9	11.5	11.5		9.7	11.1	11.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.2	10.2	10.2		9.1	9.1	9.1		8.9	11.5	11.5		9.7	11.1	11.1	
LOS by Move:	B	B	B		A	A	A		A	B	B		A	B	B	
ApproachDel:	10.2				9.1				11.4				10.7			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	10.2				9.1				11.4				10.7			
LOS by Appr:	B				A				B				B			

```
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-------------------------------------------------------------------------------
                              AM Peak Hour Traffic
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #210 Lincoln/Halleck
*******************************************************************************
Average Delay (sec/veh):      4.6   Worst Case Level Of Service:       C[ 22.2]
*******************************************************************************
Street Name:           Halleck St.                     Lincoln Blvd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Jan 2008 << AM Peak Hour
Base Vol:       0    0     0    66    0    83    89  273     0     0  253   121
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    66    0    83    89  273     0     0  253   121
User Adj:    1.11 1.11  1.11  1.11 1.11  1.11  1.11 1.11  1.11  1.11 1.11  1.11
PHF Adj:     0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:     0    0     0    83    0   105   113  345     0     0  320   153
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0     0    83    0   105   113  345     0     0  320   153
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   967 xxxx   396   473 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   285 xxxx   657  1100 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   262 xxxx   657  1100 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.32 xxxx  0.16  0.10 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  394 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  2.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 22.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    C     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             22.2           xxxxxx           xxxxxx
ApproachLOS:        *                C                *                *
```

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AM 2008                    Tue Jun 3, 2008 08:46:59                Page 14-1
-------------------------------------------------------------------------------
                              AM Peak Hour Traffic
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #211 Lincoln/Girard
*******************************************************************************
Average Delay (sec/veh):      1.0   Worst Case Level Of Service:       B[ 14.6]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    1  0  0  0  0    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Jan 2008 << AM Peak Period
Base Vol:       0    0     0    10    0    13    49  301     0     0  368    27
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    10    0    13    49  301     0     0  368    27
User Adj:    1.11 1.11  1.11  1.11 1.11  1.11  1.11 1.11  1.11  1.11 1.11  1.11
PHF Adj:     0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
PHF Volume:     0    0     0    12    0    16    60  366     0     0  447    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0     0    12    0    16    60  366     0     0  447    33
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   948 xxxx   463   480 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   292 xxxx   603  1093 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   280 xxxx   603  1093 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.04 xxxx  0.03  0.05 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  401 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 14.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    B     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             14.6           xxxxxx           xxxxxx
ApproachLOS:        *                B                *                *
```


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AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 0 Level Of Service: C

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jan 2008 << AM Peak Hour												
Base Vol:	63	314	10	83	218	33	36	73	91	4	46	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	314	10	83	218	33	36	73	91	4	46	101
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	81	406	13	107	282	43	47	94	118	5	59	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	406	13	107	282	43	47	94	118	5	59	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	406	13	107	282	43	47	94	118	5	59	131
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.97	0.03	0.50	1.30	0.20	0.18	0.37	0.45	0.03	0.30	0.67
Final Sat.:	492	516	16	244	664	103	92	186	232	13	150	330
Capacity Analysis Module:												
Vol/Sat:	0.17	0.79	0.79	0.44	0.42	0.42	0.51	0.51	0.51	0.40	0.40	0.40
Crit Moves:		****		****				****			****	
Delay/Veh:	11.2	28.2	28.2	14.8	14.1	13.7	15.3	15.3	15.3	13.3	13.3	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	28.2	28.2	14.8	14.1	13.7	15.3	15.3	15.3	13.3	13.3	13.3
LOS by Move:	B	D	D	B	B	B	C	C	C	B	B	B
ApproachDel:		25.5			14.2			15.3			13.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		25.5			14.2			15.3			13.3	
LOS by Appr:		D			B			C			B	

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 100 Critical Vol./Cap. (X): 1.057
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 42.9
Optimal Cycle: 0 Level Of Service: E

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: >> Count Date: 16 Jan 2008 << AM Peak Hour												
Base Vol:	0	302	231	159	152	0	0	0	0	229	0	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	302	231	159	152	0	0	0	0	229	0	97
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	368	281	194	185	0	0	0	0	279	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	368	281	194	185	0	0	0	0	279	0	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	368	281	194	185	0	0	0	0	279	0	118
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.57	0.43	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	348	266	498	535	0	0	0	0	480	0	569
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.06	1.06	0.39	0.35	xxxx	xxxx	xxxx	xxxx	0.58	xxxx	0.21
Crit Moves:			****	****						****		
Delay/Veh:	0.0	76.0	76.0	14.2	12.7	0.0	0.0	0.0	0.0	19.8	0.0	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	76.0	76.0	14.2	12.7	0.0	0.0	0.0	0.0	19.8	0.0	10.6
LOS by Move:	*	F	F	B	B	*	*	*	*	C	*	B
ApproachDel:		76.0			13.5			xxxxxx			17.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		76.0			13.5			xxxxxx			17.0	
LOS by Appr:		F			B			*			C	

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 100 Critical Vol./Cap. (X): 0.885
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: 0 Level Of Service: D

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	7	464	21	80	359	17	15	6	6	23	23	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	464	21	80	359	17	15	6	6	23	23	53
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	9	581	26	100	450	21	19	8	8	29	29	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	581	26	100	450	21	19	8	8	29	29	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	581	26	100	450	21	19	8	8	29	29	66
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.95	0.04	0.17	0.79	0.04	0.56	0.22	0.22	0.23	0.23	0.54
Final Sat.:	10	657	30	120	538	25	266	106	106	124	124	285
Capacity Analysis Module:												
Vol/Sat:	0.88	0.88	0.88	0.84	0.84	0.84	0.07	0.07	0.07	0.23	0.23	0.23
Crit Moves:	****					****	****				****	
Delay/Veh:	33.4	33.4	33.4	28.0	28.0	28.0	10.4	10.4	10.4	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	33.4	33.4	28.0	28.0	28.0	10.4	10.4	10.4	11.1	11.1	11.1
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:	33.4			28.0			10.4			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	33.4			28.0			10.4			11.1		
LOS by Appr:	D			D			B			B		

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.955
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 37.1
Optimal Cycle: 0 Level Of Service: E

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jan 2008 << AM Peak Hour												
Base Vol:	3	377	54	54	310	23	26	118	6	47	126	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	377	54	54	310	23	26	118	6	47	126	65
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	4	451	65	65	371	28	31	141	7	56	151	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	451	65	65	371	28	31	141	7	56	151	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	451	65	65	371	28	31	141	7	56	151	78
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.87	0.12	0.14	0.80	0.06	0.17	0.79	0.04	0.20	0.53	0.27
Final Sat.:	4	473	68	73	419	31	74	334	17	92	245	127
Capacity Analysis Module:												
Vol/Sat:	0.96	0.96	0.96	0.89	0.89	0.89	0.42	0.42	0.42	0.61	0.61	0.61
Crit Moves:		****			****		****					****
Delay/Veh:	52.0	52.0	52.0	39.1	39.1	39.1	15.8	15.8	15.8	19.9	19.9	19.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	52.0	52.0	39.1	39.1	39.1	15.8	15.8	15.8	19.9	19.9	19.9
LOS by Move:	F	F	F	E	E	E	C	C	C	C	C	C
ApproachDel:	52.0			39.1			15.8			19.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	52.0			39.1			15.8			19.9		
LOS by Appr:	F			E			C			C		

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 100 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 0 Level Of Service: C

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jan 2008 << AM Peak Hour												
Base Vol:	13	379	23	34	314	22	40	124	14	29	33	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	379	23	34	314	22	40	124	14	29	33	20
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	16	468	28	42	388	27	49	153	17	36	41	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	468	28	42	388	27	49	153	17	36	41	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	468	28	42	388	27	49	153	17	36	41	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.91	0.06	0.09	0.85	0.06	0.22	0.70	0.08	0.35	0.41	0.24
Final Sat.:	19	567	34	56	514	36	110	342	39	158	180	109
Capacity Analysis Module:												
Vol/Sat:	0.83	0.83	0.83	0.76	0.76	0.76	0.45	0.45	0.45	0.23	0.23	0.23
Crit Moves:	****				****			****			****	
Delay/Veh:	28.6	28.6	28.6	23.1	23.1	23.1	14.2	14.2	14.2	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	28.6	28.6	23.1	23.1	23.1	14.2	14.2	14.2	11.7	11.7	11.7
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
ApproachDel:	28.6			23.1			14.2			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	28.6			23.1			14.2			11.7		
LOS by Appr:	D			C			B			B		

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #217 Arguello/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 0 Level Of Service: C

Street Name:	Arguello Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 15 Jan 2008 << AM Peak Hour												
Base Vol:	0	375	102	47	218	0	0	0	0	53	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	375	102	47	218	0	0	0	0	53	0	48
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	458	125	57	266	0	0	0	0	65	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	125	57	266	0	0	0	0	65	0	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	458	125	57	266	0	0	0	0	65	0	59
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.79	0.21	0.18	0.82	0.00	0.00	0.00	0.00	0.52	0.00	0.48
Final Sat.:	0	622	169	127	587	0	0	0	0	306	0	277
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.74	0.74	0.45	0.45	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	0.21
Crit Moves:		****		****								****
Delay/Veh:	0.0	18.6	18.6	11.7	11.7	0.0	0.0	0.0	0.0	9.9	0.0	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.6	18.6	11.7	11.7	0.0	0.0	0.0	0.0	9.9	0.0	9.9
LOS by Move:	*	C	C	B	B	*	*	*	*	A	*	A
ApproachDel:	18.6			11.7			xxxxxx			9.9		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	18.6			11.7			xxxxxx			9.9		
LOS by Appr:	C			B			*			A		

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 15 Jan 2008 << AM Peak Hour												
Base Vol:	16	453	117	16	243	7	3	8	24	47	2	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	453	117	16	243	7	3	8	24	47	2	17
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	19	536	138	19	288	8	4	9	28	56	2	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	536	138	19	288	8	4	9	28	56	2	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	536	138	19	288	8	4	9	28	56	2	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.77	0.20	0.06	0.91	0.03	0.09	0.23	0.68	0.71	0.03	0.26
Final Sat.:	22	611	158	42	636	18	48	129	387	389	17	141
Capacity Analysis Module:												
Vol/Sat:	0.88	0.88	0.88	0.45	0.45	0.45	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****			****			****			****		
Delay/Veh:	29.7	29.7	29.7	11.9	11.9	11.9	9.3	9.3	9.3	10.1	10.1	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	29.7	29.7	11.9	11.9	11.9	9.3	9.3	9.3	10.1	10.1	10.1
LOS by Move:	D	D	D	B	B	B	A	A	A	B	B	B
ApproachDel:	29.7			11.9			9.3			10.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	29.7			11.9			9.3			10.1		
LOS by Appr:	D			B			A			B		

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #219 Arguello/Moraga

Cycle (sec): 100 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 0 Level Of Service: B

Street Name:	Arguello						Moraga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jan 2008 << AM Peak Hour												
Base Vol:	44	53	257	1	14	2	1	57	43	96	43	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	53	257	1	14	2	1	57	43	96	43	1
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	52	63	304	1	17	2	1	67	51	113	51	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	63	304	1	17	2	1	67	51	113	51	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	63	304	1	17	2	1	67	51	113	51	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.15	0.73	0.06	0.82	0.12	0.01	0.56	0.43	0.68	0.31	0.01
Final Sat.:	103	124	600	39	545	78	7	389	293	450	201	5
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.51	0.03	0.03	0.03	0.17	0.17	0.17	0.25	0.25	0.25
Crit Moves:	****			****				****			****	
Delay/Veh:	11.2	11.2	11.2	8.2	8.2	8.2	8.7	8.7	8.7	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	11.2	8.2	8.2	8.2	8.7	8.7	8.7	9.7	9.7	9.7
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	11.2			8.2			8.7			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.2			8.2			8.7			9.7		
LOS by Appr:	B			A			A			A		

AM Peak Hour Traffic

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #220 Montgomery/Sheridan

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 0 Level Of Service: B

Street Name:	Montgomery St.						Sheridan Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module: >> Count Date: 17 Jan 2008 << AM Peak Hour												
Base Vol:	7	6	1	3	16	28	236	165	7	0	26	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	6	1	3	16	28	236	165	7	0	26	10
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	10	8	1	4	22	39	330	231	10	0	36	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	8	1	4	22	39	330	231	10	0	36	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	8	1	4	22	39	330	231	10	0	36	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.43	0.07	0.06	0.34	0.60	0.58	0.40	0.02	0.00	0.72	0.28
Final Sat.:	300	257	43	42	224	392	483	338	14	0	553	213
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.10	0.10	0.10	0.68	0.68	0.68	xxxx	0.07	0.07
Crit Moves:	****			****			****				****	
Delay/Veh:	8.6	8.6	8.6	8.4	8.4	8.4	15.8	15.8	15.8	0.0	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.4	8.4	8.4	15.8	15.8	15.8	0.0	7.8	7.8
LOS by Move:	A	A	A	A	A	A	C	C	C	*	A	A
ApproachDel:	8.6			8.4			15.8			7.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.4			15.8			7.8		
LOS by Appr:	A			A			C			A		

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Existing Conditions – PM Peak Hour

PM Peak Hours

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#201 Lombard/Divisadero													
Base	166	138	20	68	139	47	1	1603	190	0	2216	106	4694
#202 Lombard/Richardson													
Base	198	2259	0	0	1509	16	0	0	231	0	0	0	4213
#203 Lyon/Lombard													
Base	124	37	10	21	40	224	176	211	93	10	240	22	1208
#204 Greenwich/Divisadero													
Base	9	276	9	29	236	11	22	94	8	23	120	31	868
#205 Greenwich/Lyon													
Base	0	90	2	67	85	0	0	0	0	18	0	93	355
#206 Francisco/Richardson													
Base	0	2288	2	0	1541	3	100	53	6	2	89	107	4191
#207 Richardson/Gorgas													
Base	91	0	40	0	0	59	0	1442	54	0	2448	29	4163
#208 Doyle/Marina/Lyon													
Base	0	0	43	219	0	68	0	657	23	0	1138	284	2432
#209 Graham/Lincoln													
Base	14	15	129	30	26	23	8	94	1	91	230	9	670
#210 Lincoln/Halleck													
Base	0	0	0	121	0	116	58	176	0	0	243	141	855
#211 Lincoln/Girard													
Base	0	0	0	30	0	30	16	296	0	0	360	15	747
#212 Presidio/Letterman/Lincoln													
Base	47	249	9	66	353	8	20	38	84	9	41	101	1025
#213 Lombard/Presidio													
Base	0	210	213	192	256	0	0	0	0	312	0	105	1288
#214 Presidio/Pacific													
Base	5	393	9	44	499	24	6	7	2	19	26	39	1073
#215 Presidio/Jackson													
Base	9	346	38	29	458	32	35	73	10	32	94	27	1183
#216 Presidio/Washington													
Base	10	343	29	15	436	41	39	70	11	16	45	23	1078

PM Peak Hours

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#217 Arguello/Jackson													
Base	0	244	50	37	408	0	0	0	0	76	0	39	854
#218 Arguello/Washington St													
Base	19	276	34	15	464	9	4	6	24	72	9	13	945
#219 Arguello/Moraga													
Base	50	23	115	2	36	2	0	30	77	210	38	3	586
#220 Montgomery/Sheridan													
Base	6	5	3	12	30	26	64	102	7	1	37	6	299

PM Peak Hours

Impact Analysis Report
Level Of Service

Intersection	LOS	Base Del/ Veh	V/ C
#201 Lombard/Divisadero	B	12.0	0.777
#202 Lombard/Richardson	A	4.5	0.693
#203 Lyon/Lombard	E	38.0	1.011
#204 Greenwich/Divisadero	B	13.0	0.543
#205 Greenwich/Lyon	A	8.3	0.244
#206 Francisco/Richardson	B	11.5	0.641
#207 Richardson/Gorgas	A	7.2	0.638
#208 Doyle/Marina/Lyon	B	11.0	0.525
#209 Graham/Lincoln	B	10.5	0.444
#210 Lincoln/Halleck	C	19.9	0.000
#211 Lincoln/Girard	B	14.3	0.000
#212 Presidio/Letterman/Lincoln	B	12.7	0.520
#213 Lombard/Presidio	C	24.7	0.846
#214 Presidio/Pacific	C	23.4	0.872
#215 Presidio/Jackson	D	29.6	0.933
#216 Presidio/Washington	C	21.5	0.838
#217 Arguello/Jackson	B	14.0	0.677
#218 Arguello/Washington St	C	18.6	0.800
#219 Arguello/Moraga	B	10.1	0.431
#220 Montgomery/Sheridan	A	8.2	0.245

PM Peak Hours

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #201 Lombard/Divisadero

Cycle (sec): 90 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	27	27	27		27	27	27		54	54	54		54	54	54	
Lanes:	1 0	0 1	0		1 0	0 1	0		0 1	1 1	0		0 1	1 1	0	
Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour																
Base Vol:	166	138	20		68	139	47		1	1603	190		0	2216	106	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	166	138	20		68	139	47		1	1603	190		0	2216	106	
User Adj:	1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	197	163	24		81	165	56		1	1899	225		0	2625	126	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	197	163	24		81	165	56		1	1899	225		0	2625	126	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	197	163	24		81	165	56		1	1899	225		0	2625	126	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.43	0.98	0.98		0.47	0.96	0.96		0.84	0.84	0.84		0.91	0.90	0.90	
Lanes:	1.00	0.87	0.13		1.00	0.75	0.25		0.01	2.68	0.31		0.00	2.86	0.14	
Final Sat.:	809	1628	236		897	1366	462		3	4287	508		0	4916	235	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.10	0.10		0.09	0.12	0.12		0.44	0.44	0.44		0.00	0.53	0.53	
Crit Moves:	****													****		
Green/Cycle:	0.31	0.31	0.31		0.31	0.31	0.31		0.69	0.69	0.69		0.00	0.69	0.69	
Volume/Cap:	0.78	0.32	0.32		0.29	0.39	0.39		0.64	0.64	0.64		0.00	0.78	0.78	
Delay/Veh:	42.2	24.0	24.0		23.9	24.6	24.6		8.3	8.3	8.3		0.0	10.6	10.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.2	24.0	24.0		23.9	24.6	24.6		8.3	8.3	8.3		0.0	10.6	10.6	
HCM2kAvg:	13	4	4		4	5	5		12	12	12		0	19	19	

PM Peak Hours

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #202 Lombard/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 4.5
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ovl				Include			
Min. Green:	33	90	0	0	49	49	0	0	33	0	0	0				
Lanes:	1	0	3	0 0	0	0	2	1 0	0	0	0	0 1	0	0	0	0 0
Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour																
Base Vol:	198	2259	0	0	1509	16	0	0	231	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	198	2259	0	0	1509	16	0	0	231	0	0	0				
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	231	2637	0	0	1761	19	0	0	270	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	231	2637	0	0	1761	19	0	0	270	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	231	2900	0	0	1937	21	0	0	270	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	2.97	0.03	0.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1805	5700	0	0	5640	60	0	0	1463	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.51	0.00	0.00	0.34	0.34	0.00	0.00	0.18	0.00	0.00	0.00				
Crit Moves:		****							****							
Green/Cycle:	0.46	1.00	0.00	0.00	0.54	0.54	0.00	0.00	0.46	0.00	0.00	0.00				
Volume/Cap:	0.28	0.51	0.00	0.00	0.63	0.63	0.00	0.00	0.40	0.00	0.00	0.00				
Delay/Veh:	9.9	0.1	0.0	0.0	9.5	9.5	0.0	0.0	10.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	9.9	0.1	0.0	0.0	9.5	9.5	0.0	0.0	10.8	0.0	0.0	0.0				
DesignQueue:	6	0	0	0	49	1	0	0	8	0	0	0				

PM Peak Hours

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 100 Critical Vol./Cap. (X): 1.011
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 0 Level Of Service: E

Street Name:	Lyon St.								Lombard St.							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour																
Base Vol:	124	37	10	21	40	224	176	211	93	10	240	22				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	124	37	10	21	40	224	176	211	93	10	240	22				
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	146	44	12	25	47	263	207	248	109	12	282	26				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	146	44	12	25	47	263	207	248	109	12	282	26				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	146	44	12	25	47	263	207	248	109	12	282	26				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.72	0.22	0.06	0.07	0.14	0.79	0.37	0.44	0.19	0.04	0.88	0.08				
Final Sat.:	318	95	26	38	72	405	205	246	108	18	440	40				
Capacity Analysis Module:																
Vol/Sat:	0.46	0.46	0.46	0.65	0.65	0.65	1.01	1.01	1.01	0.64	0.64	0.64				
Crit Moves:		****			****			****			****					
Delay/Veh:	16.3	16.3	16.3	20.5	20.5	20.5	66.0	66.0	66.0	20.6	20.6	20.6				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	16.3	16.3	16.3	20.5	20.5	20.5	66.0	66.0	66.0	20.6	20.6	20.6				
LOS by Move:	C	C	C	C	C	C	F	F	F	C	C	C				
ApproachDel:	16.3				20.5			66.0			20.6					
Delay Adj:	1.00				1.00			1.00			1.00					
ApprAdjDel:	16.3				20.5			66.0			20.6					
LOS by Appr:	C				C			F			C					

PM Peak Hours

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #204 Greenwich/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 0 Level Of Service: B

Street Name:	Divisadero						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour												
Base Vol:	9	276	9	29	236	11	22	94	8	23	120	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	276	9	29	236	11	22	94	8	23	120	31
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	11	325	11	34	278	13	26	111	9	27	141	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	325	11	34	278	13	26	111	9	27	141	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	325	11	34	278	13	26	111	9	27	141	36
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.94	0.03	0.10	0.86	0.04	0.18	0.76	0.06	0.13	0.69	0.18
Final Sat.:	19	598	19	66	539	25	94	403	34	74	388	100
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.52	0.52	0.52	0.27	0.27	0.27	0.36	0.36	0.36
Crit Moves:		****		****			****			****		
Delay/Veh:	14.1	14.1	14.1	13.6	13.6	13.6	10.9	10.9	10.9	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.1	14.1	13.6	13.6	13.6	10.9	10.9	10.9	11.7	11.7	11.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	14.1			13.6			10.9			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.1			13.6			10.9			11.7		
LOS by Appr:	B			B			B			B		

PM Peak Hours

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #205 Greenwich/Lyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.244
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 0 Level Of Service: A

Street Name:	Lyon						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour												
Base Vol:	0	90	2	67	85	0	0	0	0	18	0	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	90	2	67	85	0	0	0	0	18	0	93
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	115	3	85	108	0	0	0	0	23	0	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	115	3	85	108	0	0	0	0	23	0	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	115	3	85	108	0	0	0	0	23	0	119
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.98	0.02	0.44	0.56	0.00	0.00	0.00	0.00	0.16	0.00	0.84
Final Sat.:	0	776	17	350	445	0	0	0	0	135	0	696
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.15	0.15	0.24	0.24	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.17
Crit Moves:		****		****						****		
Delay/Veh:	0.0	8.1	8.1	8.8	8.8	0.0	0.0	0.0	0.0	7.9	0.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	8.1	8.8	8.8	0.0	0.0	0.0	0.0	7.9	0.0	7.9
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:	8.1			8.8			xxxxxx			7.9		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	8.1			8.8			xxxxxx			7.9		
LOS by Appr:	A			A			*			A		

PM Peak Hours

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #206 Francisco/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	51	51		0	51	51		31	31	31		31	31	31	
Lanes:	0	0 2	1	0	0	0 2	1	0	1	0 0	1	0	0	0 1!	0	0
Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour																
Base Vol:	0	2288	2	0	1541	3	100	53	6	2	89	107				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	2288	2	0	1541	3	100	53	6	2	89	107				
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11				
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96				
PHF Volume:	0	2648	2	0	1784	3	116	61	7	2	103	124				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2648	2	0	1784	3	116	61	7	2	103	124				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	2648	2	0	1784	3	116	61	7	2	103	124				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.76	0.99	0.99	0.93	0.93	0.93				
Lanes:	0.00	2.99	0.01	0.00	2.99	0.01	1.00	0.90	0.10	0.01	0.45	0.54				
Final Sat.:	0	5182	5	0	5177	10	1442	1681	190	18	791	951				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.51	0.51	0.00	0.34	0.34	0.08	0.04	0.04	0.13	0.13	0.13				
Crit Moves:		****									****					
Green/Cycle:	0.00	0.66	0.66	0.00	0.66	0.66	0.34	0.34	0.34	0.34	0.34	0.34				
Volume/Cap:	0.00	0.78	0.78	0.00	0.53	0.53	0.23	0.11	0.11	0.38	0.38	0.38				
Delay/Veh:	0.0	12.1	12.1	0.0	8.3	8.3	21.3	20.1	20.1	22.6	22.6	22.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	12.1	12.1	0.0	8.3	8.3	21.3	20.1	20.1	22.6	22.6	22.6				
HCM2kAvg:	0	19	19	0	9	9	3	1	1	5	5	5				

PM Peak Hours

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #207 Richardson/Gorgas

Cycle (sec): 90 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		12	12	12		52	52	52		52	52	52	
Lanes:	1	0 1!	0	0	0	0 0	0	1	0	0 3	0	1	0	0 2	1	0
Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour																
Base Vol:	91	0	40	0	0	59	0	1442	54	0	2448	29				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	91	0	40	0	0	59	0	1442	54	0	2448	29				
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	106	0	47	0	0	69	0	1678	63	0	2848	34				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	106	0	47	0	0	69	0	1678	63	0	2848	34				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	106	0	47	0	0	69	0	1678	63	0	2848	34				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	1.00	1.00	0.87	1.00	0.91	0.85	1.00	0.91	0.91				
Lanes:	1.53	0.00	0.47	0.00	0.00	1.00	0.00	3.00	1.00	0.00	2.96	0.04				
Final Sat.:	2683	0	819	0	0	1644	0	5187	1615	0	5116	61				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.04	0.00	0.32	0.04	0.00	0.56	0.56				
Crit Moves:	****					****					****					
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.13	0.00	0.76	0.76	0.00	0.76	0.76				
Volume/Cap:	0.36	0.00	0.51	0.00	0.00	0.31	0.00	0.43	0.05	0.00	0.74	0.74				
Delay/Veh:	37.5	0.0	39.2	0.0	0.0	36.1	0.0	4.1	2.8	0.0	6.8	6.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	37.5	0.0	39.2	0.0	0.0	36.1	0.0	4.1	2.8	0.0	6.8	6.8				
HCM2kAvg:	2	0	3	0	0	2	0	6	0	0	16	16				

PM Peak Hours

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #208 Doyle/Marina/Lyon

Cycle (sec): 75 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 75 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	32		32	0	32		0	35	35		0	35	75	
Lanes:	0	0	0	0 1	1	0	0	0 1	0	0	1	1 0	0	0	2	0 1
Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour																
Base Vol:	0	0	43		219	0	68		0	657	23		0	1138	284	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	43		219	0	68		0	657	23		0	1138	284	
User Adj:	1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	0.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.00	
PHF Volume:	0	0	49		248	0	77		0	745	26		0	1290	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	49		248	0	77		0	745	26		0	1290	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	0	49		248	0	77		0	745	26		0	1290	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.87		0.78	1.00	0.85		1.00	0.95	0.95		1.00	0.95	1.00	
Lanes:	0.00	0.00	1.00		1.00	0.00	1.00		0.00	1.93	0.07		0.00	2.00	1.00	
Final Sat.:	0	0	1644		1484	0	1615		0	3470	121		0	3610	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.03		0.17	0.00	0.05		0.00	0.21	0.21		0.00	0.36	0.00	
Crit Moves:					****									****		
Green/Cycle:	0.00	0.00	0.43		0.43	0.00	0.43		0.00	0.57	0.57		0.00	0.57	0.00	
Volume/Cap:	0.00	0.00	0.07		0.39	0.00	0.11		0.00	0.37	0.37		0.00	0.62	0.00	
Delay/Veh:	0.0	0.0	12.7		15.2	0.0	13.0		0.0	8.8	8.8		0.0	11.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	12.7		15.2	0.0	13.0		0.0	8.8	8.8		0.0	11.2	0.0	
HCM2kAvg:	0	0	1		5	0	1		0	5	5		0	11	0	

PM Peak Hours

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

Street Name:	Graham St.								Lincoln Blvd.							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Volume Module: >> Count Date: 17 Jan 2008 << PM Peak Hour																
Base Vol:	14	15	129		30	26	23		8	94	1		91	230	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	15	129		30	26	23		8	94	1		91	230	9	
User Adj:	1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	17	18	157		37	32	28		10	115	1		111	281	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	18	157		37	32	28		10	115	1		111	281	11	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	17	18	157		37	32	28		10	115	1		111	281	11	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.09	0.09	0.82		0.38	0.33	0.29		1.00	0.99	0.01		1.00	0.96	0.04	
Final Sat.:	61	66	566		235	204	180		554	596	6		598	631	25	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.28	0.28		0.16	0.16	0.16		0.02	0.19	0.19		0.19	0.44	0.44	
Crit Moves:		****				****				****					****	
Delay/Veh:	9.6	9.6	9.6		9.3	9.3	9.3		9.0	9.6	9.6		9.9	12.0	12.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.6	9.6	9.6		9.3	9.3	9.3		9.0	9.6	9.6		9.9	12.0	12.0	
LOS by Move:	A	A	A		A	A	A		A	A	A		A	B	B	
ApproachDel:	9.6				9.3				9.6				11.4			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	9.6				9.3				9.6				11.4			
LOS by Appr:	A				A				A				B			

```
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--------------------------------------------------------------------------------
                                  PM Peak Hours
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #210 Lincoln/Halleck
********************************************************************************
Average Delay (sec/veh):      6.1   Worst Case Level Of Service:       C[ 19.9]
********************************************************************************
Street Name:           Halleck St.                     Lincoln Blvd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Channel          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  0  1  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Jan 2008 << PM Peak Hour
Base Vol:       0    0     0   121    0   116    58  176     0     0  243   141
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   121    0   116    58  176     0     0  243   141
User Adj:    1.11 1.11  1.11  1.11 1.11  1.11  1.11 1.11  1.11  1.11 1.11  1.11
PHF Adj:     0.99 0.99  0.99  0.99 0.99  0.99  0.99 0.99  0.99  0.99 0.99  0.99
PHF Volume:     0    0     0   136    0   131    65  198     0     0  274   159
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0     0   136    0   131    65  198     0     0  274   159
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   682 xxxx   353   433 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   418 xxxx   695  1138 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   400 xxxx   695  1138 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.34 xxxx  0.19  0.06 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  505 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  3.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 19.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    C     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             19.9           xxxxxx           xxxxxx
ApproachLOS:        *                C                *                *
```

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--------------------------------------------------------------------------------
                                  PM Peak Hours
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #211 Lincoln/Girard
********************************************************************************
Average Delay (sec/veh):      1.3   Worst Case Level Of Service:       B[ 14.3]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Jan 2008 << PM Peak Hour
Base Vol:       0    0     0    30    0    30    16  296     0     0  360    15
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    30    0    30    16  296     0     0  360    15
User Adj:    1.11 1.11  1.11  1.11 1.11  1.11  1.11 1.11  1.11  1.11 1.11  1.11
PHF Adj:     0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97
PHF Volume:     0    0     0    34    0    34    18  339     0     0  413    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0     0    34    0    34    18  339     0     0  413    17
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   798 xxxx   421   430 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   358 xxxx   636  1140 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   354 xxxx   636  1140 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.10 xxxx  0.05  0.02 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  455 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 14.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    B     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             14.3           xxxxxx           xxxxxx
ApproachLOS:        *                B                *                *
```


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PM Peak Hours

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.520
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jan 2008 << PM Peak Hour												
Base Vol:	47	249	9	66	353	8	20	38	84	9	41	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	249	9	66	353	8	20	38	84	9	41	101
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	54	286	10	76	405	9	23	44	96	10	47	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	286	10	76	405	9	23	44	96	10	47	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	286	10	76	405	9	23	44	96	10	47	116
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.97	0.03	0.31	1.65	0.04	0.14	0.27	0.59	0.06	0.27	0.67
Final Sat.:	523	550	20	177	964	22	78	148	328	34	153	377
Capacity Analysis Module:												
Vol/Sat:	0.10	0.52	0.52	0.43	0.42	0.42	0.29	0.29	0.29	0.31	0.31	0.31
Crit Moves:		****		****			****			****		
Delay/Veh:	10.1	14.8	14.8	13.1	12.8	12.6	11.1	11.1	11.1	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	14.8	14.8	13.1	12.8	12.6	11.1	11.1	11.1	11.2	11.2	11.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	14.1			12.8			11.1			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.1			12.8			11.1			11.2		
LOS by Appr:	B			B			B			B		

PM Peak Hours

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 100 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: >> Count Date: 16 Jan 2008 << PM Peak Hour												
Base Vol:	0	210	213	192	256	0	0	0	0	312	0	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	210	213	192	256	0	0	0	0	312	0	105
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	240	244	220	293	0	0	0	0	357	0	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	240	244	220	293	0	0	0	0	357	0	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	240	244	220	293	0	0	0	0	357	0	120
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.50	0.50	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	284	288	483	518	0	0	0	0	475	0	562
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.85	0.85	0.45	0.57	xxxx	xxxx	xxxx	xxxx	0.75	xxxx	0.21
Crit Moves:			****		****					****		
Delay/Veh:	0.0	33.7	33.7	15.8	17.7	0.0	0.0	0.0	0.0	28.4	0.0	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.7	33.7	15.8	17.7	0.0	0.0	0.0	0.0	28.4	0.0	10.6
LOS by Move:	*	D	D	C	C	*	*	*	*	D	*	B
ApproachDel:	33.7			16.9			xxxxxx			23.9		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	33.7			16.9			xxxxxx			23.9		
LOS by Appr:	D			C			*			C		

PM Peak Hours

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 100 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: 0 Level Of Service: C

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jan 2008 << PM Peak Hour												
Base Vol:	5	393	9	44	499	24	6	7	2	19	26	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	393	9	44	499	24	6	7	2	19	26	39
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	6	451	10	50	572	28	7	8	2	22	30	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	451	10	50	572	28	7	8	2	22	30	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	451	10	50	572	28	7	8	2	22	30	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.97	0.02	0.08	0.88	0.04	0.40	0.47	0.13	0.23	0.31	0.46
Final Sat.:	9	685	16	58	656	32	197	229	66	123	169	253
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.87	0.87	0.87	0.03	0.03	0.03	0.18	0.18	0.18
Crit Moves:		****		****				****			****	
Delay/Veh:	16.6	16.6	16.6	30.5	30.5	30.5	9.8	9.8	9.8	10.3	10.3	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	16.6	30.5	30.5	30.5	9.8	9.8	9.8	10.3	10.3	10.3
LOS by Move:	C	C	C	D	D	D	A	A	A	B	B	B
ApproachDel:		16.6			30.5			9.8			10.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.6			30.5			9.8			10.3	
LOS by Appr:		C			D			A			B	

PM Peak Hours

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.933
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: 0 Level Of Service: D

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jan 2008 << PM Peak Hour												
Base Vol:	9	346	38	29	458	32	35	73	10	32	94	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	346	38	29	458	32	35	73	10	32	94	27
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	10	392	43	33	519	36	40	83	11	36	107	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	392	43	33	519	36	40	83	11	36	107	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	392	43	33	519	36	40	83	11	36	107	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.88	0.10	0.06	0.88	0.06	0.30	0.62	0.08	0.21	0.61	0.18
Final Sat.:	14	526	58	35	557	39	137	287	39	101	297	85
Capacity Analysis Module:												
Vol/Sat:	0.75	0.75	0.75	0.93	0.93	0.93	0.29	0.29	0.29	0.36	0.36	0.36
Crit Moves:	****					****		****				****
Delay/Veh:	22.7	22.7	22.7	43.4	43.4	43.4	12.6	12.6	12.6	13.2	13.2	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	22.7	22.7	43.4	43.4	43.4	12.6	12.6	12.6	13.2	13.2	13.2
LOS by Move:	C	C	C	E	E	E	B	B	B	B	B	B
ApproachDel:		22.7			43.4			12.6			13.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.7			43.4			12.6			13.2	
LOS by Appr:		C			E			B			B	

PM Peak Hours

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 100 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 0 Level Of Service: C

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jan 2008 << PM Peak Hour												
Base Vol:	10	343	29	15	436	41	39	70	11	16	45	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	343	29	15	436	41	39	70	11	16	45	23
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	12	395	33	17	503	47	45	81	13	18	52	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	395	33	17	503	47	45	81	13	18	52	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	395	33	17	503	47	45	81	13	18	52	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.90	0.07	0.03	0.89	0.08	0.32	0.59	0.09	0.19	0.54	0.27
Final Sat.:	17	582	49	21	600	56	161	289	45	93	261	133
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.84	0.84	0.84	0.28	0.28	0.28	0.20	0.20	0.20
Crit Moves:		****			****		****				****	
Delay/Veh:	18.4	18.4	18.4	28.2	28.2	28.2	11.7	11.7	11.7	10.9	10.9	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	18.4	18.4	28.2	28.2	28.2	11.7	11.7	11.7	10.9	10.9	10.9
LOS by Move:	C	C	C	D	D	D	B	B	B	B	B	B
ApproachDel:		18.4			28.2			11.7			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.4			28.2			11.7			10.9	
LOS by Appr:		C			D			B			B	

PM Peak Hours

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #217 Arguello/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 0 Level Of Service: B

Street Name:	Arguello Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 15 Jan 2008 << PM Peak Hour												
Base Vol:	0	244	50	37	408	0	0	0	0	76	0	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	244	50	37	408	0	0	0	0	76	0	39
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	282	58	43	471	0	0	0	0	88	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	282	58	43	471	0	0	0	0	88	0	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	282	58	43	471	0	0	0	0	88	0	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.83	0.17	0.08	0.92	0.00	0.00	0.00	0.00	0.66	0.01	0.33
Final Sat.:	0	612	126	63	696	0	0	0	0	385	0	198
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.46	0.46	0.68	0.68	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.23
Crit Moves:			****	****						****		
Delay/Veh:	0.0	11.5	11.5	16.6	16.6	0.0	0.0	0.0	0.0	10.1	10.1	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.5	11.5	16.6	16.6	0.0	0.0	0.0	0.0	10.1	10.1	10.1
LOS by Move:	*	B	B	C	C	*	*	*	*	B	B	B
ApproachDel:		11.5			16.6			xxxxxx			10.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		11.5			16.6			xxxxxx			10.1	
LOS by Appr:		B			C			*			B	

PM Peak Hours

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 15 Jan 2008 << PM Peak Hour												
Base Vol:	19	276	34	15	464	9	4	6	24	72	9	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	276	34	15	464	9	4	6	24	72	9	13
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	23	332	41	18	558	11	5	7	29	87	11	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	332	41	18	558	11	5	7	29	87	11	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	332	41	18	558	11	5	7	29	87	11	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.84	0.10	0.03	0.95	0.02	0.12	0.18	0.70	0.77	0.09	0.14
Final Sat.:	40	585	72	23	697	14	62	93	373	403	50	73
Capacity Analysis Module:												
Vol/Sat:	0.57	0.57	0.57	0.80	0.80	0.80	0.08	0.08	0.08	0.22	0.22	0.22
Crit Moves:			****		****			****			****	
Delay/Veh:	14.1	14.1	14.1	23.7	23.7	23.7	9.4	9.4	9.4	10.7	10.7	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.1	14.1	23.7	23.7	23.7	9.4	9.4	9.4	10.7	10.7	10.7
LOS by Move:	B	B	B	C	C	C	A	A	A	B	B	B
ApproachDel:	14.1			23.7			9.4			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.1			23.7			9.4			10.7		
LOS by Appr:	B			C			A			B		

PM Peak Hours

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #219 Arguello/Moraga

Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 0 Level Of Service: B

Street Name:	Arguello						Moraga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Jan 2008 << PM Peak Hour												
Base Vol:	50	23	115	2	36	2	0	30	77	210	38	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	23	115	2	36	2	0	30	77	210	38	3
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	61	28	140	2	44	2	0	37	94	256	46	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	28	140	2	44	2	0	37	94	256	46	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	28	140	2	44	2	0	37	94	256	46	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.12	0.61	0.05	0.90	0.05	0.00	0.28	0.72	0.84	0.15	0.01
Final Sat.:	192	88	442	31	565	31	0	209	537	595	108	8
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.08	0.08	0.08	xxxx	0.17	0.17	0.43	0.43	0.43
Crit Moves:		****			****				****		****	
Delay/Veh:	9.7	9.7	9.7	8.6	8.6	8.6	0.0	8.4	8.4	11.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	8.6	8.6	8.6	0.0	8.4	8.4	11.3	11.3	11.3
LOS by Move:	A	A	A	A	A	A	*	A	A	B	B	B
ApproachDel:	9.7			8.6			8.4			11.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.7			8.6			8.4			11.3		
LOS by Appr:	A			A			A			B		

PM Peak Hours

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #220 Montgomery/Sheridan

Cycle (sec): 100 Critical Vol./Cap. (X): 0.245
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 0 Level Of Service: A

Street Name:	Montgomery St.						Sheridan Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 17 Jan 2008 << PM Peak Hour												
Base Vol:	6	5	3	12	30	26	64	102	7	1	37	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	5	3	12	30	26	64	102	7	1	37	6
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	7	6	4	14	36	31	76	121	8	1	44	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	6	4	14	36	31	76	121	8	1	44	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	6	4	14	36	31	76	121	8	1	44	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.36	0.21	0.18	0.44	0.38	0.37	0.59	0.04	0.02	0.84	0.14
Final Sat.:	324	270	162	141	353	306	310	495	34	19	694	112
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.10	0.10	0.10	0.25	0.25	0.25	0.06	0.06	0.06
Crit Moves:	****			****					****		****	
Delay/Veh:	7.6	7.6	7.6	7.7	7.7	7.7	8.5	8.5	8.5	7.5	7.5	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	7.7	7.7	7.7	8.5	8.5	8.5	7.5	7.5	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.6			7.7			8.5			7.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.6			7.7			8.5			7.5		
LOS by Appr:	A			A			A			A		

Alternative 1 – AM Peak Hour

Scenario Report

Scenario:	AM 2030-PTMP
Command:	AM PTMP
Volume:	AM 2030
Geometry:	AM 2030
Impact Fee:	Default Impact Fee
Trip Generation:	AM 2030-PTMP
Trip Distribution:	Main Post SEIS
Paths:	Main Post SEIS
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for AM 2030-PTMP

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	14.00	36.00	14	36	50	10.4
	Zone 14 Subtotal					14	36	50	10.4
15	Ruger & Simo	1.00	mixed use	16.00	21.00	16	21	37	7.7
	Zone 15 Subtotal					16	21	37	7.7
32	S. Main Post	1.00	mixed use	1.00	0.00	1	0	1	0.2
	Zone 32 Subtotal					1	0	1	0.2
33	W. Main Post	1.00	Mixed Use	11.00	52.00	11	52	63	13.1
	Zone 33 Subtotal					11	52	63	13.1
34	E. Main Post	1.00	mixed use	-27.00	9.00	-27	9	-18	-3.8
	Zone 34 Subtotal					-27	9	-18	-3.8
35	N. Main Post	1.00	mixed use	-20.00	-19.00	-20	-19	-39	-8.1
	Zone 35 Subtotal					-20	-19	-39	-8.1
36	West Letterm	1.00	mixed use	12.00	-35.00	12	-35	-23	-4.8
	Zone 36 Subtotal					12	-35	-23	-4.8
753	LDA	1.00	mixed use	106.00	53.00	106	53	159	33.1
	Zone 753 Subtotal					106	53	159	33.1
767	Commissary/P	1.00	mixed use	90.00	160.00	90	160	250	52.1
	Zone 767 Subtotal					90	160	250	52.1
TOTAL						203	277	480	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	353	390	743	266	195	461	3488	2383	5871	2225	3364	5589	12664
Added	0	0	0	0	0	0	86	65	151	65	86	151	302
Total	353	390	743	266	195	461	3574	2448	6022	2290	3450	5740	12966
#202 Lombard/Richardson													
Base	2387	3417	5804	3196	2233	5429	226	159	385	0	0	0	11618
Added	65	86	151	18	0	18	68	65	133	0	0	0	302
Total	2452	3503	5955	3214	2233	5447	294	224	518	0	0	0	11920
#203 Lyon/Lombard													
Base	159	253	412	366	254	620	539	378	917	95	274	369	2318
Added	8	8	16	0	0	0	76	73	149	65	68	133	298
Total	167	261	428	366	254	620	615	451	1066	160	342	502	2616
#204 Greenwich/Divisadero													
Base	335	361	696	396	358	754	186	125	311	142	215	357	2118
Added	0	0	0	0	0	0	8	8	16	8	8	16	32
Total	335	361	696	396	358	754	194	133	327	150	223	373	2150
#205 Greenwich/Lyon													
Base	107	164	271	248	173	421	0	0	0	88	106	194	886
Added	0	0	0	8	8	16	0	0	0	8	8	16	32
Total	107	164	271	256	181	437	0	0	0	96	114	210	918
#206 Francisco/Richardson													
Base	2222	3170	5392	3113	2529	5642	287	57	344	198	64	262	11640
Added	0	18	18	18	0	18	0	0	0	0	0	0	36
Total	2222	3188	5410	3131	2529	5660	287	57	344	198	64	262	11676
#207 Richardson/Gorgas													
Base	17	37	54	160	16	176	3137	2682	5819	2526	3105	5631	11680
Added	18	0	18	0	0	0	0	0	0	0	18	18	36
Total	35	37	72	160	16	176	3137	2682	5819	2526	3123	5649	11716
#208 Doyle/Marina/Lyon													
Base	12	41	53	128	321	449	1349	291	1640	606	1442	2048	4190
Added	0	0	0	100	50	150	-5	2	-3	52	95	147	294
Total	12	41	53	228	371	599	1344	293	1637	658	1537	2195	4484
#209 Graham/Lincoln													
Base	277	180	457	44	92	136	465	421	886	571	664	1235	2714
Added	18	15	33	-1	0	-1	62	19	81	34	79	113	226
Total	295	195	490	43	92	135	527	440	967	605	743	1348	2940
#210 Lincoln/Halleck													
Base	0	0	0	300	379	679	620	652	1272	688	577	1265	3216
Added	0	0	0	45	19	64	84	32	116	28	106	134	314
Total	0	0	0	345	398	743	704	684	1388	716	683	1399	3530

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	548	393	941	605	681	1286	575	654	1229	3456
Added	0	0	0	-12	51	39	108	12	120	24	57	81	240
Total	0	0	0	536	444	980	713	693	1406	599	711	1310	3696
#212 Presidio/Letterman/Lincoln													
Base	528	557	1085	644	632	1276	289	198	487	66	140	206	3054
Added	26	53	79	50	26	76	3	-8	-5	8	16	24	174
Total	554	610	1164	694	658	1352	292	190	482	74	156	230	3228
#213 Lombard/Presidio													
Base	746	660	1406	560	512	1072	0	0	0	412	546	958	3436
Added	35	31	66	53	26	79	0	0	0	19	50	69	214
Total	781	691	1472	613	538	1151	0	0	0	431	596	1027	3650
#214 Presidio/Pacific													
Base	698	649	1347	671	716	1387	83	70	153	93	110	203	3090
Added	23	24	47	24	23	47	0	0	0	0	0	0	94
Total	721	673	1394	695	739	1434	83	70	153	93	110	203	3184
#215 Presidio/Jackson													
Base	683	632	1315	654	701	1355	171	171	342	263	267	530	3542
Added	23	24	47	24	23	47	0	0	0	0	0	0	94
Total	706	656	1362	678	724	1402	171	171	342	263	267	530	3636
#216 Presidio/Washington													
Base	654	489	1143	524	694	1218	239	144	383	135	225	360	3104
Added	23	24	47	24	23	47	0	0	0	0	0	0	94
Total	677	513	1190	548	717	1265	239	144	383	135	225	360	3198
#217 Arguello/Jackson													
Base	625	512	1137	464	553	1017	0	0	0	163	187	350	2504
Added	14	21	35	21	14	35	0	0	0	0	0	0	70
Total	639	533	1172	485	567	1052	0	0	0	163	187	350	2574
#218 Arguello/Washington St													
Base	751	561	1312	502	624	1126	37	51	88	102	156	258	2784
Added	14	21	35	21	14	35	0	0	0	0	0	0	70
Total	765	582	1347	523	638	1161	37	51	88	102	156	258	2854
#219 Arguello/Moraga													
Base	485	354	839	0	0	0	119	186	305	374	438	812	1956
Added	15	22	37	0	0	0	4	3	7	19	13	32	76
Total	500	376	876	0	0	0	123	189	312	393	451	844	2032
#220 Montgomery/Sheridan													
Base	34	176	210	90	540	630	661	69	730	0	0	0	1570
Added	31	1	32	14	62	76	31	13	44	0	0	0	152
Total	65	177	242	104	602	706	692	82	774	0	0	0	1722

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.9	0.914	B	15.1	0.930	+ 1.212 D/V
#202 Lombard/Richardson	A	6.0	0.431	A	6.5	0.431	+ 0.468 D/V
#203 Lyon/Lombard	C	21.3	0.843	E	37.4	1.003	+ 0.160 V/C
#204 Greenwich/Divisadero	B	13.9	0.614	B	14.1	0.623	+ 0.008 V/C
#205 Greenwich/Lyon	A	8.5	0.300	A	8.6	0.311	+ 0.012 V/C
#206 Francisco/Richardson	B	15.1	0.753	B	15.4	0.756	+ 0.233 D/V
#207 Richardson/Gorgas	A	8.1	0.699	A	8.1	0.701	+ 0.088 D/V
#208 Doyle/Marina/Lyon	C	34.6	0.450	C	34.0	0.505	-0.570 D/V
#209 Graham/Lincoln	C	20.5	0.784	D	28.2	0.912	+ 0.128 V/C
#210 Lincoln/Halleck	F	170.0	0.000	F	374.2	0.000	+204.180 D/V
#211 Lincoln/Girard	F	672.2	0.000	F	993.5	0.000	+321.346 D/V
#212 Presidio/Letterman/Lincoln	C	20.0	0.788	C	24.0	0.866	+ 0.078 V/C
#213 Lombard/Presidio	F	78.5	1.271	F	93.5	1.354	+ 0.083 V/C
#214 Presidio/Pacific	F	60.6	1.052	F	70.2	1.087	+ 0.035 V/C
#215 Presidio/Jackson	F	116.3	1.270	F	130.4	1.313	+ 0.043 V/C
#216 Presidio/Washington	F	64.5	1.142	F	76.6	1.196	+ 0.053 V/C
#217 Arguello/Jackson	B	14.1	0.670	B	14.8	0.702	+ 0.032 V/C
#218 Arguello/Washington St	E	41.4	1.023	E	46.1	1.049	+ 0.026 V/C
#219 Arguello/Moraga	B	14.9	0.667	C	16.0	0.696	+ 0.029 V/C
#220 Montgomery/Sheridan	C	18.7	0.786	C	22.8	0.848	+ 0.062 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #201 Lombard/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	24	24	24		24	24	24		59	59	59		59	59	59	
Lanes:	1 0	0 1	0		1 0	0 1	0		0 1	1 1	0		0 1	1 1	0	
Volume Module:																
Base Vol:	204	119	30		96	140	30		0	3238	250		0	2149	76	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	204	119	30		96	140	30		0	3238	250		0	2149	76	
Added Vol:	0	0	0		0	0	0		0	86	0		0	65	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	204	119	30		96	140	30		0	3324	250		0	2214	76	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	204	119	30		96	140	30		0	3324	250		0	2214	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	204	119	30		96	140	30		0	3324	250		0	2214	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	204	119	30		96	140	30		0	3324	250		0	2214	76	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.46	0.97	0.97		0.49	0.97	0.97		0.91	0.90	0.90		0.91	0.91	0.91	
Lanes:	1.00	0.80	0.20		1.00	0.82	0.18		0.00	2.79	0.21		0.00	2.90	0.10	
Final Sat.:	872	1472	371		937	1524	327		0	4776	359		0	4990	171	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.08	0.08		0.10	0.09	0.09		0.00	0.70	0.70		0.00	0.44	0.44	
Crit Moves:	****									****						
Green/Cycle:	0.27	0.27	0.27		0.27	0.27	0.27		0.00	0.73	0.73		0.00	0.73	0.73	
Volume/Cap:	0.88	0.30	0.30		0.38	0.34	0.34		0.00	0.95	0.95		0.00	0.61	0.61	
Uniform Del:	31.6	26.3	26.3		27.0	26.6	26.6		0.0	10.5	10.5		0.0	5.8	5.8	
IncremntDel:	29.1	0.4	0.4		1.0	0.4	0.4		0.0	6.4	6.4		0.0	0.3	0.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00	
Delay/Veh:	60.7	26.7	26.7		27.9	27.1	27.1		0.0	16.9	16.9		0.0	6.0	6.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.7	26.7	26.7		27.9	27.1	27.1		0.0	16.9	16.9		0.0	6.0	6.0	
HCM2kAvg:	15	3	3		5	4	4		0	35	35		0	11	11	

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #202 Lombard/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.5
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	25	90	0		0	57	57		0	0	25		0	0	0	
Lanes:	1 0	3 0	0		0 0	2 1	0		0 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	154	2233	0		0	3191	5		0	0	226		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	154	2233	0		0	3191	5		0	0	226		0	0	0	
Added Vol:	65	0	0		0	18	0		0	0	68		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	219	2233	0		0	3209	5		0	0	294		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	219	2233	0		0	3209	5		0	0	294		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	219	2233	0		0	3209	5		0	0	294		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.10	1.00		1.00	1.10	1.10		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	219	2456	0		0	3530	6		0	0	294		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.77		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.99	0.01		0.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	5700	0		0	5691	9		0	0	1463		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.43	0.00		0.00	0.62	0.62		0.00	0.00	0.20		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.30	1.00	0.00		0.00	0.70	0.70		0.00	0.00	0.30		0.00	0.00	0.00	
Volume/Cap:	0.40	0.43	0.00		0.00	0.89	0.89		0.00	0.00	0.66		0.00	0.00	0.00	
Uniform Del:	18.8	0.0	0.0		0.0	8.4	8.4		0.0	0.0	20.7		0.0	0.0	0.0	
IncremntDel:	0.3	0.0	0.0		0.0	2.1	2.1		0.0	0.0	2.5		0.0	0.0	0.0	
Delay Adj:	0.85	0.85	0.00		0.00	0.85	0.85		0.00	0.00	0.85		0.00	0.00	0.00	
Delay/Veh:	16.2	0.0	0.0		0.0	9.3	9.3		0.0	0.0	20.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	16.2	0.0	0.0		0.0	9.3	9.3		0.0	0.0	20.1		0.0	0.0	0.0	
DesignQueue:	8	0	0		0	64	0		0	0	11		0	0	0	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 100 Critical Vol./Cap. (X): 1.003
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 37.4
Optimal Cycle: 0 Level Of Service: E

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	114	37	8	21	151	194	197	245	97	5	70	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	37	8	21	151	194	197	245	97	5	70	20
Added Vol:	8	0	0	0	0	0	0	68	8	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	37	8	21	151	194	197	313	105	5	135	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	37	8	21	151	194	197	313	105	5	135	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	37	8	21	151	194	197	313	105	5	135	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	37	8	21	151	194	197	313	105	5	135	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.22	0.05	0.06	0.41	0.53	0.32	0.51	0.17	0.03	0.84	0.13
Final Sat.:	354	107	23	33	234	300	196	312	105	16	424	63
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.65	0.65	0.65	1.00	1.00	1.00	0.32	0.32	0.32
Crit Moves:		****			****			****			****	
Delay/Veh:	13.6	13.6	13.6	19.5	19.5	19.5	61.0	61.0	61.0	12.6	12.6	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	13.6	19.5	19.5	19.5	61.0	61.0	61.0	12.6	12.6	12.6
LOS by Move:	B	B	B	C	C	C	F	F	F	B	B	B
ApproachDel:		13.6			19.5			61.0			12.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.6			19.5			61.0			12.6	
LOS by Appr:		B			C			F			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #204 Greenwich/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 0 Level Of Service: B

Street Name:	Divisadero						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	304	12	47	337	12	17	156	13	11	94	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	304	12	47	337	12	17	156	13	11	94	37
Added Vol:	0	0	0	0	0	0	0	8	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	304	12	47	337	12	17	164	13	11	102	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	304	12	47	337	12	17	164	13	11	102	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	304	12	47	337	12	17	164	13	11	102	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	304	12	47	337	12	17	164	13	11	102	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.12	0.85	0.03	0.09	0.84	0.07	0.07	0.68	0.25
Final Sat.:	35	564	22	75	541	19	47	453	36	38	356	129
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.62	0.62	0.62	0.36	0.36	0.36	0.29	0.29	0.29
Crit Moves:		****		****			****				****	
Delay/Veh:	14.2	14.2	14.2	16.2	16.2	16.2	12.0	12.0	12.0	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	16.2	16.2	16.2	12.0	12.0	12.0	11.1	11.1	11.1
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:		14.2			16.2			12.0			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.2			16.2			12.0			11.1	
LOS by Appr:		B			C			B			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #205 Greenwich/Lyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.311
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Street Name:	Lyon									Greenwich		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	103	4	102	146	0	0	0	0	18	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	103	4	102	146	0	0	0	0	18	0	70
Added Vol:	0	0	0	8	0	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	103	4	110	146	0	0	0	0	18	0	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	103	4	110	146	0	0	0	0	18	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	103	4	110	146	0	0	0	0	18	0	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	103	4	110	146	0	0	0	0	18	0	78
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	0.43	0.57	0.00	0.00	0.00	0.00	0.19	0.00	0.81
Final Sat.:	0	777	30	353	469	0	0	0	0	150	0	650
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.13	0.13	0.31	0.31	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.12
Crit Moves:		****			****							****
Delay/Veh:	0.0	8.0	8.0	9.2	9.2	0.0	0.0	0.0	0.0	7.7	0.0	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	8.0	9.2	9.2	0.0	0.0	0.0	0.0	7.7	0.0	7.7
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.0			9.2			xxxxxx			7.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.0			9.2			xxxxxx			7.7	
LOS by Appr:		A			A			*			A	

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #206 Francisco/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.756
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L - T - R				L - T - R				L - T - R				L - T - R			
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	51	51	51		51	51	51		31	31	31		31	31	31	
Lanes:	0 0	2 1	0		0 0	2 1	0		0 1	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	0	2222	0		0	3113	0		177	64	46		11	57	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2222	0		0	3113	0		177	64	46		11	57	130	
Added Vol:	0	0	0		0	18	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	2222	0		0	3131	0		177	64	46		11	57	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2222	0		0	3131	0		177	64	46		11	57	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2222	0		0	3131	0		177	64	46		11	57	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2222	0		0	3131	0		177	64	46		11	57	130	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	0.91	0.91		0.61	0.61	0.61		0.89	0.89	0.89	
Lanes:	0.00	3.00	0.00		0.00	3.00	0.00		1.00	0.58	0.42		0.05	0.29	0.66	
Final Sat.:	0	5187	0		0	5187	0		1159	674	485		94	488	1114	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.00		0.00	0.60	0.00		0.15	0.09	0.09		0.12	0.12	0.12	
Crit Moves:						****			****							
Green/Cycle:	0.00	0.66	0.00		0.00	0.66	0.00		0.34	0.34	0.34		0.34	0.34	0.34	
Volume/Cap:	0.00	0.65	0.00		0.00	0.92	0.00		0.44	0.28	0.28		0.34	0.34	0.34	
Uniform Del:	0.0	9.3	0.0		0.0	13.5	0.0		22.8	21.4	21.4		21.9	21.9	21.9	
IncrmntDel:	0.0	0.5	0.0		0.0	4.7	0.0		0.5	0.1	0.1		0.3	0.3	0.3	
Delay Adj:	0.00	1.00	0.00		0.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	0.0	9.8	0.0		0.0	18.2	0.0		23.3	21.5	21.5		22.2	22.2	22.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	9.8	0.0		0.0	18.2	0.0		23.3	21.5	21.5		22.2	22.2	22.2	
HCM2kAvg:	0	13	0		0	30	0		6	3	3		4	4	4	

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #207 Richardson/Gorgas

Cycle (sec): 90 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		12	12	12		52	52	52		52	52	52	
Lanes:	1 0	1! 0	0		0 0	0 0	1		0 0	3 0	1		0 0	2 1	0	
Volume Module:																
Base Vol:	12	0	5		0	0	160		0	3100	37		0	2510	16	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	12	0	5		0	0	160		0	3100	37		0	2510	16	
Added Vol:	0	0	18		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	12	0	23		0	0	160		0	3100	37		0	2510	16	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	12	0	23		0	0	160		0	3100	37		0	2510	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	0	23		0	0	160		0	3100	37		0	2510	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	12	0	23		0	0	160		0	3100	37		0	2510	16	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	1.00	0.89		1.00	1.00	0.87		1.00	0.91	0.85		1.00	0.91	0.91	
Lanes:	1.21	0.00	0.79		0.00	0.00	1.00		0.00	3.00	1.00		0.00	2.98	0.02	
Final Sat.:	2031	0	1335		0	0	1644		0	5187	1615		0	5149	33	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.02		0.00	0.00	0.10		0.00	0.60	0.02		0.00	0.49	0.49	
Crit Moves:	****						****			****						
Green/Cycle:	0.11	0.00	0.11		0.00	0.00	0.13		0.00	0.76	0.76		0.00	0.76	0.76	
Volume/Cap:	0.05	0.00	0.16		0.00	0.00	0.73		0.00	0.79	0.03		0.00	0.65	0.65	
Uniform Del:	35.8	0.0	36.2		0.0	0.0	37.4		0.0	6.7	2.8		0.0	5.2	5.2	
IncremntDel:	0.0	0.0	0.3		0.0	0.0	11.8		0.0	1.1	0.0		0.0	0.4	0.4	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00	
Delay/Veh:	35.8	0.0	36.5		0.0	0.0	49.2		0.0	7.8	2.8		0.0	5.6	5.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.8	0.0	36.5		0.0	0.0	49.2		0.0	7.8	2.8		0.0	5.6	5.6	
HCM2kAvg:	0	0	1		0	0	6		0	19	0		0	12	12	

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #208 Doyle/Marina/Lyon

Cycle (sec): 75 Critical Vol./Cap. (X): 0.505
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	29	0	29		29	0	29		0	38	38		38	38	38	
Lanes:	1 0	0 0	1		1 0	0 0	1		0 0	1 1	0		0 0	1 1	0	
Volume Module:																
Base Vol:	0	0	12		122	0	6		0	1308	41		0	285	321	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	12		122	0	6		0	1308	41		0	285	321	
Added Vol:	0	0	0		100	0	0		0	-5	0		0	2	50	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	12		222	0	6		0	1303	41		0	287	371	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	12		222	0	6		0	1303	41		0	287	371	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	12		222	0	6		0	1303	41		0	287	371	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	12		222	0	6		0	1303	41		0	287	371	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	0.85		1.00	0.95	0.95		1.00	0.87	0.87	
Lanes:	1.00	0.00	1.00		1.00	0.00	1.00		0.00	1.94	0.06		0.00	1.00	1.00	
Final Sat.:	1900	0	1615		1805	0	1615		0	3482	110		0	1652	1652	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.12	0.00	0.00		0.00	0.37	0.37		0.00	0.17	0.22	
Crit Moves:			****		****					****						
Green/Cycle:	0.00	0.00	0.30		0.30	0.00	0.60		0.00	0.40	0.40		0.00	0.40	0.40	
Volume/Cap:	0.00	0.00	0.02		0.41	0.00	0.01		0.00	0.95	0.95		0.00	0.44	0.57	
Uniform Del:	0.0	0.0	23.6		26.7	0.0	7.5		0.0	28.0	28.0		0.0	21.2	22.6	
IncremntDel:	0.0	0.0	0.0		0.5	0.0	0.0		0.0	13.0	13.0		0.0	0.2	0.7	
Delay Adj:	0.00	0.00	1.00		1.00	0.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	23.6		27.2	0.0	7.6		0.0	41.0	41.0		0.0	21.4	23.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	23.6		27.2	0.0	7.6		0.0	41.0	41.0		0.0	21.4	23.3	
HCM2kAvg:	0	0	0		6	0	0		0	24	24		0	6	9	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.912
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 0 Level Of Service: D

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	27	30	220	18	10	16	20	426	19	151	378	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	30	220	18	10	16	20	426	19	151	378	42
Added Vol:	0	0	18	-1	0	0	0	62	0	15	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	30	238	17	10	16	20	488	19	166	397	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	30	238	17	10	16	20	488	19	166	397	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	30	238	17	10	16	20	488	19	166	397	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	30	238	17	10	16	20	488	19	166	397	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.10	0.81	0.40	0.23	0.37	1.00	0.96	0.04	1.00	0.90	0.10
Final Sat.:	50	56	442	171	101	161	508	535	21	513	509	54
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.10	0.10	0.10	0.04	0.91	0.91	0.32	0.78	0.78
Crit Moves:		****			****				****		****	
Delay/Veh:	15.7	15.7	15.7	11.2	11.2	11.2	9.9	43.5	43.5	12.8	27.1	27.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.7	15.7	11.2	11.2	11.2	9.9	43.5	43.5	12.8	27.1	27.1
LOS by Move:	C	C	C	B	B	B	A	E	E	B	D	D
ApproachDel:	15.7			11.2			42.2			23.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.7			11.2			42.2			23.2		
LOS by Appr:	C			B			E			C		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Average Delay (sec/veh): 74.1 Worst Case Level Of Service: F[374.2]

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	123	0	177	166	454	0	0	475	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	123	0	177	166	454	0	0	475	213
Added Vol:	0	0	0	32	0	13	10	74	0	0	19	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	155	0	190	176	528	0	0	494	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	155	0	190	176	528	0	0	494	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	155	0	190	176	528	0	0	494	222
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1485	xxxx	605	716	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	139	xxxx	501	894	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	118	xxxx	501	894	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.32	xxxx	0.38	0.20	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	203	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	23.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	374	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			374.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Average Delay (sec/veh): 289.7 Worst Case Level Of Service: F[993.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0	276	0	272	227	378	0	0	409	166				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	276	0	272	227	378	0	0	409	166				
Added Vol:	0	0	0	0	0	-12	51	57	0	0	24	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	276	0	260	278	435	0	0	433	166				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	276	0	260	278	435	0	0	433	166				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	276	0	260	278	435	0	0	433	166				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	1507	xxxx	516	599	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	134	xxxx	563	988	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	105	xxxx	563	988	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	2.62	xxxx	0.46	0.28	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	174	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	49.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	994	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				993.5		xxxxxx			xxxxxx						
ApproachLOS:	*				F		*			*						

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.866
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 0 Level Of Service: C

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1	0	0	1	0	1	0	0	0	1! 0 0
Volume Module:												
Base Vol:	104	415	9	101	464	79	174	30	85	8	15	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	415	9	101	464	79	174	30	85	8	15	43
Added Vol:	-8	23	11	5	45	0	0	0	3	5	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	438	20	106	509	79	174	30	88	13	15	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	438	20	106	509	79	174	30	88	13	15	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	438	20	106	509	79	174	30	88	13	15	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	438	20	106	509	79	174	30	88	13	15	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	0.30	1.47	0.23	0.60	0.10	0.30	0.18	0.20	0.62
Final Sat.:	487	506	23	159	784	124	302	52	153	78	90	275
Capacity Analysis Module:												
Vol/Sat:	0.20	0.87	0.87	0.66	0.65	0.64	0.58	0.58	0.58	0.17	0.17	0.17
Crit Moves:		****		****				****				****
Delay/Veh:	11.7	37.8	37.8	21.5	20.4	19.4	17.9	17.9	17.9	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	37.8	37.8	21.5	20.4	19.4	17.9	17.9	17.9	11.6	11.6	11.6
LOS by Move:	B	E	E	C	C	C	C	C	C	B	B	B
ApproachDel:	33.2			20.5			17.9			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	33.2			20.5			17.9			11.6		
LOS by Appr:	D			C			C			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 100 Critical Vol./Cap. (X): 1.354
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 93.5
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	391	355	191	369	0	0	0	0	291	0	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	391	355	191	369	0	0	0	0	291	0	121
Added Vol:	0	19	16	34	19	0	0	0	0	12	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	410	371	225	388	0	0	0	0	303	0	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	371	225	388	0	0	0	0	303	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	371	225	388	0	0	0	0	303	0	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	410	371	225	388	0	0	0	0	303	0	128
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.52	0.48	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	303	274	489	526	0	0	0	0	461	0	542
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.35	1.35	0.46	0.74	xxxx	xxxx	xxxx	xxxx	0.66	xxxx	0.24
Crit Moves:		****			****					****		
Delay/Veh:	0.0	190	189.7	16.0	26.1	0.0	0.0	0.0	0.0	23.8	0.0	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	190	189.7	16.0	26.1	0.0	0.0	0.0	0.0	23.8	0.0	11.3
LOS by Move:	*	F	F	C	D	*	*	*	*	C	*	B
ApproachDel:	189.7				22.4		xxxxxx			20.1		
Delay Adj:	1.00				1.00		xxxxx			1.00		
ApprAdjDel:	189.7				22.4		xxxxxx			20.1		
LOS by Appr:	F				C		*			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 100 Critical Vol./Cap. (X): 1.087
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 70.2
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	655	31	46	593	32	32	33	18	38	26	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	655	31	46	593	32	32	33	18	38	26	29
Added Vol:	0	23	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	678	31	46	617	32	32	33	18	38	26	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	678	31	46	617	32	32	33	18	38	26	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	678	31	46	617	32	32	33	18	38	26	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	678	31	46	617	32	32	33	18	38	26	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.94	0.04	0.07	0.89	0.04	0.38	0.40	0.22	0.41	0.28	0.31
Final Sat.:	11	624	29	44	588	30	190	195	107	204	140	156
Capacity Analysis Module:												
Vol/Sat:	1.09	1.09	1.09	1.05	1.05	1.05	0.17	0.17	0.17	0.19	0.19	0.19
Crit Moves:		****			****			****			****	
Delay/Veh:	83.2	83.2	83.2	71.5	71.5	71.5	11.6	11.6	11.6	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.2	83.2	83.2	71.5	71.5	71.5	11.6	11.6	11.6	11.7	11.7	11.7
LOS by Move:	F	F	F	F	F	F	B	B	B	B	B	B
ApproachDel:	83.2			71.5			11.6			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	83.2			71.5			11.6			11.7		
LOS by Appr:	F			F			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 1.313
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 130.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	615	59	59	565	30	11	149	11	56	132	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	615	59	59	565	30	11	149	11	56	132	75
Added Vol:	0	23	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	638	59	59	589	30	11	149	11	56	132	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	638	59	59	589	30	11	149	11	56	132	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	638	59	59	589	30	11	149	11	56	132	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	638	59	59	589	30	11	149	11	56	132	75
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.91	0.08	0.09	0.87	0.04	0.06	0.88	0.06	0.21	0.50	0.29
Final Sat.:	7	486	45	47	465	24	28	377	28	100	235	133
Capacity Analysis Module:												
Vol/Sat:	1.31	1.31	1.31	1.27	1.27	1.27	0.40	0.40	0.40	0.56	0.56	0.56
Crit Moves:		****			****		****				****	
Delay/Veh:	174.4	174	174.4	156.4	156	156.4	16.0	16.0	16.0	19.6	19.6	19.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	174.4	174	174.4	156.4	156	156.4	16.0	16.0	16.0	19.6	19.6	19.6
LOS by Move:	F	F	F	F	F	F	C	C	C	C	C	C
ApproachDel:	174.4			156.4			16.0			19.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	174.4			156.4			16.0			19.6		
LOS by Appr:	F			F			C			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 100 Critical Vol./Cap. (X): 1.196
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 76.6
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	15	610	29	38	440	46	59	158	22	27	83	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	610	29	38	440	46	59	158	22	27	83	25
Added Vol:	0	23	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	633	29	38	464	46	59	158	22	27	83	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	633	29	38	464	46	59	158	22	27	83	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	633	29	38	464	46	59	158	22	27	83	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	633	29	38	464	46	59	158	22	27	83	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.94	0.04	0.07	0.85	0.08	0.25	0.66	0.09	0.20	0.61	0.19
Final Sat.:	13	529	24	39	477	47	117	312	43	88	272	82
Capacity Analysis Module:												
Vol/Sat:	1.20	1.20	1.20	0.97	0.97	0.97	0.51	0.51	0.51	0.31	0.31	0.31
Crit Moves:	****			****				****				****
Delay/Veh:	126.6	127	126.6	56.0	56.0	56.0	17.6	17.6	17.6	14.1	14.1	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.6	127	126.6	56.0	56.0	56.0	17.6	17.6	17.6	14.1	14.1	14.1
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:	126.6			56.0			17.6			14.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	126.6			56.0			17.6			14.1		
LOS by Appr:	F			F			C			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #217 Arguello/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 0 Level Of Service: B

Street Name:	Arguello Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	486	139	48	416	0	0	0	0	96	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	486	139	48	416	0	0	0	0	96	0	67
Added Vol:	0	14	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	500	139	48	437	0	0	0	0	96	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	500	139	48	437	0	0	0	0	96	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	500	139	48	437	0	0	0	0	96	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	500	139	48	437	0	0	0	0	96	0	67
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.56	0.44	0.10	0.90	0.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	0	1042	300	68	623	0	0	0	0	331	0	231
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.48	0.46	0.70	0.70	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	0.29
Crit Moves:		****			****							****
Delay/Veh:	0.0	12.8	12.1	18.9	18.9	0.0	0.0	0.0	0.0	11.1	0.0	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.8	12.1	18.9	18.9	0.0	0.0	0.0	0.0	11.1	0.0	11.1
LOS by Move:	*	B	B	C	C	*	*	*	*	B	*	B
ApproachDel:		12.6			18.9			xxxxxx			11.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		12.6			18.9			xxxxxx			11.1	
LOS by Appr:		B			C			*			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.049
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 46.1
Optimal Cycle: 0 Level Of Service: E

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	592	136	9	471	22	4	11	22	68	6	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	592	136	9	471	22	4	11	22	68	6	28
Added Vol:	0	14	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	606	136	9	492	22	4	11	22	68	6	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	606	136	9	492	22	4	11	22	68	6	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	606	136	9	492	22	4	11	22	68	6	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	606	136	9	492	22	4	11	22	68	6	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.79	0.18	0.02	0.94	0.04	0.11	0.30	0.59	0.67	0.06	0.27
Final Sat.:	22	578	130	12	644	29	55	151	301	342	30	141
Capacity Analysis Module:												
Vol/Sat:	1.05	1.05	1.05	0.76	0.76	0.76	0.07	0.07	0.07	0.20	0.20	0.20
Crit Moves:		****			****			****		****		
Delay/Veh:	68.4	68.4	68.4	22.8	22.8	22.8	10.1	10.1	10.1	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	68.4	68.4	22.8	22.8	22.8	10.1	10.1	10.1	11.2	11.2	11.2
LOS by Move:	F	F	F	C	C	C	B	B	B	B	B	B
ApproachDel:		68.4			22.8			10.1			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		68.4			22.8			10.1			11.2	
LOS by Appr:		F			C			B			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #219 Arguello/Moraga

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 0 Level Of Service: C

Street Name:	Arguello						Moraga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	113	0	372	0	0	0	0	66	53	301	73	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	0	372	0	0	0	0	66	53	301	73	0
Added Vol:	2	0	13	0	0	0	0	0	4	18	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	0	385	0	0	0	0	66	57	319	74	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	0	385	0	0	0	0	66	57	319	74	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	385	0	0	0	0	66	57	319	74	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	0	385	0	0	0	0	66	57	319	74	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	0.00	1.00	0.00	0.00	0.54	0.46	0.81	0.19	0.00
Final Sat.:	165	0	553	0	0	0	0	324	279	513	119	0
Capacity Analysis Module:												
Vol/Sat:	0.70	xxxx	0.70	xxxx	xxxx	xxxx	xxxx	0.20	0.20	0.62	0.62	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	17.3	0.0	17.3	0.0	0.0	0.0	0.0	9.7	9.7	16.4	16.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	0.0	17.3	0.0	0.0	0.0	0.0	9.7	9.7	16.4	16.4	0.0
LOS by Move:	C	*	C	*	*	*	*	A	A	C	C	*
ApproachDel:	17.3			xxxxxx				9.7			16.4	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	17.3			xxxxxx				9.7			16.4	
LOS by Appr:	C			*				A			C	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #220 Montgomery/Sheridan

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 0 Level Of Service: C

Street Name:	Montgomery St.						Sheridan Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	21	0	0	34	56	519	0	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	21	0	0	34	56	519	0	142	0	0	0
Added Vol:	0	31	0	0	1	13	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	52	0	0	35	69	550	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	52	0	0	35	69	550	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	52	0	0	35	69	550	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	52	0	0	35	69	550	0	142	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.80	0.00	0.00	0.34	0.66	0.79	0.00	0.21	0.00	1.00	0.00
Final Sat.:	120	480	0	0	221	435	649	0	167	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	xxxx	xxxx	0.16	0.16	0.85	xxxx	0.85	xxxx	xxxx	xxxx
Crit Moves:		****				****	****					
Delay/Veh:	9.3	9.3	0.0	0.0	9.1	9.1	26.1	0.0	26.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	0.0	0.0	9.1	9.1	26.1	0.0	26.1	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	D	*	D	*	*	*
ApproachDel:	9.3			9.1			26.1			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	9.3			9.1			26.1			xxxxxx		
LOS by Appr:	A			A			D			*		

Alternative 2 – AM Peak Hour

Scenario Report

Scenario:	AM 2030-MPU
Command:	AM MPU
Volume:	AM 2030
Geometry:	AM 2030
Impact Fee:	Default Impact Fee
Trip Generation:	AM 2030-MPU
Trip Distribution:	Main Post SEIS
Paths:	Main Post SEIS
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for AM 2030-MPU

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	14.00	36.00	14	36	50	9.1
	Zone 14 Subtotal					14	36	50	9.1
15	Ruger & Simo	1.00	mixed use	16.00	21.00	16	21	37	6.7
	Zone 15 Subtotal					16	21	37	6.7
32	S. Main Post	1.00	mixed use	-6.00	-2.00	-6	-2	-8	-1.4
	Zone 32 Subtotal					-6	-2	-8	-1.4
33	W. Main Post	1.00	Mixed Use	8.00	55.00	8	55	63	11.4
	Zone 33 Subtotal					8	55	63	11.4
34	E. Main Post	1.00	mixed use	-26.00	3.00	-26	3	-23	-4.2
	Zone 34 Subtotal					-26	3	-23	-4.2
35	N. Main Post	1.00	mixed use	26.00	21.00	26	21	47	8.5
	Zone 35 Subtotal					26	21	47	8.5
36	West Letterm	1.00	mixed use	12.00	-35.00	12	-35	-23	-4.2
	Zone 36 Subtotal					12	-35	-23	-4.2
753	LDA	1.00	mixed use	106.00	53.00	106	53	159	28.8
	Zone 753 Subtotal					106	53	159	28.8
767	Commissary/P	1.00	mixed use	90.00	160.00	90	160	250	45.3
	Zone 767 Subtotal					90	160	250	45.3
TOTAL						240	312	552	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	353	390	743	266	195	461	3488	2383	5871	2225	3364	5589	12664
Added	0	0	0	0	0	0	109	90	199	90	109	199	398
Total	353	390	743	266	195	461	3597	2473	6070	2315	3473	5788	13062
#202 Lombard/Richardson													
Base	2387	3417	5804	3196	2233	5429	226	159	385	0	0	0	11618
Added	90	109	199	35	18	53	74	72	146	0	0	0	398
Total	2477	3526	6003	3231	2251	5482	300	231	531	0	0	0	12016
#203 Lyon/Lombard													
Base	159	253	412	366	254	620	539	378	917	95	274	369	2318
Added	8	9	17	0	0	0	83	80	163	72	74	146	326
Total	167	262	429	366	254	620	622	458	1080	167	348	515	2644
#204 Greenwich/Divisadero													
Base	335	361	696	396	358	754	186	125	311	142	215	357	2118
Added	0	0	0	0	0	0	9	8	17	8	9	17	34
Total	335	361	696	396	358	754	195	133	328	150	224	374	2152
#205 Greenwich/Lyon													
Base	107	164	271	248	173	421	0	0	0	88	106	194	886
Added	0	0	0	9	8	17	0	0	0	8	9	17	34
Total	107	164	271	257	181	438	0	0	0	96	115	211	920
#206 Francisco/Richardson													
Base	2222	3170	5392	3113	2529	5642	287	57	344	198	64	262	11640
Added	18	35	53	35	18	53	0	0	0	0	0	0	106
Total	2240	3205	5445	3148	2547	5695	287	57	344	198	64	262	11746
#207 Richardson/Gorgas													
Base	17	37	54	160	16	176	3137	2682	5819	2526	3105	5631	11680
Added	35	0	35	0	0	0	0	18	18	18	35	53	106
Total	52	37	89	160	16	176	3137	2700	5837	2544	3140	5684	11786
#208 Doyle/Marina/Lyon													
Base	12	41	53	128	321	449	1349	291	1640	606	1442	2048	4190
Added	0	0	0	102	52	154	-5	2	-3	54	97	151	302
Total	12	41	53	230	373	603	1344	293	1637	660	1539	2199	4492
#209 Graham/Lincoln													
Base	277	180	457	44	92	136	465	421	886	571	664	1235	2714
Added	21	12	33	1	0	1	64	16	80	28	86	114	228
Total	298	192	490	45	92	137	529	437	966	599	750	1349	2942
#210 Lincoln/Halleck													
Base	0	0	0	300	379	679	620	652	1272	688	577	1265	3216
Added	0	0	0	81	62	143	87	27	114	58	137	195	452
Total	0	0	0	381	441	822	707	679	1386	746	714	1460	3668

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	548	393	941	605	681	1286	575	654	1229	3456
Added	0	0	0	9	71	80	140	43	183	34	69	103	366
Total	0	0	0	557	464	1021	745	724	1469	609	723	1332	3822
#212 Presidio/Letterman/Lincoln													
Base	528	557	1085	644	632	1276	289	198	487	66	140	206	3054
Added	37	63	100	62	37	99	1	-8	-7	8	16	24	216
Total	565	620	1185	706	669	1375	290	190	480	74	156	230	3270
#213 Lombard/Presidio													
Base	746	660	1406	560	512	1072	0	0	0	412	546	958	3436
Added	38	34	72	63	37	100	0	0	0	27	57	84	256
Total	784	694	1478	623	549	1172	0	0	0	439	603	1042	3692
#214 Presidio/Pacific													
Base	698	649	1347	671	716	1387	83	70	153	93	110	203	3090
Added	26	27	53	27	26	53	0	0	0	0	0	0	106
Total	724	676	1400	698	742	1440	83	70	153	93	110	203	3196
#215 Presidio/Jackson													
Base	683	632	1315	654	701	1355	171	171	342	263	267	530	3542
Added	26	27	53	27	26	53	0	0	0	0	0	0	106
Total	709	659	1368	681	727	1408	171	171	342	263	267	530	3648
#216 Presidio/Washington													
Base	654	489	1143	524	694	1218	239	144	383	135	225	360	3104
Added	26	27	53	27	26	53	0	0	0	0	0	0	106
Total	680	516	1196	551	720	1271	239	144	383	135	225	360	3210
#217 Arguello/Jackson													
Base	625	512	1137	464	553	1017	0	0	0	163	187	350	2504
Added	18	25	43	25	18	43	0	0	0	0	0	0	86
Total	643	537	1180	489	571	1060	0	0	0	163	187	350	2590
#218 Arguello/Washington St													
Base	751	561	1312	502	624	1126	37	51	88	102	156	258	2784
Added	18	25	43	25	18	43	0	0	0	0	0	0	86
Total	769	586	1355	527	642	1169	37	51	88	102	156	258	2870
#219 Arguello/Moraga													
Base	485	354	839	0	0	0	119	186	305	374	438	812	1956
Added	18	24	42	0	0	0	1	-4	-3	16	15	31	70
Total	503	378	881	0	0	0	120	182	302	390	453	843	2026
#220 Montgomery/Sheridan													
Base	34	176	210	90	540	630	661	69	730	0	0	0	1570
Added	33	0	33	12	64	76	31	12	43	0	0	0	152
Total	67	176	243	102	604	706	692	81	773	0	0	0	1722

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.9	0.914	B	15.5	0.934	+ 1.635 D/V
#202 Lombard/Richardson	B	6.0	0.431	B	6.6	0.434	+ 0.598 D/V
#203 Lyon/Lombard	C	21.3	0.843	E	39.4	1.018	+ 0.175 V/C
#204 Greenwich/Divisadero	B	13.9	0.614	B	14.1	0.623	+ 0.009 V/C
#205 Greenwich/Lyon	A	8.5	0.300	A	8.6	0.313	+ 0.013 V/C
#206 Francisco/Richardson	B	15.1	0.753	B	15.6	0.760	+ 0.481 D/V
#207 Richardson/Gorgas	A	8.1	0.699	A	8.2	0.701	+ 0.188 D/V
#208 Doyle/Marina/Lyon	C	34.6	0.450	C	34.0	0.506	-0.572 D/V
#209 Graham/Lincoln	C	20.5	0.784	D	28.6	0.918	+ 0.134 V/C
#210 Lincoln/Halleck	F	170.0	0.000	F	525.2	0.000	+355.173 D/V
#211 Lincoln/Girard	F	672.2	0.000	F	OVRFL	0.000	+481.344 D/V
#212 Presidio/Letterman/Lincoln	C	20.0	0.788	D	25.3	0.888	+ 0.100 V/C
#213 Lombard/Presidio	F	78.5	1.271	F	94.9	1.364	+ 0.093 V/C
#214 Presidio/Pacific	F	60.6	1.052	F	71.5	1.092	+ 0.039 V/C
#215 Presidio/Jackson	F	116.3	1.270	F	132.2	1.318	+ 0.048 V/C
#216 Presidio/Washington	F	64.5	1.142	F	78.2	1.203	+ 0.060 V/C
#217 Arguello/Jackson	B	14.1	0.670	B	15.0	0.708	+ 0.038 V/C
#218 Arguello/Washington St	E	41.4	1.023	E	47.4	1.056	+ 0.033 V/C
#219 Arguello/Moraga	B	14.9	0.667	C	16.0	0.697	+ 0.031 V/C
#220 Montgomery/Sheridan	C	18.7	0.786	C	22.8	0.848	+ 0.062 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #201 Lombard/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.934
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	24	24	24		24	24	24		59	59	59		59	59	59	
Lanes:	1 0	0 1	0		1 0	0 1	0		0 1	1 1	0		0 1	1 1	0	
Volume Module:																
Base Vol:	204	119	30		96	140	30		0	3238	250		0	2149	76	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	204	119	30		96	140	30		0	3238	250		0	2149	76	
Added Vol:	0	0	0		0	0	0		0	109	0		0	90	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	204	119	30		96	140	30		0	3347	250		0	2239	76	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	204	119	30		96	140	30		0	3347	250		0	2239	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	204	119	30		96	140	30		0	3347	250		0	2239	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	204	119	30		96	140	30		0	3347	250		0	2239	76	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.46	0.97	0.97		0.49	0.97	0.97		0.91	0.90	0.90		0.91	0.91	0.91	
Lanes:	1.00	0.80	0.20		1.00	0.82	0.18		0.00	2.79	0.21		0.00	2.90	0.10	
Final Sat.:	872	1472	371		937	1524	327		0	4778	357		0	4992	169	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.08	0.08		0.10	0.09	0.09		0.00	0.70	0.70		0.00	0.45	0.45	
Crit Moves:	****									****						
Green/Cycle:	0.27	0.27	0.27		0.27	0.27	0.27		0.00	0.73	0.73		0.00	0.73	0.73	
Volume/Cap:	0.88	0.30	0.30		0.38	0.34	0.34		0.00	0.96	0.96		0.00	0.61	0.61	
Uniform Del:	31.6	26.3	26.3		27.0	26.6	26.6		0.0	10.7	10.7		0.0	5.8	5.8	
IncremntDel:	29.1	0.4	0.4		1.0	0.4	0.4		0.0	7.0	7.0		0.0	0.3	0.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00	
Delay/Veh:	60.7	26.7	26.7		27.9	27.1	27.1		0.0	17.7	17.7		0.0	6.1	6.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.7	26.7	26.7		27.9	27.1	27.1		0.0	17.7	17.7		0.0	6.1	6.1	
HCM2kAvg:	15	3	3		5	4	4		0	36	36		0	11	11	

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #202 Lombard/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.434
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.6
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	25	90	0		0	57	57		0	0	25		0	0	0	
Lanes:	1 0	3 0	0		0 0	2 1	0		0 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	154	2233	0		0	3191	5		0	0	226		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	154	2233	0		0	3191	5		0	0	226		0	0	0	
Added Vol:	72	18	0		0	35	0		0	0	74		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	226	2251	0		0	3226	5		0	0	300		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	226	2251	0		0	3226	5		0	0	300		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	226	2251	0		0	3226	5		0	0	300		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.10	1.00		1.00	1.10	1.10		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	226	2476	0		0	3549	6		0	0	300		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.77		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.99	0.01		0.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	5700	0		0	5691	9		0	0	1463		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.43	0.00		0.00	0.62	0.62		0.00	0.00	0.21		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.30	1.00	0.00		0.00	0.70	0.70		0.00	0.00	0.30		0.00	0.00	0.00	
Volume/Cap:	0.41	0.43	0.00		0.00	0.90	0.90		0.00	0.00	0.67		0.00	0.00	0.00	
Uniform Del:	18.9	0.0	0.0		0.0	8.4	8.4		0.0	0.0	20.8		0.0	0.0	0.0	
IncremntDel:	0.3	0.0	0.0		0.0	2.3	2.3		0.0	0.0	2.7		0.0	0.0	0.0	
Delay Adj:	0.85	0.85	0.00		0.00	0.85	0.85		0.00	0.00	0.85		0.00	0.00	0.00	
Delay/Veh:	16.4	0.0	0.0		0.0	9.4	9.4		0.0	0.0	20.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	16.4	0.0	0.0		0.0	9.4	9.4		0.0	0.0	20.4		0.0	0.0	0.0	
DesignQueue:	8	0	0		0	65	0		0	0	11		0	0	0	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 100 Critical Vol./Cap. (X): 1.018
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 39.4
Optimal Cycle: 0 Level Of Service: E

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	114	37	8	21	151	194	197	245	97	5	70	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	37	8	21	151	194	197	245	97	5	70	20
Added Vol:	8	0	0	0	0	0	0	74	9	0	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	37	8	21	151	194	197	319	106	5	142	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	37	8	21	151	194	197	319	106	5	142	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	37	8	21	151	194	197	319	106	5	142	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	37	8	21	151	194	197	319	106	5	142	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.22	0.05	0.06	0.41	0.53	0.32	0.51	0.17	0.03	0.85	0.12
Final Sat.:	352	107	23	32	233	299	193	313	104	15	427	60
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.65	0.65	0.65	1.02	1.02	1.02	0.33	0.33	0.33
Crit Moves:		****			****			****			****	
Delay/Veh:	13.6	13.6	13.6	19.7	19.7	19.7	65.1	65.1	65.1	12.8	12.8	12.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	13.6	19.7	19.7	19.7	65.1	65.1	65.1	12.8	12.8	12.8
LOS by Move:	B	B	B	C	C	C	F	F	F	B	B	B
ApproachDel:		13.6			19.7			65.1			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.6			19.7			65.1			12.8	
LOS by Appr:		B			C			F			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #204 Greenwich/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 0 Level Of Service: B

Street Name:	Divisadero						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	304	12	47	337	12	17	156	13	11	94	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	304	12	47	337	12	17	156	13	11	94	37
Added Vol:	0	0	0	0	0	0	0	9	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	304	12	47	337	12	17	165	13	11	102	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	304	12	47	337	12	17	165	13	11	102	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	304	12	47	337	12	17	165	13	11	102	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	304	12	47	337	12	17	165	13	11	102	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.12	0.85	0.03	0.09	0.84	0.07	0.07	0.68	0.25
Final Sat.:	35	563	22	75	541	19	47	453	36	38	355	129
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.62	0.62	0.62	0.36	0.36	0.36	0.29	0.29	0.29
Crit Moves:		****		****					****		****	
Delay/Veh:	14.2	14.2	14.2	16.3	16.3	16.3	12.0	12.0	12.0	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	16.3	16.3	16.3	12.0	12.0	12.0	11.1	11.1	11.1
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:		14.2			16.3			12.0			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.2			16.3			12.0			11.1	
LOS by Appr:		B			C			B			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #205 Greenwich/Lyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.313
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Street Name:	Lyon									Greenwich		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	103	4	102	146	0	0	0	0	18	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	103	4	102	146	0	0	0	0	18	0	70
Added Vol:	0	0	0	9	0	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	103	4	111	146	0	0	0	0	18	0	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	103	4	111	146	0	0	0	0	18	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	103	4	111	146	0	0	0	0	18	0	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	103	4	111	146	0	0	0	0	18	0	78
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	0.43	0.57	0.00	0.00	0.00	0.00	0.19	0.00	0.81
Final Sat.:	0	777	30	355	467	0	0	0	0	150	0	649
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.13	0.13	0.31	0.31	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.12
Crit Moves:		****			****							****
Delay/Veh:	0.0	8.0	8.0	9.2	9.2	0.0	0.0	0.0	0.0	7.7	0.0	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	8.0	9.2	9.2	0.0	0.0	0.0	0.0	7.7	0.0	7.7
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.0			9.2			xxxxxx			7.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.0			9.2			xxxxxx			7.7	
LOS by Appr:		A			A			*			A	

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #206 Francisco/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L - T - R				L - T - R				L - T - R				L - T - R			
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	51	51	51		51	51	51		31	31	31		31	31	31	
Lanes:	0 0	2 1	0		0 0	2 1	0		0 1	0 1	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	0	2222	0		0	3113	0		177	64	46		11	57	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2222	0		0	3113	0		177	64	46		11	57	130	
Added Vol:	0	18	0		0	35	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	2240	0		0	3148	0		177	64	46		11	57	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2240	0		0	3148	0		177	64	46		11	57	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2240	0		0	3148	0		177	64	46		11	57	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2240	0		0	3148	0		177	64	46		11	57	130	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	0.91	0.91		0.61	0.61	0.61		0.89	0.89	0.89	
Lanes:	0.00	3.00	0.00		0.00	3.00	0.00		1.00	0.58	0.42		0.05	0.29	0.66	
Final Sat.:	0	5187	0		0	5187	0		1159	674	485		94	488	1114	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.00		0.00	0.61	0.00		0.15	0.09	0.09		0.12	0.12	0.12	
Crit Moves:						****			****							
Green/Cycle:	0.00	0.66	0.00		0.00	0.66	0.00		0.34	0.34	0.34		0.34	0.34	0.34	
Volume/Cap:	0.00	0.66	0.00		0.00	0.93	0.00		0.44	0.28	0.28		0.34	0.34	0.34	
Uniform Del:	0.0	9.4	0.0		0.0	13.6	0.0		22.8	21.4	21.4		21.9	21.9	21.9	
IncrmntDel:	0.0	0.5	0.0		0.0	5.1	0.0		0.5	0.1	0.1		0.3	0.3	0.3	
Delay Adj:	0.00	1.00	0.00		0.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	0.0	9.9	0.0		0.0	18.6	0.0		23.3	21.5	21.5		22.2	22.2	22.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	9.9	0.0		0.0	18.6	0.0		23.3	21.5	21.5		22.2	22.2	22.2	
HCM2kAvg:	0	13	0		0	30	0		6	3	3		4	4	4	

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #207 Richardson/Gorgas

Cycle (sec): 90 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	12	12	12	52	52	52	52	52	52
Lanes:	1 0	1! 0	0	0 0	0 0	1	0 0	3 0	1	0 0	2 1	0
Volume Module:												
Base Vol:	12	0	5	0	0	160	0	3100	37	0	2510	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	5	0	0	160	0	3100	37	0	2510	16
Added Vol:	0	0	35	0	0	0	0	0	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	40	0	0	160	0	3100	37	0	2528	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	40	0	0	160	0	3100	37	0	2528	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	40	0	0	160	0	3100	37	0	2528	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	0	40	0	0	160	0	3100	37	0	2528	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	0.87	1.00	0.91	0.85	1.00	0.91	0.91
Lanes:	1.13	0.00	0.87	0.00	0.00	1.00	0.00	3.00	1.00	0.00	2.98	0.02
Final Sat.:	1880	0	1446	0	0	1644	0	5187	1615	0	5149	33
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.00	0.00	0.10	0.00	0.60	0.02	0.00	0.49	0.49
Crit Moves:	****					****		****				
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.13	0.00	0.76	0.76	0.00	0.76	0.76
Volume/Cap:	0.06	0.00	0.25	0.00	0.00	0.73	0.00	0.79	0.03	0.00	0.65	0.65
Uniform Del:	35.8	0.0	36.6	0.0	0.0	37.4	0.0	6.7	2.8	0.0	5.3	5.3
IncremntDel:	0.0	0.0	0.6	0.0	0.0	11.8	0.0	1.1	0.0	0.0	0.4	0.4
Delay Adj:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	35.8	0.0	37.2	0.0	0.0	49.2	0.0	7.8	2.8	0.0	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	0.0	37.2	0.0	0.0	49.2	0.0	7.8	2.8	0.0	5.7	5.7
HCM2kAvg:	0	0	1	0	0	6	0	19	0	0	12	12

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #208 Doyle/Marina/Lyon

Cycle (sec): 75 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	29	0	29	29	0	29	0	38	38	38	38	38
Lanes:	1 0	0 0	1	1 0	0 0	1	0 0	1 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	12	122	0	6	0	1308	41	0	285	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	12	122	0	6	0	1308	41	0	285	321
Added Vol:	0	0	0	102	0	0	0	-5	0	0	2	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	12	224	0	6	0	1303	41	0	287	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	12	224	0	6	0	1303	41	0	287	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	12	224	0	6	0	1303	41	0	287	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	12	224	0	6	0	1303	41	0	287	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	0.85	1.00	0.95	0.95	1.00	0.87	0.87
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.94	0.06	0.00	1.00	1.00
Final Sat.:	1900	0	1615	1805	0	1615	0	3482	110	0	1652	1652
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.12	0.00	0.00	0.00	0.37	0.37	0.00	0.17	0.23
Crit Moves:			****	****				****				
Green/Cycle:	0.00	0.00	0.30	0.30	0.00	0.60	0.00	0.40	0.40	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.02	0.41	0.00	0.01	0.00	0.95	0.95	0.00	0.44	0.57
Uniform Del:	0.0	0.0	23.6	26.7	0.0	7.5	0.0	28.0	28.0	0.0	21.2	22.6
IncremntDel:	0.0	0.0	0.0	0.5	0.0	0.0	0.0	13.0	13.0	0.0	0.2	0.7
Delay Adj:	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	23.6	27.2	0.0	7.6	0.0	41.0	41.0	0.0	21.4	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	23.6	27.2	0.0	7.6	0.0	41.0	41.0	0.0	21.4	23.3
HCM2kAvg:	0	0	0	6	0	0	0	24	24	0	6	9

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 28.6
Optimal Cycle: 0 Level Of Service: D

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	27	30	220	18	10	16	20	426	19	151	378	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	30	220	18	10	16	20	426	19	151	378	42
Added Vol:	0	0	21	1	0	0	0	64	0	12	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	30	241	19	10	16	20	490	19	163	394	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	30	241	19	10	16	20	490	19	163	394	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	30	241	19	10	16	20	490	19	163	394	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	30	241	19	10	16	20	490	19	163	394	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.10	0.81	0.42	0.22	0.36	1.00	0.96	0.04	1.00	0.90	0.10
Final Sat.:	50	55	443	182	96	153	507	534	21	511	505	54
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.10	0.10	0.10	0.04	0.92	0.92	0.32	0.78	0.78
Crit Moves:		****			****			****			****	
Delay/Veh:	15.9	15.9	15.9	11.3	11.3	11.3	10.0	44.6	44.6	12.7	27.1	27.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	15.9	15.9	11.3	11.3	11.3	10.0	44.6	44.6	12.7	27.1	27.1
LOS by Move:	C	C	C	B	B	B	A	E	E	B	D	D
ApproachDel:	15.9			11.3			43.3			23.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.9			11.3			43.3			23.2		
LOS by Appr:	C			B			E			C		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Average Delay (sec/veh): 110.1 Worst Case Level Of Service: F[525.2]

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	123	0	177	166	454	0	0	475	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	123	0	177	166	454	0	0	475	213
Added Vol:	0	0	0	64	0	17	14	73	0	0	10	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	187	0	194	180	527	0	0	485	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	187	0	194	180	527	0	0	485	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	187	0	194	180	527	0	0	485	261
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1503	xxxx	616	746	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	135	xxxx	495	871	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	114	xxxx	495	871	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.64	xxxx	0.39	0.21	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	187	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	29.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	525	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			525.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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                        Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #211 Lincoln/Girard
******************************************************************************
Average Delay (sec/veh):    337.8   Worst Case Level Of Service:       F[1153.5]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   276    0   272   227  378     0     0  409   166
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   276    0   272   227  378     0     0  409   166
Added Vol:      0    0     0     0    0     9    71   69     0     0   34     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   276    0   281   298  447     0     0  443   166
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0   276    0   281   298  447     0     0  443   166
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0     0   276    0   281   298  447     0     0  443   166
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1569 xxxx   526   609 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   123 xxxx   556   979 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    94 xxxx   556   979 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  2.93 xxxx  0.51  0.30 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx   1.3 xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  162 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 53.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 1154 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    F     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           1153.5           xxxxxx           xxxxxx
ApproachLOS:        *                F                *                *
```



```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                        Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
******************************************************************************
Intersection #212 Presidio/Letterman/Lincoln
******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):        0.888
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):        25.3
Optimal Cycle:        0                 Level Of Service:                  D
******************************************************************************
Street Name:         Lincoln/Presidio                 Presidio/Letterman
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     104  415     9   101  464    79   174   30    85     8   15    43
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  104  415     9   101  464    79   174   30    85     8   15    43
Added Vol:     -8   34    11     5   57     0     0    0     1     5    0     3
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   96  449    20   106  521    79   174   30    86    13   15    46
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    96  449    20   106  521    79   174   30    86    13   15    46
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   96  449    20   106  521    79   174   30    86    13   15    46
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    96  449    20   106  521    79   174   30    86    13   15    46
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.96  0.04  0.30 1.48  0.22  0.60 0.10  0.30  0.18 0.20  0.62
Final Sat.:   486  506    23   156  788   122   303   52   150    78   90   275
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.89  0.89  0.68 0.66  0.65  0.57 0.57  0.57  0.17 0.17  0.17
Crit Moves:              ****  ****                 ****        ****
Delay/Veh:   11.8 41.1  41.1  22.2 21.1  20.0  18.0 18.0  18.0  11.7 11.7  11.7
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  11.8 41.1  41.1  22.2 21.1  20.0  18.0 18.0  18.0  11.7 11.7  11.7
LOS by Move:   B    E     E     C    C     C     C    C     C     B    B     B
ApproachDel:      36.1             21.1             18.0             11.7
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       36.1             21.1             18.0             11.7
LOS by Appr:        E                C                C                B
******************************************************************************
```

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 100 Critical Vol./Cap. (X): 1.364
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 94.9
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	1 0	1 0	0 0	0 0	0 0	0 0	1 0	0 0	1
Volume Module:												
Base Vol:	0	391	355	191	369	0	0	0	0	291	0	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	391	355	191	369	0	0	0	0	291	0	121
Added Vol:	0	22	16	41	22	0	0	0	0	12	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	413	371	232	391	0	0	0	0	303	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	413	371	232	391	0	0	0	0	303	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	413	371	232	391	0	0	0	0	303	0	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	413	371	232	391	0	0	0	0	303	0	136
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.53	0.47	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	303	272	488	525	0	0	0	0	460	0	541
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.36	1.36	0.48	0.75	xxxx	xxxx	xxxx	xxxx	0.66	xxxx	0.25
Crit Moves:			****		****					****		
Delay/Veh:	0.0	194	194.0	16.4	26.7	0.0	0.0	0.0	0.0	23.9	0.0	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	194	194.0	16.4	26.7	0.0	0.0	0.0	0.0	23.9	0.0	11.4
LOS by Move:	*	F	F	C	D	*	*	*	*	C	*	B
ApproachDel:	194.0				22.9		xxxxxx			20.0		
Delay Adj:	1.00				1.00		xxxxx			1.00		
ApprAdjDel:	194.0				22.9		xxxxxx			20.0		
LOS by Appr:	F				C		*			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 100 Critical Vol./Cap. (X): 1.092
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 71.5
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	12	655	31	46	593	32	32	33	18	38	26	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	655	31	46	593	32	32	33	18	38	26	29
Added Vol:	0	26	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	681	31	46	620	32	32	33	18	38	26	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	681	31	46	620	32	32	33	18	38	26	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	681	31	46	620	32	32	33	18	38	26	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	681	31	46	620	32	32	33	18	38	26	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.94	0.04	0.07	0.89	0.04	0.38	0.40	0.22	0.41	0.28	0.31
Final Sat.:	11	624	28	44	588	30	190	195	107	204	140	156
Capacity Analysis Module:												
Vol/Sat:	1.09	1.09	1.09	1.05	1.05	1.05	0.17	0.17	0.17	0.19	0.19	0.19
Crit Moves:		****			****			****			****	
Delay/Veh:	84.7	84.7	84.7	72.8	72.8	72.8	11.6	11.6	11.6	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.7	84.7	84.7	72.8	72.8	72.8	11.6	11.6	11.6	11.7	11.7	11.7
LOS by Move:	F	F	F	F	F	F	B	B	B	B	B	B
ApproachDel:		84.7			72.8			11.6			11.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		84.7			72.8			11.6			11.7	
LOS by Appr:		F			F			B			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 1.318
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 132.2
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	615	59	59	565	30	11	149	11	56	132	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	615	59	59	565	30	11	149	11	56	132	75
Added Vol:	0	26	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	641	59	59	592	30	11	149	11	56	132	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	641	59	59	592	30	11	149	11	56	132	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	641	59	59	592	30	11	149	11	56	132	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	641	59	59	592	30	11	149	11	56	132	75
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.91	0.08	0.09	0.87	0.04	0.06	0.88	0.06	0.21	0.50	0.29
Final Sat.:	7	486	45	46	465	24	28	377	28	100	235	133
Capacity Analysis Module:												
Vol/Sat:	1.32	1.32	1.32	1.27	1.27	1.27	0.40	0.40	0.40	0.56	0.56	0.56
Crit Moves:		****			****			****			****	
Delay/Veh:	176.7	177	176.7	158.7	159	158.7	16.0	16.0	16.0	19.6	19.6	19.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	176.7	177	176.7	158.7	159	158.7	16.0	16.0	16.0	19.6	19.6	19.6
LOS by Move:	F	F	F	F	F	F	C	C	C	C	C	C
ApproachDel:	176.7			158.7			16.0			19.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	176.7			158.7			16.0			19.6		
LOS by Appr:	F			F			C			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 100 Critical Vol./Cap. (X): 1.203
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 78.2
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	15	610	29	38	440	46	59	158	22	27	83	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	610	29	38	440	46	59	158	22	27	83	25
Added Vol:	0	26	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	636	29	38	467	46	59	158	22	27	83	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	636	29	38	467	46	59	158	22	27	83	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	636	29	38	467	46	59	158	22	27	83	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	636	29	38	467	46	59	158	22	27	83	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.94	0.04	0.07	0.85	0.08	0.25	0.66	0.09	0.20	0.61	0.19
Final Sat.:	12	529	24	39	478	47	117	313	44	88	271	82
Capacity Analysis Module:												
Vol/Sat:	1.20	1.20	1.20	0.98	0.98	0.98	0.51	0.51	0.51	0.31	0.31	0.31
Crit Moves:		****			****			****				****
Delay/Veh:	129.3	129	129.3	57.3	57.3	57.3	17.6	17.6	17.6	14.1	14.1	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	129.3	129	129.3	57.3	57.3	57.3	17.6	17.6	17.6	14.1	14.1	14.1
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:	129.3			57.3			17.6			14.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	129.3			57.3			17.6			14.1		
LOS by Appr:	F			F			C			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #217 Arguello/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 0 Level Of Service: B

Street Name:	Arguello Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	486	139	48	416	0	0	0	0	96	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	486	139	48	416	0	0	0	0	96	0	67
Added Vol:	0	18	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	504	139	48	441	0	0	0	0	96	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	504	139	48	441	0	0	0	0	96	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	504	139	48	441	0	0	0	0	96	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	504	139	48	441	0	0	0	0	96	0	67
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.57	0.43	0.10	0.90	0.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	0	1043	298	68	623	0	0	0	0	330	0	231
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.48	0.47	0.71	0.71	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	0.29
Crit Moves:		****		****						****		
Delay/Veh:	0.0	12.9	12.2	19.2	19.2	0.0	0.0	0.0	0.0	11.1	0.0	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.9	12.2	19.2	19.2	0.0	0.0	0.0	0.0	11.1	0.0	11.1
LOS by Move:	*	B	B	C	C	*	*	*	*	B	*	B
ApproachDel:		12.7			19.2			xxxxxx			11.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		12.7			19.2			xxxxxx			11.1	
LOS by Appr:		B			C			*			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.056
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 47.4
Optimal Cycle: 0 Level Of Service: E

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	23	592	136	9	471	22	4	11	22	68	6	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	592	136	9	471	22	4	11	22	68	6	28
Added Vol:	0	18	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	610	136	9	496	22	4	11	22	68	6	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	610	136	9	496	22	4	11	22	68	6	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	610	136	9	496	22	4	11	22	68	6	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	610	136	9	496	22	4	11	22	68	6	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.79	0.18	0.02	0.94	0.04	0.11	0.30	0.59	0.67	0.06	0.27
Final Sat.:	22	578	129	12	645	29	55	151	301	341	30	141
Capacity Analysis Module:												
Vol/Sat:	1.06	1.06	1.06	0.77	0.77	0.77	0.07	0.07	0.07	0.20	0.20	0.20
Crit Moves:	****				****			****		****		
Delay/Veh:	70.5	70.5	70.5	23.2	23.2	23.2	10.1	10.1	10.1	11.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	70.5	70.5	23.2	23.2	23.2	10.1	10.1	10.1	11.3	11.3	11.3
LOS by Move:	F	F	F	C	C	C	B	B	B	B	B	B
ApproachDel:		70.5			23.2			10.1			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		70.5			23.2			10.1			11.3	
LOS by Appr:		F			C			B			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #219 Arguello/Moraga

Cycle (sec): 100 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 0 Level Of Service: C

Street Name:	Arguello						Moraga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	113	0	372	0	0	0	0	66	53	301	73	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	0	372	0	0	0	0	66	53	301	73	0
Added Vol:	1	0	17	0	0	0	0	-2	3	21	-5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	0	389	0	0	0	0	64	56	322	68	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	0	389	0	0	0	0	64	56	322	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	0	389	0	0	0	0	64	56	322	68	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	114	0	389	0	0	0	0	64	56	322	68	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	0.00	1.00	0.00	0.00	0.53	0.47	0.83	0.17	0.00
Final Sat.:	163	0	558	0	0	0	0	322	281	520	110	0
Capacity Analysis Module:												
Vol/Sat:	0.70	xxxx	0.70	xxxx	xxxx	xxxx	xxxx	0.20	0.20	0.62	0.62	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	17.3	0.0	17.3	0.0	0.0	0.0	0.0	9.7	9.7	16.3	16.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	0.0	17.3	0.0	0.0	0.0	0.0	9.7	9.7	16.3	16.3	0.0
LOS by Move:	C	*	C	*	*	*	*	A	A	C	C	*
ApproachDel:	17.3			xxxxxx				9.7			16.3	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	17.3			xxxxxx				9.7			16.3	
LOS by Appr:	C			*				A			C	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #220 Montgomery/Sheridan

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 0 Level Of Service: C

Street Name:	Montgomery St.						Sheridan Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	21	0	0	34	56	519	0	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	21	0	0	34	56	519	0	142	0	0	0
Added Vol:	0	33	0	0	0	12	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	54	0	0	34	68	550	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	54	0	0	34	68	550	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	54	0	0	34	68	550	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	54	0	0	34	68	550	0	142	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	0.00	0.00	0.33	0.67	0.79	0.00	0.21	0.00	1.00	0.00
Final Sat.:	117	484	0	0	218	437	649	0	167	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	xxxx	xxxx	0.16	0.16	0.85	xxxx	0.85	xxxx	xxxx	xxxx
Crit Moves:		****				****	****					
Delay/Veh:	9.3	9.3	0.0	0.0	9.1	9.1	26.1	0.0	26.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	0.0	0.0	9.1	9.1	26.1	0.0	26.1	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	D	*	D	*	*	*
ApproachDel:	9.3			9.1			26.1			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	9.3			9.1			26.1			xxxxxx		
LOS by Appr:	A			A			D			*		

Alternative 3 – AM Peak Hour

Scenario Report

Scenario:	AM 2030-History
Command:	AM Limited
Volume:	AM 2030 - History
Geometry:	AM 2030
Impact Fee:	Default Impact Fee
Trip Generation:	AM 2030-Limited
Trip Distribution:	Main Post SEIS
Paths:	History
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for AM 2030-Limited

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	14.00	36.00	14	36	50	13.3
	Zone 14 Subtotal					14	36	50	13.3
15	Ruger & Simo	1.00	mixed use	16.00	21.00	16	21	37	9.8
	Zone 15 Subtotal					16	21	37	9.8
32	S. Main Post	1.00	mixed use	1.00	0.00	1	0	1	0.3
	Zone 32 Subtotal					1	0	1	0.3
33	W. Main Post	1.00	Mixed Use	-25.00	-9.00	-25	-9	-34	-9.0
	Zone 33 Subtotal					-25	-9	-34	-9.0
34	E. Main Post	1.00	mixed use	-37.00	2.00	-37	2	-35	-9.3
	Zone 34 Subtotal					-37	2	-35	-9.3
35	N. Main Post	1.00	mixed use	-10.00	-18.00	-10	-18	-28	-7.4
	Zone 35 Subtotal					-10	-18	-28	-7.4
36	West Letterm	1.00	mixed use	12.00	-35.00	12	-35	-23	-6.1
	Zone 36 Subtotal					12	-35	-23	-6.1
753	LDA	1.00	mixed use	106.00	53.00	106	53	159	42.2
	Zone 753 Subtotal					106	53	159	42.2
767	Commissary/P	1.00	mixed use	90.00	160.00	90	160	250	66.3
	Zone 767 Subtotal					90	160	250	66.3
TOTAL						167	210	377	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	353	390	743	266	195	461	3488	2383	5871	2225	3364	5589	12664
Added	0	0	0	0	0	0	54	40	94	40	54	94	188
Total	353	390	743	266	195	461	3542	2423	5965	2265	3418	5683	12852
#202 Lombard/Richardson													
Base	2387	3417	5804	3196	2233	5429	226	159	385	0	0	0	11618
Added	40	53	93	0	-13	-13	53	53	106	0	0	0	186
Total	2427	3470	5897	3196	2220	5416	279	212	491	0	0	0	11804
#203 Lyon/Lombard													
Base	159	253	412	291	195	486	480	303	783	95	274	369	2050
Added	7	7	14	0	0	0	60	60	120	53	53	106	240
Total	166	260	426	291	195	486	540	363	903	148	327	475	2290
#204 Greenwich/Divisadero													
Base	335	361	696	396	358	754	186	125	311	142	215	357	2118
Added	0	0	0	0	0	0	7	7	14	7	7	14	28
Total	335	361	696	396	358	754	193	132	325	149	222	371	2146
#205 Greenwich/Lyon													
Base	107	164	271	248	173	421	0	0	0	88	106	194	886
Added	0	0	0	7	7	14	0	0	0	7	7	14	28
Total	107	164	271	255	180	435	0	0	0	95	113	208	914
#206 Francisco/Richardson													
Base	2222	3170	5392	3113	2469	5582	227	57	284	198	64	262	11520
Added	-13	0	-13	0	-13	-13	0	0	0	0	0	0	-26
Total	2209	3170	5379	3113	2456	5569	227	57	284	198	64	262	11494
#207 Richardson/Gorgas													
Base	17	37	54	160	16	176	3137	2622	5759	2466	3105	5571	11560
Added	0	0	0	0	0	0	0	-13	-13	-13	0	-13	-26
Total	17	37	54	160	16	176	3137	2609	5746	2453	3105	5558	11534
#208 Doyle/Marina/Lyon													
Base	12	41	53	128	321	449	1349	291	1640	606	1442	2048	4190
Added	0	0	0	97	48	145	-5	2	-3	50	92	142	284
Total	12	41	53	225	369	594	1344	293	1637	656	1534	2190	4474
#209 Graham/Lincoln													
Base	437	374	811	44	92	136	465	421	886	765	824	1589	3422
Added	10	10	20	-1	0	-1	14	-9	5	1	23	24	48
Total	447	384	831	43	92	135	479	412	891	766	847	1613	3470
#210 Lincoln/Halleck													
Base	0	0	0	300	379	679	780	846	1626	882	737	1619	3924
Added	0	0	0	44	25	69	25	-1	24	5	50	55	148
Total	0	0	0	344	404	748	805	845	1650	887	787	1674	4072

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	692	453	1145	765	875	1640	475	604	1079	3864
Added	0	0	0	-32	15	-17	54	-16	38	16	39	55	76
Total	0	0	0	660	468	1128	819	859	1678	491	643	1134	3940
#212 Presidio/Letterman/Lincoln													
Base	453	513	966	594	532	1126	130	73	203	66	125	191	2486
Added	16	32	48	31	19	50	1	-11	-10	8	16	24	112
Total	469	545	1014	625	551	1176	131	62	193	74	141	215	2598
#213 Lombard/Presidio													
Base	746	660	1406	560	437	997	0	0	0	337	546	883	3286
Added	31	24	55	33	15	48	0	0	0	12	37	49	152
Total	777	684	1461	593	452	1045	0	0	0	349	583	932	3438
#214 Presidio/Pacific													
Base	698	649	1347	671	716	1387	83	70	153	93	110	203	3090
Added	19	17	36	17	19	36	0	0	0	0	0	0	72
Total	717	666	1383	688	735	1423	83	70	153	93	110	203	3162
#215 Presidio/Jackson													
Base	683	632	1315	654	701	1355	171	171	342	263	267	530	3542
Added	19	17	36	17	19	36	0	0	0	0	0	0	72
Total	702	649	1351	671	720	1391	171	171	342	263	267	530	3614
#216 Presidio/Washington													
Base	654	489	1143	524	694	1218	239	144	383	135	225	360	3104
Added	19	17	36	17	19	36	0	0	0	0	0	0	72
Total	673	506	1179	541	713	1254	239	144	383	135	225	360	3176
#217 Arguello/Jackson													
Base	625	512	1137	464	553	1017	0	0	0	163	187	350	2504
Added	10	15	25	15	10	25	0	0	0	0	0	0	50
Total	635	527	1162	479	563	1042	0	0	0	163	187	350	2554
#218 Arguello/Washington St													
Base	751	561	1312	502	624	1126	37	51	88	102	156	258	2784
Added	10	15	25	15	10	25	0	0	0	0	0	0	50
Total	761	576	1337	517	634	1151	37	51	88	102	156	258	2834
#219 Arguello/Moraga													
Base	485	354	839	374	438	812	119	186	305	0	0	0	1956
Added	11	15	26	12	9	21	4	3	7	0	0	0	54
Total	496	369	865	386	447	833	123	189	312	0	0	0	2010
#220 Montgomery/Sheridan													
Base	44	178	222	67	280	347	661	69	730	32	277	309	1608
Added	-5	-2	-7	4	15	19	20	6	26	0	0	0	38
Total	39	176	215	71	295	366	681	75	756	32	277	309	1646

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.9	0.914	B	14.6	0.924	+ 0.746 D/V
#202 Lombard/Richardson	A	6.0	0.431	A	6.3	0.428	+ 0.287 D/V
#203 Lyon/Lombard	C	15.3	0.717	C	20.0	0.832	+ 0.115 V/C
#204 Greenwich/Divisadero	B	13.9	0.614	B	14.1	0.622	+ 0.007 V/C
#205 Greenwich/Lyon	A	8.5	0.300	A	8.6	0.310	+ 0.010 V/C
#206 Francisco/Richardson	B	15.0	0.717	B	15.0	0.717	-0.009 D/V
#207 Richardson/Gorgas	A	8.0	0.699	A	8.0	0.699	-0.008 D/V
#208 Doyle/Marina/Lyon	C	34.6	0.450	C	34.0	0.503	-0.568 D/V
#209 Graham/Lincoln	D	32.7	0.899	E	35.3	0.932	+ 0.033 V/C
#210 Lincoln/Halleck	F	487.7	0.000	F	723.6	0.000	+235.893 D/V
#211 Lincoln/Girard	F	OVRFL	0.000	F	OVRFL	0.000	+167.362 D/V
#212 Presidio/Letterman/Lincoln	C	15.1	0.692	C	16.6	0.745	+ 0.053 V/C
#213 Lombard/Presidio	F	76.3	1.246	F	89.9	1.316	+ 0.070 V/C
#214 Presidio/Pacific	F	60.6	1.052	F	67.9	1.081	+ 0.029 V/C
#215 Presidio/Jackson	F	116.3	1.270	F	127.1	1.305	+ 0.035 V/C
#216 Presidio/Washington	F	64.5	1.142	F	73.8	1.185	+ 0.043 V/C
#217 Arguello/Jackson	B	14.1	0.670	B	14.6	0.693	+ 0.023 V/C
#218 Arguello/Washington St	E	41.4	1.023	E	44.7	1.041	+ 0.019 V/C
#219 Arguello/Moraga	B	13.4	0.642	B	13.9	0.661	+ 0.018 V/C
#220 Montgomery/Sheridan	C	17.6	0.773	C	18.9	0.797	+ 0.024 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #201 Lombard/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.924
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	24		24		24		24		24		24		59		59		59		59		59		59	
Lanes:	1	0	0	1	0		1	0	0	1	0		0	1	1	1	0		0	1	1	1	0	
Volume Module:																								
Base Vol:	204	119		30		96	140		30		0	3238	250		0	2149		76						
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00						
Initial Bse:	204	119		30		96	140		30		0	3238	250		0	2149		76						
Added Vol:	0	0		0		0	0		0		0	54	0		0	40		0						
PasserByVol:	0	0		0		0	0		0		0	0	0		0	0		0						
Initial Fut:	204	119		30		96	140		30		0	3292	250		0	2189		76						
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00						
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00						
PHF Volume:	204	119		30		96	140		30		0	3292	250		0	2189		76						
Reduct Vol:	0	0		0		0	0		0		0	0	0		0	0		0						
Reduced Vol:	204	119		30		96	140		30		0	3292	250		0	2189		76						
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00						
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00						
Final Vol.:	204	119		30		96	140		30		0	3292	250		0	2189		76						
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900	1900		1900	1900		1900						
Adjustment:	0.46	0.97		0.97		0.49	0.97		0.97		0.91	0.90	0.90		0.91	0.91		0.91						
Lanes:	1.00	0.80		0.20		1.00	0.82		0.18		0.00	2.79	0.21		0.00	2.90		0.10						
Final Sat.:	872	1472		371		937	1524		327		0	4768	362		0	4988		173						
Capacity Analysis Module:																								
Vol/Sat:	0.23	0.08		0.08		0.10	0.09		0.09		0.00	0.69	0.69		0.00	0.44		0.44						
Crit Moves:	****											****												
Green/Cycle:	0.27	0.27		0.27		0.27	0.27		0.27		0.00	0.73	0.73		0.00	0.73		0.73						
Volume/Cap:	0.88	0.30		0.30		0.38	0.34		0.34		0.00	0.94	0.94		0.00	0.60		0.60						
Uniform Del:	31.6	26.3		26.3		27.0	26.6		26.6		0.0	10.3	10.3		0.0	5.7		5.7						
IncremntDel:	29.1	0.4		0.4		1.0	0.4		0.4		0.0	5.7	5.7		0.0	0.3		0.3						
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		0.00	1.00	1.00		0.00	1.00		1.00						
Delay/Veh:	60.7	26.7		26.7		27.9	27.1		27.1		0.0	16.1	16.1		0.0	6.0		6.0						
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00						
AdjDel/Veh:	60.7	26.7		26.7		27.9	27.1		27.1		0.0	16.1	16.1		0.0	6.0		6.0						
HCM2kAvg:	15	3		3		5	4		4		0	34	34		0	10		10						

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #202 Lombard/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.428
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Ovl						Include					
Min. Green:	25		90		0		0		57		57		0		0		25		0		0		0	
Lanes:	1	0	3	0	0		0	0	2	1	0		0	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	154	2233		0		0	3191		5		0		0		226		0		0		0			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00						
Initial Bse:	154	2233		0		0	3191		5		0		0		226		0		0					
Added Vol:	53	-13		0		0	0		0		0		0		53		0		0					
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0					
Initial Fut:	207	2220		0		0	3191		5		0		0		279		0		0					
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00						
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00						
PHF Volume:	207	2220		0		0	3191		5		0		0		279		0		0					
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0					
Reduced Vol:	207	2220		0		0	3191		5		0		0		279		0		0					
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00						
MLF Adj:	1.00	1.10		1.00		1.00	1.10		1.10		1.00	1.00	1.00		1.00	1.00		1.00						
Final Vol.:	207	2442		0		0	3510		6		0		0		279		0		0					
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900	1900		1900	1900		1900						
Adjustment:	0.95	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00						
Lanes:	1.00	3.00		0.00		0.00	2.99		0.01		0.00	0.00	1.00		0.00	0.00		0.00						
Final Sat.:	1805	5700		0		0	5691		9		0		0		1463		0		0					
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.43		0.00		0.00	0.62		0.62		0.00	0.00	0.19		0.00	0.00		0.00						
Crit Moves:		****				****					****													
Green/Cycle:	0.30	1.00		0.00		0.00	0.70		0.70		0.00	0.00	0.30		0.00	0.00		0.00						
Volume/Cap:	0.38	0.43		0.00		0.00	0.89		0.89		0.00	0.00	0.63		0.00	0.00		0.00						
Uniform Del:	18.7	0.0		0.0		0.0	8.3		8.3		0.0	0.0	20.4		0.0	0.0		0.0						
IncremntDel:	0.2	0.0		0.0		0.0	2.0		2.0		0.0	0.0	2.0		0.0	0.0		0.0						
Delay Adj:	0.85	0.85		0.00		0.00	0.85		0.85		0.00	0.00	0.85		0.00	0.00		0.00						
Delay/Veh:	16.1	0.0		0.0		0.0	9.1		9.1		0.0	0.0	19.3		0.0	0.0		0.0						
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00						
AdjDel/Veh:	16.1	0.0		0.0		0.0	9.1		9.1		0.0	0.0	19.3		0.0	0.0		0.0						
DesignQueue:	7	0		0		0	64		0		0		0		10		0		0					

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.832
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 0 Level Of Service: C

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	114	37	8	21	151	119	138	245	97	5	70	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	37	8	21	151	119	138	245	97	5	70	20
Added Vol:	7	0	0	0	0	0	0	53	7	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	37	8	21	151	119	138	298	104	5	123	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	37	8	21	151	119	138	298	104	5	123	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	37	8	21	151	119	138	298	104	5	123	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	37	8	21	151	119	138	298	104	5	123	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.22	0.05	0.07	0.52	0.41	0.26	0.55	0.19	0.03	0.83	0.14
Final Sat.:	368	113	24	41	294	232	166	358	125	18	441	72
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.51	0.51	0.51	0.83	0.83	0.83	0.28	0.28	0.28
Crit Moves:		****		****				****		****		
Delay/Veh:	12.2	12.2	12.2	14.1	14.1	14.1	28.1	28.1	28.1	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	14.1	14.1	14.1	28.1	28.1	28.1	11.1	11.1	11.1
LOS by Move:	B	B	B	B	B	B	D	D	D	B	B	B
ApproachDel:	12.2			14.1			28.1			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.2			14.1			28.1			11.1		
LOS by Appr:	B			B			D			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #204 Greenwich/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 0 Level Of Service: B

Street Name:	Divisadero						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	304	12	47	337	12	17	156	13	11	94	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	304	12	47	337	12	17	156	13	11	94	37
Added Vol:	0	0	0	0	0	0	0	7	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	304	12	47	337	12	17	163	13	11	101	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	304	12	47	337	12	17	163	13	11	101	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	304	12	47	337	12	17	163	13	11	101	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	304	12	47	337	12	17	163	13	11	101	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.12	0.85	0.03	0.09	0.84	0.07	0.07	0.68	0.25
Final Sat.:	35	565	22	76	542	19	47	453	36	39	355	130
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.62	0.62	0.62	0.36	0.36	0.36	0.28	0.28	0.28
Crit Moves:		****			****			****			****	
Delay/Veh:	14.2	14.2	14.2	16.2	16.2	16.2	11.9	11.9	11.9	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	16.2	16.2	16.2	11.9	11.9	11.9	11.0	11.0	11.0
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	14.2			16.2			11.9			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.2			16.2			11.9			11.0		
LOS by Appr:	B			C			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #205 Greenwich/Lyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.310
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Street Name:	Lyon									Greenwich		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	1 0	0	1 0	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	103	4	102	146	0	0	0	0	18	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	103	4	102	146	0	0	0	0	18	0	70
Added Vol:	0	0	0	7	0	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	103	4	109	146	0	0	0	0	18	0	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	103	4	109	146	0	0	0	0	18	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	103	4	109	146	0	0	0	0	18	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	103	4	109	146	0	0	0	0	18	0	77
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	0.43	0.57	0.00	0.00	0.00	0.00	0.19	0.00	0.81
Final Sat.:	0	778	30	352	471	0	0	0	0	151	0	648
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.13	0.13	0.31	0.31	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.12
Crit Moves:		****			****					****		
Delay/Veh:	0.0	8.0	8.0	9.2	9.2	0.0	0.0	0.0	0.0	7.7	0.0	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	8.0	9.2	9.2	0.0	0.0	0.0	0.0	7.7	0.0	7.7
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.0			9.2			xxxxxx			7.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.0			9.2			xxxxxx			7.7	
LOS by Appr:		A			A			*			A	

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #206 Francisco/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L - T - R				L - T - R				L - T - R				L - T - R			
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	51	51	51	51	51	51	51	51	31	31	31	31	31	31	31	31
Lanes:	0	0 2	1 0		0	0 2	1 0		0	1 0	1 0		0	0 1!	0 0	
Volume Module:																
Base Vol:	0	2222	0	0	3113	0			117	64	46		11	57	130	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2222	0	0	3113	0			117	64	46		11	57	130	
Added Vol:	0	-13	0	0	0	0			0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0			0	0	0		0	0	0	
Initial Fut:	0	2209	0	0	3113	0			117	64	46		11	57	130	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2209	0	0	3113	0			117	64	46		11	57	130	
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0	0	
Reduced Vol:	0	2209	0	0	3113	0			117	64	46		11	57	130	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2209	0	0	3113	0			117	64	46		11	57	130	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91			0.66	0.66	0.66		0.89	0.89	0.89	
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00			1.00	0.58	0.42		0.05	0.29	0.66	
Final Sat.:	0	5187	0	0	5187	0			1248	726	522		94	489	1116	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.00	0.00	0.60	0.00			0.09	0.09	0.09		0.12	0.12	0.12	
Crit Moves:					****									****		
Green/Cycle:	0.00	0.66	0.00	0.00	0.66	0.00			0.34	0.34	0.34		0.34	0.34	0.34	
Volume/Cap:	0.00	0.65	0.00	0.00	0.92	0.00			0.27	0.26	0.26		0.34	0.34	0.34	
Uniform Del:	0.0	9.3	0.0	0.0	13.4	0.0			21.3	21.2	21.2		21.9	21.9	21.9	
IncremntDel:	0.0	0.4	0.0	0.0	4.4	0.0			0.2	0.2	0.2		0.3	0.3	0.3	
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00			1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	0.0	9.7	0.0	0.0	17.8	0.0			21.5	21.4	21.4		22.2	22.2	22.2	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	9.7	0.0	0.0	17.8	0.0			21.5	21.4	21.4		22.2	22.2	22.2	
HCM2kAvg:	0	13	0	0	29	0			3	3	3		4	4	4	

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #207 Richardson/Gorgas

Cycle (sec): 90 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		12	12	12		52	52	52		52	52	52	
Lanes:	1	0	1!	0 0	0	0	0	0 1	0	0	3	0 1	0	0	2	1 0
Volume Module:																
Base Vol:	12	0	5	0	0	160	0	3100	37	0	2450	16				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	12	0	5	0	0	160	0	3100	37	0	2450	16				
Added Vol:	0	0	0	0	0	0	0	0	0	0	-13	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	12	0	5	0	0	160	0	3100	37	0	2437	16				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	12	0	5	0	0	160	0	3100	37	0	2437	16				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	12	0	5	0	0	160	0	3100	37	0	2437	16				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	12	0	5	0	0	160	0	3100	37	0	2437	16				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	1.00	1.00	0.87	1.00	0.91	0.85	1.00	0.91	0.91				
Lanes:	1.55	0.00	0.45	0.00	0.00	1.00	0.00	3.00	1.00	0.00	2.98	0.02				
Final Sat.:	2712	0	798	0	0	1644	0	5187	1615	0	5148	34				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.10	0.00	0.60	0.02	0.00	0.47	0.47				
Crit Moves:	****					****		****								
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.13	0.00	0.76	0.76	0.00	0.76	0.76				
Volume/Cap:	0.04	0.00	0.06	0.00	0.00	0.73	0.00	0.79	0.03	0.00	0.63	0.63				
Uniform Del:	35.7	0.0	35.8	0.0	0.0	37.4	0.0	6.7	2.8	0.0	5.1	5.1				
IncremntDel:	0.0	0.0	0.1	0.0	0.0	11.8	0.0	1.1	0.0	0.0	0.3	0.3				
Delay Adj:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00				
Delay/Veh:	35.8	0.0	35.9	0.0	0.0	49.2	0.0	7.8	2.8	0.0	5.4	5.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	35.8	0.0	35.9	0.0	0.0	49.2	0.0	7.8	2.8	0.0	5.4	5.4				
HCM2kAvg:	0	0	0	0	0	6	0	19	0	0	11	11				

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #208 Doyle/Marina/Lyon

Cycle (sec): 75 Critical Vol./Cap. (X): 0.503
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	29	0	29		29	0	29		0	38	38		38	38	38	
Lanes:	1	0	0	0 1	1	0	0	0 1	0	0	1	1 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	12	122	0	6	0	1308	41	0	285	321				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	12	122	0	6	0	1308	41	0	285	321				
Added Vol:	0	0	0	97	0	0	0	-5	0	0	2	48				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	12	219	0	6	0	1303	41	0	287	369				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	12	219	0	6	0	1303	41	0	287	369				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	12	219	0	6	0	1303	41	0	287	369				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	12	219	0	6	0	1303	41	0	287	369				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	0.85	0.95	1.00	0.85	1.00	0.95	0.95	1.00	0.87	0.87				
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.94	0.06	0.00	1.00	1.00				
Final Sat.:	1900	0	1615	1805	0	1615	0	3482	110	0	1653	1653				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01	0.12	0.00	0.00	0.00	0.37	0.37	0.00	0.17	0.22				
Crit Moves:			****	****				****								
Green/Cycle:	0.00	0.00	0.30	0.30	0.00	0.60	0.00	0.40	0.40	0.00	0.40	0.40				
Volume/Cap:	0.00	0.00	0.02	0.40	0.00	0.01	0.00	0.95	0.95	0.00	0.44	0.56				
Uniform Del:	0.0	0.0	23.6	26.6	0.0	7.5	0.0	28.0	28.0	0.0	21.2	22.6				
IncremntDel:	0.0	0.0	0.0	0.5	0.0	0.0	0.0	13.0	13.0	0.0	0.2	0.6				
Delay Adj:	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	23.6	27.1	0.0	7.6	0.0	41.0	41.0	0.0	21.4	23.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	23.6	27.1	0.0	7.6	0.0	41.0	41.0	0.0	21.4	23.2				
HCM2kAvg:	0	0	0	6	0	0	0	24	24	0	6	9				

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.932
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: 0 Level Of Service: E

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	27	30	380	18	10	16	20	426	19	345	378	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	30	380	18	10	16	20	426	19	345	378	42
Added Vol:	0	0	10	-1	0	0	0	14	0	10	-9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	30	390	17	10	16	20	440	19	355	369	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	30	390	17	10	16	20	440	19	355	369	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	30	390	17	10	16	20	440	19	355	369	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	30	390	17	10	16	20	440	19	355	369	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.07	0.87	0.40	0.23	0.37	1.00	0.96	0.04	1.00	0.90	0.10
Final Sat.:	33	37	481	158	93	149	457	472	20	472	458	52
Capacity Analysis Module:												
Vol/Sat:	0.81	0.81	0.81	0.11	0.11	0.11	0.04	0.93	0.93	0.75	0.81	0.81
Crit Moves:			****		****			****			****	
Delay/Veh:	29.9	29.9	29.9	12.2	12.2	12.2	10.9	51.2	51.2	29.5	32.2	32.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	29.9	29.9	12.2	12.2	12.2	10.9	51.2	51.2	29.5	32.2	32.2
LOS by Move:	D	D	D	B	B	B	B	F	F	D	D	D
ApproachDel:	29.9			12.2			49.5			30.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	29.9			12.2			49.5			30.9		
LOS by Appr:	D			B			E			D		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Average Delay (sec/veh): 123.2 Worst Case Level Of Service: F[723.6]

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	123	0	177	166	614	0	0	669	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	123	0	177	166	614	0	0	669	213
Added Vol:	0	0	0	33	0	11	8	17	0	0	-12	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	156	0	188	174	631	0	0	657	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	156	0	188	174	631	0	0	657	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	156	0	188	174	631	0	0	657	230
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1751	xxxx	772	887	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	95	xxxx	403	772	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	79	xxxx	403	772	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.98	xxxx	0.47	0.23	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	140	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	29.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	724	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			723.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Average Delay (sec/veh): 430.9 Worst Case Level Of Service: F[1279.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0	226	0	466	387	378	0	0	409	66				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	226	0	466	387	378	0	0	409	66				
Added Vol:	0	0	0	0	0	-32	15	39	0	0	16	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	226	0	434	402	417	0	0	425	66				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	226	0	434	402	417	0	0	425	66				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	226	0	434	402	417	0	0	425	66				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	1679	xxxx	458	491	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	105	xxxx	607	1083	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	75	xxxx	607	1083	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	3.01	xxxx	0.71	0.37	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	177	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	64.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	1280	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			1279.9			xxxxxx			xxxxxx						
ApproachLOS:	*			F			*			*						

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1	0	0	1	0	1	0	0	0	1! 0 0
Volume Module:												
Base Vol:	29	415	9	101	464	29	74	15	41	8	15	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	415	9	101	464	29	74	15	41	8	15	43
Added Vol:	-11	16	11	5	26	0	0	0	1	5	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	431	20	106	490	29	74	15	42	13	15	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	431	20	106	490	29	74	15	42	13	15	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	431	20	106	490	29	74	15	42	13	15	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	431	20	106	490	29	74	15	42	13	15	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	0.34	1.57	0.09	0.57	0.11	0.32	0.18	0.20	0.62
Final Sat.:	548	579	27	205	968	58	292	59	166	89	103	315
Capacity Analysis Module:												
Vol/Sat:	0.03	0.74	0.74	0.52	0.51	0.50	0.25	0.25	0.25	0.15	0.15	0.15
Crit Moves:		****		****				****		****		
Delay/Veh:	9.3	23.1	23.1	14.5	14.0	13.6	11.3	11.3	11.3	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	23.1	23.1	14.5	14.0	13.6	11.3	11.3	11.3	10.2	10.2	10.2
LOS by Move:	A	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	22.5			14.1			11.3			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.5			14.1			11.3			10.2		
LOS by Appr:	C			B			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 100 Critical Vol./Cap. (X): 1.316
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 89.9
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	391	355	191	369	0	0	0	0	291	0	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	391	355	191	369	0	0	0	0	291	0	46
Added Vol:	0	15	16	21	12	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	406	371	212	381	0	0	0	0	303	0	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	406	371	212	381	0	0	0	0	303	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	406	371	212	381	0	0	0	0	303	0	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	406	371	212	381	0	0	0	0	303	0	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.52	0.48	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	308	282	499	536	0	0	0	0	462	0	544
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.32	1.32	0.42	0.71	xxxx	xxxx	xxxx	xxxx	0.66	xxxx	0.08
Crit Moves:			****		****					****		
Delay/Veh:	0.0	173	173.4	15.0	23.8	0.0	0.0	0.0	0.0	23.6	0.0	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	173	173.4	15.0	23.8	0.0	0.0	0.0	0.0	23.6	0.0	9.8
LOS by Move:	*	F	F	B	C	*	*	*	*	C	*	A
ApproachDel:	173.4				20.6		xxxxxx				21.8	
Delay Adj:	1.00				1.00		xxxxx				1.00	
ApprAdjDel:	173.4				20.6		xxxxxx				21.8	
LOS by Appr:	F				C		*				C	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 100 Critical Vol./Cap. (X): 1.081
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 67.9
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	655	31	46	593	32	32	33	18	38	26	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	655	31	46	593	32	32	33	18	38	26	29
Added Vol:	0	19	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	674	31	46	610	32	32	33	18	38	26	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	674	31	46	610	32	32	33	18	38	26	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	674	31	46	610	32	32	33	18	38	26	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	674	31	46	610	32	32	33	18	38	26	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.94	0.04	0.07	0.89	0.04	0.38	0.40	0.22	0.41	0.28	0.31
Final Sat.:	11	623	29	44	587	31	190	195	107	204	140	156
Capacity Analysis Module:												
Vol/Sat:	1.08	1.08	1.08	1.04	1.04	1.04	0.17	0.17	0.17	0.19	0.19	0.19
Crit Moves:	****			****				****			****	
Delay/Veh:	81.2	81.2	81.2	68.4	68.4	68.4	11.6	11.6	11.6	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.2	81.2	81.2	68.4	68.4	68.4	11.6	11.6	11.6	11.7	11.7	11.7
LOS by Move:	F	F	F	F	F	F	B	B	B	B	B	B
ApproachDel:	81.2			68.4			11.6			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	81.2			68.4			11.6			11.7		
LOS by Appr:	F			F			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 1.305
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 127.1
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	615	59	59	565	30	11	149	11	56	132	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	615	59	59	565	30	11	149	11	56	132	75
Added Vol:	0	19	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	634	59	59	582	30	11	149	11	56	132	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	634	59	59	582	30	11	149	11	56	132	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	634	59	59	582	30	11	149	11	56	132	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	634	59	59	582	30	11	149	11	56	132	75
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.91	0.08	0.09	0.87	0.04	0.06	0.88	0.06	0.21	0.50	0.29
Final Sat.:	7	486	45	47	464	24	28	377	28	100	235	133
Capacity Analysis Module:												
Vol/Sat:	1.31	1.31	1.31	1.25	1.25	1.25	0.40	0.40	0.40	0.56	0.56	0.56
Crit Moves:	****				****		****			****		
Delay/Veh:	171.3	171	171.3	151.2	151	151.2	16.0	16.0	16.0	19.6	19.6	19.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	171.3	171	171.3	151.2	151	151.2	16.0	16.0	16.0	19.6	19.6	19.6
LOS by Move:	F	F	F	F	F	F	C	C	C	C	C	C
ApproachDel:	171.3			151.2			16.0			19.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	171.3			151.2			16.0			19.6		
LOS by Appr:	F			F			C			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 100 Critical Vol./Cap. (X): 1.185
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 73.8
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	15	610	29	38	440	46	59	158	22	27	83	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	610	29	38	440	46	59	158	22	27	83	25
Added Vol:	0	19	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	629	29	38	457	46	59	158	22	27	83	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	629	29	38	457	46	59	158	22	27	83	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	629	29	38	457	46	59	158	22	27	83	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	629	29	38	457	46	59	158	22	27	83	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.94	0.04	0.07	0.84	0.09	0.25	0.66	0.09	0.20	0.61	0.19
Final Sat.:	13	531	24	40	476	48	117	313	44	88	271	82
Capacity Analysis Module:												
Vol/Sat:	1.18	1.18	1.18	0.96	0.96	0.96	0.51	0.51	0.51	0.31	0.31	0.31
Crit Moves:	****					****		****			****	
Delay/Veh:	122.3	122	122.3	53.1	53.1	53.1	17.5	17.5	17.5	14.1	14.1	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.3	122	122.3	53.1	53.1	53.1	17.5	17.5	17.5	14.1	14.1	14.1
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:	122.3			53.1			17.5			14.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	122.3			53.1			17.5			14.1		
LOS by Appr:	F			F			C			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #217 Arguello/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 0 Level Of Service: B

Street Name:	Arguello Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	486	139	48	416	0	0	0	0	96	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	486	139	48	416	0	0	0	0	96	0	67
Added Vol:	0	10	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	496	139	48	431	0	0	0	0	96	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	496	139	48	431	0	0	0	0	96	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	496	139	48	431	0	0	0	0	96	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	496	139	48	431	0	0	0	0	96	0	67
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.56	0.44	0.10	0.90	0.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	0	1042	303	69	622	0	0	0	0	332	0	232
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.48	0.46	0.69	0.69	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	0.29
Crit Moves:		****			****							****
Delay/Veh:	0.0	12.7	12.0	18.5	18.5	0.0	0.0	0.0	0.0	11.1	0.0	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	12.0	18.5	18.5	0.0	0.0	0.0	0.0	11.1	0.0	11.1
LOS by Move:	*	B	B	C	C	*	*	*	*	B	*	B
ApproachDel:		12.5			18.5			xxxxxx			11.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		12.5			18.5			xxxxxx			11.1	
LOS by Appr:		B			C			*			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.041
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 44.7
Optimal Cycle: 0 Level Of Service: E

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	23	592	136	9	471	22	4	11	22	68	6	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	592	136	9	471	22	4	11	22	68	6	28
Added Vol:	0	10	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	602	136	9	486	22	4	11	22	68	6	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	602	136	9	486	22	4	11	22	68	6	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	602	136	9	486	22	4	11	22	68	6	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	602	136	9	486	22	4	11	22	68	6	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.79	0.18	0.02	0.94	0.04	0.11	0.30	0.59	0.67	0.06	0.27
Final Sat.:	22	578	131	12	644	29	55	151	301	342	30	141
Capacity Analysis Module:												
Vol/Sat:	1.04	1.04	1.04	0.75	0.75	0.75	0.07	0.07	0.07	0.20	0.20	0.20
Crit Moves:		****			****			****		****		
Delay/Veh:	66.2	66.2	66.2	22.2	22.2	22.2	10.1	10.1	10.1	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	66.2	66.2	22.2	22.2	22.2	10.1	10.1	10.1	11.2	11.2	11.2
LOS by Move:	F	F	F	C	C	C	B	B	B	B	B	B
ApproachDel:		66.2			22.2			10.1			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		66.2			22.2			10.1			11.2	
LOS by Appr:		F			C			B			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #219 Arguello/Moraga

Cycle (sec): 100 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Arguello						Moraga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	113	372	0	0	301	73	66	0	53	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	372	0	0	301	73	66	0	53	0	0	0
Added Vol:	2	9	0	0	11	1	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	381	0	0	312	74	66	0	57	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	381	0	0	312	74	66	0	57	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	381	0	0	312	74	66	0	57	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	381	0	0	312	74	66	0	57	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.77	0.00	0.00	0.81	0.19	0.54	0.00	0.46	0.00	1.00	0.00
Final Sat.:	174	577	0	0	605	144	310	0	267	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	xxxx	xxxx	0.52	0.52	0.21	xxxx	0.21	xxxx	xxxx	xxxx
Crit Moves:		****				****			****			
Delay/Veh:	16.1	16.1	0.0	0.0	12.4	12.4	9.9	0.0	9.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	16.1	0.0	0.0	12.4	12.4	9.9	0.0	9.9	0.0	0.0	0.0
LOS by Move:	C	C	*	*	B	B	A	*	A	*	*	*
ApproachDel:	16.1			12.4			9.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	16.1			12.4			9.9			xxxxxx		
LOS by Appr:	C			B			A			*		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #220 Montgomery/Sheridan

Cycle (sec): 100 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 0 Level Of Service: C

Street Name:	Montgomery St.						Sheridan Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	21	10	2	34	31	254	265	142	2	25	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	21	10	2	34	31	254	265	142	2	25	5
Added Vol:	0	-5	0	0	-2	6	20	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	16	10	2	32	37	274	265	142	2	25	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	16	10	2	32	37	274	265	142	2	25	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	16	10	2	32	37	274	265	142	2	25	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	16	10	2	32	37	274	265	142	2	25	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.41	0.26	0.03	0.45	0.52	0.40	0.39	0.21	0.06	0.78	0.16
Final Sat.:	204	251	157	18	290	335	344	333	178	45	560	112
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.11	0.80	0.80	0.80	0.04	0.04	0.04
Crit Moves:			****			****		****		****		
Delay/Veh:	8.8	8.8	8.8	8.8	8.8	8.8	21.0	21.0	21.0	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	8.8	8.8	8.8	21.0	21.0	21.0	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
ApproachDel:	8.8			8.8			21.0			8.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			8.8			21.0			8.0		
LOS by Appr:	A			A			C			A		

Alternative 4 – AM Peak Hour

Scenario Report

Scenario:	AM 2030-Status Quo
Command:	AM Status Quo
Volume:	AM 2030
Geometry:	AM 2030
Impact Fee:	Default Impact Fee
Trip Generation:	AM 2030-Status Quo
Trip Distribution:	Main Post SEIS
Paths:	Main Post SEIS
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for AM 2030-Status Quo

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	14.00	36.00	14	36	50	12.4
	Zone 14 Subtotal					14	36	50	12.4
15	Ruger & Simo	1.00	mixed use	16.00	21.00	16	21	37	9.2
	Zone 15 Subtotal					16	21	37	9.2
32	S. Main Post	1.00	mixed use	-1.00	4.00	-1	4	3	0.7
	Zone 32 Subtotal					-1	4	3	0.7
33	W. Main Post	1.00	Mixed Use	-23.00	-15.00	-23	-15	-38	-9.5
	Zone 33 Subtotal					-23	-15	-38	-9.5
34	E. Main Post	1.00	mixed use	-17.00	9.00	-17	9	-8	-2.0
	Zone 34 Subtotal					-17	9	-8	-2.0
35	N. Main Post	1.00	mixed use	-10.00	-18.00	-10	-18	-28	-7.0
	Zone 35 Subtotal					-10	-18	-28	-7.0
36	West Letterm	1.00	mixed use	12.00	-35.00	12	-35	-23	-5.7
	Zone 36 Subtotal					12	-35	-23	-5.7
753	LDA	1.00	mixed use	106.00	53.00	106	53	159	39.6
	Zone 753 Subtotal					106	53	159	39.6
767	Commissary/P	1.00	mixed use	90.00	160.00	90	160	250	62.2
	Zone 767 Subtotal					90	160	250	62.2
TOTAL						187	215	402	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	353	390	743	266	195	461	3488	2383	5871	2225	3364	5589	12664
Added	0	0	0	0	0	0	44	54	98	54	44	98	196
Total	353	390	743	266	195	461	3532	2437	5969	2279	3408	5687	12860
#202 Lombard/Richardson													
Base	2387	3417	5804	3196	2233	5429	226	159	385	0	0	0	11618
Added	54	44	98	-13	-8	-21	57	62	119	0	0	0	196
Total	2441	3461	5902	3183	2225	5408	283	221	504	0	0	0	11814
#203 Lyon/Lombard													
Base	159	253	412	366	254	620	539	378	917	95	274	369	2318
Added	7	7	14	0	0	0	64	69	133	62	57	119	266
Total	166	260	426	366	254	620	603	447	1050	157	331	488	2584
#204 Greenwich/Divisadero													
Base	335	361	696	396	358	754	186	125	311	142	215	357	2118
Added	0	0	0	0	0	0	7	7	14	7	7	14	28
Total	335	361	696	396	358	754	193	132	325	149	222	371	2146
#205 Greenwich/Lyon													
Base	107	164	271	248	173	421	0	0	0	88	106	194	886
Added	0	0	0	7	7	14	0	0	0	7	7	14	28
Total	107	164	271	255	180	435	0	0	0	95	113	208	914
#206 Francisco/Richardson													
Base	2222	3170	5392	3113	2529	5642	287	57	344	198	64	262	11640
Added	-8	-13	-21	-13	-8	-21	0	0	0	0	0	0	-42
Total	2214	3157	5371	3100	2521	5621	287	57	344	198	64	262	11598
#207 Richardson/Gorgas													
Base	17	37	54	160	16	176	3137	2682	5819	2526	3105	5631	11680
Added	-13	0	-13	0	0	0	0	-8	-8	-8	-13	-21	-42
Total	4	37	41	160	16	176	3137	2674	5811	2518	3092	5610	11638
#208 Doyle/Marina/Lyon													
Base	12	41	53	128	321	449	1349	291	1640	606	1442	2048	4190
Added	0	0	0	97	49	146	-5	2	-3	51	92	143	286
Total	12	41	53	225	370	595	1344	293	1637	657	1534	2191	4476
#209 Graham/Lincoln													
Base	277	180	457	44	92	136	465	421	886	571	664	1235	2714
Added	15	9	24	-1	0	-1	10	-7	3	2	24	26	52
Total	292	189	481	43	92	135	475	414	889	573	688	1261	2766
#210 Lincoln/Halleck													
Base	0	0	0	300	379	679	620	652	1272	688	577	1265	3216
Added	0	0	0	45	25	70	29	0	29	5	54	59	158
Total	0	0	0	345	404	749	649	652	1301	693	631	1324	3374

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	548	393	941	605	681	1286	575	654	1229	3456
Added	0	0	0	-21	17	-4	55	-5	50	16	38	54	100
Total	0	0	0	527	410	937	660	676	1336	591	692	1283	3556
#212 Presidio/Letterman/Lincoln													
Base	528	557	1085	644	632	1276	289	198	487	66	140	206	3054
Added	22	34	56	31	19	50	3	-5	-2	8	16	24	128
Total	550	591	1141	675	651	1326	292	193	485	74	156	230	3182
#213 Lombard/Presidio													
Base	746	660	1406	560	512	1072	0	0	0	412	546	958	3436
Added	33	24	57	34	21	55	0	0	0	16	38	54	166
Total	779	684	1463	594	533	1127	0	0	0	428	584	1012	3602
#214 Presidio/Pacific													
Base	698	649	1347	671	716	1387	83	70	153	93	110	203	3090
Added	21	18	39	18	21	39	0	0	0	0	0	0	78
Total	719	667	1386	689	737	1426	83	70	153	93	110	203	3168
#215 Presidio/Jackson													
Base	683	632	1315	654	701	1355	171	171	342	263	267	530	3542
Added	21	18	39	18	21	39	0	0	0	0	0	0	78
Total	704	650	1354	672	722	1394	171	171	342	263	267	530	3620
#216 Presidio/Washington													
Base	654	489	1143	524	694	1218	239	144	383	135	225	360	3104
Added	21	18	39	18	21	39	0	0	0	0	0	0	78
Total	675	507	1182	542	715	1257	239	144	383	135	225	360	3182
#217 Arguello/Jackson													
Base	625	512	1137	464	553	1017	0	0	0	163	187	350	2504
Added	12	15	27	15	12	27	0	0	0	0	0	0	54
Total	637	527	1164	479	565	1044	0	0	0	163	187	350	2558
#218 Arguello/Washington St													
Base	751	561	1312	502	624	1126	37	51	88	102	156	258	2784
Added	12	15	27	15	12	27	0	0	0	0	0	0	54
Total	763	576	1339	517	636	1153	37	51	88	102	156	258	2838
#219 Arguello/Moraga													
Base	485	354	839	0	0	0	119	186	305	374	438	812	1956
Added	12	15	27	0	0	0	7	0	7	10	14	24	58
Total	497	369	866	0	0	0	126	186	312	384	452	836	2014
#220 Montgomery/Sheridan													
Base	34	176	210	90	540	630	661	69	730	0	0	0	1570
Added	-9	-2	-11	4	9	13	18	6	24	0	0	0	26
Total	25	174	199	94	549	643	679	75	754	0	0	0	1596

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.9	0.914	B	14.5	0.922	+ 0.586 D/V
#202 Lombard/Richardson	A	6.0	0.431	A	6.3	0.429	+ 0.241 D/V
#203 Lyon/Lombard	C	21.3	0.843	D	34.3	0.981	+ 0.138 V/C
#204 Greenwich/Divisadero	B	13.9	0.614	B	14.1	0.622	+ 0.007 V/C
#205 Greenwich/Lyon	A	8.5	0.300	A	8.6	0.310	+ 0.010 V/C
#206 Francisco/Richardson	B	15.1	0.753	B	15.0	0.750	-0.164 D/V
#207 Richardson/Gorgas	A	8.1	0.699	A	8.0	0.698	-0.030 D/V
#208 Doyle/Marina/Lyon	C	34.6	0.450	C	34.0	0.503	-0.569 D/V
#209 Graham/Lincoln	C	20.5	0.784	C	21.4	0.810	+ 0.026 V/C
#210 Lincoln/Halleck	F	170.0	0.000	F	301.5	0.000	+131.462 D/V
#211 Lincoln/Girard	F	672.2	0.000	F	796.6	0.000	+124.477 D/V
#212 Presidio/Letterman/Lincoln	C	20.0	0.788	C	22.9	0.849	+ 0.061 V/C
#213 Lombard/Presidio	F	78.5	1.271	F	92.4	1.346	+ 0.075 V/C
#214 Presidio/Pacific	F	60.6	1.052	F	68.6	1.084	+ 0.032 V/C
#215 Presidio/Jackson	F	116.3	1.270	F	128.0	1.309	+ 0.039 V/C
#216 Presidio/Washington	F	64.5	1.142	F	74.6	1.189	+ 0.047 V/C
#217 Arguello/Jackson	B	14.1	0.670	B	14.6	0.693	+ 0.023 V/C
#218 Arguello/Washington St	E	41.4	1.023	E	45.2	1.044	+ 0.021 V/C
#219 Arguello/Moraga	B	14.9	0.667	C	15.7	0.689	+ 0.022 V/C
#220 Montgomery/Sheridan	C	18.7	0.786	C	19.9	0.805	+ 0.019 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #201 Lombard/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	24	24	24		24	24	24		59	59	59		59	59	59	
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	1	1 0	0	1	1	1 0
Volume Module:																
Base Vol:	204	119	30		96	140	30		0	3238	250		0	2149	76	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	204	119	30		96	140	30		0	3238	250		0	2149	76	
Added Vol:	0	0	0		0	0	0		0	44	0		0	54	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	204	119	30		96	140	30		0	3282	250		0	2203	76	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	204	119	30		96	140	30		0	3282	250		0	2203	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	204	119	30		96	140	30		0	3282	250		0	2203	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	204	119	30		96	140	30		0	3282	250		0	2203	76	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.46	0.97	0.97		0.49	0.97	0.97		0.91	0.90	0.90		0.91	0.91	0.91	
Lanes:	1.00	0.80	0.20		1.00	0.82	0.18		0.00	2.79	0.21		0.00	2.90	0.10	
Final Sat.:	872	1472	371		937	1524	327		0	4767	363		0	4989	172	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.08	0.08		0.10	0.09	0.09		0.00	0.69	0.69		0.00	0.44	0.44	
Crit Moves:	****									****						
Green/Cycle:	0.27	0.27	0.27		0.27	0.27	0.27		0.00	0.73	0.73		0.00	0.73	0.73	
Volume/Cap:	0.88	0.30	0.30		0.38	0.34	0.34		0.00	0.94	0.94		0.00	0.60	0.60	
Uniform Del:	31.6	26.3	26.3		27.0	26.6	26.6		0.0	10.3	10.3		0.0	5.7	5.7	
IncremntDel:	29.1	0.4	0.4		1.0	0.4	0.4		0.0	5.5	5.5		0.0	0.3	0.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00	
Delay/Veh:	60.7	26.7	26.7		27.9	27.1	27.1		0.0	15.8	15.8		0.0	6.0	6.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.7	26.7	26.7		27.9	27.1	27.1		0.0	15.8	15.8		0.0	6.0	6.0	
HCM2kAvg:	15	3	3		5	4	4		0	33	33		0	11	11	

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #202 Lombard/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	25	90	0		0	57	57		0	0	25		0	0	0	
Lanes:	1	0	3	0 0	0	0	2	1 0	0	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	154	2233	0		0	3191	5		0	0	226		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	154	2233	0		0	3191	5		0	0	226		0	0	0	
Added Vol:	62	-8	0		0	-13	0		0	0	57		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	216	2225	0		0	3178	5		0	0	283		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	216	2225	0		0	3178	5		0	0	283		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	216	2225	0		0	3178	5		0	0	283		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.10	1.00		1.00	1.10	1.10		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	216	2447	0		0	3496	6		0	0	283		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.77		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.99	0.01		0.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	5700	0		0	5691	9		0	0	1463		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.43	0.00		0.00	0.61	0.61		0.00	0.00	0.19		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.30	1.00	0.00		0.00	0.70	0.70		0.00	0.00	0.30		0.00	0.00	0.00	
Volume/Cap:	0.39	0.43	0.00		0.00	0.88	0.88		0.00	0.00	0.63		0.00	0.00	0.00	
Uniform Del:	18.8	0.0	0.0		0.0	8.2	8.2		0.0	0.0	20.5		0.0	0.0	0.0	
IncremntDel:	0.2	0.0	0.0		0.0	2.0	2.0		0.0	0.0	2.1		0.0	0.0	0.0	
Delay Adj:	0.85	0.85	0.00		0.00	0.85	0.85		0.00	0.00	0.85		0.00	0.00	0.00	
Delay/Veh:	16.2	0.0	0.0		0.0	9.0	9.0		0.0	0.0	19.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	16.2	0.0	0.0		0.0	9.0	9.0		0.0	0.0	19.5		0.0	0.0	0.0	
DesignQueue:	8	0	0		0	64	0		0	0	10		0	0	0	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.981
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 0 Level Of Service: D

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	114	37	8	21	151	194	197	245	97	5	70	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	37	8	21	151	194	197	245	97	5	70	20
Added Vol:	7	0	0	0	0	0	0	57	7	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	37	8	21	151	194	197	302	104	5	132	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	37	8	21	151	194	197	302	104	5	132	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	37	8	21	151	194	197	302	104	5	132	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	37	8	21	151	194	197	302	104	5	132	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.22	0.05	0.06	0.41	0.53	0.33	0.50	0.17	0.03	0.84	0.13
Final Sat.:	354	108	23	33	234	301	201	308	106	16	423	64
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.64	0.64	0.64	0.98	0.98	0.98	0.31	0.31	0.31
Crit Moves:		****			****			****			****	
Delay/Veh:	13.4	13.4	13.4	19.1	19.1	19.1	54.9	54.9	54.9	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	19.1	19.1	19.1	54.9	54.9	54.9	12.4	12.4	12.4
LOS by Move:	B	B	B	C	C	C	F	F	F	B	B	B
ApproachDel:	13.4			19.1			54.9			12.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.4			19.1			54.9			12.4		
LOS by Appr:	B			C			F			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #204 Greenwich/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 0 Level Of Service: B

Street Name:	Divisadero						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	304	12	47	337	12	17	156	13	11	94	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	304	12	47	337	12	17	156	13	11	94	37
Added Vol:	0	0	0	0	0	0	0	7	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	304	12	47	337	12	17	163	13	11	101	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	304	12	47	337	12	17	163	13	11	101	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	304	12	47	337	12	17	163	13	11	101	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	304	12	47	337	12	17	163	13	11	101	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.12	0.85	0.03	0.09	0.84	0.07	0.07	0.68	0.25
Final Sat.:	35	565	22	76	542	19	47	453	36	39	355	130
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.62	0.62	0.62	0.36	0.36	0.36	0.28	0.28	0.28
Crit Moves:		****			****			****			****	
Delay/Veh:	14.2	14.2	14.2	16.2	16.2	16.2	11.9	11.9	11.9	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	16.2	16.2	16.2	11.9	11.9	11.9	11.0	11.0	11.0
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	14.2			16.2			11.9			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.2			16.2			11.9			11.0		
LOS by Appr:	B			C			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #205 Greenwich/Lyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.310
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Street Name:	Lyon									Greenwich		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	103	4	102	146	0	0	0	0	18	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	103	4	102	146	0	0	0	0	18	0	70
Added Vol:	0	0	0	7	0	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	103	4	109	146	0	0	0	0	18	0	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	103	4	109	146	0	0	0	0	18	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	103	4	109	146	0	0	0	0	18	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	103	4	109	146	0	0	0	0	18	0	77
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	0.43	0.57	0.00	0.00	0.00	0.00	0.19	0.00	0.81
Final Sat.:	0	778	30	352	471	0	0	0	0	151	0	648
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.13	0.13	0.31	0.31	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.12
Crit Moves:		****			****					****		
Delay/Veh:	0.0	8.0	8.0	9.2	9.2	0.0	0.0	0.0	0.0	7.7	0.0	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	8.0	9.2	9.2	0.0	0.0	0.0	0.0	7.7	0.0	7.7
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.0			9.2			xxxxxx			7.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.0			9.2			xxxxxx			7.7	
LOS by Appr:		A			A			*			A	

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #206 Francisco/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L - T - R				L - T - R				L - T - R				L - T - R			
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	51	51	51	51	51	51	51	51	31	31	31	31	31	31	31	31
Lanes:	0 0	2 1	0	0	0 0	2 1	0	0	0 1	0 1	0	0	0 0	1! 0	0	
Volume Module:																
Base Vol:	0	2222	0	0	3113	0	177	64	46	11	57	130				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	2222	0	0	3113	0	177	64	46	11	57	130				
Added Vol:	0	-8	0	0	-13	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	2214	0	0	3100	0	177	64	46	11	57	130				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	2214	0	0	3100	0	177	64	46	11	57	130				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2214	0	0	3100	0	177	64	46	11	57	130				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	2214	0	0	3100	0	177	64	46	11	57	130				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.61	0.61	0.61	0.89	0.89	0.89				
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.00	0.58	0.42	0.05	0.29	0.66				
Final Sat.:	0	5187	0	0	5187	0	1159	674	485	94	488	1114				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.00	0.00	0.60	0.00	0.15	0.09	0.09	0.12	0.12	0.12				
Crit Moves:					****		****									
Green/Cycle:	0.00	0.66	0.00	0.00	0.66	0.00	0.34	0.34	0.34	0.34	0.34	0.34				
Volume/Cap:	0.00	0.65	0.00	0.00	0.91	0.00	0.44	0.28	0.28	0.34	0.34	0.34				
Uniform Del:	0.0	9.3	0.0	0.0	13.3	0.0	22.8	21.4	21.4	21.9	21.9	21.9				
IncremntDel:	0.0	0.5	0.0	0.0	4.2	0.0	0.5	0.1	0.1	0.3	0.3	0.3				
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	0.0	9.8	0.0	0.0	17.5	0.0	23.3	21.5	21.5	22.2	22.2	22.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	9.8	0.0	0.0	17.5	0.0	23.3	21.5	21.5	22.2	22.2	22.2				
HCM2kAvg:	0	13	0	0	29	0	6	3	3	4	4	4				

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #207 Richardson/Gorgas

Cycle (sec): 90 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	12	12	12	52	52	52	52	52	52
Lanes:	1 0	1! 0	0	0 0	0 0	1	0 0	3 0	1	0 0	2 1	0
Volume Module:												
Base Vol:	12	0	5	0	0	160	0	3100	37	0	2510	16
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	5	0	0	160	0	3100	37	0	2510	16
Added Vol:	0	0	-13	0	0	0	0	0	0	0	-8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	0	0	0	160	0	3100	37	0	2502	16
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	0	0	0	160	0	3100	37	0	2502	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	0	0	0	160	0	3100	37	0	2502	16
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	0	0	0	0	160	0	3100	37	0	2502	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.87	1.00	0.91	0.85	1.00	0.91	0.91
Lanes:	2.00	0.00	0.00	0.00	0.00	1.00	0.00	3.00	1.00	0.00	2.98	0.02
Final Sat.:	3618	0	0	0	0	1644	0	5187	1615	0	5149	33
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.60	0.02	0.00	0.49	0.49
Crit Moves:	****					****		****				
Green/Cycle:	0.11	0.00	0.00	0.00	0.00	0.13	0.00	0.76	0.76	0.00	0.76	0.76
Volume/Cap:	0.03	0.00	0.00	0.00	0.00	0.73	0.00	0.79	0.03	0.00	0.64	0.64
Uniform Del:	35.7	0.0	0.0	0.0	0.0	37.4	0.0	6.7	2.8	0.0	5.2	5.2
IncremntDel:	0.0	0.0	0.0	0.0	0.0	11.8	0.0	1.1	0.0	0.0	0.4	0.4
Delay Adj:	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	35.7	0.0	0.0	0.0	0.0	49.2	0.0	7.8	2.8	0.0	5.6	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	0.0	0.0	0.0	0.0	49.2	0.0	7.8	2.8	0.0	5.6	5.6
HCM2kAvg:	0	0	0	0	0	6	0	19	0	0	12	12

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #208 Doyle/Marina/Lyon

Cycle (sec): 75 Critical Vol./Cap. (X): 0.503
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	29	0	29	29	0	29	0	38	38	38	38	38
Lanes:	1 0	0 0	1	1 0	0 0	1	0 0	1 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	12	122	0	6	0	1308	41	0	285	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	12	122	0	6	0	1308	41	0	285	321
Added Vol:	0	0	0	97	0	0	0	-5	0	0	2	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	12	219	0	6	0	1303	41	0	287	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	12	219	0	6	0	1303	41	0	287	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	12	219	0	6	0	1303	41	0	287	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	12	219	0	6	0	1303	41	0	287	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	0.85	1.00	0.95	0.95	1.00	0.87	0.87
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.94	0.06	0.00	1.00	1.00
Final Sat.:	1900	0	1615	1805	0	1615	0	3482	110	0	1653	1653
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.12	0.00	0.00	0.00	0.37	0.37	0.00	0.17	0.22
Crit Moves:			****	****				****				
Green/Cycle:	0.00	0.00	0.30	0.30	0.00	0.60	0.00	0.40	0.40	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.02	0.40	0.00	0.01	0.00	0.95	0.95	0.00	0.44	0.57
Uniform Del:	0.0	0.0	23.6	26.6	0.0	7.5	0.0	28.0	28.0	0.0	21.2	22.6
IncremntDel:	0.0	0.0	0.0	0.5	0.0	0.0	0.0	13.0	13.0	0.0	0.2	0.7
Delay Adj:	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	23.6	27.1	0.0	7.6	0.0	41.0	41.0	0.0	21.4	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	23.6	27.1	0.0	7.6	0.0	41.0	41.0	0.0	21.4	23.2
HCM2kAvg:	0	0	0	6	0	0	0	24	24	0	6	9

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 0 Level Of Service: C

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	27	30	220	18	10	16	20	426	19	151	378	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	30	220	18	10	16	20	426	19	151	378	42
Added Vol:	0	0	15	-1	0	0	0	10	0	9	-7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	30	235	17	10	16	20	436	19	160	371	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	30	235	17	10	16	20	436	19	160	371	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	30	235	17	10	16	20	436	19	160	371	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	30	235	17	10	16	20	436	19	160	371	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.10	0.81	0.40	0.23	0.37	1.00	0.96	0.04	1.00	0.90	0.10
Final Sat.:	52	57	449	171	101	161	514	538	23	522	516	58
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.10	0.10	0.10	0.04	0.81	0.81	0.31	0.72	0.72
Crit Moves:		****			****				****		****	
Delay/Veh:	14.8	14.8	14.8	10.8	10.8	10.8	9.8	29.5	29.5	12.3	22.4	22.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	14.8	14.8	10.8	10.8	10.8	9.8	29.5	29.5	12.3	22.4	22.4
LOS by Move:	B	B	B	B	B	B	A	D	D	B	C	C
ApproachDel:	14.8			10.8			28.7			19.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.8			10.8			28.7			19.6		
LOS by Appr:	B			B			D			C		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Average Delay (sec/veh): 62.7 Worst Case Level Of Service: F[301.5]

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	123	0	177	166	454	0	0	475	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	123	0	177	166	454	0	0	475	213
Added Vol:	0	0	0	33	0	12	8	21	0	0	-12	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	156	0	189	174	475	0	0	463	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	156	0	189	174	475	0	0	463	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	156	0	189	174	475	0	0	463	230
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1401	xxxx	578	693	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	156	xxxx	519	912	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	133	xxxx	519	912	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.17	xxxx	0.36	0.19	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	225	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	21.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	302	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			301.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Average Delay (sec/veh): 237.5 Worst Case Level Of Service: F[796.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0	276	0	272	227	378	0	0	409	166				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	276	0	272	227	378	0	0	409	166				
Added Vol:	0	0	0	0	0	-21	17	38	0	0	16	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	276	0	251	244	416	0	0	425	166				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	276	0	251	244	416	0	0	425	166				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	276	0	251	244	416	0	0	425	166				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	1412	xxxx	508	591	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	154	xxxx	569	995	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	125	xxxx	569	995	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	2.22	xxxx	0.44	0.25	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	198	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	45.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	797	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				796.6		xxxxxx			xxxxxx						
ApproachLOS:	*				F		*			*						

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.849
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 0 Level Of Service: C

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0 1	0	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	104	415	9	101	464	79	174	30	85	8	15	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	415	9	101	464	79	174	30	85	8	15	43
Added Vol:	-5	16	11	5	26	0	0	0	3	5	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	431	20	106	490	79	174	30	88	13	15	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	431	20	106	490	79	174	30	88	13	15	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	431	20	106	490	79	174	30	88	13	15	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	431	20	106	490	79	174	30	88	13	15	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	0.31	1.46	0.23	0.60	0.10	0.30	0.18	0.20	0.62
Final Sat.:	489	508	24	164	778	128	304	52	154	78	90	276
Capacity Analysis Module:												
Vol/Sat:	0.20	0.85	0.85	0.65	0.63	0.62	0.57	0.57	0.57	0.17	0.17	0.17
Crit Moves:		****		****				****				****
Delay/Veh:	11.7	35.4	35.4	20.6	19.6	18.6	17.7	17.7	17.7	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	35.4	35.4	20.6	19.6	18.6	17.7	17.7	17.7	11.6	11.6	11.6
LOS by Move:	B	E	E	C	C	C	C	C	C	B	B	B
ApproachDel:	31.1			19.6			17.7			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	31.1			19.6			17.7			11.6		
LOS by Appr:	D			C			C			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 100 Critical Vol./Cap. (X): 1.346
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 92.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	391	355	191	369	0	0	0	0	291	0	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	391	355	191	369	0	0	0	0	291	0	121
Added Vol:	0	17	16	22	12	0	0	0	0	12	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	408	371	213	381	0	0	0	0	303	0	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	408	371	213	381	0	0	0	0	303	0	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	408	371	213	381	0	0	0	0	303	0	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	408	371	213	381	0	0	0	0	303	0	125
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.52	0.48	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	303	276	489	526	0	0	0	0	462	0	544
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.35	1.35	0.44	0.72	xxxx	xxxx	xxxx	xxxx	0.66	xxxx	0.23
Crit Moves:		****			****					****		
Delay/Veh:	0.0	186	186.1	15.5	25.1	0.0	0.0	0.0	0.0	23.7	0.0	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	186	186.1	15.5	25.1	0.0	0.0	0.0	0.0	23.7	0.0	11.2
LOS by Move:	*	F	F	C	D	*	*	*	*	C	*	B
ApproachDel:	186.1				21.7		xxxxxx			20.0		
Delay Adj:	1.00				1.00		xxxxx			1.00		
ApprAdjDel:	186.1				21.7		xxxxxx			20.0		
LOS by Appr:	F				C		*			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 100 Critical Vol./Cap. (X): 1.084
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 68.6
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	655	31	46	593	32	32	33	18	38	26	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	655	31	46	593	32	32	33	18	38	26	29
Added Vol:	0	21	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	676	31	46	611	32	32	33	18	38	26	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	676	31	46	611	32	32	33	18	38	26	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	676	31	46	611	32	32	33	18	38	26	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	676	31	46	611	32	32	33	18	38	26	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.94	0.04	0.07	0.89	0.04	0.38	0.40	0.22	0.41	0.28	0.31
Final Sat.:	11	623	29	44	587	31	190	195	107	204	140	156
Capacity Analysis Module:												
Vol/Sat:	1.08	1.08	1.08	1.04	1.04	1.04	0.17	0.17	0.17	0.19	0.19	0.19
Crit Moves:		****			****			****			****	
Delay/Veh:	82.2	82.2	82.2	68.8	68.8	68.8	11.6	11.6	11.6	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.2	82.2	82.2	68.8	68.8	68.8	11.6	11.6	11.6	11.7	11.7	11.7
LOS by Move:	F	F	F	F	F	F	B	B	B	B	B	B
ApproachDel:	82.2			68.8			11.6			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	82.2			68.8			11.6			11.7		
LOS by Appr:	F			F			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 1.309
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 128.0
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	615	59	59	565	30	11	149	11	56	132	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	615	59	59	565	30	11	149	11	56	132	75
Added Vol:	0	21	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	636	59	59	583	30	11	149	11	56	132	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	636	59	59	583	30	11	149	11	56	132	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	636	59	59	583	30	11	149	11	56	132	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	636	59	59	583	30	11	149	11	56	132	75
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.91	0.08	0.09	0.87	0.04	0.06	0.88	0.06	0.21	0.50	0.29
Final Sat.:	7	486	45	47	464	24	28	377	28	100	235	133
Capacity Analysis Module:												
Vol/Sat:	1.31	1.31	1.31	1.26	1.26	1.26	0.40	0.40	0.40	0.56	0.56	0.56
Crit Moves:			****		****		****			****		
Delay/Veh:	172.8	173	172.8	151.9	152	151.9	16.0	16.0	16.0	19.6	19.6	19.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.8	173	172.8	151.9	152	151.9	16.0	16.0	16.0	19.6	19.6	19.6
LOS by Move:	F	F	F	F	F	F	C	C	C	C	C	C
ApproachDel:	172.8			151.9			16.0			19.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	172.8			151.9			16.0			19.6		
LOS by Appr:	F			F			C			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 100 Critical Vol./Cap. (X): 1.189
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 74.6
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	15	610	29	38	440	46	59	158	22	27	83	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	610	29	38	440	46	59	158	22	27	83	25
Added Vol:	0	21	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	631	29	38	458	46	59	158	22	27	83	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	631	29	38	458	46	59	158	22	27	83	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	631	29	38	458	46	59	158	22	27	83	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	631	29	38	458	46	59	158	22	27	83	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.94	0.04	0.07	0.85	0.08	0.25	0.66	0.09	0.20	0.61	0.19
Final Sat.:	13	531	24	40	476	48	117	312	44	88	272	82
Capacity Analysis Module:												
Vol/Sat:	1.19	1.19	1.19	0.96	0.96	0.96	0.51	0.51	0.51	0.31	0.31	0.31
Crit Moves:		****		****			****					****
Delay/Veh:	123.9	124	123.9	53.5	53.5	53.5	17.5	17.5	17.5	14.1	14.1	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.9	124	123.9	53.5	53.5	53.5	17.5	17.5	17.5	14.1	14.1	14.1
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:	123.9			53.5			17.5			14.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	123.9			53.5			17.5			14.1		
LOS by Appr:	F			F			C			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #217 Arguello/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 0 Level Of Service: B

Street Name:	Arguello Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	486	139	48	416	0	0	0	0	96	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	486	139	48	416	0	0	0	0	96	0	67
Added Vol:	0	12	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	498	139	48	431	0	0	0	0	96	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	498	139	48	431	0	0	0	0	96	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	498	139	48	431	0	0	0	0	96	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	498	139	48	431	0	0	0	0	96	0	67
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.56	0.44	0.10	0.90	0.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	0	1043	302	69	622	0	0	0	0	332	0	232
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.48	0.46	0.69	0.69	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	0.29
Crit Moves:		****			****					****		
Delay/Veh:	0.0	12.7	12.1	18.5	18.5	0.0	0.0	0.0	0.0	11.1	0.0	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	12.1	18.5	18.5	0.0	0.0	0.0	0.0	11.1	0.0	11.1
LOS by Move:	*	B	B	C	C	*	*	*	*	B	*	B
ApproachDel:		12.6			18.5			xxxxxx			11.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		12.6			18.5			xxxxxx			11.1	
LOS by Appr:		B			C			*			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.044
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 45.2
Optimal Cycle: 0 Level Of Service: E

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	23	592	136	9	471	22	4	11	22	68	6	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	592	136	9	471	22	4	11	22	68	6	28
Added Vol:	0	12	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	604	136	9	486	22	4	11	22	68	6	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	604	136	9	486	22	4	11	22	68	6	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	604	136	9	486	22	4	11	22	68	6	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	604	136	9	486	22	4	11	22	68	6	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.79	0.18	0.02	0.94	0.04	0.11	0.30	0.59	0.67	0.06	0.27
Final Sat.:	22	578	130	12	644	29	55	151	301	342	30	141
Capacity Analysis Module:												
Vol/Sat:	1.04	1.04	1.04	0.75	0.75	0.75	0.07	0.07	0.07	0.20	0.20	0.20
Crit Moves:		****			****			****		****		
Delay/Veh:	67.0	67.0	67.0	22.2	22.2	22.2	10.1	10.1	10.1	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	67.0	67.0	22.2	22.2	22.2	10.1	10.1	10.1	11.2	11.2	11.2
LOS by Move:	F	F	F	C	C	C	B	B	B	B	B	B
ApproachDel:		67.0			22.2			10.1			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		67.0			22.2			10.1			11.2	
LOS by Appr:		F			C			B			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #219 Arguello/Moraga

Cycle (sec): 100 Critical Vol./Cap. (X): 0.689
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	Arguello						Moraga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	113	0	372	0	0	0	0	66	53	301	73	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	0	372	0	0	0	0	66	53	301	73	0
Added Vol:	1	0	11	0	0	0	0	3	4	11	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	0	383	0	0	0	0	69	57	312	72	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	0	383	0	0	0	0	69	57	312	72	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	0	383	0	0	0	0	69	57	312	72	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	114	0	383	0	0	0	0	69	57	312	72	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	0.00	1.00	0.00	0.00	0.55	0.45	0.81	0.19	0.00
Final Sat.:	165	0	556	0	0	0	0	332	274	513	118	0
Capacity Analysis Module:												
Vol/Sat:	0.69	xxxx	0.69	xxxx	xxxx	xxxx	xxxx	0.21	0.21	0.61	0.61	xxxx
Crit Moves:	****								****		****	
Delay/Veh:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	9.7	9.7	15.9	15.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	9.7	9.7	15.9	15.9	0.0
LOS by Move:	C	*	C	*	*	*	*	A	A	C	C	*
ApproachDel:	17.0			xxxxxx			9.7			15.9		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	17.0			xxxxxx			9.7			15.9		
LOS by Appr:	C			*			A			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #220 Montgomery/Sheridan

Cycle (sec): 100 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: 0 Level Of Service: C

Street Name:	Montgomery St.						Sheridan Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	21	0	0	34	56	519	0	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	21	0	0	34	56	519	0	142	0	0	0
Added Vol:	0	-9	0	0	-2	6	18	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	12	0	0	32	62	537	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	12	0	0	32	62	537	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	12	0	0	32	62	537	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	12	0	0	32	62	537	0	142	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.48	0.00	0.00	0.34	0.66	0.79	0.00	0.21	0.00	1.00	0.00
Final Sat.:	310	286	0	0	226	439	667	0	176	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	xxxx	xxxx	0.14	0.14	0.81	xxxx	0.81	xxxx	xxxx	xxxx
Crit Moves:		****				****	****					
Delay/Veh:	8.8	8.8	0.0	0.0	8.8	8.8	21.9	0.0	21.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	0.0	0.0	8.8	8.8	21.9	0.0	21.9	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	C	*	C	*	*	*
ApproachDel:	8.8			8.8			21.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.8			8.8			21.9			xxxxxx		
LOS by Appr:	A			A			C			*		

Alternative 1 – PM Peak Hour

Scenario Report

Scenario:	PM 2030-PTMP
Command:	PM PTMP
Volume:	PM 2030
Geometry:	PM 2030
Impact Fee:	Default Impact Fee
Trip Generation:	PM 2030-PTMP
Trip Distribution:	Main Post SEIS
Paths:	Main Post SEIS
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for PM 2030-PTMP

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	43.00	35.00	43	35	78	7.8
	Zone 14 Subtotal					43	35	78	7.8
15	Ruger & Simo	1.00	mixed use	43.00	41.00	43	41	84	8.4
	Zone 15 Subtotal					43	41	84	8.4
32	S. Main Post	1.00	mixed use	1.00	1.00	1	1	2	0.2
	Zone 32 Subtotal					1	1	2	0.2
33	W. Main Post	1.00	Mixed Use	109.00	83.00	109	83	192	19.3
	Zone 33 Subtotal					109	83	192	19.3
34	E. Main Post	1.00	mixed use	93.00	32.00	93	32	125	12.6
	Zone 34 Subtotal					93	32	125	12.6
35	N. Main Post	1.00	mixed use	-26.00	-37.00	-26	-37	-63	-6.3
	Zone 35 Subtotal					-26	-37	-63	-6.3
36	West Letterm	1.00	mixed use	-59.00	-15.00	-59	-15	-74	-7.4
	Zone 36 Subtotal					-59	-15	-74	-7.4
753	LDA	1.00	mixed use	126.00	188.00	126	188	314	31.5
	Zone 753 Subtotal					126	188	314	31.5
767	Commissary/P	1.00	mixed use	169.00	169.00	169	169	338	33.9
	Zone 767 Subtotal					169	169	338	33.9
TOTAL						499	497	996	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	378	385	763	298	285	583	2398	3242	5640	3117	2279	5396	12382
Added	0	0	0	0	0	0	208	225	433	225	208	433	866
Total	378	385	763	298	285	583	2606	3467	6073	3342	2487	5829	13248
#202 Lombard/Richardson													
Base	3319	2500	5819	2171	3119	5290	329	200	529	0	0	0	11638
Added	225	207	432	57	84	141	150	141	291	0	0	0	864
Total	3544	2707	6251	2228	3203	5431	479	341	820	0	0	0	12502
#203 Lyon/Lombard													
Base	217	183	400	318	325	643	569	517	1086	223	302	525	2654
Added	16	17	33	0	0	0	167	157	324	141	150	291	648
Total	233	200	433	318	325	643	736	674	1410	364	452	816	3302
#204 Greenwich/Divisadero													
Base	345	332	677	343	385	728	145	164	309	203	155	358	2072
Added	0	0	0	0	0	0	17	16	33	16	17	33	66
Total	345	332	677	343	385	728	162	180	342	219	172	391	2138
#205 Greenwich/Lyon													
Base	107	120	227	177	214	391	0	0	0	130	80	210	828
Added	0	0	0	17	16	33	0	0	0	16	17	33	66
Total	107	120	227	194	230	424	0	0	0	146	97	243	894
#206 Francisco/Richardson													
Base	3119	2250	5369	2217	3331	5548	251	69	320	145	82	227	11464
Added	84	57	141	57	84	141	0	0	0	0	0	0	282
Total	3203	2307	5510	2274	3415	5689	251	69	320	145	82	227	11746
#207 Richardson/Gorgas													
Base	253	63	316	69	34	103	2150	3439	5589	3298	2234	5532	11540
Added	57	0	57	0	0	0	0	84	84	84	57	141	282
Total	310	63	373	69	34	103	2150	3523	5673	3382	2291	5673	11822
#208 Doyle/Marina/Lyon													
Base	40	25	65	247	491	738	922	1549	2471	2009	1153	3162	6436
Added	0	0	0	106	115	221	-2	-9	-11	106	104	210	420
Total	40	25	65	353	606	959	920	1540	2460	2115	1257	3372	6856
#209 Graham/Lincoln													
Base	152	134	286	22	7	29	434	391	825	508	584	1092	2232
Added	32	37	69	-2	0	-2	90	123	213	160	120	280	560
Total	184	171	355	20	7	27	524	514	1038	668	704	1372	2792
#210 Lincoln/Halleck													
Base	0	3	3	314	340	654	542	543	1085	584	554	1138	2880
Added	0	0	0	43	48	91	139	164	303	169	139	308	702
Total	0	3	3	357	388	745	681	707	1388	753	693	1446	3582

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	336	497	833	589	585	1174	600	443	1043	3050
Added	0	0	0	139	65	204	129	218	347	79	64	143	694
Total	0	0	0	475	562	1037	718	803	1521	679	507	1186	3744
#212 Presidio/Letterman/Lincoln													
Base	539	546	1085	463	601	1064	237	188	425	148	52	200	2774
Added	98	84	182	61	66	127	10	28	38	28	19	47	394
Total	637	630	1267	524	667	1191	247	216	463	176	71	247	3168
#213 Lombard/Presidio													
Base	733	676	1409	549	597	1146	0	0	0	529	538	1067	3622
Added	66	73	139	84	97	181	0	0	0	94	74	168	488
Total	799	749	1548	633	694	1327	0	0	0	623	612	1235	4110
#214 Presidio/Pacific													
Base	731	630	1361	686	743	1429	14	66	80	89	81	170	3040
Added	46	51	97	51	46	97	0	0	0	0	0	0	194
Total	777	681	1458	737	789	1526	14	66	80	89	81	170	3234
#215 Presidio/Jackson													
Base	637	654	1291	661	677	1338	160	168	328	250	209	459	3416
Added	46	51	97	51	46	97	0	0	0	0	0	0	194
Total	683	705	1388	712	723	1435	160	168	328	250	209	459	3610
#216 Presidio/Washington													
Base	664	599	1263	658	705	1363	206	130	336	110	204	314	3276
Added	46	51	97	51	46	97	0	0	0	0	0	0	194
Total	710	650	1360	709	751	1460	206	130	336	110	204	314	3470
#217 Arguello/Jackson													
Base	488	603	1091	546	454	1000	0	0	0	123	100	223	2314
Added	36	35	71	35	36	71	0	0	0	0	0	0	142
Total	524	638	1162	581	490	1071	0	0	0	123	100	223	2456
#218 Arguello/Washington St													
Base	542	657	1199	582	485	1067	32	36	68	107	85	192	2526
Added	36	35	71	35	36	71	0	0	0	0	0	0	142
Total	578	692	1270	617	521	1138	32	36	68	107	85	192	2668
#219 Arguello/Moraga													
Base	431	449	880	0	0	0	180	188	368	377	351	728	1976
Added	36	36	72	0	0	0	5	5	10	33	33	66	148
Total	467	485	952	0	0	0	185	193	378	410	384	794	2124
#220 Montgomery/Sheridan													
Base	62	196	258	85	226	311	341	66	407	0	0	0	976
Added	50	11	61	68	90	158	40	57	97	0	0	0	316
Total	112	207	319	153	316	469	381	123	504	0	0	0	1292

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.0	0.849	B	15.0	0.893	+ 2.054 D/V
#202 Lombard/Richardson	A	3.6	0.602	A	8.2	0.757	+ 4.663 D/V
#203 Lyon/Lombard	D	31.0	0.961	F	102.0	1.376	+ 0.415 V/C
#204 Greenwich/Divisadero	B	13.4	0.549	B	13.9	0.564	+ 0.015 V/C
#205 Greenwich/Lyon	A	8.2	0.222	A	8.4	0.246	+ 0.025 V/C
#206 Francisco/Richardson	B	15.0	0.712	B	16.4	0.729	+ 1.346 D/V
#207 Richardson/Gorgas	A	7.0	0.796	A	9.2	0.847	+ 2.252 D/V
#208 Doyle/Marina/Lyon	B	17.7	0.726	C	26.3	0.833	+ 8.530 D/V
#209 Graham/Lincoln	B	13.8	0.621	C	21.6	0.792	+ 0.171 V/C
#210 Lincoln/Halleck	F	108.0	0.000	F	426.9	0.000	+318.907 D/V
#211 Lincoln/Girard	F	506.5	0.000	F	OVRFL	0.000	+628.397 D/V
#212 Presidio/Letterman/Lincoln	C	17.6	0.781	D	27.0	0.947	+ 0.166 V/C
#213 Lombard/Presidio	F	88.3	1.344	F	118.0	1.519	+ 0.175 V/C
#214 Presidio/Pacific	F	53.7	1.029	F	73.0	1.100	+ 0.071 V/C
#215 Presidio/Jackson	F	100.0	1.216	F	128.4	1.310	+ 0.094 V/C
#216 Presidio/Washington	F	81.6	1.125	F	107.2	1.203	+ 0.078 V/C
#217 Arguello/Jackson	C	17.6	0.744	C	20.5	0.800	+ 0.056 V/C
#218 Arguello/Washington St	C	22.3	0.817	D	27.4	0.875	+ 0.058 V/C
#219 Arguello/Moraga	B	14.0	0.613	C	16.0	0.676	+ 0.064 V/C
#220 Montgomery/Sheridan	A	9.2	0.394	B	10.2	0.479	+ 0.085 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #201 Lombard/Divisadero

Cycle (sec): 90 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	54	54	54	54	54	54
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	1 1	0	0 1	1 1	0
Volume Module:												
Base Vol:	194	161	23	80	163	55	0	2176	222	0	2993	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	161	23	80	163	55	0	2176	222	0	2993	124
Added Vol:	0	0	0	0	0	0	0	208	0	0	225	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	161	23	80	163	55	0	2384	222	0	3218	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	161	23	80	163	55	0	2384	222	0	3218	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	161	23	80	163	55	0	2384	222	0	3218	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	194	161	23	80	163	55	0	2384	222	0	3218	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.98	0.98	0.47	0.96	0.96	0.91	0.90	0.90	0.91	0.90	0.90
Lanes:	1.00	0.87	0.13	1.00	0.75	0.25	0.00	2.74	0.26	0.00	2.89	0.11
Final Sat.:	792	1631	233	885	1367	461	0	4683	436	0	4965	191
Capacity Analysis Module:												
Vol/Sat:	0.24	0.10	0.10	0.09	0.12	0.12	0.00	0.51	0.51	0.00	0.65	0.65
Crit Moves:	****										****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.00	0.70	0.70	0.00	0.70	0.70
Volume/Cap:	0.82	0.33	0.33	0.30	0.40	0.40	0.00	0.73	0.73	0.00	0.93	0.93
Uniform Del:	29.2	24.5	24.5	24.2	25.0	25.0	0.0	8.2	8.2	0.0	11.5	11.5
IncremntDel:	19.3	0.3	0.3	0.6	0.5	0.5	0.0	0.8	0.8	0.0	4.8	4.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	48.5	24.8	24.8	24.9	25.5	25.5	0.0	9.0	9.0	0.0	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	24.8	24.8	24.9	25.5	25.5	0.0	9.0	9.0	0.0	16.3	16.3
HCM2kAvg:	14	4	4	4	5	5	0	16	16	0	31	31

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #202 Lombard/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	25	90	0	0	57	57	0	0	25	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	200	3119	0	0	2171	0	0	0	329	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	3119	0	0	2171	0	0	0	329	0	0	0
Added Vol:	141	84	0	0	57	0	0	0	150	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	3203	0	0	2228	0	0	0	479	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	3203	0	0	2228	0	0	0	479	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	3203	0	0	2228	0	0	0	479	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	341	3523	0	0	2451	0	0	0	479	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	5700	0	0	0	1463	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.62	0.00	0.00	0.43	0.00	0.00	0.00	0.33	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.30	1.00	0.00	0.00	0.70	0.00	0.00	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.62	0.62	0.00	0.00	0.62	0.00	0.00	0.00	1.07	0.00	0.00	0.00
Uniform Del:	20.4	0.0	0.0	0.0	5.6	0.0	0.0	0.0	23.8	0.0	0.0	0.0
IncremntDel:	1.5	0.1	0.0	0.0	0.2	0.0	0.0	0.0	56.6	0.0	0.0	0.0
Delay Adj:	0.85	0.85	0.00	0.00	0.85	0.00	0.00	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	18.8	0.1	0.0	0.0	5.0	0.0	0.0	0.0	76.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	0.1	0.0	0.0	5.0	0.0	0.0	0.0	76.8	0.0	0.0	0.0
DesignQueue:	12	0	0	0	42	0	0	0	18	0	0	0

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 100 Critical Vol./Cap. (X): 1.376
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 102.0
Optimal Cycle: 0 Level Of Service: F

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	124	68	25	29	65	224	212	248	109	9	169	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	68	25	29	65	224	212	248	109	9	169	45
Added Vol:	16	0	0	0	0	0	0	150	17	0	141	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	68	25	29	65	224	212	398	126	9	310	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	68	25	29	65	224	212	398	126	9	310	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	68	25	29	65	224	212	398	126	9	310	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	140	68	25	29	65	224	212	398	126	9	310	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.29	0.11	0.09	0.20	0.71	0.29	0.54	0.17	0.02	0.86	0.12
Final Sat.:	260	127	47	44	99	342	154	289	92	12	419	61
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.65	0.65	0.65	1.38	1.38	1.38	0.74	0.74	0.74
Crit Moves:		****		****				****			****	
Delay/Veh:	18.5	18.5	18.5	21.4	21.4	21.4	200.8	201	200.8	26.2	26.2	26.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	18.5	18.5	21.4	21.4	21.4	200.8	201	200.8	26.2	26.2	26.2
LOS by Move:	C	C	C	C	C	C	F	F	F	D	D	D
ApproachDel:	18.5			21.4			200.8			26.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.5			21.4			200.8			26.2		
LOS by Appr:	C			C			F			D		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #204 Greenwich/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Divisadero						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	323	11	34	296	13	26	110	9	27	140	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	323	11	34	296	13	26	110	9	27	140	36
Added Vol:	0	0	0	0	0	0	0	17	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	323	11	34	296	13	26	127	9	27	156	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	323	11	34	296	13	26	127	9	27	156	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	323	11	34	296	13	26	127	9	27	156	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	323	11	34	296	13	26	127	9	27	156	36
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.94	0.03	0.10	0.86	0.04	0.16	0.78	0.06	0.12	0.72	0.16
Final Sat.:	19	572	19	60	526	23	83	404	29	67	388	90
Capacity Analysis Module:												
Vol/Sat:	0.56	0.56	0.56	0.56	0.56	0.56	0.31	0.31	0.31	0.40	0.40	0.40
Crit Moves:		****		****					****		****	
Delay/Veh:	15.0	15.0	15.0	14.9	14.9	14.9	11.6	11.6	11.6	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	15.0	15.0	14.9	14.9	14.9	11.6	11.6	11.6	12.4	12.4	12.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	15.0			14.9			11.6			12.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.0			14.9			11.6			12.4		
LOS by Appr:	B			B			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #205 Greenwich/Lyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.246
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: A

Street Name:	Lyon						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	105	2	78	99	0	0	0	0	21	0	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	105	2	78	99	0	0	0	0	21	0	109
Added Vol:	0	0	0	17	0	0	0	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	105	2	95	99	0	0	0	0	21	0	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	2	95	99	0	0	0	0	21	0	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	105	2	95	99	0	0	0	0	21	0	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	105	2	95	99	0	0	0	0	21	0	125
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.98	0.02	0.49	0.51	0.00	0.00	0.00	0.00	0.14	0.00	0.86
Final Sat.:	0	770	15	386	402	0	0	0	0	120	0	713
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.14	0.14	0.25	0.25	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	0.18
Crit Moves:		****			****					****		
Delay/Veh:	0.0	8.1	8.1	8.8	8.8	0.0	0.0	0.0	0.0	7.9	0.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	8.1	8.8	8.8	0.0	0.0	0.0	0.0	7.9	0.0	7.9
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.1			8.8			xxxxxx			7.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.1			8.8			xxxxxx			7.9	
LOS by Appr:		A			A			*			A	

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #206 Francisco/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	51	51	0	51	51	31	31	31	31	31	31
Lanes:	0 0	2	1 0	0 0	2	1 0	0 1	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	3117	2	0	2217	0	142	80	29	4	69	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3117	2	0	2217	0	142	80	29	4	69	72
Added Vol:	0	84	0	0	57	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3201	2	0	2274	0	142	80	29	4	69	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3201	2	0	2274	0	142	80	29	4	69	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3201	2	0	2274	0	142	80	29	4	69	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	3201	2	0	2274	0	142	80	29	4	69	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.67	0.67	0.67	0.93	0.93	0.93
Lanes:	0.00	2.99	0.01	0.00	3.00	0.00	1.00	0.73	0.27	0.03	0.47	0.50
Final Sat.:	0	5184	3	0	5187	0	1279	939	340	49	838	874
Capacity Analysis Module:												
Vol/Sat:	0.00	0.62	0.62	0.00	0.44	0.00	0.11	0.09	0.09	0.08	0.08	0.08
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.66	0.66	0.00	0.66	0.00	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.00	0.94	0.94	0.00	0.67	0.00	0.32	0.25	0.25	0.24	0.24	0.24
Uniform Del:	0.0	14.0	14.0	0.0	9.5	0.0	21.8	21.1	21.1	21.1	21.1	21.1
IncremntDel:	0.0	6.3	6.3	0.0	0.5	0.0	0.2	0.1	0.1	0.2	0.2	0.2
Delay Adj:	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	20.2	20.2	0.0	10.0	0.0	22.0	21.3	21.3	21.3	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	20.2	0.0	10.0	0.0	22.0	21.3	21.3	21.3	21.3	21.3
HCM2kAvg:	0	32	32	0	14	0	4	3	3	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #207 Richardson/Gorgas

Cycle (sec): 90 Critical Vol./Cap. (X): 0.847
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	12	12	12	52	52	52	52	52	52
Lanes:	1 0	1! 0	0	0 0	0 0	1	0 0	3 0	1	0 0	2 1	0
Volume Module:												
Base Vol:	106	0	147	0	0	69	0	2087	63	0	3264	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	0	147	0	0	69	0	2087	63	0	3264	34
Added Vol:	0	0	57	0	0	0	0	0	0	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	204	0	0	69	0	2087	63	0	3348	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	204	0	0	69	0	2087	63	0	3348	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	204	0	0	69	0	2087	63	0	3348	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	0	204	0	0	69	0	2087	63	0	3348	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	0.87	1.00	0.91	0.85	1.00	0.91	0.91
Lanes:	1.21	0.00	0.79	0.00	0.00	1.00	0.00	3.00	1.00	0.00	2.97	0.03
Final Sat.:	2030	0	1336	0	0	1644	0	5187	1615	0	5130	52
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.15	0.00	0.00	0.04	0.00	0.40	0.04	0.00	0.65	0.65
Crit Moves:			****			****					****	
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.13	0.00	0.77	0.77	0.00	0.77	0.77
Volume/Cap:	0.29	0.00	0.85	0.00	0.00	0.31	0.00	0.52	0.05	0.00	0.85	0.85
Uniform Del:	31.9	0.0	35.7	0.0	0.0	35.3	0.0	4.0	2.5	0.0	6.8	6.8
IncremntDel:	0.2	0.0	16.6	0.0	0.0	0.8	0.0	0.1	0.0	0.0	1.8	1.8
Delay Adj:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	32.1	0.0	52.3	0.0	0.0	36.1	0.0	4.1	2.5	0.0	8.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	0.0	52.3	0.0	0.0	36.1	0.0	4.1	2.5	0.0	8.7	8.7
HCM2kAvg:	2	0	10	0	0	2	0	8	0	0	23	23

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #208 Doyle/Marina/Lyon

Cycle (sec): 60 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	0	24	24	0	24	0	28	0	0	28	0
Lanes:	1 0	0 0	1	1 0	0 0	1	0 0	1 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	40	216	0	31	0	897	25	0	1518	491
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	40	216	0	31	0	897	25	0	1518	491
Added Vol:	0	0	0	106	0	0	0	-2	0	0	-9	115
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	40	322	0	31	0	895	25	0	1509	606
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	40	322	0	31	0	895	25	0	1509	606
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	40	322	0	31	0	895	25	0	1509	606
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	40	322	0	31	0	895	25	0	1509	606
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.77	1.00	0.85	1.00	0.95	0.95	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.95	0.05	0.00	1.43	0.57
Final Sat.:	1900	0	1615	1461	0	1615	0	3498	98	0	2465	990
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.22	0.00	0.02	0.00	0.26	0.26	0.00	0.61	0.61
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.40	0.40	0.00	0.40	0.00	0.60	0.60	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.06	0.55	0.00	0.05	0.00	0.43	0.43	0.00	1.02	1.02
Uniform Del:	0.0	0.0	11.1	13.9	0.0	11.0	0.0	6.5	6.5	0.0	12.0	12.0
IncremntDel:	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.1	0.1	0.0	25.1	25.1
Delay Adj:	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	11.1	15.0	0.0	11.0	0.0	6.6	6.6	0.0	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	11.1	15.0	0.0	11.0	0.0	6.6	6.6	0.0	37.1	37.1
HCM2kAvg:	0	0	0	7	0	0	0	5	5	0	31	31

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	0	150	7	0	15	7	427	0	134	374	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	150	7	0	15	7	427	0	134	374	0
Added Vol:	0	0	32	-2	0	0	0	90	0	37	123	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	182	5	0	15	7	517	0	171	497	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	182	5	0	15	7	517	0	171	497	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	182	5	0	15	7	517	0	171	497	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	0	182	5	0	15	7	517	0	171	497	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.00	0.99	0.25	0.00	0.75	0.01	0.99	0.00	1.00	1.00	0.00
Final Sat.:	6	0	560	121	0	363	9	653	0	579	630	0
Capacity Analysis Module:												
Vol/Sat:	0.33	xxxx	0.33	0.04	xxxx	0.04	0.79	0.79	xxxx	0.30	0.79	xxxx
Crit Moves:	****			****			****				****	
Delay/Veh:	11.4	0.0	11.4	9.8	0.0	9.8	25.0	25.0	0.0	11.4	25.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	0.0	11.4	9.8	0.0	9.8	25.0	25.0	0.0	11.4	25.6	0.0
LOS by Move:	B	*	B	A	*	A	D	D	*	B	D	*
ApproachDel:	11.4			9.8			25.0			22.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			9.8			25.0			22.0		
LOS by Appr:	B			A			D			C		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Average Delay (sec/veh): 86.0 Worst Case Level Of Service: F[426.9]

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Channel			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	153	0	161	138	401	3	0	382	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	153	0	161	138	401	3	0	382	202
Added Vol:	0	0	0	20	0	23	20	119	0	0	141	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	173	0	184	158	520	3	0	523	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	173	0	184	158	520	3	0	523	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	173	0	184	158	520	3	0	523	230
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1476	xxxx	638	753	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	141	xxxx	480	866	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	121	xxxx	480	866	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.43	xxxx	0.38	0.18	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	197	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	25.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	427	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			426.9			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Average Delay (sec/veh): 290.5 Worst Case Level Of Service: F[1134.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0	187	0	149	333	256	0	0	436	164				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	187	0	149	333	256	0	0	436	164				
Added Vol:	0	0	0	0	0	139	65	64	0	0	79	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	187	0	288	398	320	0	0	515	164				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	187	0	288	398	320	0	0	515	164				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	187	0	288	398	320	0	0	515	164				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	1713	xxxx	597	679	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	101	xxxx	507	923	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	67	xxxx	507	923	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	2.81	xxxx	0.57	0.43	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	141	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	45.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	1135	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				1134.9		xxxxxx			xxxxxx						
ApproachLOS:	*				F		*			*						

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.947
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 0 Level Of Service: D

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	1 0	1 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	106	425	8	28	393	42	74	16	147	6	40	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	425	8	28	393	42	74	16	147	6	40	102
Added Vol:	28	57	13	6	55	0	0	0	10	19	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	482	21	34	448	42	74	16	157	25	40	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	482	21	34	448	42	74	16	157	25	40	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	482	21	34	448	42	74	16	157	25	40	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	134	482	21	34	448	42	74	16	157	25	40	111
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	0.13	1.71	0.16	0.30	0.06	0.64	0.14	0.23	0.63
Final Sat.:	489	509	22	65	862	82	150	32	317	68	108	300
Capacity Analysis Module:												
Vol/Sat:	0.27	0.95	0.95	0.53	0.52	0.51	0.49	0.49	0.49	0.37	0.37	0.37
Crit Moves:			****	****				****			****	
Delay/Veh:	12.7	51.9	51.9	17.0	16.6	16.3	15.9	15.9	15.9	13.8	13.8	13.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	51.9	51.9	17.0	16.6	16.3	15.9	15.9	15.9	13.8	13.8	13.8
LOS by Move:	B	F	F	C	C	C	C	C	C	B	B	B
ApproachDel:	43.6			16.6			15.9			13.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	43.6			16.6			15.9			13.8		
LOS by Appr:	E			C			C			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 100 Critical Vol./Cap. (X): 1.519
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 118.0
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	409	324	214	335	0	0	0	0	341	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	409	324	214	335	0	0	0	0	341	0	188
Added Vol:	0	35	31	43	41	0	0	0	0	32	0	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	444	355	257	376	0	0	0	0	373	0	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	444	355	257	376	0	0	0	0	373	0	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	444	355	257	376	0	0	0	0	373	0	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	444	355	257	376	0	0	0	0	373	0	250
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.56	0.44	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	292	234	462	494	0	0	0	0	460	0	541
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.52	1.52	0.56	0.76	xxxx	xxxx	xxxx	xxxx	0.81	xxxx	0.46
Crit Moves:			****		****					****		
Delay/Veh:	0.0	262	261.9	19.7	29.3	0.0	0.0	0.0	0.0	35.9	0.0	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	262	261.9	19.7	29.3	0.0	0.0	0.0	0.0	35.9	0.0	14.8
LOS by Move:	*	F	F	C	D	*	*	*	*	E	*	B
ApproachDel:	261.9				25.4		xxxxxx			27.5		
Delay Adj:	1.00				1.00		xxxxx			1.00		
ApprAdjDel:	261.9				25.4		xxxxxx			27.5		
LOS by Appr:	F				D		*			D		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 100 Critical Vol./Cap. (X): 1.100
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 73.0
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0	0	1!	0	0	0	1!	0	0
Volume Module:												
Base Vol:	9	703	19	56	606	24	3	6	5	19	33	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	703	19	56	606	24	3	6	5	19	33	37
Added Vol:	0	46	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	749	19	56	657	24	3	6	5	19	33	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	749	19	56	657	24	3	6	5	19	33	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	749	19	56	657	24	3	6	5	19	33	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	749	19	56	657	24	3	6	5	19	33	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.97	0.02	0.08	0.89	0.03	0.21	0.43	0.36	0.21	0.37	0.42
Final Sat.:	8	681	17	54	629	23	107	215	179	114	198	222
Capacity Analysis Module:												
Vol/Sat:	1.10	1.10	1.10	1.05	1.05	1.05	0.03	0.03	0.03	0.17	0.17	0.17
Crit Moves:	****					****	****			****		
Delay/Veh:	85.7	85.7	85.7	68.3	68.3	68.3	10.3	10.3	10.3	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	85.7	85.7	68.3	68.3	68.3	10.3	10.3	10.3	11.0	11.0	11.0
LOS by Move:	F	F	F	F	F	F	B	B	B	B	B	B
ApproachDel:	85.7			68.3			10.3			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	85.7			68.3			10.3			11.0		
LOS by Appr:	F			F			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 1.310
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 128.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	575	54	54	579	28	55	101	4	71	132	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	575	54	54	579	28	55	101	4	71	132	47
Added Vol:	0	46	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	621	54	54	630	28	55	101	4	71	132	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	621	54	54	630	28	55	101	4	71	132	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	621	54	54	630	28	55	101	4	71	132	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	621	54	54	630	28	55	101	4	71	132	47
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.91	0.08	0.08	0.88	0.04	0.34	0.63	0.03	0.28	0.53	0.19
Final Sat.:	6	497	43	41	481	21	148	273	11	132	246	88
Capacity Analysis Module:												
Vol/Sat:	1.25	1.25	1.25	1.31	1.31	1.31	0.37	0.37	0.37	0.54	0.54	0.54
Crit Moves:	****				****			****			****	
Delay/Veh:	148.5	148	148.5	172.9	173	172.9	15.6	15.6	15.6	18.8	18.8	18.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	148.5	148	148.5	172.9	173	172.9	15.6	15.6	15.6	18.8	18.8	18.8
LOS by Move:	F	F	F	F	F	F	C	C	C	C	C	C
ApproachDel:	148.5			172.9			15.6			18.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	148.5			172.9			15.6			18.8		
LOS by Appr:	F			F			C			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 100 Critical Vol./Cap. (X): 1.203
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 107.2
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	609	35	44	566	48	68	125	13	20	62	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	609	35	44	566	48	68	125	13	20	62	28
Added Vol:	0	46	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	655	35	44	617	48	68	125	13	20	62	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	655	35	44	617	48	68	125	13	20	62	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	655	35	44	617	48	68	125	13	20	62	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	655	35	44	617	48	68	125	13	20	62	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.92	0.05	0.06	0.87	0.07	0.33	0.61	0.06	0.18	0.57	0.25
Final Sat.:	17	544	29	37	514	40	159	291	30	83	256	116
Capacity Analysis Module:												
Vol/Sat:	1.20	1.20	1.20	1.20	1.20	1.20	0.43	0.43	0.43	0.24	0.24	0.24
Crit Moves:	****				****			****				****
Delay/Veh:	128.3	128	128.3	127.3	127	127.3	15.8	15.8	15.8	13.0	13.0	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.3	128	128.3	127.3	127	127.3	15.8	15.8	15.8	13.0	13.0	13.0
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:	128.3			127.3			15.8			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	128.3			127.3			15.8			13.0		
LOS by Appr:	F			F			C			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #217 Arguello/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 0 Level Of Service: C

Street Name:	Arguello Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	421	67	33	513	0	0	0	0	90	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	421	67	33	513	0	0	0	0	90	0	33
Added Vol:	0	36	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	457	67	33	548	0	0	0	0	90	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	457	67	33	548	0	0	0	0	90	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	457	67	33	548	0	0	0	0	90	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	457	67	33	548	0	0	0	0	90	0	33
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.87	0.13	0.06	0.94	0.00	0.00	0.00	0.00	0.73	0.00	0.27
Final Sat.:	0	633	93	41	685	0	0	0	0	392	0	144
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.72	0.72	0.80	0.80	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	0.23
Crit Moves:			****		****					****		
Delay/Veh:	0.0	19.0	19.0	23.9	23.9	0.0	0.0	0.0	0.0	10.8	0.0	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.0	19.0	23.9	23.9	0.0	0.0	0.0	0.0	10.8	0.0	10.8
LOS by Move:	*	C	C	C	C	*	*	*	*	B	*	B
ApproachDel:	19.0				23.9		xxxxxx			10.8		
Delay Adj:	1.00				1.00		xxxxx			1.00		
ApprAdjDel:	19.0				23.9		xxxxxx			10.8		
LOS by Appr:	C				C		*			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.875
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 0 Level Of Service: D

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	20	465	57	20	551	11	0	8	24	82	5	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	465	57	20	551	11	0	8	24	82	5	20
Added Vol:	0	36	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	501	57	20	586	11	0	8	24	82	5	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	501	57	20	586	11	0	8	24	82	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	501	57	20	586	11	0	8	24	82	5	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	501	57	20	586	11	0	8	24	82	5	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.87	0.10	0.03	0.95	0.02	0.00	0.25	0.75	0.76	0.05	0.19
Final Sat.:	24	609	69	23	670	13	0	128	385	390	24	95
Capacity Analysis Module:												
Vol/Sat:	0.82	0.82	0.82	0.87	0.87	0.87	xxxx	0.06	0.06	0.21	0.21	0.21
Crit Moves:		****			****			****		****		
Delay/Veh:	26.4	26.4	26.4	32.1	32.1	32.1	0.0	9.8	9.8	11.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	26.4	26.4	32.1	32.1	32.1	0.0	9.8	9.8	11.3	11.3	11.3
LOS by Move:	D	D	D	D	D	D	*	A	A	B	B	B
ApproachDel:		26.4			32.1			9.8			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		26.4			32.1			9.8			11.3	
LOS by Appr:		D			D			A			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #219 Arguello/Moraga

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 0 Level Of Service: C

Street Name:	Arguello						Moraga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	128	0	303	0	0	0	0	48	132	317	60	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	0	303	0	0	0	0	48	132	317	60	0
Added Vol:	4	0	32	0	0	0	0	1	4	32	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	0	335	0	0	0	0	49	136	349	61	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	0	335	0	0	0	0	49	136	349	61	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	0	335	0	0	0	0	49	136	349	61	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	0	335	0	0	0	0	49	136	349	61	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.00	0.72	0.00	0.00	0.00	0.00	0.26	0.74	0.85	0.15	0.00
Final Sat.:	195	0	495	0	0	0	0	167	465	535	94	0
Capacity Analysis Module:												
Vol/Sat:	0.68	xxxx	0.68	xxxx	xxxx	xxxx	xxxx	0.29	0.29	0.65	0.65	xxxx
Crit Moves:			****					****		****		
Delay/Veh:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	10.3	10.3	17.6	17.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	10.3	10.3	17.6	17.6	0.0
LOS by Move:	C	*	C	*	*	*	*	B	B	C	C	*
ApproachDel:	17.0			xxxxxx				10.3			17.6	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	17.0			xxxxxx				10.3			17.6	
LOS by Appr:	C			*				B			C	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #220 Montgomery/Sheridan

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	Montgomery St.						Sheridan Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	29	33	0	0	48	37	193	0	148	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	33	0	0	48	37	193	0	148	0	0	0
Added Vol:	0	50	0	0	11	57	40	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	83	0	0	59	94	233	0	148	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	83	0	0	59	94	233	0	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	83	0	0	59	94	233	0	148	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	83	0	0	59	94	233	0	148	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	0.00	0.00	0.39	0.61	0.61	0.00	0.39	0.00	0.00	0.00
Final Sat.:	175	500	0	0	286	456	486	0	309	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	xxxx	xxxx	0.21	0.21	0.48	xxxx	0.48	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	8.9	8.9	0.0	0.0	8.6	8.6	11.2	0.0	11.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.9	0.0	0.0	8.6	8.6	11.2	0.0	11.2	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	B	*	B	*	*	*
ApproachDel:	8.9			8.6			11.2			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.9			8.6			11.2			xxxxxx		
LOS by Appr:	A			A			B			*		

Alternative 2 – PM Peak Hour

Scenario Report

Scenario:	PM 2030-MPU
Command:	PM MPU
Volume:	PM 2030
Geometry:	PM 2030
Impact Fee:	Default Impact Fee
Trip Generation:	PM 2030-MPU
Trip Distribution:	Main Post SEIS
Paths:	Main Post SEIS
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for PM 2030-MPU

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	43.00	35.00	43	35	78	6.7
	Zone 14 Subtotal					43	35	78	6.7
15	Ruger & Simo	1.00	mixed use	43.00	41.00	43	41	84	7.2
	Zone 15 Subtotal					43	41	84	7.2
32	S. Main Post	1.00	mixed use	-10.00	-9.00	-10	-9	-19	-1.6
	Zone 32 Subtotal					-10	-9	-19	-1.6
33	W. Main Post	1.00	Mixed Use	159.00	73.00	159	73	232	19.9
	Zone 33 Subtotal					159	73	232	19.9
34	E. Main Post	1.00	mixed use	83.00	28.00	83	28	111	9.5
	Zone 34 Subtotal					83	28	111	9.5
35	N. Main Post	1.00	mixed use	87.00	17.00	87	17	104	8.9
	Zone 35 Subtotal					87	17	104	8.9
36	West Letterm	1.00	mixed use	-59.00	-15.00	-59	-15	-74	-6.3
	Zone 36 Subtotal					-59	-15	-74	-6.3
753	LDA	1.00	mixed use	126.00	188.00	126	188	314	26.9
	Zone 753 Subtotal					126	188	314	26.9
767	Commissary/P	1.00	mixed use	169.00	169.00	169	169	338	28.9
	Zone 767 Subtotal					169	169	338	28.9
TOTAL						641	527	1168	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	378	385	763	298	285	583	2398	3242	5640	3117	2279	5396	12382
Added	0	0	0	0	0	0	228	322	550	322	228	550	1100
Total	378	385	763	298	285	583	2626	3564	6190	3439	2507	5946	13482
#202 Lombard/Richardson													
Base	3319	2500	5819	2171	3119	5290	329	200	529	0	0	0	11638
Added	322	228	550	72	155	227	156	167	323	0	0	0	1100
Total	3641	2728	6369	2243	3274	5517	485	367	852	0	0	0	12738
#203 Lyon/Lombard													
Base	217	183	400	318	325	643	569	517	1086	223	302	525	2654
Added	19	18	37	0	0	0	174	186	360	167	156	323	720
Total	236	201	437	318	325	643	743	703	1446	390	458	848	3374
#204 Greenwich/Divisadero													
Base	345	332	677	343	385	728	145	164	309	203	155	358	2072
Added	0	0	0	0	0	0	18	19	37	19	18	37	74
Total	345	332	677	343	385	728	163	183	346	222	173	395	2146
#205 Greenwich/Lyon													
Base	107	120	227	177	214	391	0	0	0	130	80	210	828
Added	0	0	0	18	19	37	0	0	0	19	18	37	74
Total	107	120	227	195	233	428	0	0	0	149	98	247	902
#206 Francisco/Richardson													
Base	3119	2250	5369	2217	3331	5548	251	69	320	145	82	227	11464
Added	155	72	227	72	155	227	0	0	0	0	0	0	454
Total	3274	2322	5596	2289	3486	5775	251	69	320	145	82	227	11918
#207 Richardson/Gorgas													
Base	253	63	316	69	34	103	2150	3439	5589	3298	2234	5532	11540
Added	72	0	72	0	0	0	0	155	155	155	72	227	454
Total	325	63	388	69	34	103	2150	3594	5744	3453	2306	5759	11994
#208 Doyle/Marina/Lyon													
Base	40	25	65	247	491	738	922	1549	2471	2009	1153	3162	6436
Added	0	0	0	107	122	229	-2	-9	-11	113	105	218	436
Total	40	25	65	354	613	967	920	1540	2460	2122	1258	3380	6872
#209 Graham/Lincoln													
Base	152	134	286	22	7	29	434	391	825	508	584	1092	2232
Added	33	40	73	1	0	1	81	161	242	201	115	316	632
Total	185	174	359	23	7	30	515	552	1067	709	699	1408	2864
#210 Lincoln/Halleck													
Base	0	3	3	314	340	654	542	543	1085	584	554	1138	2880
Added	0	0	0	93	154	247	132	204	336	298	165	463	1046
Total	0	3	3	407	494	901	674	747	1421	882	719	1601	3926

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	336	497	833	589	585	1174	600	443	1043	3050
Added	0	0	0	217	82	299	157	341	498	124	75	199	996
Total	0	0	0	553	579	1132	746	926	1672	724	518	1242	4046
#212 Presidio/Letterman/Lincoln													
Base	539	546	1085	463	601	1064	237	188	425	148	52	200	2774
Added	141	92	233	71	112	183	8	25	33	28	19	47	496
Total	680	638	1318	534	713	1247	245	213	458	176	71	247	3270
#213 Lombard/Presidio													
Base	733	676	1409	549	597	1146	0	0	0	529	538	1067	3622
Added	81	76	157	93	141	234	0	0	0	123	80	203	594
Total	814	752	1566	642	738	1380	0	0	0	652	618	1270	4216
#214 Presidio/Pacific													
Base	731	630	1361	686	743	1429	14	66	80	89	81	170	3040
Added	60	54	114	54	60	114	0	0	0	0	0	0	228
Total	791	684	1475	740	803	1543	14	66	80	89	81	170	3268
#215 Presidio/Jackson													
Base	637	654	1291	661	677	1338	160	168	328	250	209	459	3416
Added	60	54	114	54	60	114	0	0	0	0	0	0	228
Total	697	708	1405	715	737	1452	160	168	328	250	209	459	3644
#216 Presidio/Washington													
Base	664	599	1263	658	705	1363	206	130	336	110	204	314	3276
Added	60	54	114	54	60	114	0	0	0	0	0	0	228
Total	724	653	1377	712	765	1477	206	130	336	110	204	314	3504
#217 Arguello/Jackson													
Base	488	603	1091	546	454	1000	0	0	0	123	100	223	2314
Added	51	38	89	38	51	89	0	0	0	0	0	0	178
Total	539	641	1180	584	505	1089	0	0	0	123	100	223	2492
#218 Arguello/Washington St													
Base	542	657	1199	582	485	1067	32	36	68	107	85	192	2526
Added	51	38	89	38	51	89	0	0	0	0	0	0	178
Total	593	695	1288	620	536	1156	32	36	68	107	85	192	2704
#219 Arguello/Moraga													
Base	431	449	880	0	0	0	180	188	368	377	351	728	1976
Added	50	39	89	0	0	0	-4	-5	-9	28	40	68	148
Total	481	488	969	0	0	0	176	183	359	405	391	796	2124
#220 Montgomery/Sheridan													
Base	62	196	258	85	226	311	341	66	407	0	0	0	976
Added	43	15	58	81	81	162	38	66	104	0	0	0	324
Total	105	211	316	166	307	473	379	132	511	0	0	0	1300

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.0	0.849	B	16.5	0.911	+ 3.481 D/V
#202 Lombard/Richardson	A	3.6	0.602	B	8.7	0.760	+ 5.115 D/V
#203 Lyon/Lombard	D	31.0	0.961	F	110.3	1.417	+ 0.456 V/C
#204 Greenwich/Divisadero	B	13.4	0.549	B	14.0	0.566	+ 0.017 V/C
#205 Greenwich/Lyon	A	8.2	0.222	A	8.4	0.248	+ 0.026 V/C
#206 Francisco/Richardson	B	15.0	0.712	B	18.0	0.742	+ 2.927 D/V
#207 Richardson/Gorgas	A	7.0	0.796	B	10.1	0.870	+ 3.089 D/V
#208 Doyle/Marina/Lyon	B	17.7	0.726	C	26.9	0.835	+ 9.154 D/V
#209 Graham/Lincoln	B	13.8	0.621	C	23.9	0.850	+ 0.229 V/C
#210 Lincoln/Halleck	F	108.0	0.000	F	745.5	0.000	+637.559 D/V
#211 Lincoln/Girard	F	506.5	0.000	F	OVRFL	0.000	+957.295 D/V
#212 Presidio/Letterman/Lincoln	C	17.6	0.781	E	35.6	1.036	+ 0.255 V/C
#213 Lombard/Presidio	F	88.3	1.344	F	123.8	1.556	+ 0.212 V/C
#214 Presidio/Pacific	F	53.7	1.029	F	77.0	1.120	+ 0.090 V/C
#215 Presidio/Jackson	F	100.0	1.216	F	133.4	1.315	+ 0.099 V/C
#216 Presidio/Washington	F	81.6	1.125	F	112.1	1.227	+ 0.102 V/C
#217 Arguello/Jackson	C	17.6	0.744	C	21.3	0.808	+ 0.063 V/C
#218 Arguello/Washington St	C	22.3	0.817	D	28.9	0.883	+ 0.066 V/C
#219 Arguello/Moraga	B	14.0	0.613	C	16.2	0.691	+ 0.078 V/C
#220 Montgomery/Sheridan	A	9.2	0.394	B	10.2	0.478	+ 0.083 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #201 Lombard/Divisadero

Cycle (sec): 90 Critical Vol./Cap. (X): 0.911
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	54	54	54	54	54	54
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	1 1	0	0 1	1 1	0
Volume Module:												
Base Vol:	194	161	23	80	163	55	0	2176	222	0	2993	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	161	23	80	163	55	0	2176	222	0	2993	124
Added Vol:	0	0	0	0	0	0	0	228	0	0	322	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	161	23	80	163	55	0	2404	222	0	3315	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	161	23	80	163	55	0	2404	222	0	3315	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	161	23	80	163	55	0	2404	222	0	3315	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	194	161	23	80	163	55	0	2404	222	0	3315	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.98	0.98	0.47	0.96	0.96	0.91	0.90	0.90	0.91	0.91	0.91
Lanes:	1.00	0.87	0.13	1.00	0.75	0.25	0.00	2.75	0.25	0.00	2.89	0.11
Final Sat.:	792	1631	233	885	1367	461	0	4687	433	0	4975	186
Capacity Analysis Module:												
Vol/Sat:	0.24	0.10	0.10	0.09	0.12	0.12	0.00	0.51	0.51	0.00	0.67	0.67
Crit Moves:	****										****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.00	0.70	0.70	0.00	0.70	0.70
Volume/Cap:	0.82	0.33	0.33	0.30	0.40	0.40	0.00	0.73	0.73	0.00	0.95	0.95
Uniform Del:	29.2	24.5	24.5	24.2	25.0	25.0	0.0	8.3	8.3	0.0	12.1	12.1
IncremntDel:	19.3	0.3	0.3	0.6	0.5	0.5	0.0	0.8	0.8	0.0	6.9	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	48.5	24.8	24.8	24.9	25.5	25.5	0.0	9.1	9.1	0.0	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	24.8	24.8	24.9	25.5	25.5	0.0	9.1	9.1	0.0	19.0	19.0
HCM2kAvg:	14	4	4	4	5	5	0	16	16	0	35	35

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #202 Lombard/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	25	90	0	0	57	57	0	0	25	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	200	3119	0	0	2171	0	0	0	329	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	3119	0	0	2171	0	0	0	329	0	0	0
Added Vol:	167	155	0	0	72	0	0	0	156	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	3274	0	0	2243	0	0	0	485	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	3274	0	0	2243	0	0	0	485	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	3274	0	0	2243	0	0	0	485	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	367	3601	0	0	2467	0	0	0	485	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	5700	0	0	0	1463	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.63	0.00	0.00	0.43	0.00	0.00	0.00	0.33	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.30	1.00	0.00	0.00	0.70	0.00	0.00	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.67	0.63	0.00	0.00	0.62	0.00	0.00	0.00	1.09	0.00	0.00	0.00
Uniform Del:	20.7	0.0	0.0	0.0	5.6	0.0	0.0	0.0	23.8	0.0	0.0	0.0
IncremntDel:	2.1	0.2	0.0	0.0	0.2	0.0	0.0	0.0	62.0	0.0	0.0	0.0
Delay Adj:	0.85	0.85	0.00	0.00	0.85	0.00	0.00	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	19.8	0.2	0.0	0.0	5.0	0.0	0.0	0.0	82.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	0.2	0.0	0.0	5.0	0.0	0.0	0.0	82.2	0.0	0.0	0.0
DesignQueue:	13	0	0	0	42	0	0	0	18	0	0	0

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 100 Critical Vol./Cap. (X): 1.417
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 110.3
Optimal Cycle: 0 Level Of Service: F

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	124	68	25	29	65	224	212	248	109	9	169	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	68	25	29	65	224	212	248	109	9	169	45
Added Vol:	19	0	0	0	0	0	0	156	18	0	167	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	68	25	29	65	224	212	404	127	9	336	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	68	25	29	65	224	212	404	127	9	336	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	68	25	29	65	224	212	404	127	9	336	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	68	25	29	65	224	212	404	127	9	336	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.29	0.11	0.09	0.20	0.71	0.29	0.54	0.17	0.02	0.86	0.12
Final Sat.:	258	123	45	43	97	336	150	285	90	11	423	57
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.67	0.67	0.67	1.42	1.42	1.42	0.79	0.79	0.79
Crit Moves:		****		****				****			****	
Delay/Veh:	19.3	19.3	19.3	22.2	22.2	22.2	218.5	219	218.5	30.8	30.8	30.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	19.3	19.3	22.2	22.2	22.2	218.5	219	218.5	30.8	30.8	30.8
LOS by Move:	C	C	C	C	C	C	F	F	F	D	D	D
ApproachDel:	19.3			22.2			218.5			30.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.3			22.2			218.5			30.8		
LOS by Appr:	C			C			F			D		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #204 Greenwich/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 0 Level Of Service: B

Street Name:	Divisadero						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	323	11	34	296	13	26	110	9	27	140	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	323	11	34	296	13	26	110	9	27	140	36
Added Vol:	0	0	0	0	0	0	0	18	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	323	11	34	296	13	26	128	9	27	159	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	323	11	34	296	13	26	128	9	27	159	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	323	11	34	296	13	26	128	9	27	159	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	323	11	34	296	13	26	128	9	27	159	36
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.94	0.03	0.10	0.86	0.04	0.16	0.79	0.05	0.12	0.72	0.16
Final Sat.:	19	571	19	60	525	23	82	404	28	66	389	88
Capacity Analysis Module:												
Vol/Sat:	0.57	0.57	0.57	0.56	0.56	0.56	0.32	0.32	0.32	0.41	0.41	0.41
Crit Moves:		****			****			****			****	
Delay/Veh:	15.0	15.0	15.0	15.0	15.0	15.0	11.6	11.6	11.6	12.5	12.5	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	15.0	15.0	15.0	15.0	15.0	11.6	11.6	11.6	12.5	12.5	12.5
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
ApproachDel:	15.0			15.0			11.6			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.0			15.0			11.6			12.5		
LOS by Appr:	C			C			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #205 Greenwich/Lyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.248
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: A

Street Name:	Lyon						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	105	2	78	99	0	0	0	0	21	0	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	105	2	78	99	0	0	0	0	21	0	109
Added Vol:	0	0	0	18	0	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	105	2	96	99	0	0	0	0	21	0	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	2	96	99	0	0	0	0	21	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	105	2	96	99	0	0	0	0	21	0	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	105	2	96	99	0	0	0	0	21	0	128
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.98	0.02	0.49	0.51	0.00	0.00	0.00	0.00	0.14	0.00	0.86
Final Sat.:	0	769	15	387	399	0	0	0	0	117	0	714
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.14	0.14	0.25	0.25	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	0.18
Crit Moves:			****		****					****		
Delay/Veh:	0.0	8.1	8.1	8.9	8.9	0.0	0.0	0.0	0.0	7.9	0.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	8.1	8.9	8.9	0.0	0.0	0.0	0.0	7.9	0.0	7.9
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.1			8.9			xxxxxx			7.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.1			8.9			xxxxxx			7.9	
LOS by Appr:		A			A			*			A	

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #206 Francisco/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	51	51	0	51	51	31	31	31	31	31	31
Lanes:	0 0	2	1 0	0 0	2	1 0	0 1	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	3117	2	0	2217	0	142	80	29	4	69	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3117	2	0	2217	0	142	80	29	4	69	72
Added Vol:	0	155	0	0	72	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3272	2	0	2289	0	142	80	29	4	69	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3272	2	0	2289	0	142	80	29	4	69	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3272	2	0	2289	0	142	80	29	4	69	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	3272	2	0	2289	0	142	80	29	4	69	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.67	0.67	0.67	0.93	0.93	0.93
Lanes:	0.00	2.99	0.01	0.00	3.00	0.00	1.00	0.73	0.27	0.03	0.47	0.50
Final Sat.:	0	5184	3	0	5187	0	1279	939	340	49	838	874
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.63	0.00	0.44	0.00	0.11	0.09	0.09	0.08	0.08	0.08
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.66	0.66	0.00	0.66	0.00	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.00	0.96	0.96	0.00	0.67	0.00	0.32	0.25	0.25	0.24	0.24	0.24
Uniform Del:	0.0	14.5	14.5	0.0	9.6	0.0	21.8	21.1	21.1	21.1	21.1	21.1
IncremntDel:	0.0	8.5	8.5	0.0	0.5	0.0	0.2	0.1	0.1	0.2	0.2	0.2
Delay Adj:	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	23.0	23.0	0.0	10.1	0.0	22.0	21.3	21.3	21.3	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.0	23.0	0.0	10.1	0.0	22.0	21.3	21.3	21.3	21.3	21.3
HCM2kAvg:	0	35	35	0	14	0	4	3	3	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #207 Richardson/Gorgas

Cycle (sec): 90 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	12	12	12	52	52	52	52	52	52
Lanes:	1 0	1! 0	0	0 0	0 0	1	0 0	3 0	1	0 0	2 1	0
Volume Module:												
Base Vol:	106	0	147	0	0	69	0	2087	63	0	3264	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	0	147	0	0	69	0	2087	63	0	3264	34
Added Vol:	0	0	72	0	0	0	0	0	0	0	155	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	219	0	0	69	0	2087	63	0	3419	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	219	0	0	69	0	2087	63	0	3419	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	219	0	0	69	0	2087	63	0	3419	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	0	219	0	0	69	0	2087	63	0	3419	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	0.87	1.00	0.91	0.85	1.00	0.91	0.91
Lanes:	1.19	0.00	0.81	0.00	0.00	1.00	0.00	3.00	1.00	0.00	2.97	0.03
Final Sat.:	2008	0	1353	0	0	1644	0	5187	1615	0	5131	51
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.16	0.00	0.00	0.04	0.00	0.40	0.04	0.00	0.67	0.67
Crit Moves:			****			****					****	
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.13	0.00	0.77	0.77	0.00	0.77	0.77
Volume/Cap:	0.28	0.00	0.87	0.00	0.00	0.31	0.00	0.53	0.05	0.00	0.87	0.87
Uniform Del:	31.5	0.0	35.6	0.0	0.0	35.3	0.0	4.1	2.6	0.0	7.4	7.4
IncremntDel:	0.1	0.0	19.3	0.0	0.0	0.8	0.0	0.1	0.0	0.0	2.3	2.3
Delay Adj:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	31.6	0.0	54.8	0.0	0.0	36.1	0.0	4.3	2.6	0.0	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	0.0	54.8	0.0	0.0	36.1	0.0	4.3	2.6	0.0	9.7	9.7
HCM2kAvg:	2	0	11	0	0	2	0	8	0	0	26	26

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #208 Doyle/Marina/Lyon

Cycle (sec): 60 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	0	24	24	0	24	0	28	0	0	28	0
Lanes:	1 0	0 0	1	1 0	0 0	1	0 0	1 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	40	216	0	31	0	897	25	0	1518	491
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	40	216	0	31	0	897	25	0	1518	491
Added Vol:	0	0	0	107	0	0	0	-2	0	0	-9	122
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	40	323	0	31	0	895	25	0	1509	613
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	40	323	0	31	0	895	25	0	1509	613
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	40	323	0	31	0	895	25	0	1509	613
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	40	323	0	31	0	895	25	0	1509	613
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.77	1.00	0.85	1.00	0.95	0.95	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.95	0.05	0.00	1.42	0.58
Final Sat.:	1900	0	1615	1461	0	1615	0	3498	98	0	2457	998
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.22	0.00	0.02	0.00	0.26	0.26	0.00	0.61	0.61
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.40	0.40	0.00	0.40	0.00	0.60	0.60	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.06	0.55	0.00	0.05	0.00	0.43	0.43	0.00	1.02	1.02
Uniform Del:	0.0	0.0	11.1	13.9	0.0	11.0	0.0	6.5	6.5	0.0	12.0	12.0
IncremntDel:	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.1	0.1	0.0	26.0	26.0
Delay Adj:	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	11.1	15.0	0.0	11.0	0.0	6.6	6.6	0.0	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	11.1	15.0	0.0	11.0	0.0	6.6	6.6	0.0	38.0	38.0
HCM2kAvg:	0	0	0	7	0	0	0	5	5	0	31	31

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.850
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 0 Level Of Service: C

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	0	150	7	0	15	7	427	0	134	374	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	150	7	0	15	7	427	0	134	374	0
Added Vol:	0	0	33	1	0	0	0	81	0	40	161	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	183	8	0	15	7	508	0	174	535	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	183	8	0	15	7	508	0	174	535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	183	8	0	15	7	508	0	174	535	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	0	183	8	0	15	7	508	0	174	535	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.00	0.99	0.35	0.00	0.65	0.01	0.99	0.00	1.00	1.00	0.00
Final Sat.:	6	0	558	167	0	312	9	645	0	579	629	0
Capacity Analysis Module:												
Vol/Sat:	0.33	xxxx	0.33	0.05	xxxx	0.05	0.79	0.79	xxxx	0.30	0.85	xxxx
Crit Moves:			****	****			****				****	
Delay/Veh:	11.6	0.0	11.6	10.0	0.0	10.0	25.0	25.0	0.0	11.5	31.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	0.0	11.6	10.0	0.0	10.0	25.0	25.0	0.0	11.5	31.6	0.0
LOS by Move:	B	*	B	B	*	B	C	C	*	B	D	*
ApproachDel:	11.6			10.0			25.0			26.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.6			10.0			25.0			26.7		
LOS by Appr:	B			B			C			D		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Average Delay (sec/veh): 155.5 Worst Case Level Of Service: F[745.5]

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Channel			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	153	0	161	138	401	3	0	382	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	153	0	161	138	401	3	0	382	202
Added Vol:	0	0	0	63	0	30	30	102	0	0	174	124
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	216	0	191	168	503	3	0	556	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	216	0	191	168	503	3	0	556	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	216	0	191	168	503	3	0	556	326
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1560	xxxx	719	882	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	125	xxxx	432	775	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	104	xxxx	432	775	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.08	xxxx	0.44	0.22	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	162	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	35.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	746	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			745.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Average Delay (sec/veh): 402.7 Worst Case Level Of Service: F[1463.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0	187	0	149	333	256	0	0	436	164				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	187	0	149	333	256	0	0	436	164				
Added Vol:	0	0	0	0	0	217	82	75	0	0	124	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	187	0	366	415	331	0	0	560	164				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	187	0	366	415	331	0	0	560	164				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	187	0	366	415	331	0	0	560	164				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	1803	xxxx	642	724	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	88	xxxx	478	888	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	56	xxxx	478	888	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	3.34	xxxx	0.77	0.47	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	135	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	56.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	1464	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			1463.8			xxxxxx			xxxxxx						
ApproachLOS:	*			F			*			*						

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 1.036
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 35.6
Optimal Cycle: 0 Level Of Service: E

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1	0	0 1	0	1	0	0	0 0	1!	0 0
Volume Module:												
Base Vol:	106	425	8	28	393	42	74	16	147	6	40	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	425	8	28	393	42	74	16	147	6	40	102
Added Vol:	25	103	13	6	65	0	0	0	8	19	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	528	21	34	458	42	74	16	155	25	40	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	528	21	34	458	42	74	16	155	25	40	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	528	21	34	458	42	74	16	155	25	40	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	528	21	34	458	42	74	16	155	25	40	111
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	0.13	1.71	0.16	0.30	0.07	0.63	0.14	0.23	0.63
Final Sat.:	488	509	20	63	865	80	151	33	315	68	108	300
Capacity Analysis Module:												
Vol/Sat:	0.27	1.04	1.04	0.54	0.53	0.52	0.49	0.49	0.49	0.37	0.37	0.37
Crit Moves:		****		****				****			****	
Delay/Veh:	12.7	74.6	74.6	17.5	17.1	16.8	16.1	16.1	16.1	14.1	14.1	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	74.6	74.6	17.5	17.1	16.8	16.1	16.1	16.1	14.1	14.1	14.1
LOS by Move:	B	F	F	C	C	C	C	C	C	B	B	B
ApproachDel:	62.7			17.1			16.1			14.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	62.7			17.1			16.1			14.1		
LOS by Appr:	F			C			C			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 100 Critical Vol./Cap. (X): 1.556
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 123.8
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	409	324	214	335	0	0	0	0	341	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	409	324	214	335	0	0	0	0	341	0	188
Added Vol:	0	50	31	49	44	0	0	0	0	32	0	91
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	459	355	263	379	0	0	0	0	373	0	279
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	459	355	263	379	0	0	0	0	373	0	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	459	355	263	379	0	0	0	0	373	0	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	459	355	263	379	0	0	0	0	373	0	279
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.56	0.44	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	295	228	460	491	0	0	0	0	459	0	540
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.56	1.56	0.57	0.77	xxxx	xxxx	xxxx	xxxx	0.81	xxxx	0.52
Crit Moves:		****			****					****		
Delay/Veh:	0.0	278	278.0	20.3	30.3	0.0	0.0	0.0	0.0	36.1	0.0	16.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	278	278.0	20.3	30.3	0.0	0.0	0.0	0.0	36.1	0.0	16.2
LOS by Move:	*	F	F	C	D	*	*	*	*	E	*	C
ApproachDel:	278.0				26.2		xxxxxx			27.6		
Delay Adj:	1.00				1.00		xxxxx			1.00		
ApprAdjDel:	278.0				26.2		xxxxxx			27.6		
LOS by Appr:	F				D		*			D		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 100 Critical Vol./Cap. (X): 1.120
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 77.0
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	703	19	56	606	24	3	6	5	19	33	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	703	19	56	606	24	3	6	5	19	33	37
Added Vol:	0	60	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	763	19	56	660	24	3	6	5	19	33	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	763	19	56	660	24	3	6	5	19	33	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	763	19	56	660	24	3	6	5	19	33	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	763	19	56	660	24	3	6	5	19	33	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.97	0.02	0.08	0.89	0.03	0.21	0.43	0.36	0.21	0.37	0.42
Final Sat.:	8	681	17	53	629	23	107	215	179	114	198	222
Capacity Analysis Module:												
Vol/Sat:	1.12	1.12	1.12	1.05	1.05	1.05	0.03	0.03	0.03	0.17	0.17	0.17
Crit Moves:		****			****		****				****	
Delay/Veh:	92.5	92.5	92.5	69.5	69.5	69.5	10.3	10.3	10.3	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.5	92.5	92.5	69.5	69.5	69.5	10.3	10.3	10.3	11.0	11.0	11.0
LOS by Move:	F	F	F	F	F	F	B	B	B	B	B	B
ApproachDel:	92.5			69.5			10.3			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	92.5			69.5			10.3			11.0		
LOS by Appr:	F			F			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 1.315
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 133.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	575	54	54	579	28	55	101	4	71	132	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	575	54	54	579	28	55	101	4	71	132	47
Added Vol:	0	60	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	635	54	54	633	28	55	101	4	71	132	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	635	54	54	633	28	55	101	4	71	132	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	635	54	54	633	28	55	101	4	71	132	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	635	54	54	633	28	55	101	4	71	132	47
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.91	0.08	0.08	0.88	0.04	0.34	0.63	0.03	0.28	0.53	0.19
Final Sat.:	6	498	42	41	481	21	148	273	11	132	246	88
Capacity Analysis Module:												
Vol/Sat:	1.28	1.28	1.28	1.32	1.32	1.32	0.37	0.37	0.37	0.54	0.54	0.54
Crit Moves:		****			****			****			****	
Delay/Veh:	158.8	159	158.8	175.2	175	175.2	15.6	15.6	15.6	18.8	18.8	18.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	158.8	159	158.8	175.2	175	175.2	15.6	15.6	15.6	18.8	18.8	18.8
LOS by Move:	F	F	F	F	F	F	C	C	C	C	C	C
ApproachDel:	158.8			175.2			15.6			18.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	158.8			175.2			15.6			18.8		
LOS by Appr:	F			F			C			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 100 Critical Vol./Cap. (X): 1.227
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 112.1
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	609	35	44	566	48	68	125	13	20	62	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	609	35	44	566	48	68	125	13	20	62	28
Added Vol:	0	60	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	669	35	44	620	48	68	125	13	20	62	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	669	35	44	620	48	68	125	13	20	62	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	669	35	44	620	48	68	125	13	20	62	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	669	35	44	620	48	68	125	13	20	62	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.92	0.05	0.06	0.87	0.07	0.33	0.61	0.06	0.18	0.57	0.25
Final Sat.:	16	545	29	36	514	40	159	291	30	83	256	116
Capacity Analysis Module:												
Vol/Sat:	1.23	1.23	1.23	1.21	1.21	1.21	0.43	0.43	0.43	0.24	0.24	0.24
Crit Moves:		****		****				****				****
Delay/Veh:	137.6	138	137.6	129.3	129	129.3	15.8	15.8	15.8	13.0	13.0	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	137.6	138	137.6	129.3	129	129.3	15.8	15.8	15.8	13.0	13.0	13.0
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:	137.6			129.3			15.8			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	137.6			129.3			15.8			13.0		
LOS by Appr:	F			F			C			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #217 Arguello/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	Arguello Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	421	67	33	513	0	0	0	0	90	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	421	67	33	513	0	0	0	0	90	0	33
Added Vol:	0	51	0	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	472	67	33	551	0	0	0	0	90	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	472	67	33	551	0	0	0	0	90	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	472	67	33	551	0	0	0	0	90	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	472	67	33	551	0	0	0	0	90	0	33
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.88	0.12	0.06	0.94	0.00	0.00	0.00	0.00	0.73	0.00	0.27
Final Sat.:	0	635	90	41	682	0	0	0	0	391	0	143
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.74	0.74	0.81	0.81	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	0.23
Crit Moves:		****		****						****		
Delay/Veh:	0.0	20.2	20.2	24.6	24.6	0.0	0.0	0.0	0.0	10.9	0.0	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	20.2	24.6	24.6	0.0	0.0	0.0	0.0	10.9	0.0	10.9
LOS by Move:	*	C	C	C	C	*	*	*	*	B	*	B
ApproachDel:		20.2			24.6			xxxxxx			10.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		20.2			24.6			xxxxxx			10.9	
LOS by Appr:		C			C			*			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 0 Level Of Service: D

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	465	57	20	551	11	0	8	24	82	5	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	465	57	20	551	11	0	8	24	82	5	20
Added Vol:	0	51	0	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	516	57	20	589	11	0	8	24	82	5	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	516	57	20	589	11	0	8	24	82	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	516	57	20	589	11	0	8	24	82	5	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	516	57	20	589	11	0	8	24	82	5	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.87	0.10	0.03	0.95	0.02	0.00	0.25	0.75	0.76	0.05	0.19
Final Sat.:	24	610	67	23	667	12	0	128	385	391	24	95
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.85	0.88	0.88	0.88	xxxx	0.06	0.06	0.21	0.21	0.21
Crit Moves:	****				****			****				****
Delay/Veh:	28.6	28.6	28.6	33.2	33.2	33.2	0.0	9.9	9.9	11.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	28.6	28.6	33.2	33.2	33.2	0.0	9.9	9.9	11.3	11.3	11.3
LOS by Move:	D	D	D	D	D	D	*	A	A	B	B	B
ApproachDel:		28.6			33.2			9.9			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		28.6			33.2			9.9			11.3	
LOS by Appr:		D			D			A			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #219 Arguello/Moraga

Cycle (sec): 100 Critical Vol./Cap. (X): 0.691
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 0 Level Of Service: C

Street Name:	Arguello						Moraga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	128	0	303	0	0	0	0	48	132	317	60	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	0	303	0	0	0	0	48	132	317	60	0
Added Vol:	3	0	47	0	0	0	0	-7	3	36	-8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	0	350	0	0	0	0	41	135	353	52	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	0	350	0	0	0	0	41	135	353	52	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	0	350	0	0	0	0	41	135	353	52	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	0	350	0	0	0	0	41	135	353	52	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.00	0.73	0.00	0.00	0.00	0.00	0.23	0.77	0.87	0.13	0.00
Final Sat.:	190	0	507	0	0	0	0	146	482	546	80	0
Capacity Analysis Module:												
Vol/Sat:	0.69	xxxx	0.69	xxxx	xxxx	xxxx	xxxx	0.28	0.28	0.65	0.65	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	17.4	0.0	17.4	0.0	0.0	0.0	0.0	10.1	10.1	17.4	17.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	0.0	17.4	0.0	0.0	0.0	0.0	10.1	10.1	17.4	17.4	0.0
LOS by Move:	C	*	C	*	*	*	*	B	B	C	C	*
ApproachDel:	17.4			xxxxxx				10.1			17.4	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	17.4			xxxxxx				10.1			17.4	
LOS by Appr:	C			*				B			C	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #220 Montgomery/Sheridan

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	Montgomery St.						Sheridan Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	29	33	0	0	48	37	193	0	148	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	33	0	0	48	37	193	0	148	0	0	0
Added Vol:	0	43	0	0	15	66	38	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	76	0	0	63	103	231	0	148	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	76	0	0	63	103	231	0	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	76	0	0	63	103	231	0	148	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	76	0	0	63	103	231	0	148	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.72	0.00	0.00	0.38	0.62	0.61	0.00	0.39	0.00	0.00	0.00
Final Sat.:	186	487	0	0	283	463	484	0	310	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	xxxx	xxxx	0.22	0.22	0.48	xxxx	0.48	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	8.9	8.9	0.0	0.0	8.7	8.7	11.2	0.0	11.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.9	0.0	0.0	8.7	8.7	11.2	0.0	11.2	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	B	*	B	*	*	*
ApproachDel:	8.9				8.7			11.2			xxxxxx	
Delay Adj:	1.00				1.00			1.00			xxxxx	
ApprAdjDel:	8.9				8.7			11.2			xxxxxx	
LOS by Appr:	A				A			B			*	

Alternative 3 – PM Peak Hour

Scenario Report

Scenario:	PM 2030-History
Command:	PM Limited
Volume:	PM 2030 - History
Geometry:	PM 2030
Impact Fee:	Default Impact Fee
Trip Generation:	PM 2030-Limited
Trip Distribution:	Main Post SEIS
Paths:	History
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for PM 2030-Limited

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	43.00	35.00	43	35	78	9.6
	Zone 14 Subtotal					43	35	78	9.6
15	Ruger & Simo	1.00	mixed use	43.00	41.00	43	41	84	10.4
	Zone 15 Subtotal					43	41	84	10.4
32	S. Main Post	1.00	mixed use	1.00	1.00	1	1	2	0.2
	Zone 32 Subtotal					1	1	2	0.2
33	W. Main Post	1.00	Mixed Use	-19.00	54.00	-19	54	35	4.3
	Zone 33 Subtotal					-19	54	35	4.3
34	E. Main Post	1.00	mixed use	72.00	13.00	72	13	85	10.5
	Zone 34 Subtotal					72	13	85	10.5
35	N. Main Post	1.00	mixed use	-24.00	-29.00	-24	-29	-53	-6.6
	Zone 35 Subtotal					-24	-29	-53	-6.6
36	West Letterm	1.00	mixed use	-59.00	-15.00	-59	-15	-74	-9.1
	Zone 36 Subtotal					-59	-15	-74	-9.1
753	LDA	1.00	mixed use	126.00	188.00	126	188	314	38.8
	Zone 753 Subtotal					126	188	314	38.8
767	Commissary/P	1.00	mixed use	169.00	169.00	169	169	338	41.8
	Zone 767 Subtotal					169	169	338	41.8
TOTAL						352	457	809	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	378	385	763	298	285	583	2398	3242	5640	3117	2279	5396	12382
Added	0	0	0	0	0	0	229	125	354	125	229	354	708
Total	378	385	763	298	285	583	2627	3367	5994	3242	2508	5750	13090
#202 Lombard/Richardson													
Base	3319	2500	5819	2171	3119	5290	329	200	529	0	0	0	11638
Added	125	229	354	95	16	111	134	109	243	0	0	0	708
Total	3444	2729	6173	2266	3135	5401	463	309	772	0	0	0	12346
#203 Lyon/Lombard													
Base	217	183	400	318	228	546	472	517	989	223	302	525	2460
Added	14	17	31	0	0	0	151	123	274	109	134	243	548
Total	231	200	431	318	228	546	623	640	1263	332	436	768	3008
#204 Greenwich/Divisadero													
Base	345	332	677	343	385	728	145	164	309	203	155	358	2072
Added	0	0	0	0	0	0	17	14	31	14	17	31	62
Total	345	332	677	343	385	728	162	178	340	217	172	389	2134
#205 Greenwich/Lyon													
Base	107	120	227	177	214	391	0	0	0	130	80	210	828
Added	0	0	0	17	14	31	0	0	0	14	17	31	62
Total	107	120	227	194	228	422	0	0	0	144	97	241	890
#206 Francisco/Richardson													
Base	3119	2250	5369	2217	3234	5451	154	69	223	145	82	227	11270
Added	16	95	111	95	16	111	0	0	0	0	0	0	222
Total	3135	2345	5480	2312	3250	5562	154	69	223	145	82	227	11492
#207 Richardson/Gorgas													
Base	253	63	316	69	34	103	2150	3343	5493	3202	2234	5436	11348
Added	95	0	95	0	0	0	0	16	16	16	95	111	222
Total	348	63	411	69	34	103	2150	3359	5509	3218	2329	5547	11570
#208 Doyle/Marina/Lyon													
Base	40	25	65	247	491	738	922	1549	2471	2009	1153	3162	6436
Added	0	0	0	104	108	212	-2	-9	-11	99	102	201	402
Total	40	25	65	351	599	950	920	1540	2460	2108	1255	3363	6838
#209 Graham/Lincoln													
Base	352	376	728	22	7	29	434	391	825	750	784	1534	3116
Added	26	21	47	-1	0	-1	67	23	90	44	92	136	272
Total	378	397	775	21	7	28	501	414	915	794	876	1670	3388
#210 Lincoln/Halleck													
Base	0	3	3	314	340	654	742	785	1527	826	754	1580	3764
Added	0	0	0	43	48	91	100	48	148	61	108	169	408
Total	0	3	3	357	388	745	842	833	1675	887	862	1749	4172

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	577	653	1230	789	826	1615	556	443	999	3844
Added	0	0	0	58	43	101	101	99	200	41	58	99	400
Total	0	0	0	635	696	1331	890	925	1815	597	501	1098	4244
#212 Presidio/Letterman/Lincoln													
Base	464	449	913	443	557	1000	96	73	169	128	52	180	2262
Added	55	72	127	55	29	84	4	22	26	28	19	47	284
Total	519	521	1040	498	586	1084	100	95	195	156	71	227	2546
#213 Lombard/Presidio													
Base	733	676	1409	453	597	1050	0	0	0	529	442	971	3430
Added	52	69	121	72	54	126	0	0	0	65	66	131	378
Total	785	745	1530	525	651	1176	0	0	0	594	508	1102	3808
#214 Presidio/Pacific													
Base	731	630	1361	686	743	1429	14	66	80	89	81	170	3040
Added	31	47	78	47	31	78	0	0	0	0	0	0	156
Total	762	677	1439	733	774	1507	14	66	80	89	81	170	3196
#215 Presidio/Jackson													
Base	637	654	1291	661	677	1338	160	168	328	250	209	459	3416
Added	31	47	78	47	31	78	0	0	0	0	0	0	156
Total	668	701	1369	708	708	1416	160	168	328	250	209	459	3572
#216 Presidio/Washington													
Base	664	599	1263	658	705	1363	206	130	336	110	204	314	3276
Added	31	47	78	47	31	78	0	0	0	0	0	0	156
Total	695	646	1341	705	736	1441	206	130	336	110	204	314	3432
#217 Arguello/Jackson													
Base	488	603	1091	546	454	1000	0	0	0	123	100	223	2314
Added	22	31	53	31	22	53	0	0	0	0	0	0	106
Total	510	634	1144	577	476	1053	0	0	0	123	100	223	2420
#218 Arguello/Washington St													
Base	542	657	1199	582	485	1067	32	36	68	107	85	192	2526
Added	22	31	53	31	22	53	0	0	0	0	0	0	106
Total	564	688	1252	613	507	1120	32	36	68	107	85	192	2632
#219 Arguello/Moraga													
Base	431	449	880	377	351	728	180	188	368	0	0	0	1976
Added	21	32	53	29	18	47	5	5	10	0	0	0	110
Total	452	481	933	406	369	775	185	193	378	0	0	0	2086
#220 Montgomery/Sheridan													
Base	52	125	177	78	140	218	341	66	407	37	177	214	1016
Added	32	-2	30	32	67	99	35	34	69	0	0	0	198
Total	84	123	207	110	207	317	376	100	476	37	177	214	1214

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.0	0.849	B	14.1	0.874	+ 1.076 D/V
#202 Lombard/Richardson	A	3.6	0.602	A	7.2	0.750	+ 3.614 D/V
#203 Lyon/Lombard	C	18.6	0.791	F	55.1	1.132	+ 0.341 V/C
#204 Greenwich/Divisadero	B	13.4	0.549	B	13.9	0.564	+ 0.014 V/C
#205 Greenwich/Lyon	A	8.2	0.222	A	8.4	0.246	+ 0.024 V/C
#206 Francisco/Richardson	B	14.9	0.684	B	15.2	0.687	+ 0.300 D/V
#207 Richardson/Gorgas	A	6.9	0.778	B	10.4	0.840	+ 3.451 D/V
#208 Doyle/Marina/Lyon	B	17.7	0.726	C	25.7	0.829	+ 7.924 D/V
#209 Graham/Lincoln	C	21.0	0.740	D	28.0	0.872	+ 0.132 V/C
#210 Lincoln/Halleck	F	461.7	0.000	F	847.7	0.000	+386.020 D/V
#211 Lincoln/Girard	F	OVRFL	0.000	F	OVRFL	0.000	+788.276 D/V
#212 Presidio/Letterman/Lincoln	B	14.2	0.691	C	16.7	0.771	+ 0.080 V/C
#213 Lombard/Presidio	F	88.4	1.325	F	113.8	1.468	+ 0.143 V/C
#214 Presidio/Pacific	F	53.7	1.029	F	68.8	1.079	+ 0.049 V/C
#215 Presidio/Jackson	F	100.0	1.216	F	122.9	1.302	+ 0.086 V/C
#216 Presidio/Washington	F	81.6	1.125	F	102.0	1.194	+ 0.069 V/C
#217 Arguello/Jackson	C	17.6	0.744	C	19.8	0.792	+ 0.047 V/C
#218 Arguello/Washington St	C	22.3	0.817	D	26.0	0.866	+ 0.049 V/C
#219 Arguello/Moraga	B	13.0	0.598	B	14.0	0.635	+ 0.037 V/C
#220 Montgomery/Sheridan	A	9.3	0.403	A	10.0	0.466	+ 0.063 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #201 Lombard/Divisadero

Cycle (sec): 90 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	54	54	54	54	54	54
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	1 1	0	0 1	1 1	0
Volume Module:												
Base Vol:	194	161	23	80	163	55	0	2176	222	0	2993	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	161	23	80	163	55	0	2176	222	0	2993	124
Added Vol:	0	0	0	0	0	0	0	229	0	0	125	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	161	23	80	163	55	0	2405	222	0	3118	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	161	23	80	163	55	0	2405	222	0	3118	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	161	23	80	163	55	0	2405	222	0	3118	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	194	161	23	80	163	55	0	2405	222	0	3118	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.98	0.98	0.47	0.96	0.96	0.91	0.90	0.90	0.91	0.90	0.90
Lanes:	1.00	0.87	0.13	1.00	0.75	0.25	0.00	2.75	0.25	0.00	2.89	0.11
Final Sat.:	792	1631	233	885	1367	461	0	4687	433	0	4959	197
Capacity Analysis Module:												
Vol/Sat:	0.24	0.10	0.10	0.09	0.12	0.12	0.00	0.51	0.51	0.00	0.63	0.63
Crit Moves:	****										****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.00	0.70	0.70	0.00	0.70	0.70
Volume/Cap:	0.82	0.33	0.33	0.30	0.40	0.40	0.00	0.73	0.73	0.00	0.90	0.90
Uniform Del:	29.2	24.5	24.5	24.2	25.0	25.0	0.0	8.3	8.3	0.0	10.9	10.9
IncremntDel:	19.3	0.3	0.3	0.6	0.5	0.5	0.0	0.8	0.8	0.0	3.4	3.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	48.5	24.8	24.8	24.9	25.5	25.5	0.0	9.1	9.1	0.0	14.3	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	24.8	24.8	24.9	25.5	25.5	0.0	9.1	9.1	0.0	14.3	14.3
HCM2kAvg:	14	4	4	4	5	5	0	16	16	0	28	28

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #202 Lombard/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	25	90	0	0	57	57	0	0	25	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	200	3119	0	0	2171	0	0	0	329	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	3119	0	0	2171	0	0	0	329	0	0	0
Added Vol:	109	16	0	0	95	0	0	0	134	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	3135	0	0	2266	0	0	0	463	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	3135	0	0	2266	0	0	0	463	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	3135	0	0	2266	0	0	0	463	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	309	3449	0	0	2493	0	0	0	463	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	5700	0	0	0	1463	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.61	0.00	0.00	0.44	0.00	0.00	0.00	0.32	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.30	1.00	0.00	0.00	0.70	0.00	0.00	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.56	0.61	0.00	0.00	0.63	0.00	0.00	0.00	1.04	0.00	0.00	0.00
Uniform Del:	19.9	0.0	0.0	0.0	5.6	0.0	0.0	0.0	23.8	0.0	0.0	0.0
IncremntDel:	1.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	43.8	0.0	0.0	0.0
Delay Adj:	0.85	0.85	0.00	0.00	0.85	0.00	0.00	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	17.9	0.1	0.0	0.0	5.0	0.0	0.0	0.0	64.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	0.1	0.0	0.0	5.0	0.0	0.0	0.0	64.0	0.0	0.0	0.0
DesignQueue:	11	0	0	0	43	0	0	0	17	0	0	0

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 100 Critical Vol./Cap. (X): 1.132
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 55.1
Optimal Cycle: 0 Level Of Service: F

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	124	68	25	29	65	224	115	248	109	9	169	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	68	25	29	65	224	115	248	109	9	169	45
Added Vol:	14	0	0	0	0	0	0	134	17	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	68	25	29	65	224	115	382	126	9	278	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	68	25	29	65	224	115	382	126	9	278	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	68	25	29	65	224	115	382	126	9	278	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	68	25	29	65	224	115	382	126	9	278	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.29	0.11	0.09	0.20	0.71	0.18	0.62	0.20	0.03	0.84	0.13
Final Sat.:	265	131	48	45	102	350	102	337	111	13	414	67
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.64	0.64	0.64	1.13	1.13	1.13	0.67	0.67	0.67
Crit Moves:		****		****				****				****
Delay/Veh:	17.9	17.9	17.9	20.5	20.5	20.5	104.1	104	104.1	22.1	22.1	22.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	17.9	17.9	20.5	20.5	20.5	104.1	104	104.1	22.1	22.1	22.1
LOS by Move:	C	C	C	C	C	C	F	F	F	C	C	C
ApproachDel:	17.9			20.5			104.1			22.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.9			20.5			104.1			22.1		
LOS by Appr:	C			C			F			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #204 Greenwich/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Divisadero						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	323	11	34	296	13	26	110	9	27	140	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	323	11	34	296	13	26	110	9	27	140	36
Added Vol:	0	0	0	0	0	0	0	17	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	323	11	34	296	13	26	127	9	27	154	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	323	11	34	296	13	26	127	9	27	154	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	323	11	34	296	13	26	127	9	27	154	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	323	11	34	296	13	26	127	9	27	154	36
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.94	0.03	0.10	0.86	0.04	0.16	0.78	0.06	0.12	0.71	0.17
Final Sat.:	20	573	20	61	527	23	83	405	29	68	387	90
Capacity Analysis Module:												
Vol/Sat:	0.56	0.56	0.56	0.56	0.56	0.56	0.31	0.31	0.31	0.40	0.40	0.40
Crit Moves:		****			****			****		****		
Delay/Veh:	14.9	14.9	14.9	14.9	14.9	14.9	11.6	11.6	11.6	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	14.9	14.9	14.9	14.9	14.9	11.6	11.6	11.6	12.4	12.4	12.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	14.9			14.9			11.6			12.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.9			14.9			11.6			12.4		
LOS by Appr:	B			B			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #205 Greenwich/Lyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.246
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: A

Street Name:	Lyon						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	105	2	78	99	0	0	0	0	21	0	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	105	2	78	99	0	0	0	0	21	0	109
Added Vol:	0	0	0	17	0	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	105	2	95	99	0	0	0	0	21	0	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	2	95	99	0	0	0	0	21	0	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	105	2	95	99	0	0	0	0	21	0	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	105	2	95	99	0	0	0	0	21	0	123
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.98	0.02	0.49	0.51	0.00	0.00	0.00	0.00	0.15	0.00	0.85
Final Sat.:	0	771	15	386	402	0	0	0	0	121	0	711
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.14	0.14	0.25	0.25	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.17
Crit Moves:			****	****						****		
Delay/Veh:	0.0	8.1	8.1	8.8	8.8	0.0	0.0	0.0	0.0	7.9	0.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	8.1	8.8	8.8	0.0	0.0	0.0	0.0	7.9	0.0	7.9
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:	8.1			8.8			xxxxxx			7.9		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	8.1			8.8			xxxxxx			7.9		
LOS by Appr:	A			A			*			A		

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #206 Francisco/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.687
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	51	51	0	51	51	31	31	31	31	31	31
Lanes:	0 0	2	1 0	0 0	2	1 0	0 1	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	3117	2	0	2217	0	45	80	29	4	69	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3117	2	0	2217	0	45	80	29	4	69	72
Added Vol:	0	16	0	0	95	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3133	2	0	2312	0	45	80	29	4	69	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3133	2	0	2312	0	45	80	29	4	69	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3133	2	0	2312	0	45	80	29	4	69	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	3133	2	0	2312	0	45	80	29	4	69	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93
Lanes:	0.00	2.99	0.01	0.00	3.00	0.00	0.58	1.04	0.38	0.03	0.47	0.50
Final Sat.:	0	5184	3	0	5187	0	883	1569	569	49	839	876
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.60	0.00	0.45	0.00	0.05	0.05	0.05	0.08	0.08	0.08
Crit Moves:		****		****							****	
Green/Cycle:	0.00	0.66	0.66	0.00	0.66	0.00	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.00	0.92	0.92	0.00	0.68	0.00	0.15	0.15	0.15	0.24	0.24	0.24
Uniform Del:	0.0	13.5	13.5	0.0	9.6	0.0	20.4	20.4	20.4	21.1	21.1	21.1
IncremntDel:	0.0	4.8	4.8	0.0	0.6	0.0	0.1	0.1	0.1	0.2	0.2	0.2
Delay Adj:	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	18.3	18.3	0.0	10.2	0.0	20.4	20.4	20.4	21.3	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	18.3	0.0	10.2	0.0	20.4	20.4	20.4	21.3	21.3	21.3
HCM2kAvg:	0	30	30	0	14	0	2	2	2	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #207 Richardson/Gorgas

Cycle (sec): 90 Critical Vol./Cap. (X): 0.840
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	12	12	12	52	52	52	52	52	52
Lanes:	1 0	1! 0	0	0 0	0 0	1	0 0	3 0	1	0 0	2 1	0
Volume Module:												
Base Vol:	106	0	147	0	0	69	0	2087	63	0	3168	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	0	147	0	0	69	0	2087	63	0	3168	34
Added Vol:	0	0	95	0	0	0	0	0	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	242	0	0	69	0	2087	63	0	3184	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	242	0	0	69	0	2087	63	0	3184	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	242	0	0	69	0	2087	63	0	3184	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	0	242	0	0	69	0	2087	63	0	3184	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	0.87	1.00	0.91	0.85	1.00	0.91	0.91
Lanes:	1.18	0.00	0.82	0.00	0.00	1.00	0.00	3.00	1.00	0.00	2.97	0.03
Final Sat.:	1978	0	1376	0	0	1644	0	5187	1615	0	5122	55
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.18	0.00	0.00	0.04	0.00	0.40	0.04	0.00	0.62	0.62
Crit Moves:			****			****					****	
Green/Cycle:	0.21	0.00	0.21	0.00	0.00	0.13	0.00	0.74	0.74	0.00	0.74	0.74
Volume/Cap:	0.26	0.00	0.84	0.00	0.00	0.31	0.00	0.54	0.05	0.00	0.84	0.84
Uniform Del:	29.7	0.0	34.1	0.0	0.0	35.3	0.0	5.1	3.2	0.0	8.0	8.0
IncremntDel:	0.1	0.0	14.1	0.0	0.0	0.8	0.0	0.2	0.0	0.0	1.8	1.8
Delay Adj:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	29.8	0.0	48.2	0.0	0.0	36.1	0.0	5.2	3.2	0.0	9.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	0.0	48.2	0.0	0.0	36.1	0.0	5.2	3.2	0.0	9.8	9.8
HCM2kAvg:	2	0	11	0	0	2	0	9	0	0	23	23

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #208 Doyle/Marina/Lyon

Cycle (sec): 60 Critical Vol./Cap. (X): 0.829
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	0	24	24	0	24	0	28	0	0	28	0
Lanes:	1 0	0 0	1	1 0	0 0	1	0 0	1 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	40	216	0	31	0	897	25	0	1518	491
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	40	216	0	31	0	897	25	0	1518	491
Added Vol:	0	0	0	104	0	0	0	-2	0	0	-9	108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	40	320	0	31	0	895	25	0	1509	599
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	40	320	0	31	0	895	25	0	1509	599
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	40	320	0	31	0	895	25	0	1509	599
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	40	320	0	31	0	895	25	0	1509	599
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.77	1.00	0.85	1.00	0.95	0.95	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.95	0.05	0.00	1.43	0.57
Final Sat.:	1900	0	1615	1461	0	1615	0	3498	98	0	2473	982
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.22	0.00	0.02	0.00	0.26	0.26	0.00	0.61	0.61
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.40	0.40	0.00	0.40	0.00	0.60	0.60	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.06	0.55	0.00	0.05	0.00	0.43	0.43	0.00	1.02	1.02
Uniform Del:	0.0	0.0	11.1	13.8	0.0	11.0	0.0	6.5	6.5	0.0	12.0	12.0
IncremntDel:	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.1	0.1	0.0	24.1	24.1
Delay Adj:	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	11.1	14.9	0.0	11.0	0.0	6.6	6.6	0.0	36.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	11.1	14.9	0.0	11.0	0.0	6.6	6.6	0.0	36.1	36.1
HCM2kAvg:	0	0	0	7	0	0	0	5	5	0	30	30

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 0 Level Of Service: D

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	0	350	7	0	15	7	427	0	376	374	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	350	7	0	15	7	427	0	376	374	0
Added Vol:	0	0	26	-1	0	0	0	67	0	21	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	376	6	0	15	7	494	0	397	397	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	376	6	0	15	7	494	0	397	397	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	376	6	0	15	7	494	0	397	397	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	0	376	6	0	15	7	494	0	397	397	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.00	0.99	0.29	0.00	0.71	0.01	0.99	0.00	1.00	1.00	0.00
Final Sat.:	3	0	566	121	0	302	8	566	0	509	549	0
Capacity Analysis Module:												
Vol/Sat:	0.66	xxxx	0.66	0.05	xxxx	0.05	0.87	0.87	xxxx	0.78	0.72	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	19.5	0.0	19.5	10.9	0.0	10.9	36.6	36.6	0.0	30.0	24.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	0.0	19.5	10.9	0.0	10.9	36.6	36.6	0.0	30.0	24.3	0.0
LOS by Move:	C	*	C	B	*	B	E	E	*	D	C	*
ApproachDel:	19.5			10.9			36.6			27.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.5			10.9			36.6			27.1		
LOS by Appr:	C			B			E			D		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Average Delay (sec/veh): 145.9 Worst Case Level Of Service: F[847.7]

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Channel			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	153	0	161	138	601	3	0	624	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	153	0	161	138	601	3	0	624	202
Added Vol:	0	0	0	26	0	17	18	82	0	0	31	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	179	0	178	156	683	3	0	655	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	179	0	178	156	683	3	0	655	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	179	0	178	156	683	3	0	655	232
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1768	xxxx	771	887	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	93	xxxx	403	772	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	79	xxxx	403	772	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.28	xxxx	0.44	0.20	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	131	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	32.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	848	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			847.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Average Delay (sec/veh): 709.1 Worst Case Level Of Service: F[2357.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0	187	0	390	533	256	0	0	436	120				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	187	0	390	533	256	0	0	436	120				
Added Vol:	0	0	0	0	0	58	43	58	0	0	41	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	187	0	448	576	314	0	0	477	120				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	187	0	448	576	314	0	0	477	120				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	187	0	448	576	314	0	0	477	120				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	2003	xxxx	537	597	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	66	xxxx	548	989	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	36	xxxx	548	989	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	5.24	xxxx	0.82	0.58	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	105	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	69.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	2357	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			2357.5			xxxxxx			xxxxxx						
ApproachLOS:	*			F			*			*						

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0 1	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	31	425	8	28	393	22	30	16	50	6	20	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	425	8	28	393	22	30	16	50	6	20	102
Added Vol:	22	20	13	6	49	0	0	0	4	19	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	445	21	34	442	22	30	16	54	25	20	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	445	21	34	442	22	30	16	54	25	20	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	445	21	34	442	22	30	16	54	25	20	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	445	21	34	442	22	30	16	54	25	20	111
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	0.14	1.77	0.09	0.30	0.16	0.54	0.16	0.13	0.71
Final Sat.:	549	577	27	80	1049	53	152	81	274	86	69	384
Capacity Analysis Module:												
Vol/Sat:	0.10	0.77	0.77	0.43	0.42	0.42	0.20	0.20	0.20	0.29	0.29	0.29
Crit Moves:		****		****				****			****	
Delay/Veh:	9.8	24.8	24.8	12.9	12.7	12.5	10.7	10.7	10.7	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	24.8	24.8	12.9	12.7	12.5	10.7	10.7	10.7	11.2	11.2	11.2
LOS by Move:	A	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	23.3			12.7			10.7			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	23.3			12.7			10.7			11.2		
LOS by Appr:	C			B			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 100 Critical Vol./Cap. (X): 1.468
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 113.8
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	1 0	1 0	0 0	0 0	0 0	0 0	1 0	0 1	0
Volume Module:												
Base Vol:	0	409	324	118	335	0	0	0	0	341	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	409	324	118	335	0	0	0	0	341	0	188
Added Vol:	0	21	31	35	37	0	0	0	0	32	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	355	153	372	0	0	0	0	373	0	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	355	153	372	0	0	0	0	373	0	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	355	153	372	0	0	0	0	373	0	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	430	355	153	372	0	0	0	0	373	0	221
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.55	0.45	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	293	242	463	496	0	0	0	0	466	0	549
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.47	1.47	0.33	0.75	xxxx	xxxx	xxxx	xxxx	0.80	xxxx	0.40
Crit Moves:		****			****					****		
Delay/Veh:	0.0	240	239.8	14.1	28.1	0.0	0.0	0.0	0.0	34.4	0.0	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	240	239.8	14.1	28.1	0.0	0.0	0.0	0.0	34.4	0.0	13.5
LOS by Move:	*	F	F	B	D	*	*	*	*	D	*	B
ApproachDel:	239.8				24.0		xxxxxx			26.7		
Delay Adj:	1.00				1.00		xxxxx			1.00		
ApprAdjDel:	239.8				24.0		xxxxxx			26.7		
LOS by Appr:	F				C		*			D		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 100 Critical Vol./Cap. (X): 1.079
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 68.8
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	703	19	56	606	24	3	6	5	19	33	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	703	19	56	606	24	3	6	5	19	33	37
Added Vol:	0	31	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	734	19	56	653	24	3	6	5	19	33	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	734	19	56	653	24	3	6	5	19	33	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	734	19	56	653	24	3	6	5	19	33	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	734	19	56	653	24	3	6	5	19	33	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.97	0.02	0.08	0.89	0.03	0.21	0.43	0.36	0.21	0.37	0.42
Final Sat.:	8	680	18	54	628	23	107	215	179	114	198	222
Capacity Analysis Module:												
Vol/Sat:	1.08	1.08	1.08	1.04	1.04	1.04	0.03	0.03	0.03	0.17	0.17	0.17
Crit Moves:			****		****		****				****	
Delay/Veh:	78.6	78.6	78.6	66.6	66.6	66.6	10.3	10.3	10.3	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.6	78.6	78.6	66.6	66.6	66.6	10.3	10.3	10.3	11.0	11.0	11.0
LOS by Move:	F	F	F	F	F	F	B	B	B	B	B	B
ApproachDel:	78.6				66.6			10.3			11.0	
Delay Adj:	1.00				1.00			1.00			1.00	
ApprAdjDel:	78.6				66.6			10.3			11.0	
LOS by Appr:	F				F			B			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 1.302
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 122.9
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	575	54	54	579	28	55	101	4	71	132	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	575	54	54	579	28	55	101	4	71	132	47
Added Vol:	0	31	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	606	54	54	626	28	55	101	4	71	132	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	606	54	54	626	28	55	101	4	71	132	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	606	54	54	626	28	55	101	4	71	132	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	606	54	54	626	28	55	101	4	71	132	47
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.91	0.08	0.08	0.88	0.04	0.34	0.63	0.03	0.28	0.53	0.19
Final Sat.:	7	496	44	41	481	22	149	273	11	132	246	88
Capacity Analysis Module:												
Vol/Sat:	1.22	1.22	1.22	1.30	1.30	1.30	0.37	0.37	0.37	0.54	0.54	0.54
Crit Moves:		****			****			****			****	
Delay/Veh:	137.6	138	137.6	169.9	170	169.9	15.6	15.6	15.6	18.8	18.8	18.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	137.6	138	137.6	169.9	170	169.9	15.6	15.6	15.6	18.8	18.8	18.8
LOS by Move:	F	F	F	F	F	F	C	C	C	C	C	C
ApproachDel:	137.6			169.9			15.6			18.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	137.6			169.9			15.6			18.8		
LOS by Appr:	F			F			C			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 100 Critical Vol./Cap. (X): 1.194
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 102.0
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	609	35	44	566	48	68	125	13	20	62	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	609	35	44	566	48	68	125	13	20	62	28
Added Vol:	0	31	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	640	35	44	613	48	68	125	13	20	62	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	640	35	44	613	48	68	125	13	20	62	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	640	35	44	613	48	68	125	13	20	62	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	640	35	44	613	48	68	125	13	20	62	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.92	0.05	0.06	0.87	0.07	0.33	0.61	0.06	0.18	0.57	0.25
Final Sat.:	17	543	30	37	513	40	159	291	30	83	256	116
Capacity Analysis Module:												
Vol/Sat:	1.18	1.18	1.18	1.19	1.19	1.19	0.43	0.43	0.43	0.24	0.24	0.24
Crit Moves:			****	****				****				****
Delay/Veh:	118.6	119	118.6	124.7	125	124.7	15.8	15.8	15.8	13.0	13.0	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.6	119	118.6	124.7	125	124.7	15.8	15.8	15.8	13.0	13.0	13.0
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:	118.6			124.7			15.8			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	118.6			124.7			15.8			13.0		
LOS by Appr:	F			F			C			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #217 Arguello/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: 0 Level Of Service: C

Street Name:	Arguello Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	421	67	33	513	0	0	0	0	90	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	421	67	33	513	0	0	0	0	90	0	33
Added Vol:	0	22	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	443	67	33	544	0	0	0	0	90	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	443	67	33	544	0	0	0	0	90	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	443	67	33	544	0	0	0	0	90	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	443	67	33	544	0	0	0	0	90	0	33
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.87	0.13	0.06	0.94	0.00	0.00	0.00	0.00	0.73	0.00	0.27
Final Sat.:	0	632	96	42	687	0	0	0	0	393	0	144
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.70	0.70	0.79	0.79	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	0.23
Crit Moves:		****			****					****		
Delay/Veh:	0.0	18.1	18.1	23.2	23.2	0.0	0.0	0.0	0.0	10.8	0.0	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	18.1	23.2	23.2	0.0	0.0	0.0	0.0	10.8	0.0	10.8
LOS by Move:	*	C	C	C	C	*	*	*	*	B	*	B
ApproachDel:		18.1			23.2			xxxxxx			10.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		18.1			23.2			xxxxxx			10.8	
LOS by Appr:		C			C			*			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.866
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 0 Level Of Service: D

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	465	57	20	551	11	0	8	24	82	5	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	465	57	20	551	11	0	8	24	82	5	20
Added Vol:	0	22	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	487	57	20	582	11	0	8	24	82	5	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	487	57	20	582	11	0	8	24	82	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	487	57	20	582	11	0	8	24	82	5	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	487	57	20	582	11	0	8	24	82	5	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.86	0.10	0.03	0.95	0.02	0.00	0.25	0.75	0.76	0.05	0.19
Final Sat.:	25	607	71	23	672	13	0	128	385	391	24	95
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.87	0.87	0.87	xxxx	0.06	0.06	0.21	0.21	0.21
Crit Moves:		****		****				****		****		
Delay/Veh:	24.5	24.5	24.5	30.8	30.8	30.8	0.0	9.7	9.7	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	24.5	30.8	30.8	30.8	0.0	9.7	9.7	11.2	11.2	11.2
LOS by Move:	C	C	C	D	D	D	*	A	A	B	B	B
ApproachDel:		24.5			30.8			9.7			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.5			30.8			9.7			11.2	
LOS by Appr:		C			D			A			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #219 Arguello/Moraga

Cycle (sec): 100 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 0 Level Of Service: B

Street Name:	Arguello						Moraga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	128	303	0	0	317	60	48	0	132	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	303	0	0	317	60	48	0	132	0	0	0
Added Vol:	4	17	0	0	28	1	1	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	320	0	0	345	61	49	0	136	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	320	0	0	345	61	49	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	320	0	0	345	61	49	0	136	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	320	0	0	345	61	49	0	136	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.71	0.00	0.00	0.85	0.15	0.26	0.00	0.74	0.00	1.00	0.00
Final Sat.:	208	504	0	0	613	108	160	0	444	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	xxxx	xxxx	0.56	0.56	0.31	xxxx	0.31	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	15.8	15.8	0.0	0.0	13.6	13.6	10.5	0.0	10.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	15.8	0.0	0.0	13.6	13.6	10.5	0.0	10.5	0.0	0.0	0.0
LOS by Move:	C	C	*	*	B	B	B	*	B	*	*	*
ApproachDel:	15.8				13.6		10.5			xxxxxx		
Delay Adj:	1.00				1.00		1.00			xxxxx		
ApprAdjDel:	15.8				13.6		10.5			xxxxxx		
LOS by Appr:	C				B		B			*		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #220 Montgomery/Sheridan

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: A

Street Name:	Montgomery St.						Sheridan Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	33	2	5	48	25	97	170	74	3	24	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	33	2	5	48	25	97	170	74	3	24	10
Added Vol:	0	32	0	0	-2	34	35	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	65	2	5	46	59	132	170	74	3	24	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	65	2	5	46	59	132	170	74	3	24	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	65	2	5	46	59	132	170	74	3	24	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	65	2	5	46	59	132	170	74	3	24	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.78	0.02	0.04	0.42	0.54	0.35	0.45	0.20	0.08	0.65	0.27
Final Sat.:	136	519	16	33	302	388	283	365	159	60	476	198
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.15	0.15	0.15	0.47	0.47	0.47	0.05	0.05	0.05
Crit Moves:		****			****				****		****	
Delay/Veh:	8.6	8.6	8.6	8.4	8.4	8.4	10.9	10.9	10.9	7.8	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.4	8.4	8.4	10.9	10.9	10.9	7.8	7.8	7.8
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	8.6				8.4			10.9			7.8	
Delay Adj:	1.00				1.00			1.00			1.00	
ApprAdjDel:	8.6				8.4			10.9			7.8	
LOS by Appr:	A				A			B			A	

Alternative 4 – PM Peak Hour

Scenario Report

Scenario:	PM 2030-Status Quo
Command:	PM Status Quo
Volume:	PM 2030
Geometry:	PM 2030
Impact Fee:	Default Impact Fee
Trip Generation:	PM 2030-Status Quo
Trip Distribution:	Main Post SEIS
Paths:	Main Post SEIS
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for PM 2030-Status Quo

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	43.00	35.00	43	35	78	10.8
	Zone 14 Subtotal					43	35	78	10.8
15	Ruger & Simo	1.00	mixed use	43.00	41.00	43	41	84	11.7
	Zone 15 Subtotal					43	41	84	11.7
32	S. Main Post	1.00	mixed use	5.00	1.00	5	1	6	0.8
	Zone 32 Subtotal					5	1	6	0.8
33	W. Main Post	1.00	Mixed Use	-47.00	-37.00	-47	-37	-84	-11.7
	Zone 33 Subtotal					-47	-37	-84	-11.7
34	E. Main Post	1.00	mixed use	80.00	31.00	80	31	111	15.4
	Zone 34 Subtotal					80	31	111	15.4
35	N. Main Post	1.00	mixed use	-24.00	-29.00	-24	-29	-53	-7.4
	Zone 35 Subtotal					-24	-29	-53	-7.4
36	West Letterm	1.00	mixed use	-59.00	-15.00	-59	-15	-74	-10.3
	Zone 36 Subtotal					-59	-15	-74	-10.3
753	LDA	1.00	mixed use	126.00	188.00	126	188	314	43.6
	Zone 753 Subtotal					126	188	314	43.6
767	Commissary/P	1.00	mixed use	169.00	169.00	169	169	338	46.9
	Zone 767 Subtotal					169	169	338	46.9
TOTAL						336	384	720	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	378	385	763	298	285	583	2398	3242	5640	3117	2279	5396	12382
Added	0	0	0	0	0	0	131	114	245	114	131	245	490
Total	378	385	763	298	285	583	2529	3356	5885	3231	2410	5641	12872
#202 Lombard/Richardson													
Base	3319	2500	5819	2171	3119	5290	329	200	529	0	0	0	11638
Added	114	131	245	1	2	3	130	112	242	0	0	0	490
Total	3433	2631	6064	2172	3121	5293	459	312	771	0	0	0	12128
#203 Lyon/Lombard													
Base	217	183	400	318	325	643	569	517	1086	223	302	525	2654
Added	13	15	28	0	0	0	145	125	270	112	130	242	540
Total	230	198	428	318	325	643	714	642	1356	335	432	767	3194
#204 Greenwich/Divisadero													
Base	345	332	677	343	385	728	145	164	309	203	155	358	2072
Added	0	0	0	0	0	0	15	13	28	13	15	28	56
Total	345	332	677	343	385	728	160	177	337	216	170	386	2128
#205 Greenwich/Lyon													
Base	107	120	227	177	214	391	0	0	0	130	80	210	828
Added	0	0	0	15	13	28	0	0	0	13	15	28	56
Total	107	120	227	192	227	419	0	0	0	143	95	238	884
#206 Francisco/Richardson													
Base	3119	2250	5369	2217	3331	5548	251	69	320	145	82	227	11464
Added	2	1	3	1	2	3	0	0	0	0	0	0	6
Total	3121	2251	5372	2218	3333	5551	251	69	320	145	82	227	11470
#207 Richardson/Gorgas													
Base	253	63	316	69	34	103	2150	3439	5589	3298	2234	5532	11540
Added	1	0	1	0	0	0	0	2	2	2	1	3	6
Total	254	63	317	69	34	103	2150	3441	5591	3300	2235	5535	11546
#208 Doyle/Marina/Lyon													
Base	40	25	65	247	491	738	922	1549	2471	2009	1153	3162	6436
Added	0	0	0	100	107	207	-2	-9	-11	98	98	196	392
Total	40	25	65	347	598	945	920	1540	2460	2107	1251	3358	6828
209 Graham/Lincoln													
Base	152	134	286	22	7	29	434	391	825	508	584	1092	2232
Added	16	23	39	-1	0	-1	-4	1	-3	24	11	35	70
Total	168	157	325	21	7	28	430	392	822	532	595	1127	2302
#210 Lincoln/Halleck													
Base	0	3	3	314	340	654	542	543	1085	584	554	1138	2880
Added	0	0	0	42	44	86	30	28	58	42	42	84	228
Total	0	3	3	356	384	740	572	571	1143	626	596	1222	3108

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
##211 Lincoln/Girard													
Base	0	0	0	336	497	833	589	585	1174	600	443	1043	3050
Added	0	0	0	49	3	52	34	83	117	34	31	65	234
Total	0	0	0	385	500	885	623	668	1291	634	474	1108	3284
#212 Presidio/Letterman/Lincoln													
Base	539	546	1085	463	601	1064	237	188	425	148	52	200	2774
Added	49	49	98	27	21	48	9	24	33	28	19	47	226
Total	588	595	1183	490	622	1112	246	212	458	176	71	247	3000
#213 Lombard/Presidio													
Base	733	676	1409	549	597	1146	0	0	0	529	538	1067	3622
Added	50	61	111	49	49	98	0	0	0	62	51	113	322
Total	783	737	1520	598	646	1244	0	0	0	591	589	1180	3944
#214 Presidio/Pacific													
Base	731	630	1361	686	743	1429	14	66	80	89	81	170	3040
Added	30	40	70	40	30	70	0	0	0	0	0	0	140
Total	761	670	1431	726	773	1499	14	66	80	89	81	170	3180
#215 Presidio/Jackson													
Base	637	654	1291	661	677	1338	160	168	328	250	209	459	3416
Added	30	40	70	40	30	70	0	0	0	0	0	0	140
Total	667	694	1361	701	707	1408	160	168	328	250	209	459	3556
#216 Presidio/Washington													
Base	664	599	1263	658	705	1363	206	130	336	110	204	314	3276
Added	30	40	70	40	30	70	0	0	0	0	0	0	140
Total	694	639	1333	698	735	1433	206	130	336	110	204	314	3416
#217 Arguello/Jackson													
Base	488	603	1091	546	454	1000	0	0	0	123	100	223	2314
Added	20	24	44	24	20	44	0	0	0	0	0	0	88
Total	508	627	1135	570	474	1044	0	0	0	123	100	223	2402
#218 Arguello/Washington St													
Base	542	657	1199	582	485	1067	32	36	68	107	85	192	2526
Added	20	24	44	24	20	44	0	0	0	0	0	0	88
Total	562	681	1243	606	505	1111	32	36	68	107	85	192	2614
#219 Arguello/Moraga													
Base	431	449	880	0	0	0	180	188	368	377	351	728	1976
Added	20	25	45	0	0	0	5	9	14	25	16	41	100
Total	451	474	925	0	0	0	185	197	382	402	367	769	2076
#220 Montgomery/Sheridan													
Base	62	196	258	85	226	311	341	66	407	0	0	0	976
Added	-22	-4	-26	25	-3	22	19	29	48	0	0	0	44
Total	40	192	232	110	223	333	360	95	455	0	0	0	1020

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.0	0.849	B	13.9	0.872	+ 0.880 D/V
#202 Lombard/Richardson	A	3.6	0.602	A	6.9	0.743	+ 3.371 D/V
#203 Lyon/Lombard	D	31.0	0.961	F	88.0	1.307	+ 0.345 V/C
#204 Greenwich/Divisadero	B	13.4	0.549	B	13.8	0.562	+ 0.013 V/C
#205 Greenwich/Lyon	A	8.2	0.222	A	8.3	0.243	+ 0.022 V/C
#206 Francisco/Richardson	B	15.0	0.712	B	15.1	0.713	+ 0.027 D/V
#207 Richardson/Gorgas	A	7.0	0.796	A	7.0	0.797	+ 0.030 D/V
#208 Doyle/Marina/Lyon	B	17.7	0.726	C	25.6	0.826	+ 7.841 D/V
#209 Graham/Lincoln	B	13.8	0.621	B	14.0	0.624	+ 0.004 V/C
#210 Lincoln/Halleck	F	108.0	0.000	F	215.1	0.000	+107.169 D/V
#211 Lincoln/Girard	F	506.5	0.000	F	642.6	0.000	+136.140 D/V
#212 Presidio/Letterman/Lincoln	C	17.6	0.781	C	20.9	0.853	+ 0.072 V/C
#213 Lombard/Presidio	F	88.3	1.344	F	111.7	1.475	+ 0.131 V/C
#214 Presidio/Pacific	F	53.7	1.029	F	67.3	1.077	+ 0.048 V/C
#215 Presidio/Jackson	F	100.0	1.216	F	120.3	1.289	+ 0.073 V/C
#216 Presidio/Washington	F	81.6	1.125	F	99.8	1.182	+ 0.057 V/C
#217 Arguello/Jackson	C	17.6	0.744	C	19.3	0.782	+ 0.038 V/C
#218 Arguello/Washington St	C	22.3	0.817	D	25.3	0.855	+ 0.039 V/C
#219 Arguello/Moraga	B	14.0	0.613	C	15.3	0.652	+ 0.039 V/C
#220 Montgomery/Sheridan	A	9.2	0.394	A	9.4	0.419	+ 0.024 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #201 Lombard/Divisadero

Cycle (sec): 90 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	54	54	54	54	54	54
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	1 1	0	0 1	1 1	0
Volume Module:												
Base Vol:	194	161	23	80	163	55	0	2176	222	0	2993	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	161	23	80	163	55	0	2176	222	0	2993	124
Added Vol:	0	0	0	0	0	0	0	131	0	0	114	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	161	23	80	163	55	0	2307	222	0	3107	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	161	23	80	163	55	0	2307	222	0	3107	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	161	23	80	163	55	0	2307	222	0	3107	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	194	161	23	80	163	55	0	2307	222	0	3107	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.98	0.98	0.47	0.96	0.96	0.91	0.90	0.90	0.91	0.90	0.90
Lanes:	1.00	0.87	0.13	1.00	0.75	0.25	0.00	2.74	0.26	0.00	2.88	0.12
Final Sat.:	792	1631	233	885	1367	461	0	4670	449	0	4958	198
Capacity Analysis Module:												
Vol/Sat:	0.24	0.10	0.10	0.09	0.12	0.12	0.00	0.49	0.49	0.00	0.63	0.63
Crit Moves:	****										****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.00	0.70	0.70	0.00	0.70	0.70
Volume/Cap:	0.82	0.33	0.33	0.30	0.40	0.40	0.00	0.71	0.71	0.00	0.90	0.90
Uniform Del:	29.2	24.5	24.5	24.2	25.0	25.0	0.0	8.0	8.0	0.0	10.8	10.8
IncremntDel:	19.3	0.3	0.3	0.6	0.5	0.5	0.0	0.7	0.7	0.0	3.3	3.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	48.5	24.8	24.8	24.9	25.5	25.5	0.0	8.7	8.7	0.0	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	24.8	24.8	24.9	25.5	25.5	0.0	8.7	8.7	0.0	14.2	14.2
HCM2kAvg:	14	4	4	4	5	5	0	15	15	0	28	28

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #202 Lombard/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	25	90	0	0	57	57	0	0	25	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	200	3119	0	0	2171	0	0	0	329	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	3119	0	0	2171	0	0	0	329	0	0	0
Added Vol:	112	2	0	0	1	0	0	0	130	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	3121	0	0	2172	0	0	0	459	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	3121	0	0	2172	0	0	0	459	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	3121	0	0	2172	0	0	0	459	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	312	3433	0	0	2389	0	0	0	459	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	5700	0	0	0	1463	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.60	0.00	0.00	0.42	0.00	0.00	0.00	0.31	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.30	1.00	0.00	0.00	0.70	0.00	0.00	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.57	0.60	0.00	0.00	0.60	0.00	0.00	0.00	1.03	0.00	0.00	0.00
Uniform Del:	20.0	0.0	0.0	0.0	5.5	0.0	0.0	0.0	23.8	0.0	0.0	0.0
IncremntDel:	1.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	40.9	0.0	0.0	0.0
Delay Adj:	0.85	0.85	0.00	0.00	0.85	0.00	0.00	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	18.0	0.1	0.0	0.0	4.8	0.0	0.0	0.0	61.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	0.1	0.0	0.0	4.8	0.0	0.0	0.0	61.1	0.0	0.0	0.0
DesignQueue:	11	0	0	0	41	0	0	0	17	0	0	0

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 100 Critical Vol./Cap. (X): 1.307
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 88.0
Optimal Cycle: 0 Level Of Service: F

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	124	68	25	29	65	224	212	248	109	9	169	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	68	25	29	65	224	212	248	109	9	169	45
Added Vol:	13	0	0	0	0	0	0	130	15	0	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	68	25	29	65	224	212	378	124	9	281	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	68	25	29	65	224	212	378	124	9	281	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	68	25	29	65	224	212	378	124	9	281	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	137	68	25	29	65	224	212	378	124	9	281	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	0.30	0.11	0.09	0.20	0.71	0.30	0.53	0.17	0.03	0.84	0.13
Final Sat.:	264	131	48	45	101	350	162	289	95	13	415	66
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.64	0.64	0.64	1.31	1.31	1.31	0.68	0.68	0.68
Crit Moves:		****		****				****			****	
Delay/Veh:	17.8	17.8	17.8	20.6	20.6	20.6	171.5	171	171.5	22.4	22.4	22.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	17.8	17.8	20.6	20.6	20.6	171.5	171	171.5	22.4	22.4	22.4
LOS by Move:	C	C	C	C	C	C	F	F	F	C	C	C
ApproachDel:	17.8			20.6			171.5			22.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.8			20.6			171.5			22.4		
LOS by Appr:	C			C			F			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #204 Greenwich/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Street Name:	Divisadero						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	323	11	34	296	13	26	110	9	27	140	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	323	11	34	296	13	26	110	9	27	140	36
Added Vol:	0	0	0	0	0	0	0	15	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	323	11	34	296	13	26	125	9	27	153	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	323	11	34	296	13	26	125	9	27	153	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	323	11	34	296	13	26	125	9	27	153	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	323	11	34	296	13	26	125	9	27	153	36
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.94	0.03	0.10	0.86	0.04	0.16	0.78	0.06	0.12	0.71	0.17
Final Sat.:	20	574	20	61	528	23	84	404	29	68	386	91
Capacity Analysis Module:												
Vol/Sat:	0.56	0.56	0.56	0.56	0.56	0.56	0.31	0.31	0.31	0.40	0.40	0.40
Crit Moves:		****		****			****					****
Delay/Veh:	14.9	14.9	14.9	14.8	14.8	14.8	11.5	11.5	11.5	12.3	12.3	12.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	14.9	14.9	14.8	14.8	14.8	11.5	11.5	11.5	12.3	12.3	12.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	14.9			14.8			11.5			12.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.9			14.8			11.5			12.3		
LOS by Appr:	B			B			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #205 Greenwich/Lyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.243
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 0 Level Of Service: A

Street Name:	Lyon						Greenwich					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	105	2	78	99	0	0	0	0	21	0	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	105	2	78	99	0	0	0	0	21	0	109
Added Vol:	0	0	0	15	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	105	2	93	99	0	0	0	0	21	0	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	2	93	99	0	0	0	0	21	0	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	105	2	93	99	0	0	0	0	21	0	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	105	2	93	99	0	0	0	0	21	0	122
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.98	0.02	0.48	0.52	0.00	0.00	0.00	0.00	0.15	0.00	0.85
Final Sat.:	0	773	15	382	407	0	0	0	0	122	0	711
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.14	0.14	0.24	0.24	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.17
Crit Moves:			****		****					****		
Delay/Veh:	0.0	8.1	8.1	8.8	8.8	0.0	0.0	0.0	0.0	7.9	0.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	8.1	8.8	8.8	0.0	0.0	0.0	0.0	7.9	0.0	7.9
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.1			8.8			xxxxxx			7.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.1			8.8			xxxxxx			7.9	
LOS by Appr:		A			A			*			A	

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #206 Francisco/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 90 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	51	51	0	51	51	31	31	31	31	31	31
Lanes:	0 0	2	1 0	0 0	2	1 0	0 1	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	3117	2	0	2217	0	142	80	29	4	69	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3117	2	0	2217	0	142	80	29	4	69	72
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3119	2	0	2218	0	142	80	29	4	69	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3119	2	0	2218	0	142	80	29	4	69	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3119	2	0	2218	0	142	80	29	4	69	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	3119	2	0	2218	0	142	80	29	4	69	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.67	0.67	0.67	0.93	0.93	0.93
Lanes:	0.00	2.99	0.01	0.00	3.00	0.00	1.00	0.73	0.27	0.03	0.47	0.50
Final Sat.:	0	5184	3	0	5187	0	1279	939	340	49	838	874
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.60	0.00	0.43	0.00	0.11	0.09	0.09	0.08	0.08	0.08
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.66	0.66	0.00	0.66	0.00	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.00	0.92	0.92	0.00	0.65	0.00	0.32	0.25	0.25	0.24	0.24	0.24
Uniform Del:	0.0	13.4	13.4	0.0	9.3	0.0	21.8	21.1	21.1	21.1	21.1	21.1
IncrmntDel:	0.0	4.6	4.6	0.0	0.5	0.0	0.2	0.1	0.1	0.2	0.2	0.2
Delay Adj:	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	18.0	18.0	0.0	9.8	0.0	22.0	21.3	21.3	21.3	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.0	18.0	0.0	9.8	0.0	22.0	21.3	21.3	21.3	21.3	21.3
HCM2kAvg:	0	29	29	0	13	0	4	3	3	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #207 Richardson/Gorgas

Cycle (sec): 90 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 90 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	12	12	12	52	52	52	52	52	52
Lanes:	1 0	1! 0	0	0 0	0 0	1	0 0	3 0	1	0 0	2 1	0
Volume Module:												
Base Vol:	106	0	147	0	0	69	0	2087	63	0	3264	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	0	147	0	0	69	0	2087	63	0	3264	34
Added Vol:	0	0	1	0	0	0	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	148	0	0	69	0	2087	63	0	3266	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	148	0	0	69	0	2087	63	0	3266	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	148	0	0	69	0	2087	63	0	3266	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	0	148	0	0	69	0	2087	63	0	3266	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	0.87	1.00	0.91	0.85	1.00	0.91	0.91
Lanes:	1.26	0.00	0.74	0.00	0.00	1.00	0.00	3.00	1.00	0.00	2.97	0.03
Final Sat.:	2148	0	1252	0	0	1644	0	5187	1615	0	5128	53
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.12	0.00	0.00	0.04	0.00	0.40	0.04	0.00	0.64	0.64
Crit Moves:			****			****					****	
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.13	0.00	0.80	0.80	0.00	0.80	0.80
Volume/Cap:	0.33	0.00	0.80	0.00	0.00	0.31	0.00	0.50	0.05	0.00	0.80	0.80
Uniform Del:	34.3	0.0	37.0	0.0	0.0	35.3	0.0	3.0	1.9	0.0	5.0	5.0
IncremntDel:	0.3	0.0	13.1	0.0	0.0	0.8	0.0	0.1	0.0	0.0	1.1	1.1
Delay Adj:	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	34.6	0.0	50.1	0.0	0.0	36.1	0.0	3.1	1.9	0.0	6.1	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	0.0	50.1	0.0	0.0	36.1	0.0	3.1	1.9	0.0	6.1	6.1
HCM2kAvg:	2	0	8	0	0	2	0	7	0	0	19	19

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #208 Doyle/Marina/Lyon

Cycle (sec): 60 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	0	24	24	0	24	0	28	0	0	28	0
Lanes:	1 0	0 0	1	1 0	0 0	1	0 0	1 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	40	216	0	31	0	897	25	0	1518	491
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	40	216	0	31	0	897	25	0	1518	491
Added Vol:	0	0	0	100	0	0	0	-2	0	0	-9	107
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	40	316	0	31	0	895	25	0	1509	598
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	40	316	0	31	0	895	25	0	1509	598
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	40	316	0	31	0	895	25	0	1509	598
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	40	316	0	31	0	895	25	0	1509	598
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.77	1.00	0.85	1.00	0.95	0.95	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.95	0.05	0.00	1.43	0.57
Final Sat.:	1900	0	1615	1461	0	1615	0	3498	98	0	2474	981
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.22	0.00	0.02	0.00	0.26	0.26	0.00	0.61	0.61
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.40	0.40	0.00	0.40	0.00	0.60	0.60	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.06	0.54	0.00	0.05	0.00	0.43	0.43	0.00	1.02	1.02
Uniform Del:	0.0	0.0	11.1	13.8	0.0	11.0	0.0	6.5	6.5	0.0	12.0	12.0
IncremntDel:	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.1	0.1	0.0	24.0	24.0
Delay Adj:	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	11.1	14.8	0.0	11.0	0.0	6.6	6.6	0.0	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	11.1	14.8	0.0	11.0	0.0	6.6	6.6	0.0	36.0	36.0
HCM2kAvg:	0	0	0	6	0	0	0	5	5	0	30	30

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 0 Level Of Service: B

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	0	150	7	0	15	7	427	0	134	374	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	150	7	0	15	7	427	0	134	374	0
Added Vol:	0	0	16	-1	0	0	0	-4	0	23	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	166	6	0	15	7	423	0	157	375	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	166	6	0	15	7	423	0	157	375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	166	6	0	15	7	423	0	157	375	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	0	166	6	0	15	7	423	0	157	375	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.00	0.99	0.29	0.00	0.71	0.02	0.98	0.00	1.00	1.00	0.00
Final Sat.:	7	0	597	146	0	365	11	677	0	598	651	0
Capacity Analysis Module:												
Vol/Sat:	0.28	xxxx	0.28	0.04	xxxx	0.04	0.62	0.62	xxxx	0.26	0.58	xxxx
Crit Moves:	****			****			****				****	
Delay/Veh:	10.3	0.0	10.3	9.2	0.0	9.2	15.9	15.9	0.0	10.7	15.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	0.0	10.3	9.2	0.0	9.2	15.9	15.9	0.0	10.7	15.0	0.0
LOS by Move:	B	*	B	A	*	A	C	C	*	B	B	*
ApproachDel:	10.3			9.2			15.9			13.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			9.2			15.9			13.7		
LOS by Appr:	B			A			C			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Average Delay (sec/veh): 50.2 Worst Case Level Of Service: F[215.1]

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Channel			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	153	0	161	138	401	3	0	382	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	153	0	161	138	401	3	0	382	202
Added Vol:	0	0	0	26	0	16	14	16	0	0	12	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	179	0	177	152	417	3	0	394	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	179	0	177	152	417	3	0	394	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	179	0	177	152	417	3	0	394	232
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1233	xxxx	510	626	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	197	xxxx	567	965	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	173	xxxx	567	965	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.03	xxxx	0.31	0.16	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	265	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	18.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	215	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			215.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Average Delay (sec/veh): 152.9 Worst Case Level Of Service: F[642.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0	187	0	149	333	256	0	0	436	164				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	187	0	149	333	256	0	0	436	164				
Added Vol:	0	0	0	0	0	49	3	31	0	0	34	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	187	0	198	336	287	0	0	470	164				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	187	0	198	336	287	0	0	470	164				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	187	0	198	336	287	0	0	470	164				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	1511	xxxx	552	634	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	134	xxxx	537	959	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	97	xxxx	537	959	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	1.92	xxxx	0.37	0.35	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	168	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	31.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	643	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				642.6		xxxxxx			xxxxxx						
ApproachLOS:	*				F		*			*						

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 0 Level Of Service: C

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	1 0	1 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	106	425	8	28	393	42	74	16	147	6	40	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	425	8	28	393	42	74	16	147	6	40	102
Added Vol:	24	12	13	6	21	0	0	0	9	19	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	437	21	34	414	42	74	16	156	25	40	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	437	21	34	414	42	74	16	156	25	40	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	437	21	34	414	42	74	16	156	25	40	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	437	21	34	414	42	74	16	156	25	40	111
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	0.14	1.69	0.17	0.30	0.07	0.63	0.14	0.23	0.63
Final Sat.:	494	512	25	70	865	89	152	33	320	68	109	303
Capacity Analysis Module:												
Vol/Sat:	0.26	0.85	0.85	0.49	0.48	0.47	0.49	0.49	0.49	0.37	0.37	0.37
Crit Moves:		****		****				****			****	
Delay/Veh:	12.4	35.5	35.5	15.6	15.3	15.0	15.1	15.1	15.1	13.3	13.3	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	35.5	35.5	15.6	15.3	15.0	15.1	15.1	15.1	13.3	13.3	13.3
LOS by Move:	B	E	E	C	C	B	C	C	C	B	B	B
ApproachDel:	30.4			15.3			15.1			13.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	30.4			15.3			15.1			13.3		
LOS by Appr:	D			C			C			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 100 Critical Vol./Cap. (X): 1.475
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 111.7
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	1 0	0 1	0
Volume Module:												
Base Vol:	0	409	324	214	335	0	0	0	0	341	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	409	324	214	335	0	0	0	0	341	0	188
Added Vol:	0	19	31	20	29	0	0	0	0	32	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	428	355	234	364	0	0	0	0	373	0	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	428	355	234	364	0	0	0	0	373	0	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	428	355	234	364	0	0	0	0	373	0	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	428	355	234	364	0	0	0	0	373	0	218
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.55	0.45	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	290	241	464	497	0	0	0	0	462	0	544
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.47	1.47	0.50	0.73	xxxx	xxxx	xxxx	xxxx	0.81	xxxx	0.40
Crit Moves:			****		****					****		
Delay/Veh:	0.0	243	242.7	17.9	27.0	0.0	0.0	0.0	0.0	35.3	0.0	13.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	243	242.7	17.9	27.0	0.0	0.0	0.0	0.0	35.3	0.0	13.6
LOS by Move:	*	F	F	C	D	*	*	*	*	E	*	B
ApproachDel:	242.7				23.5		xxxxxx			27.3		
Delay Adj:	1.00				1.00		xxxxx			1.00		
ApprAdjDel:	242.7				23.5		xxxxxx			27.3		
LOS by Appr:	F				C		*			D		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 100 Critical Vol./Cap. (X): 1.077
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 67.3
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	703	19	56	606	24	3	6	5	19	33	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	703	19	56	606	24	3	6	5	19	33	37
Added Vol:	0	30	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	733	19	56	646	24	3	6	5	19	33	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	733	19	56	646	24	3	6	5	19	33	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	733	19	56	646	24	3	6	5	19	33	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	733	19	56	646	24	3	6	5	19	33	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.97	0.02	0.08	0.89	0.03	0.21	0.43	0.36	0.21	0.37	0.42
Final Sat.:	8	680	18	54	628	23	107	215	179	114	198	222
Capacity Analysis Module:												
Vol/Sat:	1.08	1.08	1.08	1.03	1.03	1.03	0.03	0.03	0.03	0.17	0.17	0.17
Crit Moves:		****			****		****			****		
Delay/Veh:	78.2	78.2	78.2	63.8	63.8	63.8	10.3	10.3	10.3	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.2	78.2	78.2	63.8	63.8	63.8	10.3	10.3	10.3	11.0	11.0	11.0
LOS by Move:	F	F	F	F	F	F	B	B	B	B	B	B
ApproachDel:	78.2			63.8			10.3			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	78.2			63.8			10.3			11.0		
LOS by Appr:	F			F			B			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 1.289
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 120.3
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	575	54	54	579	28	55	101	4	71	132	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	575	54	54	579	28	55	101	4	71	132	47
Added Vol:	0	30	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	605	54	54	619	28	55	101	4	71	132	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	605	54	54	619	28	55	101	4	71	132	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	605	54	54	619	28	55	101	4	71	132	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	605	54	54	619	28	55	101	4	71	132	47
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.91	0.08	0.08	0.88	0.04	0.34	0.63	0.03	0.28	0.53	0.19
Final Sat.:	7	496	44	42	480	22	149	273	11	132	246	88
Capacity Analysis Module:												
Vol/Sat:	1.22	1.22	1.22	1.29	1.29	1.29	0.37	0.37	0.37	0.54	0.54	0.54
Crit Moves:	****				****			****			****	
Delay/Veh:	136.9	137	136.9	164.6	165	164.6	15.6	15.6	15.6	18.8	18.8	18.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.9	137	136.9	164.6	165	164.6	15.6	15.6	15.6	18.8	18.8	18.8
LOS by Move:	F	F	F	F	F	F	C	C	C	C	C	C
ApproachDel:	136.9			164.6			15.6			18.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	136.9			164.6			15.6			18.8		
LOS by Appr:	F			F			C			C		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 100 Critical Vol./Cap. (X): 1.182
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 99.8
Optimal Cycle: 0 Level Of Service: F

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	609	35	44	566	48	68	125	13	20	62	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	609	35	44	566	48	68	125	13	20	62	28
Added Vol:	0	30	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	639	35	44	606	48	68	125	13	20	62	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	639	35	44	606	48	68	125	13	20	62	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	639	35	44	606	48	68	125	13	20	62	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	639	35	44	606	48	68	125	13	20	62	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.92	0.05	0.06	0.87	0.07	0.33	0.61	0.06	0.18	0.57	0.25
Final Sat.:	17	543	30	37	513	41	159	291	30	83	256	116
Capacity Analysis Module:												
Vol/Sat:	1.18	1.18	1.18	1.18	1.18	1.18	0.43	0.43	0.43	0.24	0.24	0.24
Crit Moves:	****			****			****			****		
Delay/Veh:	118.0	118	118.0	120.2	120	120.2	15.8	15.8	15.8	13.0	13.0	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.0	118	118.0	120.2	120	120.2	15.8	15.8	15.8	13.0	13.0	13.0
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:	118.0			120.2			15.8			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	118.0			120.2			15.8			13.0		
LOS by Appr:	F			F			C			B		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #217 Arguello/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.782
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	Arguello Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	421	67	33	513	0	0	0	0	90	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	421	67	33	513	0	0	0	0	90	0	33
Added Vol:	0	20	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	441	67	33	537	0	0	0	0	90	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	441	67	33	537	0	0	0	0	90	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	441	67	33	537	0	0	0	0	90	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	441	67	33	537	0	0	0	0	90	0	33
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.87	0.13	0.06	0.94	0.00	0.00	0.00	0.00	0.73	0.00	0.27
Final Sat.:	0	632	96	42	687	0	0	0	0	393	0	144
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.70	0.70	0.78	0.78	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	0.23
Crit Moves:		****			****					****		
Delay/Veh:	0.0	17.9	17.9	22.5	22.5	0.0	0.0	0.0	0.0	10.7	0.0	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	17.9	22.5	22.5	0.0	0.0	0.0	0.0	10.7	0.0	10.7
LOS by Move:	*	C	C	C	C	*	*	*	*	B	*	B
ApproachDel:		17.9			22.5			xxxxxx			10.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		17.9			22.5			xxxxxx			10.7	
LOS by Appr:		C			C			*			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.855
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 0 Level Of Service: D

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	20	465	57	20	551	11	0	8	24	82	5	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	465	57	20	551	11	0	8	24	82	5	20
Added Vol:	0	20	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	485	57	20	575	11	0	8	24	82	5	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	485	57	20	575	11	0	8	24	82	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	485	57	20	575	11	0	8	24	82	5	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	485	57	20	575	11	0	8	24	82	5	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.86	0.10	0.03	0.95	0.02	0.00	0.25	0.75	0.76	0.05	0.19
Final Sat.:	25	608	71	23	672	13	0	128	385	391	24	95
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.86	0.86	0.86	xxxx	0.06	0.06	0.21	0.21	0.21
Crit Moves:		****		****				****		****		
Delay/Veh:	24.1	24.1	24.1	29.6	29.6	29.6	0.0	9.7	9.7	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	24.1	24.1	29.6	29.6	29.6	0.0	9.7	9.7	11.2	11.2	11.2
LOS by Move:	C	C	C	D	D	D	*	A	A	B	B	B
ApproachDel:		24.1			29.6			9.7			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.1			29.6			9.7			11.2	
LOS by Appr:		C			D			A			B	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #219 Arguello/Moraga

Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	Arguello						Moraga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	128	0	303	0	0	0	0	48	132	317	60	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	0	303	0	0	0	0	48	132	317	60	0
Added Vol:	5	0	15	0	0	0	0	1	4	21	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	0	318	0	0	0	0	49	136	338	64	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	0	318	0	0	0	0	49	136	338	64	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	0	318	0	0	0	0	49	136	338	64	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	0	318	0	0	0	0	49	136	338	64	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.00	0.71	0.00	0.00	0.00	0.00	0.26	0.74	0.84	0.16	0.00
Final Sat.:	204	0	488	0	0	0	0	170	471	533	101	0
Capacity Analysis Module:												
Vol/Sat:	0.65	xxxx	0.65	xxxx	xxxx	xxxx	xxxx	0.29	0.29	0.63	0.63	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	16.0	0.0	16.0	0.0	0.0	0.0	0.0	10.1	10.1	16.8	16.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0	0.0	16.0	0.0	0.0	0.0	0.0	10.1	10.1	16.8	16.8	0.0
LOS by Move:	C	*	C	*	*	*	*	B	B	C	C	*
ApproachDel:	16.0			xxxxxx				10.1			16.8	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	16.0			xxxxxx				10.1			16.8	
LOS by Appr:	C			*				B			C	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #220 Montgomery/Sheridan

Cycle (sec): 100 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

Street Name:	Montgomery St.						Sheridan Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	29	33	0	0	48	37	193	0	148	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	33	0	0	48	37	193	0	148	0	0	0
Added Vol:	0	-22	0	0	-4	29	19	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	11	0	0	44	66	212	0	148	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	11	0	0	44	66	212	0	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	11	0	0	44	66	212	0	148	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	11	0	0	44	66	212	0	148	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.72	0.28	0.00	0.00	0.40	0.60	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	495	188	0	0	310	465	506	0	354	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	xxxx	xxxx	0.14	0.14	0.42	xxxx	0.42	xxxx	xxxx	xxxx
Crit Moves:	****				****		****					
Delay/Veh:	8.2	8.2	0.0	0.0	8.0	8.0	9.9	0.0	9.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	0.0	0.0	8.0	8.0	9.9	0.0	9.9	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*
ApproachDel:	8.2				8.0			9.9			xxxxxx	
Delay Adj:	1.00				1.00			1.00			xxxxx	
ApprAdjDel:	8.2				8.0			9.9			xxxxxx	
LOS by Appr:	A				A			A			*	

Alternative 1, Mitigated – AM Peak Hour

Scenario Report

Scenario:	AM PTMP Mitigated
Command:	AM PTMP MIT
Volume:	AM 2030
Geometry:	AM 2030 Mitigated
Impact Fee:	Default Impact Fee
Trip Generation:	AM 2030-PTMP
Trip Distribution:	Main Post SEIS
Paths:	Main Post SEIS
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for AM 2030-PTMP

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	14.00	36.00	14	36	50	10.4
	Zone 14 Subtotal					14	36	50	10.4
15	Ruger & Simo	1.00	mixed use	16.00	21.00	16	21	37	7.7
	Zone 15 Subtotal					16	21	37	7.7
32	S. Main Post	1.00	mixed use	1.00	0.00	1	0	1	0.2
	Zone 32 Subtotal					1	0	1	0.2
33	W. Main Post	1.00	Mixed Use	11.00	52.00	11	52	63	13.1
	Zone 33 Subtotal					11	52	63	13.1
34	E. Main Post	1.00	mixed use	-27.00	9.00	-27	9	-18	-3.8
	Zone 34 Subtotal					-27	9	-18	-3.8
35	N. Main Post	1.00	mixed use	-20.00	-19.00	-20	-19	-39	-8.1
	Zone 35 Subtotal					-20	-19	-39	-8.1
36	West Letterm	1.00	mixed use	12.00	-35.00	12	-35	-23	-4.8
	Zone 36 Subtotal					12	-35	-23	-4.8
753	LDA	1.00	mixed use	106.00	53.00	106	53	159	33.1
	Zone 753 Subtotal					106	53	159	33.1
767	Commissary/P	1.00	mixed use	90.00	160.00	90	160	250	52.1
	Zone 767 Subtotal					90	160	250	52.1
TOTAL						203	277	480	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	353	390	743	266	195	461	3488	2383	5871	2225	3364	5589	12664
Added	0	0	0	0	0	0	86	65	151	65	86	151	302
Total	353	390	743	266	195	461	3574	2448	6022	2290	3450	5740	12966
#202 Lombard/Richardson													
Base	2387	3417	5804	3196	2233	5429	226	159	385	0	0	0	11618
Added	65	86	151	18	0	18	68	65	133	0	0	0	302
Total	2452	3503	5955	3214	2233	5447	294	224	518	0	0	0	11920
#203 Lyon/Lombard													
Base	159	253	412	366	254	620	539	378	917	95	274	369	2318
Added	8	8	16	0	0	0	76	73	149	65	68	133	298
Total	167	261	428	366	254	620	615	451	1066	160	342	502	2616
#204 Greenwich/Divisadero													
Base	335	361	696	396	358	754	186	125	311	142	215	357	2118
Added	0	0	0	0	0	0	8	8	16	8	8	16	32
Total	335	361	696	396	358	754	194	133	327	150	223	373	2150
#205 Greenwich/Lyon													
Base	107	164	271	248	173	421	0	0	0	88	106	194	886
Added	0	0	0	8	8	16	0	0	0	8	8	16	32
Total	107	164	271	256	181	437	0	0	0	96	114	210	918
#206 Francisco/Richardson													
Base	2222	3170	5392	3113	2529	5642	287	57	344	198	64	262	11640
Added	0	18	18	18	0	18	0	0	0	0	0	0	36
Total	2222	3188	5410	3131	2529	5660	287	57	344	198	64	262	11676
#207 Richardson/Gorgas													
Base	17	37	54	160	16	176	3137	2682	5819	2526	3105	5631	11680
Added	18	0	18	0	0	0	0	0	0	0	18	18	36
Total	35	37	72	160	16	176	3137	2682	5819	2526	3123	5649	11716
#208 Doyle/Marina/Lyon													
Base	12	41	53	128	321	449	1349	291	1640	606	1442	2048	4190
Added	0	0	0	100	50	150	-5	2	-3	52	95	147	294
Total	12	41	53	228	371	599	1344	293	1637	658	1537	2195	4484
#209 Graham/Lincoln													
Base	277	180	457	44	92	136	465	421	886	571	664	1235	2714
Added	18	15	33	-1	0	-1	62	19	81	34	79	113	226
Total	295	195	490	43	92	135	527	440	967	605	743	1348	2940
#210 Lincoln/Halleck													
Base	0	0	0	300	379	679	620	652	1272	688	577	1265	3216
Added	0	0	0	45	19	64	84	32	116	28	106	134	314
Total	0	0	0	345	398	743	704	684	1388	716	683	1399	3530

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	548	393	941	605	681	1286	575	654	1229	3456
Added	0	0	0	-12	51	39	108	12	120	24	57	81	240
Total	0	0	0	536	444	980	713	693	1406	599	711	1310	3696
#212 Presidio/Letterman/Lincoln													
Base	528	557	1085	644	632	1276	289	198	487	66	140	206	3054
Added	26	53	79	50	26	76	3	-8	-5	8	16	24	174
Total	554	610	1164	694	658	1352	292	190	482	74	156	230	3228
#213 Lombard/Presidio													
Base	746	660	1406	560	512	1072	0	0	0	412	546	958	3436
Added	35	31	66	53	26	79	0	0	0	19	50	69	214
Total	781	691	1472	613	538	1151	0	0	0	431	596	1027	3650
#214 Presidio/Pacific													
Base	698	649	1347	671	716	1387	83	70	153	93	110	203	3090
Added	23	24	47	24	23	47	0	0	0	0	0	0	94
Total	721	673	1394	695	739	1434	83	70	153	93	110	203	3184
#215 Presidio/Jackson													
Base	683	632	1315	654	701	1355	171	171	342	263	267	530	3542
Added	23	24	47	24	23	47	0	0	0	0	0	0	94
Total	706	656	1362	678	724	1402	171	171	342	263	267	530	3636
#216 Presidio/Washington													
Base	654	489	1143	524	694	1218	239	144	383	135	225	360	3104
Added	23	24	47	24	23	47	0	0	0	0	0	0	94
Total	677	513	1190	548	717	1265	239	144	383	135	225	360	3198
#217 Arguello/Jackson													
Base	625	512	1137	464	553	1017	0	0	0	163	187	350	2504
Added	14	21	35	21	14	35	0	0	0	0	0	0	70
Total	639	533	1172	485	567	1052	0	0	0	163	187	350	2574
#218 Arguello/Washington St													
Base	751	561	1312	502	624	1126	37	51	88	102	156	258	2784
Added	14	21	35	21	14	35	0	0	0	0	0	0	70
Total	765	582	1347	523	638	1161	37	51	88	102	156	258	2854
#219 Arguello/Moraga													
Base	485	354	839	0	0	0	119	186	305	374	438	812	1956
Added	15	22	37	0	0	0	4	3	7	19	13	32	76
Total	500	376	876	0	0	0	123	189	312	393	451	844	2032
#220 Montgomery/Sheridan													
Base	34	176	210	90	540	630	661	69	730	0	0	0	1570
Added	31	1	32	14	62	76	31	13	44	0	0	0	152
Total	65	177	242	104	602	706	692	82	774	0	0	0	1722

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.9	0.914	B	15.1	0.930	+ 1.212 D/V
#202 Lombard/Richardson	A	6.0	0.431	A	6.5	0.431	+ 0.468 D/V
#203 Lyon/Lombard	B	13.3	0.617	B	14.1	0.673	+ 0.731 D/V
#204 Greenwich/Divisadero	B	13.9	0.614	B	14.1	0.623	+ 0.008 V/C
#205 Greenwich/Lyon	A	8.5	0.300	A	8.6	0.311	+ 0.012 V/C
#206 Francisco/Richardson	B	15.1	0.753	B	15.4	0.756	+ 0.233 D/V
#207 Richardson/Gorgas	A	8.1	0.699	A	8.1	0.701	+ 0.088 D/V
#208 Doyle/Marina/Lyon	C	34.6	0.450	C	34.0	0.505	-0.570 D/V
#209 Graham/Lincoln	B	10.3	0.448	B	10.3	0.496	+ 0.058 D/V
#210 Lincoln/Halleck	B	10.4	0.639	B	11.9	0.692	+ 1.436 D/V
#211 Lincoln/Girard	B	17.1	0.677	B	18.2	0.714	+ 1.042 D/V
#212 Presidio/Letterman/Lincoln	C	20.0	0.788	C	24.0	0.866	+ 0.078 V/C
#213 Lombard/Presidio	B	17.8	0.763	C	20.4	0.813	+ 2.528 D/V
#214 Presidio/Pacific	A	5.3	0.487	A	5.3	0.503	-0.040 D/V
#215 Presidio/Jackson	B	10.4	0.597	B	10.4	0.613	+ 0.042 D/V
#216 Presidio/Washington	A	9.5	0.546	A	9.4	0.560	-0.033 D/V
#217 Arguello/Jackson	B	14.1	0.670	B	14.8	0.702	+ 0.032 V/C
#218 Arguello/Washington St	D	28.6	0.934	D	31.8	0.959	+ 0.025 V/C
#219 Arguello/Moraga	B	14.9	0.667	C	16.0	0.696	+ 0.029 V/C
#220 Montgomery/Sheridan	C	18.7	0.786	C	22.8	0.848	+ 0.062 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 36 Level Of Service: B

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	114	37	8	21	151	194	197	245	97	5	70	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	37	8	21	151	194	197	245	97	5	70	20
Added Vol:	8	0	0	0	0	0	0	68	8	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	37	8	21	151	194	197	313	105	5	135	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	37	8	21	151	194	197	313	105	5	135	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	37	8	21	151	194	197	313	105	5	135	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	37	8	21	151	194	197	313	105	5	135	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.50	0.50	0.91	0.91	0.91	0.82	0.82	0.82	0.97	0.97	0.97
Lanes:	0.73	0.22	0.05	0.06	0.41	0.53	0.32	0.51	0.17	0.03	0.84	0.13
Final Sat.:	687	208	45	99	713	916	501	795	267	58	1555	230
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.21	0.21	0.21	0.39	0.39	0.39	0.09	0.09	0.09
Crit Moves:					****			****				
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.56	0.56	0.56	0.67	0.67	0.67	0.67	0.67	0.67	0.15	0.15	0.15
Uniform Del:	17.1	17.1	17.1	17.9	17.9	17.9	8.5	8.5	8.5	5.7	5.7	5.7
IncremntDel:	2.5	2.5	2.5	3.3	3.3	3.3	2.0	2.0	2.0	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.6	19.6	19.6	21.2	21.2	21.2	10.5	10.5	10.5	5.7	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	19.6	19.6	21.2	21.2	21.2	10.5	10.5	10.5	5.7	5.7	5.7
HCM2kAvg:	6	6	6	7	7	7	10	10	10	1	1	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 60 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 26 Level Of Service: B

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	27	30	220	18	10	16	20	426	19	151	378	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	30	220	18	10	16	20	426	19	151	378	42
Added Vol:	0	0	18	-1	0	0	0	62	0	15	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	30	238	17	10	16	20	488	19	166	397	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	30	238	17	10	16	20	488	19	166	397	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	30	238	17	10	16	20	488	19	166	397	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	30	238	17	10	16	20	488	19	166	397	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.83	0.83	0.83	0.41	0.99	0.99	0.36	0.99	0.99
Lanes:	0.09	0.10	0.81	0.40	0.23	0.37	1.00	0.96	0.04	1.00	0.90	0.10
Final Sat.:	151	168	1334	622	366	586	787	1818	71	682	1694	179
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.03	0.03	0.03	0.03	0.27	0.27	0.24	0.23	0.23
Crit Moves:		****						****				
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.50	0.50	0.50	0.08	0.08	0.08	0.05	0.50	0.50	0.45	0.43	0.43
Uniform Del:	15.0	15.0	15.0	12.7	12.7	12.7	6.5	8.6	8.6	8.4	8.3	8.3
IncremntDel:	0.7	0.7	0.7	0.1	0.1	0.1	0.0	0.4	0.4	0.9	0.3	0.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.6	15.6	15.6	12.7	12.7	12.7	6.5	9.0	9.0	9.2	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	15.6	15.6	12.7	12.7	12.7	6.5	9.0	9.0	9.2	8.6	8.6
HCM2kAvg:	5	5	5	1	1	1	0	6	6	5	5	5

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Cycle (sec): 60 Critical Vol./Cap. (X): 0.692
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 38 Level Of Service: B

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	123	0	177	166	454	0	0	475	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	123	0	177	166	454	0	0	475	213
Added Vol:	0	0	0	32	0	13	10	74	0	0	19	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	155	0	190	176	528	0	0	494	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	155	0	190	176	528	0	0	494	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	190	176	528	0	0	494	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	155	0	190	176	528	0	0	494	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.79	1.00	0.79	0.57	1.00	1.00	1.00	0.96	0.96
Lanes:	0.00	0.00	0.00	0.45	0.00	0.55	1.00	1.00	0.00	0.00	0.69	0.31
Final Sat.:	0	0	0	676	0	828	1089	1900	0	0	1256	564
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.23	0.16	0.28	0.00	0.00	0.39	0.39
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.57	0.57	0.00	0.00	0.57	0.57
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.69	0.28	0.49	0.00	0.00	0.69	0.69
Uniform Del:	0.0	0.0	0.0	17.4	0.0	17.4	6.7	7.7	0.0	0.0	9.2	9.2
IncremntDel:	0.0	0.0	0.0	4.1	0.0	4.1	0.3	0.3	0.0	0.0	2.0	2.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	21.5	0.0	21.5	6.9	8.1	0.0	0.0	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.5	0.0	21.5	6.9	8.1	0.0	0.0	11.2	11.2
HCM2kAvg:	0	0	0	8	0	8	3	6	0	0	11	11

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.714
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	276	0	272	227	378	0	0	409	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	276	0	272	227	378	0	0	409	166
Added Vol:	0	0	0	0	0	-12	51	57	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	276	0	260	278	435	0	0	433	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	276	0	260	278	435	0	0	433	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	276	0	260	278	435	0	0	433	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	276	0	260	278	435	0	0	433	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	0.96	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.72	0.28
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1323	507
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.16	0.15	0.23	0.00	0.00	0.33	0.33
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.23	0.22	0.67	0.00	0.00	0.46	0.46
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.71	0.71	0.34	0.00	0.00	0.71	0.71
Uniform Del:	0.0	0.0	0.0	21.2	0.0	21.4	21.8	4.1	0.0	0.0	13.1	13.1
IncremntDel:	0.0	0.0	0.0	4.6	0.0	6.6	6.2	0.2	0.0	0.0	2.9	2.9
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	25.8	0.0	28.0	28.0	4.3	0.0	0.0	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.8	0.0	28.0	28.0	4.3	0.0	0.0	16.0	16.0
HCM2kAvg:	0	0	0	6	0	6	7	4	0	0	10	10

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.866
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 0 Level Of Service: C

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 1 0	1 0		0 0	1! 0 0		0 0	1! 0 0	
Volume Module:												
Base Vol:	104	415	9	101	464	79	174	30	85	8	15	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	415	9	101	464	79	174	30	85	8	15	43
Added Vol:	-8	23	11	5	45	0	0	0	3	5	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	438	20	106	509	79	174	30	88	13	15	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	438	20	106	509	79	174	30	88	13	15	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	438	20	106	509	79	174	30	88	13	15	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	438	20	106	509	79	174	30	88	13	15	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	0.30	1.47	0.23	0.60	0.10	0.30	0.18	0.20	0.62
Final Sat.:	487	506	23	159	784	124	302	52	153	78	90	275
Capacity Analysis Module:												
Vol/Sat:	0.20	0.87	0.87	0.66	0.65	0.64	0.58	0.58	0.58	0.17	0.17	0.17
Crit Moves:		****		****				****				****
Delay/Veh:	11.7	37.8	37.8	21.5	20.4	19.4	17.9	17.9	17.9	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	37.8	37.8	21.5	20.4	19.4	17.9	17.9	17.9	11.6	11.6	11.6
LOS by Move:	B	E	E	C	C	C	C	C	C	B	B	B
ApproachDel:		33.2			20.5			17.9			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		33.2			20.5			17.9			11.6	
LOS by Appr:		D			C			C			B	

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 60 Critical Vol./Cap. (X): 0.813
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: 54 Level Of Service: C

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	1 0		1 0 1	0 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	0	391	355	191	369	0	0	0	0	291	0	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	391	355	191	369	0	0	0	0	291	0	121
Added Vol:	0	19	16	34	19	0	0	0	0	12	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	410	371	225	388	0	0	0	0	303	0	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	371	225	388	0	0	0	0	303	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	371	225	388	0	0	0	0	303	0	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	410	371	225	388	0	0	0	0	303	0	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.52	0.48	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	934	845	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.12	0.20	0.00	0.00	0.00	0.00	0.17	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.54	0.54	0.15	0.69	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.81	0.81	0.81	0.29	0.00	0.00	0.00	0.00	0.81	0.00	0.38
Uniform Del:	0.0	11.3	11.3	24.6	3.5	0.0	0.0	0.0	0.0	22.7	0.0	20.5
IncremntDel:	0.0	5.4	5.4	16.6	0.1	0.0	0.0	0.0	0.0	12.8	0.0	0.7
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.7	16.7	41.1	3.7	0.0	0.0	0.0	0.0	35.5	0.0	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.7	16.7	41.1	3.7	0.0	0.0	0.0	0.0	35.5	0.0	21.3
HCM2kAvg:	0	14	14	7	3	0	0	0	0	8	0	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 60 Critical Vol./Cap. (X): 0.503
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.3
Optimal Cycle: 26 Level Of Service: A

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	655	31	46	593	32	32	33	18	38	26	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	655	31	46	593	32	32	33	18	38	26	29
Added Vol:	0	23	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	678	31	46	617	32	32	33	18	38	26	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	678	31	46	617	32	32	33	18	38	26	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	678	31	46	617	32	32	33	18	38	26	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	678	31	46	617	32	32	33	18	38	26	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.93	0.93	0.93	0.85	0.85	0.85	0.83	0.83	0.83
Lanes:	0.02	0.94	0.04	0.07	0.89	0.04	0.38	0.40	0.22	0.41	0.28	0.31
Final Sat.:	31	1758	80	117	1568	81	620	639	348	646	442	493
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.39	0.39	0.39	0.05	0.05	0.05	0.06	0.06	0.06
Crit Moves:					****						****	
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.49	0.49	0.49	0.50	0.50	0.50	0.44	0.44	0.44	0.50	0.50	0.50
Uniform Del:	2.3	2.3	2.3	2.3	2.3	2.3	24.7	24.7	24.7	24.9	24.9	24.9
IncremntDel:	0.3	0.3	0.3	0.3	0.3	0.3	1.7	1.7	1.7	2.2	2.2	2.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.6	2.6	2.6	2.6	2.6	2.6	26.3	26.3	26.3	27.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	2.6	2.6	2.6	2.6	2.6	26.3	26.3	26.3	27.0	27.0	27.0
HCM2kAvg:	5	5	5	5	5	5	2	2	2	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 60 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 32 Level Of Service: B

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	615	59	59	565	30	11	149	11	56	132	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	615	59	59	565	30	11	149	11	56	132	75
Added Vol:	0	23	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	638	59	59	589	30	11	149	11	56	132	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	638	59	59	589	30	11	149	11	56	132	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	638	59	59	589	30	11	149	11	56	132	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	638	59	59	589	30	11	149	11	56	132	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	0.97	0.97	0.97	0.88	0.88	0.88
Lanes:	0.01	0.91	0.08	0.09	0.87	0.04	0.06	0.88	0.06	0.21	0.50	0.29
Final Sat.:	24	1686	156	150	1493	76	118	1601	118	357	841	478
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.39	0.39	0.39	0.09	0.09	0.09	0.16	0.16	0.16
Crit Moves:					****						****	
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.59	0.59	0.59	0.61	0.61	0.61	0.36	0.36	0.36	0.61	0.61	0.61
Uniform Del:	6.1	6.1	6.1	6.3	6.3	6.3	18.3	18.3	18.3	19.7	19.7	19.7
IncremntDel:	0.8	0.8	0.8	1.0	1.0	1.0	0.5	0.5	0.5	2.6	2.6	2.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.9	6.9	6.9	7.3	7.3	7.3	18.8	18.8	18.8	22.3	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.9	6.9	6.9	7.3	7.3	7.3	18.8	18.8	18.8	22.3	22.3	22.3
HCM2kAvg:	8	8	8	9	9	9	3	3	3	6	6	6

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 60 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 29 Level Of Service: A

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	15	610	29	38	440	46	59	158	22	27	83	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	610	29	38	440	46	59	158	22	27	83	25
Added Vol:	0	23	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	633	29	38	464	46	59	158	22	27	83	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	633	29	38	464	46	59	158	22	27	83	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	633	29	38	464	46	59	158	22	27	83	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	633	29	38	464	46	59	158	22	27	83	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.93	0.93	0.93	0.89	0.89	0.89	0.91	0.91	0.91
Lanes:	0.02	0.94	0.04	0.07	0.85	0.08	0.25	0.66	0.09	0.20	0.61	0.19
Final Sat.:	41	1745	80	122	1496	148	418	1121	156	345	1060	319
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.31	0.31	0.31	0.14	0.14	0.14	0.08	0.08	0.08
Crit Moves:		****						****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.56	0.56	0.56	0.48	0.48	0.48	0.56	0.56	0.56	0.31	0.31	0.31
Uniform Del:	5.8	5.8	5.8	5.4	5.4	5.4	19.5	19.5	19.5	18.2	18.2	18.2
IncremntDel:	0.6	0.6	0.6	0.3	0.3	0.3	1.7	1.7	1.7	0.4	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.4	6.4	6.4	5.7	5.7	5.7	21.2	21.2	21.2	18.6	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	6.4	6.4	5.7	5.7	5.7	21.2	21.2	21.2	18.6	18.6	18.6
HCM2kAvg:	8	8	8	6	6	6	5	5	5	2	2	2

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.959
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 31.8
Optimal Cycle: 0 Level Of Service: D

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	592	136	9	471	22	4	11	22	68	6	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	592	136	9	471	22	4	11	22	68	6	28
Added Vol:	0	14	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	606	136	9	492	22	4	11	22	68	6	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	606	136	9	492	22	4	11	22	68	6	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	606	136	9	492	22	4	11	22	68	6	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	606	136	9	492	22	4	11	22	68	6	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.96	1.00	0.02	0.94	0.04	0.11	0.30	0.59	0.67	0.06	0.27
Final Sat.:	24	632	755	12	634	28	55	151	301	342	30	141
Capacity Analysis Module:												
Vol/Sat:	0.96	0.96	0.18	0.78	0.78	0.78	0.07	0.07	0.07	0.20	0.20	0.20
Crit Moves:		****			****			****		****		
Delay/Veh:	48.2	48.2	8.5	23.6	23.6	23.6	10.1	10.1	10.1	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	48.2	8.5	23.6	23.6	23.6	10.1	10.1	10.1	11.2	11.2	11.2
LOS by Move:	E	E	A	C	C	C	B	B	B	B	B	B
ApproachDel:		41.2			23.6			10.1			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		41.2			23.6			10.1			11.2	
LOS by Appr:		E			C			B			B	

Alternative 1, Mitigated – PM Peak Hour

Scenario Report

Scenario:	PM PTMP Mitigated
Command:	PM PTMP MIT
Volume:	PM 2030
Geometry:	PM 2030 Mitigated
Impact Fee:	Default Impact Fee
Trip Generation:	PM 2030-PTMP
Trip Distribution:	Main Post SEIS
Paths:	Main Post SEIS
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for PM 2030-PTMP

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	43.00	35.00	43	35	78	7.8
	Zone 14 Subtotal					43	35	78	7.8
15	Ruger & Simo	1.00	mixed use	43.00	41.00	43	41	84	8.4
	Zone 15 Subtotal					43	41	84	8.4
32	S. Main Post	1.00	mixed use	1.00	1.00	1	1	2	0.2
	Zone 32 Subtotal					1	1	2	0.2
33	W. Main Post	1.00	Mixed Use	109.00	83.00	109	83	192	19.3
	Zone 33 Subtotal					109	83	192	19.3
34	E. Main Post	1.00	mixed use	93.00	32.00	93	32	125	12.6
	Zone 34 Subtotal					93	32	125	12.6
35	N. Main Post	1.00	mixed use	-26.00	-37.00	-26	-37	-63	-6.3
	Zone 35 Subtotal					-26	-37	-63	-6.3
36	West Letterm	1.00	mixed use	-59.00	-15.00	-59	-15	-74	-7.4
	Zone 36 Subtotal					-59	-15	-74	-7.4
753	LDA	1.00	mixed use	126.00	188.00	126	188	314	31.5
	Zone 753 Subtotal					126	188	314	31.5
767	Commissary/P	1.00	mixed use	169.00	169.00	169	169	338	33.9
	Zone 767 Subtotal					169	169	338	33.9
TOTAL						499	497	996	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	378	385	763	298	285	583	2398	3242	5640	3117	2279	5396	12382
Added	0	0	0	0	0	0	208	225	433	225	208	433	866
Total	378	385	763	298	285	583	2606	3467	6073	3342	2487	5829	13248
#202 Lombard/Richardson													
Base	3319	2500	5819	2171	3119	5290	329	200	529	0	0	0	11638
Added	225	207	432	57	84	141	150	141	291	0	0	0	864
Total	3544	2707	6251	2228	3203	5431	479	341	820	0	0	0	12502
#203 Lyon/Lombard													
Base	217	183	400	318	325	643	569	517	1086	223	302	525	2654
Added	16	17	33	0	0	0	167	157	324	141	150	291	648
Total	233	200	433	318	325	643	736	674	1410	364	452	816	3302
#204 Greenwich/Divisadero													
Base	345	332	677	343	385	728	145	164	309	203	155	358	2072
Added	0	0	0	0	0	0	17	16	33	16	17	33	66
Total	345	332	677	343	385	728	162	180	342	219	172	391	2138
#205 Greenwich/Lyon													
Base	107	120	227	177	214	391	0	0	0	130	80	210	828
Added	0	0	0	17	16	33	0	0	0	16	17	33	66
Total	107	120	227	194	230	424	0	0	0	146	97	243	894
#206 Francisco/Richardson													
Base	3119	2250	5369	2217	3331	5548	251	69	320	145	82	227	11464
Added	84	57	141	57	84	141	0	0	0	0	0	0	282
Total	3203	2307	5510	2274	3415	5689	251	69	320	145	82	227	11746
#207 Richardson/Gorgas													
Base	253	63	316	69	34	103	2150	3439	5589	3298	2234	5532	11540
Added	57	0	57	0	0	0	0	84	84	84	57	141	282
Total	310	63	373	69	34	103	2150	3523	5673	3382	2291	5673	11822
#208 Doyle/Marina/Lyon													
Base	40	25	65	247	491	738	922	1549	2471	2009	1153	3162	6436
Added	0	0	0	106	115	221	-2	-9	-11	106	104	210	420
Total	40	25	65	353	606	959	920	1540	2460	2115	1257	3372	6856
#209 Graham/Lincoln													
Base	152	134	286	22	7	29	434	391	825	508	584	1092	2232
Added	32	37	69	-2	0	-2	90	123	213	160	120	280	560
Total	184	171	355	20	7	27	524	514	1038	668	704	1372	2792
#210 Lincoln/Halleck													
Base	0	3	3	314	340	654	542	543	1085	584	554	1138	2880
Added	0	0	0	43	48	91	139	164	303	169	139	308	702
Total	0	3	3	357	388	745	681	707	1388	753	693	1446	3582

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	336	497	833	589	585	1174	600	443	1043	3050
Added	0	0	0	139	65	204	129	218	347	79	64	143	694
Total	0	0	0	475	562	1037	718	803	1521	679	507	1186	3744
#212 Presidio/Letterman/Lincoln													
Base	539	546	1085	463	601	1064	237	188	425	148	52	200	2774
Added	98	84	182	61	66	127	10	28	38	28	19	47	394
Total	637	630	1267	524	667	1191	247	216	463	176	71	247	3168
#213 Lombard/Presidio													
Base	733	676	1409	549	597	1146	0	0	0	529	538	1067	3622
Added	66	73	139	84	97	181	0	0	0	94	74	168	488
Total	799	749	1548	633	694	1327	0	0	0	623	612	1235	4110
#214 Presidio/Pacific													
Base	731	630	1361	686	743	1429	14	66	80	89	81	170	3040
Added	46	51	97	51	46	97	0	0	0	0	0	0	194
Total	777	681	1458	737	789	1526	14	66	80	89	81	170	3234
#215 Presidio/Jackson													
Base	637	654	1291	661	677	1338	160	168	328	250	209	459	3416
Added	46	51	97	51	46	97	0	0	0	0	0	0	194
Total	683	705	1388	712	723	1435	160	168	328	250	209	459	3610
#216 Presidio/Washington													
Base	664	599	1263	658	705	1363	206	130	336	110	204	314	3276
Added	46	51	97	51	46	97	0	0	0	0	0	0	194
Total	710	650	1360	709	751	1460	206	130	336	110	204	314	3470
#217 Arguello/Jackson													
Base	488	603	1091	546	454	1000	0	0	0	123	100	223	2314
Added	36	35	71	35	36	71	0	0	0	0	0	0	142
Total	524	638	1162	581	490	1071	0	0	0	123	100	223	2456
#218 Arguello/Washington St													
Base	542	657	1199	582	485	1067	32	36	68	107	85	192	2526
Added	36	35	71	35	36	71	0	0	0	0	0	0	142
Total	578	692	1270	617	521	1138	32	36	68	107	85	192	2668
#219 Arguello/Moraga													
Base	431	449	880	0	0	0	180	188	368	377	351	728	1976
Added	36	36	72	0	0	0	5	5	10	33	33	66	148
Total	467	485	952	0	0	0	185	193	378	410	384	794	2124
#220 Montgomery/Sheridan													
Base	62	196	258	85	226	311	341	66	407	0	0	0	976
Added	50	11	61	68	90	158	40	57	97	0	0	0	316
Total	112	207	319	153	316	469	381	123	504	0	0	0	1292

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.0	0.849	B	15.0	0.893	+ 2.054 D/V
#202 Lombard/Richardson	A	3.6	0.602	A	8.2	0.757	+ 4.663 D/V
#203 Lyon/Lombard	B	13.7	0.649	B	17.2	0.813	+ 3.503 D/V
#204 Greenwich/Divisadero	B	13.4	0.549	B	13.9	0.564	+ 0.015 V/C
#205 Greenwich/Lyon	A	8.2	0.222	A	8.4	0.246	+ 0.025 V/C
#206 Francisco/Richardson	B	15.0	0.712	B	16.4	0.729	+ 1.346 D/V
#207 Richardson/Gorgas	A	7.0	0.796	A	9.2	0.847	+ 2.252 D/V
#208 Doyle/Marina/Lyon	B	17.7	0.726	C	26.3	0.833	+ 8.530 D/V
#209 Graham/Lincoln	A	7.1	0.358	A	7.4	0.432	+ 0.328 D/V
#210 Lincoln/Halleck	B	10.9	0.591	B	12.6	0.726	+ 1.697 D/V
#211 Lincoln/Girard	B	15.3	0.684	B	17.3	0.771	+ 2.014 D/V
#212 Presidio/Letterman/Lincoln	C	17.6	0.781	D	27.0	0.947	+ 0.166 V/C
#213 Lombard/Presidio	C	20.5	0.798	C	26.9	0.885	+ 6.461 D/V
#214 Presidio/Pacific	A	4.1	0.500	A	4.1	0.533	+ 0.033 D/V
#215 Presidio/Jackson	B	10.0	0.589	B	10.1	0.621	+ 0.108 D/V
#216 Presidio/Washington	A	8.6	0.552	A	8.6	0.583	-0.002 D/V
#217 Arguello/Jackson	C	17.6	0.744	C	20.5	0.800	+ 0.056 V/C
#218 Arguello/Washington St	C	22.9	0.833	D	28.2	0.893	+ 0.060 V/C
#219 Arguello/Moraga	B	14.0	0.613	C	16.0	0.676	+ 0.064 V/C
#220 Montgomery/Sheridan	A	9.2	0.394	B	10.2	0.479	+ 0.085 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.813
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 54 Level Of Service: B

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	124	68	25	29	65	224	212	248	109	9	169	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	68	25	29	65	224	212	248	109	9	169	45
Added Vol:	16	0	0	0	0	0	0	150	17	0	141	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	68	25	29	65	224	212	398	126	9	310	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	68	25	29	65	224	212	398	126	9	310	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	68	25	29	65	224	212	398	126	9	310	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	140	68	25	29	65	224	212	398	126	9	310	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.52	0.52	0.87	0.87	0.87	0.78	0.78	0.78	0.97	0.97	0.97
Lanes:	0.60	0.29	0.11	0.09	0.20	0.71	0.29	0.54	0.17	0.02	0.86	0.12
Final Sat.:	597	290	107	151	337	1163	426	800	253	45	1567	227
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.19	0.19	0.19	0.50	0.50	0.50	0.20	0.20	0.20
Crit Moves:		****						****				
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.81	0.81	0.81	0.67	0.67	0.67	0.81	0.81	0.81	0.32	0.32	0.32
Uniform Del:	19.8	19.8	19.8	18.8	18.8	18.8	9.0	9.0	9.0	5.6	5.6	5.6
IncremntDel:	16.1	16.1	16.1	3.6	3.6	3.6	5.7	5.7	5.7	0.2	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.0	36.0	36.0	22.4	22.4	22.4	14.7	14.7	14.7	5.8	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	36.0	36.0	22.4	22.4	22.4	14.7	14.7	14.7	5.8	5.8	5.8
HCM2kAvg:	10	10	10	7	7	7	16	16	16	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 60 Critical Vol./Cap. (X): 0.432
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 24 Level Of Service: A

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	0	150	7	0	15	7	427	0	134	374	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	150	7	0	15	7	427	0	134	374	0
Added Vol:	0	0	32	-2	0	0	0	90	0	37	123	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	182	5	0	15	7	517	0	171	497	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	182	5	0	15	7	517	0	171	497	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	182	5	0	15	7	517	0	171	497	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	0	182	5	0	15	7	517	0	171	497	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.86	0.85	1.00	0.85	1.00	1.00	1.00	0.55	1.00	1.00
Lanes:	0.01	0.00	0.99	0.25	0.00	0.75	0.01	0.99	0.00	1.00	1.00	0.00
Final Sat.:	18	0	1624	402	0	1205	25	1867	0	1036	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.01	0.00	0.01	0.28	0.28	0.00	0.17	0.26	0.00
Crit Moves:	****							****				
Green/Cycle:	0.26	0.00	0.26	0.26	0.00	0.26	0.64	0.64	0.00	0.64	0.64	0.00
Volume/Cap:	0.43	0.00	0.43	0.05	0.00	0.05	0.43	0.43	0.00	0.26	0.41	0.00
Uniform Del:	18.5	0.0	18.5	16.7	0.0	16.7	5.4	5.4	0.0	4.6	5.2	0.0
IncremntDel:	0.7	0.0	0.7	0.0	0.0	0.0	0.2	0.2	0.0	0.2	0.2	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	19.2	0.0	19.2	16.7	0.0	16.7	5.6	5.6	0.0	4.8	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	0.0	19.2	16.7	0.0	16.7	5.6	5.6	0.0	4.8	5.5	0.0
HCM2kAvg:	3	0	3	0	0	0	5	5	0	3	5	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Cycle (sec): 60 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 42 Level Of Service: B

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	153	0	161	138	401	3	0	382	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	153	0	161	138	401	3	0	382	202
Added Vol:	0	0	0	20	0	23	20	119	0	0	141	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	173	0	184	158	520	3	0	523	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	173	0	184	158	520	3	0	523	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	173	0	184	158	520	3	0	523	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	173	0	184	158	520	3	0	523	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.78	1.00	0.78	0.57	1.00	1.00	1.00	0.96	0.96
Lanes:	0.00	0.00	0.00	0.48	0.00	0.52	1.00	0.99	0.01	0.00	0.69	0.31
Final Sat.:	0	0	0	721	0	767	1089	1887	11	0	1266	557
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.15	0.28	0.28	0.00	0.41	0.41
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.57	0.57	0.57	0.00	0.57	0.57
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.73	0.25	0.48	0.48	0.00	0.73	0.73
Uniform Del:	0.0	0.0	0.0	17.7	0.0	17.7	6.5	7.7	7.7	0.0	9.5	9.5
IncremntDel:	0.0	0.0	0.0	5.3	0.0	5.3	0.2	0.3	0.3	0.0	2.6	2.6
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	23.0	6.7	8.0	8.0	0.0	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	0.0	23.0	6.7	8.0	8.0	0.0	12.1	12.1
HCM2kAvg:	0	0	0	9	0	9	3	6	6	0	12	12

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L - T - R				L - T - R				L - T - R				L - T - R			
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0		1 0	0 0	1		1 0	1 0	0		0 0	0 1	0	
Volume Module:																
Base Vol:	0	0	0	187	0	149	333	256	0	0	436	164				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	187	0	149	333	256	0	0	436	164				
Added Vol:	0	0	0	0	0	139	65	64	0	0	79	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	187	0	288	398	320	0	0	515	164				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	187	0	288	398	320	0	0	515	164				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	187	0	288	398	320	0	0	515	164				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	187	0	288	398	320	0	0	515	164				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	0.97	0.97				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.76	0.24				
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1394	444				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.18	0.22	0.17	0.00	0.00	0.37	0.37				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.42	0.29	0.77	0.00	0.00	0.48	0.61				
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.42	0.77	0.22	0.00	0.00	0.77	0.60				
Uniform Del:	0.0	0.0	0.0	25.1	0.0	12.3	19.6	2.0	0.0	0.0	12.9	7.1				
IncremntDel:	0.0	0.0	0.0	14.0	0.0	0.4	7.0	0.1	0.0	0.0	4.2	0.9				
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	39.1	0.0	12.7	26.6	2.1	0.0	0.0	17.1	8.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	39.1	0.0	12.7	26.6	2.1	0.0	0.0	17.1	8.0				
HCM2kAvg:	0	0	0	6	0	4	9	2	0	0	12	8				

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.947
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 0 Level Of Service: D

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			0 1 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	106	425	8	28	393	42	74	16	147	6	40	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	425	8	28	393	42	74	16	147	6	40	102
Added Vol:	28	57	13	6	55	0	0	0	10	19	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	482	21	34	448	42	74	16	157	25	40	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	482	21	34	448	42	74	16	157	25	40	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	482	21	34	448	42	74	16	157	25	40	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	134	482	21	34	448	42	74	16	157	25	40	111
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	0.13	1.71	0.16	0.30	0.06	0.64	0.14	0.23	0.63
Final Sat.:	489	509	22	65	862	82	150	32	317	68	108	300
Capacity Analysis Module:												
Vol/Sat:	0.27	0.95	0.95	0.53	0.52	0.51	0.49	0.49	0.49	0.37	0.37	0.37
Crit Moves:			****	****				****			****	
Delay/Veh:	12.7	51.9	51.9	17.0	16.6	16.3	15.9	15.9	15.9	13.8	13.8	13.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	51.9	51.9	17.0	16.6	16.3	15.9	15.9	15.9	13.8	13.8	13.8
LOS by Move:	B	F	F	C	C	C	C	C	C	B	B	B
ApproachDel:	43.6			16.6			15.9			13.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	43.6			16.6			15.9			13.8		
LOS by Appr:	E			C			C			B		

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 60 Critical Vol./Cap. (X): 0.885
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: 71 Level Of Service: C

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	409	324	214	335	0	0	0	0	341	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	409	324	214	335	0	0	0	0	341	0	188
Added Vol:	0	35	31	43	41	0	0	0	0	32	0	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	444	355	257	376	0	0	0	0	373	0	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	444	355	257	376	0	0	0	0	373	0	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	444	355	257	376	0	0	0	0	373	0	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	444	355	257	376	0	0	0	0	373	0	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.56	0.44	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	992	794	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.14	0.20	0.00	0.00	0.00	0.00	0.21	0.00	0.15
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.51	0.51	0.16	0.67	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.88	0.88	0.88	0.30	0.00	0.00	0.00	0.00	0.88	0.00	0.66
Uniform Del:	0.0	13.3	13.3	24.6	4.2	0.0	0.0	0.0	0.0	22.2	0.0	20.9
IncremntDel:	0.0	10.4	10.4	25.9	0.1	0.0	0.0	0.0	0.0	19.5	0.0	4.4
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	23.7	23.7	50.5	4.3	0.0	0.0	0.0	0.0	41.7	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.7	23.7	50.5	4.3	0.0	0.0	0.0	0.0	41.7	0.0	25.2
HCM2kAvg:	0	17	17	8	3	0	0	0	0	11	0	6

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 60 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 4.1
Optimal Cycle: 28 Level Of Service: A

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	703	19	56	606	24	3	6	5	19	33	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	703	19	56	606	24	3	6	5	19	33	37
Added Vol:	0	46	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	749	19	56	657	24	3	6	5	19	33	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	749	19	56	657	24	3	6	5	19	33	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	749	19	56	657	24	3	6	5	19	33	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	749	19	56	657	24	3	6	5	19	33	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.99	0.91	0.91	0.91	0.90	0.90	0.90	0.87	0.87	0.87
Lanes:	0.01	0.97	0.02	0.08	0.89	0.03	0.21	0.43	0.36	0.21	0.37	0.42
Final Sat.:	22	1813	46	132	1544	56	367	735	612	353	613	687
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.43	0.43	0.43	0.01	0.01	0.01	0.05	0.05	0.05
Crit Moves:					****						****	
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.52	0.52	0.52	0.53	0.53	0.53	0.08	0.08	0.08	0.53	0.53	0.53
Uniform Del:	2.1	2.1	2.1	2.1	2.1	2.1	24.4	24.4	24.4	25.6	25.6	25.6
IncremntDel:	0.3	0.3	0.3	0.4	0.4	0.4	0.2	0.2	0.2	3.3	3.3	3.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.4	2.4	2.4	2.5	2.5	2.5	24.6	24.6	24.6	28.9	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	2.4	2.4	2.5	2.5	2.5	24.6	24.6	24.6	28.9	28.9	28.9
HCM2kAvg:	6	6	6	6	6	6	0	0	0	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 60 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 33 Level Of Service: B

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	575	54	54	579	28	55	101	4	71	132	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	575	54	54	579	28	55	101	4	71	132	47
Added Vol:	0	46	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	621	54	54	630	28	55	101	4	71	132	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	621	54	54	630	28	55	101	4	71	132	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	621	54	54	630	28	55	101	4	71	132	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	621	54	54	630	28	55	101	4	71	132	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.92	0.92	0.92	0.82	0.82	0.82	0.86	0.86	0.86
Lanes:	0.01	0.91	0.08	0.08	0.88	0.04	0.34	0.63	0.03	0.28	0.53	0.19
Final Sat.:	22	1697	148	133	1547	69	533	979	39	467	868	309
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.41	0.41	0.41	0.10	0.10	0.10	0.15	0.15	0.15
Crit Moves:					****						****	
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.56	0.56	0.56	0.62	0.62	0.62	0.42	0.42	0.42	0.62	0.62	0.62
Uniform Del:	5.6	5.6	5.6	6.0	6.0	6.0	19.1	19.1	19.1	20.2	20.2	20.2
IncremntDel:	0.6	0.6	0.6	1.1	1.1	1.1	0.8	0.8	0.8	3.0	3.0	3.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.2	6.2	6.2	7.1	7.1	7.1	19.8	19.8	19.8	23.2	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	6.2	6.2	7.1	7.1	7.1	19.8	19.8	19.8	23.2	23.2	23.2
HCM2kAvg:	7	7	7	9	9	9	3	3	3	6	6	6

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 60 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 30 Level Of Service: A

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	609	35	44	566	48	68	125	13	20	62	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	609	35	44	566	48	68	125	13	20	62	28
Added Vol:	0	46	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	655	35	44	617	48	68	125	13	20	62	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	655	35	44	617	48	68	125	13	20	62	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	655	35	44	617	48	68	125	13	20	62	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	655	35	44	617	48	68	125	13	20	62	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.93	0.93	0.93	0.87	0.87	0.87	0.91	0.91	0.91
Lanes:	0.03	0.92	0.05	0.06	0.87	0.07	0.33	0.61	0.06	0.18	0.57	0.25
Final Sat.:	52	1704	91	110	1540	120	548	1007	105	315	978	441
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.40	0.40	0.40	0.12	0.12	0.12	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.56	0.56	0.56	0.58	0.58	0.58	0.58	0.58	0.58	0.30	0.30	0.30
Uniform Del:	4.8	4.8	4.8	4.9	4.9	4.9	21.2	21.2	21.2	19.8	19.8	19.8
IncremntDel:	0.6	0.6	0.6	0.7	0.7	0.7	2.5	2.5	2.5	0.5	0.5	0.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.3	5.3	5.3	5.6	5.6	5.6	23.7	23.7	23.7	20.3	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.3	5.3	5.3	5.6	5.6	5.6	23.7	23.7	23.7	20.3	20.3	20.3
HCM2kAvg:	7	7	7	8	8	8	5	5	5	2	2	2

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 0 Level Of Service: D

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	465	57	20	551	11	0	8	24	82	5	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	465	57	20	551	11	0	8	24	82	5	20
Added Vol:	0	36	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	501	57	20	586	11	0	8	24	82	5	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	501	57	20	586	11	0	8	24	82	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	501	57	20	586	11	0	8	24	82	5	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	501	57	20	586	11	0	8	24	82	5	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.96	1.00	0.03	0.95	0.02	0.00	0.25	0.75	0.76	0.05	0.19
Final Sat.:	25	618	737	22	657	12	0	128	385	391	24	95
Capacity Analysis Module:												
Vol/Sat:	0.81	0.81	0.08	0.89	0.89	0.89	xxxx	0.06	0.06	0.21	0.21	0.21
Crit Moves:	****			****				****		****		
Delay/Veh:	27.1	27.1	7.9	35.0	35.0	35.0	0.0	9.8	9.8	11.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	27.1	7.9	35.0	35.0	35.0	0.0	9.8	9.8	11.3	11.3	11.3
LOS by Move:	D	D	A	D	D	D	*	A	A	B	B	B
ApproachDel:	25.2			35.0			9.8			11.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	25.2			35.0			9.8			11.3		
LOS by Appr:	D			D			A			B		

Alternative 2, Mitigated – AM Peak Hour

Scenario Report

Scenario:	AM MPU Mitigated
Command:	AM Preferred MIT
Volume:	AM 2030
Geometry:	AM 2030 Mitigated
Impact Fee:	Default Impact Fee
Trip Generation:	AM 2030 MPU
Trip Distribution:	Main Post SEIS
Paths:	Main Post SEIS
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for AM 2030 MPU

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	14.00	36.00	14	36	50	8.7
	Zone 14 Subtotal					14	36	50	8.7
15	Ruger & Simo	1.00	mixed use	16.00	21.00	16	21	37	6.4
	Zone 15 Subtotal					16	21	37	6.4
32	S. Main Post	1.00	mixed use	-6.00	-2.00	-6	-2	-8	-1.4
	Zone 32 Subtotal					-6	-2	-8	-1.4
33	W. Main Post	1.00	Mixed Use	8.00	55.00	8	55	63	11.0
	Zone 33 Subtotal					8	55	63	11.0
34	E. Main Post	1.00	mixed use	-26.00	3.00	-26	3	-23	-4.0
	Zone 34 Subtotal					-26	3	-23	-4.0
35	N. Main Post	1.00	mixed use	26.00	21.00	26	21	47	8.2
	Zone 35 Subtotal					26	21	47	8.2
753	LDA	1.00	mixed use	106.00	53.00	106	53	159	27.7
	Zone 753 Subtotal					106	53	159	27.7
767	Commissary/P	1.00	mixed use	90.00	160.00	90	160	250	43.5
	Zone 767 Subtotal					90	160	250	43.5
TOTAL						228	347	575	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	353	390	743	266	195	461	3488	2383	5871	2225	3364	5589	12664
Added	0	0	0	0	0	0	123	85	208	85	123	208	416
Total	353	390	743	266	195	461	3611	2468	6079	2310	3487	5797	13080
#202 Lombard/Richardson													
Base	2387	3417	5804	3196	2233	5429	226	159	385	0	0	0	11618
Added	86	123	209	49	14	63	74	72	146	0	0	0	418
Total	2473	3540	6013	3245	2247	5492	300	231	531	0	0	0	12036
#203 Lyon/Lombard													
Base	159	253	412	366	254	620	539	378	917	95	274	369	2318
Added	8	9	17	0	0	0	83	80	163	72	74	146	326
Total	167	262	429	366	254	620	622	458	1080	167	348	515	2644
#204 Greenwich/Divisadero													
Base	335	361	696	396	358	754	186	125	311	142	215	357	2118
Added	0	0	0	0	0	0	9	8	17	8	9	17	34
Total	335	361	696	396	358	754	195	133	328	150	224	374	2152
#205 Greenwich/Lyon													
Base	107	164	271	248	173	421	0	0	0	88	106	194	886
Added	0	0	0	9	8	17	0	0	0	8	9	17	34
Total	107	164	271	257	181	438	0	0	0	96	115	211	920
#206 Francisco/Richardson													
Base	2222	3170	5392	3113	2529	5642	287	57	344	198	64	262	11640
Added	14	49	63	49	14	63	0	0	0	0	0	0	126
Total	2236	3219	5455	3162	2543	5705	287	57	344	198	64	262	11766
#207 Richardson/Gorgas													
Base	17	37	54	160	16	176	3137	2682	5819	2526	3105	5631	11680
Added	49	0	49	0	0	0	0	14	14	14	49	63	126
Total	66	37	103	160	16	176	3137	2696	5833	2540	3154	5694	11806
#208 Doyle/Marina/Lyon													
Base	12	41	53	128	321	449	1349	291	1640	606	1442	2048	4190
Added	0	0	0	102	52	154	0	0	0	52	102	154	308
Total	12	41	53	230	373	603	1349	291	1640	658	1544	2202	4498
#209 Graham/Lincoln													
Base	277	180	457	44	92	136	465	421	886	571	664	1235	2714
Added	19	17	36	1	0	1	64	16	80	33	84	117	234
Total	296	197	493	45	92	137	529	437	966	604	748	1352	2948
#210 Lincoln/Halleck													
Base	0	0	0	300	379	679	620	652	1272	688	577	1265	3216
Added	0	0	0	81	62	143	86	32	118	63	136	199	460
Total	0	0	0	381	441	822	706	684	1390	751	713	1464	3676

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	548	393	941	605	681	1286	575	654	1229	3456
Added	0	0	0	14	69	83	138	48	186	34	69	103	372
Total	0	0	0	562	462	1024	743	729	1472	609	723	1332	3828
#212 Presidio/Letterman/Lincoln													
Base	528	557	1085	644	632	1276	289	198	487	66	140	206	3054
Added	35	70	105	69	35	104	1	-8	-7	8	16	24	226
Total	563	627	1190	713	667	1380	290	190	480	74	156	230	3280
#213 Lombard/Presidio													
Base	746	660	1406	560	512	1072	0	0	0	412	546	958	3436
Added	36	41	77	70	35	105	0	0	0	27	57	84	266
Total	782	701	1483	630	547	1177	0	0	0	439	603	1042	3702
#214 Presidio/Pacific													
Base	698	649	1347	671	716	1387	83	70	153	93	110	203	3090
Added	24	34	58	34	24	58	0	0	0	0	0	0	116
Total	722	683	1405	705	740	1445	83	70	153	93	110	203	3206
#215 Presidio/Jackson													
Base	683	632	1315	654	701	1355	171	171	342	263	267	530	3542
Added	24	34	58	34	24	58	0	0	0	0	0	0	116
Total	707	666	1373	688	725	1413	171	171	342	263	267	530	3658
#216 Presidio/Washington													
Base	654	489	1143	524	694	1218	239	144	383	135	225	360	3104
Added	24	34	58	34	24	58	0	0	0	0	0	0	116
Total	678	523	1201	558	718	1276	239	144	383	135	225	360	3220
#217 Arguello/Jackson													
Base	625	512	1137	464	553	1017	0	0	0	163	187	350	2504
Added	16	30	46	30	16	46	0	0	0	0	0	0	92
Total	641	542	1183	494	569	1063	0	0	0	163	187	350	2596
#218 Arguello/Washington St													
Base	751	561	1312	502	624	1126	37	51	88	102	156	258	2784
Added	16	30	46	30	16	46	0	0	0	0	0	0	92
Total	767	591	1358	532	640	1172	37	51	88	102	156	258	2876
#219 Arguello/Moraga													
Base	485	354	839	0	0	0	119	186	305	374	438	812	1956
Added	16	30	46	0	0	0	1	-4	-3	22	13	35	78
Total	501	384	885	0	0	0	120	182	302	396	451	847	2034
#220 Montgomery/Sheridan													
Base	34	176	210	90	540	630	661	69	730	0	0	0	1570
Added	33	0	33	12	64	76	31	12	43	0	0	0	152
Total	67	176	243	102	604	706	692	81	773	0	0	0	1722

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.9	0.914	B	15.8	0.937	+ 1.926 D/V
#202 Lombard/Richardson	B	6.0	0.431	B	6.7	0.434	+ 0.695 D/V
#203 Lyon/Lombard	B	13.3	0.617	B	14.1	0.678	+ 0.805 D/V
#204 Greenwich/Divisadero	B	13.9	0.614	B	14.1	0.623	+ 0.009 V/C
#205 Greenwich/Lyon	A	8.5	0.300	A	8.6	0.313	+ 0.013 V/C
#206 Francisco/Richardson	B	15.1	0.753	B	15.8	0.762	+ 0.685 D/V
#207 Richardson/Gorgas	A	8.1	0.699	A	8.3	0.702	+ 0.260 D/V
#208 Doyle/Marina/Lyon	C	34.6	0.450	C	34.3	0.507	-0.305 D/V
#209 Graham/Lincoln	B	10.3	0.448	B	10.3	0.498	+ 0.074 D/V
#210 Lincoln/Halleck	B	10.4	0.639	B	13.4	0.746	+ 2.950 D/V
#211 Lincoln/Girard	B	17.1	0.677	B	19.1	0.749	+ 1.999 D/V
#212 Presidio/Letterman/Lincoln	B	13.4	0.434	B	13.0	0.464	-0.449 D/V
#213 Lombard/Presidio	B	17.8	0.763	C	20.6	0.818	+ 2.810 D/V
#214 Presidio/Pacific	A	5.3	0.487	A	5.3	0.509	-0.041 D/V
#215 Presidio/Jackson	B	10.4	0.597	B	10.4	0.619	+ 0.043 D/V
#216 Presidio/Washington	A	9.5	0.546	A	9.4	0.560	-0.038 D/V
#217 Arguello/Jackson	B	14.1	0.670	C	15.1	0.715	+ 0.045 V/C
#218 Arguello/Washington St	D	28.6	0.934	D	32.6	0.964	+ 0.030 V/C
#219 Arguello/Moraga	B	14.9	0.667	C	16.1	0.697	+ 0.030 V/C
#220 Montgomery/Sheridan	C	18.7	0.786	C	22.8	0.848	+ 0.062 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.678
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 37 Level Of Service: B

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	114	37	8	21	151	194	197	245	97	5	70	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	37	8	21	151	194	197	245	97	5	70	20
Added Vol:	8	0	0	0	0	0	0	74	9	0	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	37	8	21	151	194	197	319	106	5	142	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	37	8	21	151	194	197	319	106	5	142	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	37	8	21	151	194	197	319	106	5	142	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	37	8	21	151	194	197	319	106	5	142	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.49	0.49	0.91	0.91	0.91	0.82	0.82	0.82	0.97	0.97	0.97
Lanes:	0.73	0.22	0.05	0.06	0.41	0.53	0.32	0.51	0.17	0.03	0.85	0.12
Final Sat.:	682	207	45	99	713	916	495	802	266	55	1571	221
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.21	0.21	0.21	0.40	0.40	0.40	0.09	0.09	0.09
Crit Moves:					****			****				
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.57	0.57	0.57	0.68	0.68	0.68	0.68	0.68	0.68	0.15	0.15	0.15
Uniform Del:	17.3	17.3	17.3	18.0	18.0	18.0	8.5	8.5	8.5	5.6	5.6	5.6
IncremntDel:	2.7	2.7	2.7	3.4	3.4	3.4	2.0	2.0	2.0	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.0	20.0	20.0	21.4	21.4	21.4	10.5	10.5	10.5	5.7	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	20.0	20.0	21.4	21.4	21.4	10.5	10.5	10.5	5.7	5.7	5.7
HCM2kAvg:	6	6	6	7	7	7	10	10	10	1	1	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 60 Critical Vol./Cap. (X): 0.498
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 26 Level Of Service: B

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	27	30	220	18	10	16	20	426	19	151	378	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	30	220	18	10	16	20	426	19	151	378	42
Added Vol:	0	0	19	1	0	0	0	64	0	17	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	30	239	19	10	16	20	490	19	168	394	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	30	239	19	10	16	20	490	19	168	394	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	30	239	19	10	16	20	490	19	168	394	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	30	239	19	10	16	20	490	19	168	394	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.82	0.82	0.82	0.42	0.99	0.99	0.36	0.99	0.99
Lanes:	0.09	0.10	0.81	0.42	0.22	0.36	1.00	0.96	0.04	1.00	0.90	0.10
Final Sat.:	151	168	1335	657	346	553	790	1818	70	680	1693	180
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.03	0.03	0.03	0.03	0.27	0.27	0.25	0.23	0.23
Crit Moves:		****						****				
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.50	0.50	0.50	0.08	0.08	0.08	0.05	0.50	0.50	0.46	0.43	0.43
Uniform Del:	15.0	15.0	15.0	12.7	12.7	12.7	6.5	8.7	8.7	8.4	8.2	8.2
IncremntDel:	0.7	0.7	0.7	0.1	0.1	0.1	0.0	0.4	0.4	0.9	0.3	0.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.7	15.7	15.7	12.7	12.7	12.7	6.5	9.0	9.0	9.3	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.7	15.7	12.7	12.7	12.7	6.5	9.0	9.0	9.3	8.5	8.5
HCM2kAvg:	5	5	5	1	1	1	0	6	6	6	5	5

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Cycle (sec): 60 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 44 Level Of Service: B

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	123	0	177	166	454	0	0	475	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	123	0	177	166	454	0	0	475	213
Added Vol:	0	0	0	64	0	17	14	72	0	0	15	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	187	0	194	180	526	0	0	490	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	187	0	194	180	526	0	0	490	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	187	0	194	180	526	0	0	490	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	187	0	194	180	526	0	0	490	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.78	1.00	0.78	0.59	1.00	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	0.49	0.00	0.51	1.00	1.00	0.00	0.00	0.65	0.35
Final Sat.:	0	0	0	728	0	756	1113	1900	0	0	1181	629
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.26	0.16	0.28	0.00	0.00	0.41	0.41
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.56	0.56	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.75	0.29	0.50	0.00	0.00	0.75	0.75
Uniform Del:	0.0	0.0	0.0	17.4	0.0	17.4	7.1	8.2	0.0	0.0	10.1	10.1
IncremntDel:	0.0	0.0	0.0	6.0	0.0	6.0	0.3	0.4	0.0	0.0	3.1	3.1
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	23.3	0.0	23.3	7.3	8.6	0.0	0.0	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.3	0.0	23.3	7.3	8.6	0.0	0.0	13.2	13.2
HCM2kAvg:	0	0	0	9	0	9	3	6	0	0	12	12

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	276	0	272	227	378	0	0	409	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	276	0	272	227	378	0	0	409	166
Added Vol:	0	0	0	0	0	14	69	69	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	276	0	286	296	447	0	0	443	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	276	0	286	296	447	0	0	443	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	276	0	286	296	447	0	0	443	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	276	0	286	296	447	0	0	443	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	0.96	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.73	0.27
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1331	499
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.18	0.16	0.24	0.00	0.00	0.33	0.33
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.22	0.66	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.75	0.75	0.35	0.00	0.00	0.75	0.75
Uniform Del:	0.0	0.0	0.0	20.6	0.0	21.3	21.9	4.4	0.0	0.0	13.9	13.9
IncremntDel:	0.0	0.0	0.0	3.4	0.0	8.0	7.7	0.2	0.0	0.0	3.9	3.9
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	24.1	0.0	29.2	29.6	4.6	0.0	0.0	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.1	0.0	29.2	29.6	4.6	0.0	0.0	17.8	17.8
HCM2kAvg:	0	0	0	6	0	7	7	4	0	0	11	11

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 27 Level Of Service: B

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 1 0	1 0		0 0	1! 0 0		0 0	1! 0 0	
Volume Module:												
Base Vol:	104	415	9	101	464	79	174	30	85	8	15	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	415	9	101	464	79	174	30	85	8	15	43
Added Vol:	-8	32	11	5	64	0	0	0	1	5	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	447	20	106	528	79	174	30	86	13	15	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	447	20	106	528	79	174	30	86	13	15	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	447	20	106	528	79	174	30	86	13	15	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	447	20	106	528	79	174	30	86	13	15	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.99	0.99	0.71	0.71	0.71	0.76	0.76	0.76	0.87	0.87	0.87
Lanes:	1.00	0.96	0.04	0.30	1.48	0.22	0.60	0.10	0.30	0.18	0.20	0.62
Final Sat.:	597	1808	81	404	2010	301	866	149	428	289	333	1022
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.25	0.26	0.26	0.26	0.20	0.20	0.20	0.04	0.04	0.04
Crit Moves:					****			****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.28	0.44	0.44	0.46	0.46	0.46	0.46	0.46	0.46	0.10	0.10	0.10
Uniform Del:	10.1	11.2	11.2	11.5	11.5	11.5	18.1	18.1	18.1	15.1	15.1	15.1
IncremntDel:	0.5	0.3	0.3	0.2	0.2	0.2	0.5	0.5	0.5	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.5	11.5	11.5	11.7	11.7	11.7	18.6	18.6	18.6	15.2	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	11.5	11.5	11.7	11.7	11.7	18.6	18.6	18.6	15.2	15.2	15.2
HCM2kAvg:	4	7	7	8	8	8	7	7	7	1	1	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 60 Critical Vol./Cap. (X): 0.818
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 55 Level Of Service: C

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	1 0		1 0 1	0 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	0	391	355	191	369	0	0	0	0	291	0	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	391	355	191	369	0	0	0	0	291	0	121
Added Vol:	0	20	16	41	29	0	0	0	0	12	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	411	371	232	398	0	0	0	0	303	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	411	371	232	398	0	0	0	0	303	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	411	371	232	398	0	0	0	0	303	0	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	411	371	232	398	0	0	0	0	303	0	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.53	0.47	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	935	844	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.13	0.21	0.00	0.00	0.00	0.00	0.17	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.54	0.54	0.16	0.69	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.82	0.82	0.82	0.30	0.00	0.00	0.00	0.00	0.82	0.00	0.41
Uniform Del:	0.0	11.4	11.4	24.5	3.5	0.0	0.0	0.0	0.0	22.8	0.0	20.7
IncremntDel:	0.0	5.6	5.6	16.8	0.1	0.0	0.0	0.0	0.0	13.3	0.0	0.8
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	17.1	17.1	41.2	3.7	0.0	0.0	0.0	0.0	36.1	0.0	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.1	17.1	41.2	3.7	0.0	0.0	0.0	0.0	36.1	0.0	21.5
HCM2kAvg:	0	15	15	7	3	0	0	0	0	8	0	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 60 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.3
Optimal Cycle: 27 Level Of Service: A

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	655	31	46	593	32	32	33	18	38	26	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	655	31	46	593	32	32	33	18	38	26	29
Added Vol:	0	24	0	0	34	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	679	31	46	627	32	32	33	18	38	26	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	679	31	46	627	32	32	33	18	38	26	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	679	31	46	627	32	32	33	18	38	26	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	679	31	46	627	32	32	33	18	38	26	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.93	0.93	0.93	0.84	0.84	0.84	0.83	0.83	0.83
Lanes:	0.02	0.94	0.04	0.06	0.89	0.05	0.38	0.40	0.22	0.41	0.28	0.31
Final Sat.:	31	1758	80	115	1572	80	618	637	348	645	441	492
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.40	0.40	0.40	0.05	0.05	0.05	0.06	0.06	0.06
Crit Moves:					****						****	
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.49	0.49	0.49	0.51	0.51	0.51	0.45	0.45	0.45	0.51	0.51	0.51
Uniform Del:	2.3	2.3	2.3	2.3	2.3	2.3	24.7	24.7	24.7	24.9	24.9	24.9
IncremntDel:	0.3	0.3	0.3	0.3	0.3	0.3	1.7	1.7	1.7	2.4	2.4	2.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.5	2.5	2.5	2.6	2.6	2.6	26.4	26.4	26.4	27.3	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.5	2.5	2.5	2.6	2.6	2.6	26.4	26.4	26.4	27.3	27.3	27.3
HCM2kAvg:	5	5	5	6	6	6	2	2	2	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 60 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 33 Level Of Service: B

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	615	59	59	565	30	11	149	11	56	132	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	615	59	59	565	30	11	149	11	56	132	75
Added Vol:	0	24	0	0	34	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	639	59	59	599	30	11	149	11	56	132	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	639	59	59	599	30	11	149	11	56	132	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	639	59	59	599	30	11	149	11	56	132	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	639	59	59	599	30	11	149	11	56	132	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	0.97	0.97	0.97	0.88	0.88	0.88
Lanes:	0.01	0.91	0.08	0.09	0.87	0.04	0.06	0.88	0.06	0.21	0.50	0.29
Final Sat.:	24	1686	156	147	1496	75	118	1603	118	357	842	478
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.40	0.40	0.40	0.09	0.09	0.09	0.16	0.16	0.16
Crit Moves:					****						****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.59	0.59	0.59	0.62	0.62	0.62	0.37	0.37	0.37	0.62	0.62	0.62
Uniform Del:	6.0	6.0	6.0	6.2	6.2	6.2	18.4	18.4	18.4	19.8	19.8	19.8
IncremntDel:	0.8	0.8	0.8	1.1	1.1	1.1	0.5	0.5	0.5	2.8	2.8	2.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.8	6.8	6.8	7.3	7.3	7.3	18.9	18.9	18.9	22.6	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.8	7.3	7.3	7.3	18.9	18.9	18.9	22.6	22.6	22.6
HCM2kAvg:	8	8	8	9	9	9	3	3	3	6	6	6

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 60 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 29 Level Of Service: A

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	15	610	29	38	440	46	59	158	22	27	83	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	610	29	38	440	46	59	158	22	27	83	25
Added Vol:	0	24	0	0	34	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	634	29	38	474	46	59	158	22	27	83	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	634	29	38	474	46	59	158	22	27	83	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	634	29	38	474	46	59	158	22	27	83	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	634	29	38	474	46	59	158	22	27	83	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.93	0.93	0.93	0.89	0.89	0.89	0.91	0.91	0.91
Lanes:	0.02	0.94	0.04	0.07	0.85	0.08	0.25	0.66	0.09	0.20	0.61	0.19
Final Sat.:	41	1745	80	120	1500	146	418	1121	156	345	1060	319
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.32	0.32	0.32	0.14	0.14	0.14	0.08	0.08	0.08
Crit Moves:		****						****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.56	0.56	0.56	0.49	0.49	0.49	0.56	0.56	0.56	0.31	0.31	0.31
Uniform Del:	5.8	5.8	5.8	5.4	5.4	5.4	19.6	19.6	19.6	18.2	18.2	18.2
IncremntDel:	0.6	0.6	0.6	0.3	0.3	0.3	1.7	1.7	1.7	0.4	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.4	6.4	6.4	5.7	5.7	5.7	21.3	21.3	21.3	18.6	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	6.4	6.4	5.7	5.7	5.7	21.3	21.3	21.3	18.6	18.6	18.6
HCM2kAvg:	8	8	8	6	6	6	5	5	5	2	2	2

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.964
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: 0 Level Of Service: D

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	592	136	9	471	22	4	11	22	68	6	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	592	136	9	471	22	4	11	22	68	6	28
Added Vol:	0	16	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	608	136	9	501	22	4	11	22	68	6	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	608	136	9	501	22	4	11	22	68	6	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	608	136	9	501	22	4	11	22	68	6	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	608	136	9	501	22	4	11	22	68	6	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.96	1.00	0.02	0.94	0.04	0.11	0.30	0.59	0.67	0.06	0.27
Final Sat.:	24	631	753	11	634	28	55	151	301	342	30	141
Capacity Analysis Module:												
Vol/Sat:	0.96	0.96	0.18	0.79	0.79	0.79	0.07	0.07	0.07	0.20	0.20	0.20
Crit Moves:	****			****				****		****		
Delay/Veh:	49.3	49.3	8.5	24.7	24.7	24.7	10.1	10.1	10.1	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	49.3	8.5	24.7	24.7	24.7	10.1	10.1	10.1	11.2	11.2	11.2
LOS by Move:	E	E	A	C	C	C	B	B	B	B	B	B
ApproachDel:	42.1			24.7			10.1			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	42.1			24.7			10.1			11.2		
LOS by Appr:	E			C			B			B		

Alternative 2, Mitigated – PM Peak Hour

Scenario Report

Scenario:	PM MPU Mitigated
Command:	PM Preferred MIT
Volume:	PM 2030
Geometry:	PM 2030 Mitigated
Impact Fee:	Default Impact Fee
Trip Generation:	PM 2030 MPU
Trip Distribution:	Main Post SEIS
Paths:	Main Post SEIS
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for PM 2030 MPU

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	43.00	35.00	43	35	78	6.3
	Zone 14 Subtotal					43	35	78	6.3
15	Ruger & Simo	1.00	mixed use	43.00	41.00	43	41	84	6.8
	Zone 15 Subtotal					43	41	84	6.8
32	S. Main Post	1.00	mixed use	-10.00	-9.00	-10	-9	-19	-1.5
	Zone 32 Subtotal					-10	-9	-19	-1.5
33	W. Main Post	1.00	Mixed Use	159.00	73.00	159	73	232	18.7
	Zone 33 Subtotal					159	73	232	18.7
34	E. Main Post	1.00	mixed use	83.00	28.00	83	28	111	8.9
	Zone 34 Subtotal					83	28	111	8.9
35	N. Main Post	1.00	mixed use	87.00	17.00	87	17	104	8.4
	Zone 35 Subtotal					87	17	104	8.4
753	LDA	1.00	mixed use	126.00	188.00	126	188	314	25.3
	Zone 753 Subtotal					126	188	314	25.3
767	Commissary/P	1.00	mixed use	169.00	169.00	169	169	338	27.2
	Zone 767 Subtotal					169	169	338	27.2
TOTAL						700	542	1242	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	378	385	763	298	285	583	2398	3242	5640	3117	2279	5396	12382
Added	0	0	0	0	0	0	234	345	579	345	234	579	1158
Total	378	385	763	298	285	583	2632	3587	6219	3462	2513	5975	13540
#202 Lombard/Richardson													
Base	3319	2500	5819	2171	3119	5290	329	200	529	0	0	0	11638
Added	345	234	579	78	178	256	156	167	323	0	0	0	1158
Total	3664	2734	6398	2249	3297	5546	485	367	852	0	0	0	12796
#203 Lyon/Lombard													
Base	217	183	400	318	325	643	569	517	1086	223	302	525	2654
Added	19	18	37	0	0	0	174	186	360	167	156	323	720
Total	236	201	437	318	325	643	743	703	1446	390	458	848	3374
#204 Greenwich/Divisadero													
Base	345	332	677	343	385	728	145	164	309	203	155	358	2072
Added	0	0	0	0	0	0	18	19	37	19	18	37	74
Total	345	332	677	343	385	728	163	183	346	222	173	395	2146
#205 Greenwich/Lyon													
Base	107	120	227	177	214	391	0	0	0	130	80	210	828
Added	0	0	0	18	19	37	0	0	0	19	18	37	74
Total	107	120	227	195	233	428	0	0	0	149	98	247	902
#206 Francisco/Richardson													
Base	3119	2250	5369	2217	3331	5548	251	69	320	145	82	227	11464
Added	178	78	256	78	178	256	0	0	0	0	0	0	512
Total	3297	2328	5625	2295	3509	5804	251	69	320	145	82	227	11976
#207 Richardson/Gorgas													
Base	253	63	316	69	34	103	2150	3439	5589	3298	2234	5532	11540
Added	78	0	78	0	0	0	0	178	178	178	78	256	512
Total	331	63	394	69	34	103	2150	3617	5767	3476	2312	5788	12052
#208 Doyle/Marina/Lyon													
Base	40	25	65	247	491	738	922	1549	2471	2009	1153	3162	6436
Added	0	0	0	107	122	229	0	0	0	122	107	229	458
Total	40	25	65	354	613	967	922	1549	2471	2131	1260	3391	6894
209 Graham/Lincoln													
Base	152	134	286	22	7	29	434	391	825	508	584	1092	2232
Added	42	42	84	1	0	1	81	161	242	203	124	327	654
Total	194	176	370	23	7	30	515	552	1067	711	708	1419	2886
#210 Lincoln/Halleck													
Base	0	3	3	314	340	654	542	543	1085	584	554	1138	2880
Added	0	0	0	93	154	247	140	206	346	300	173	473	1066
Total	0	3	3	407	494	901	682	749	1431	884	727	1611	3946

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	336	497	833	589	585	1174	600	443	1043	3050
Added	0	0	0	219	90	309	165	343	508	124	75	199	1016
Total	0	0	0	555	587	1142	754	928	1682	724	518	1242	4066
#212 Presidio/Letterman/Lincoln													
Base	539	546	1085	463	601	1064	237	188	425	148	52	200	2774
Added	153	95	248	74	124	198	8	25	33	28	19	47	526
Total	692	641	1333	537	725	1262	245	213	458	176	71	247	3300
#213 Lombard/Presidio													
Base	733	676	1409	549	597	1146	0	0	0	529	538	1067	3622
Added	92	79	171	96	152	248	0	0	0	123	80	203	622
Total	825	755	1580	645	749	1394	0	0	0	652	618	1270	4244
#214 Presidio/Pacific													
Base	731	630	1361	686	743	1429	14	66	80	89	81	170	3040
Added	72	57	129	57	72	129	0	0	0	0	0	0	258
Total	803	687	1490	743	815	1558	14	66	80	89	81	170	3298
#215 Presidio/Jackson													
Base	637	654	1291	661	677	1338	160	168	328	250	209	459	3416
Added	72	57	129	57	72	129	0	0	0	0	0	0	258
Total	709	711	1420	718	749	1467	160	168	328	250	209	459	3674
#216 Presidio/Washington													
Base	664	599	1263	658	705	1363	206	130	336	110	204	314	3276
Added	72	57	129	57	72	129	0	0	0	0	0	0	258
Total	736	656	1392	715	777	1492	206	130	336	110	204	314	3534
#217 Arguello/Jackson													
Base	488	603	1091	546	454	1000	0	0	0	123	100	223	2314
Added	59	41	100	41	59	100	0	0	0	0	0	0	200
Total	547	644	1191	587	513	1100	0	0	0	123	100	223	2514
#218 Arguello/Washington St													
Base	542	657	1199	582	485	1067	32	36	68	107	85	192	2526
Added	59	41	100	41	59	100	0	0	0	0	0	0	200
Total	601	698	1299	623	544	1167	32	36	68	107	85	192	2726
#219 Arguello/Moraga													
Base	431	449	880	0	0	0	180	188	368	377	351	728	1976
Added	59	41	100	0	0	0	-4	-5	-9	30	49	79	170
Total	490	490	980	0	0	0	176	183	359	407	400	807	2146
#220 Montgomery/Sheridan													
Base	62	196	258	85	226	311	341	66	407	0	0	0	976
Added	43	15	58	81	81	162	38	66	104	0	0	0	324
Total	105	211	316	166	307	473	379	132	511	0	0	0	1300

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.0	0.849	B	16.9	0.916	+ 3.936 D/V
#202 Lombard/Richardson	A	3.6	0.602	B	8.6	0.764	+ 5.088 D/V
#203 Lyon/Lombard	B	13.7	0.649	B	17.8	0.828	+ 4.018 D/V
#204 Greenwich/Divisadero	B	13.4	0.549	B	14.0	0.566	+ 0.017 V/C
#205 Greenwich/Lyon	A	8.2	0.222	A	8.4	0.248	+ 0.026 V/C
#206 Francisco/Richardson	B	15.0	0.712	B	18.6	0.747	+ 3.567 D/V
#207 Richardson/Gorgas	A	7.0	0.796	B	10.4	0.878	+ 3.449 D/V
#208 Doyle/Marina/Lyon	B	17.7	0.726	C	27.7	0.838	+ 9.970 D/V
#209 Graham/Lincoln	A	7.1	0.358	A	7.7	0.444	+ 0.574 D/V
#210 Lincoln/Halleck	B	10.9	0.591	B	17.2	0.852	+ 6.273 D/V
#211 Lincoln/Girard	B	15.3	0.684	B	19.0	0.812	+ 3.743 D/V
#212 Presidio/Letterman/Lincoln	A	9.8	0.427	A	9.6	0.510	-0.254 D/V
#213 Lombard/Presidio	C	20.5	0.798	C	29.3	0.904	+ 8.815 D/V
#214 Presidio/Pacific	A	4.1	0.500	A	4.1	0.537	+ 0.061 D/V
#215 Presidio/Jackson	B	10.0	0.589	B	10.2	0.626	+ 0.154 D/V
#216 Presidio/Washington	A	8.6	0.552	A	8.6	0.588	+ 0.041 D/V
#217 Arguello/Jackson	C	17.6	0.744	C	21.9	0.813	+ 0.069 V/C
#218 Arguello/Washington St	C	22.9	0.833	D	30.8	0.907	+ 0.074 V/C
#219 Arguello/Moraga	B	14.0	0.613	C	16.6	0.704	+ 0.091 V/C
#220 Montgomery/Sheridan	A	9.2	0.394	B	10.2	0.478	+ 0.083 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 56 Level Of Service: B

Street Name:	Lyon St.									Lombard St.		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	124	68	25	29	65	224	212	248	109	9	169	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	68	25	29	65	224	212	248	109	9	169	45
Added Vol:	19	0	0	0	0	0	0	156	18	0	167	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	68	25	29	65	224	212	404	127	9	336	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	68	25	29	65	224	212	404	127	9	336	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	68	25	29	65	224	212	404	127	9	336	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	68	25	29	65	224	212	404	127	9	336	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.52	0.52	0.87	0.87	0.87	0.77	0.77	0.77	0.97	0.97	0.97
Lanes:	0.61	0.29	0.10	0.09	0.20	0.71	0.29	0.54	0.17	0.02	0.86	0.12
Final Sat.:	597	284	104	151	337	1163	419	799	251	43	1588	213
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.19	0.19	0.19	0.51	0.51	0.51	0.21	0.21	0.21
Crit Moves:		****						****				
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.83	0.83	0.83	0.67	0.67	0.67	0.83	0.83	0.83	0.35	0.35	0.35
Uniform Del:	19.9	19.9	19.9	18.8	18.8	18.8	9.2	9.2	9.2	5.8	5.8	5.8
IncremntDel:	17.8	17.8	17.8	3.6	3.6	3.6	6.4	6.4	6.4	0.2	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.8	37.8	37.8	22.3	22.3	22.3	15.6	15.6	15.6	6.0	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	37.8	37.8	22.3	22.3	22.3	15.6	15.6	15.6	6.0	6.0	6.0
HCM2kAvg:	11	11	11	7	7	7	16	16	16	4	4	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 60 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 24 Level Of Service: A

Street Name:	Graham St.									Lincoln Blvd.		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	0	150	7	0	15	7	427	0	134	374	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	150	7	0	15	7	427	0	134	374	0
Added Vol:	0	0	42	1	0	0	0	81	0	42	161	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	192	8	0	15	7	508	0	176	535	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	192	8	0	15	7	508	0	176	535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	192	8	0	15	7	508	0	176	535	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	0	192	8	0	15	7	508	0	176	535	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	0.83	1.00	0.83	1.00	1.00	1.00	0.55	1.00	1.00
Lanes:	0.01	0.00	0.99	0.35	0.00	0.65	0.01	0.99	0.00	1.00	1.00	0.00
Final Sat.:	17	0	1627	550	0	1031	26	1867	0	1045	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.01	0.00	0.01	0.27	0.27	0.00	0.17	0.28	0.00
Crit Moves:	****										****	
Green/Cycle:	0.27	0.00	0.27	0.27	0.00	0.27	0.63	0.63	0.00	0.63	0.63	0.00
Volume/Cap:	0.44	0.00	0.44	0.05	0.00	0.05	0.43	0.43	0.00	0.27	0.44	0.00
Uniform Del:	18.3	0.0	18.3	16.4	0.0	16.4	5.5	5.5	0.0	4.8	5.6	0.0
IncremntDel:	0.7	0.0	0.7	0.1	0.0	0.1	0.2	0.2	0.0	0.2	0.3	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	19.1	0.0	19.1	16.5	0.0	16.5	5.8	5.8	0.0	5.0	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	0.0	19.1	16.5	0.0	16.5	5.8	5.8	0.0	5.0	5.9	0.0
HCM2kAvg:	3	0	3	0	0	0	5	5	0	3	5	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Cycle (sec): 60 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 62 Level Of Service: B

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 0 1 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	153	0	161	138	401	3	0	382	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	153	0	161	138	401	3	0	382	202
Added Vol:	0	0	0	63	0	30	30	110	0	0	176	124
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	216	0	191	168	511	3	0	558	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	216	0	191	168	511	3	0	558	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	216	0	191	168	511	3	0	558	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	216	0	191	168	511	3	0	558	326
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.77	1.00	0.77	0.57	1.00	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	0.53	0.00	0.47	1.00	0.99	0.01	0.00	0.63	0.37
Final Sat.:	0	0	0	779	0	689	1091	1887	11	0	1139	666
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.15	0.27	0.27	0.00	0.49	0.49
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.57	0.57	0.57	0.00	0.57	0.57
Volume/Cap:	0.00	0.00	0.00	0.85	0.00	0.85	0.27	0.47	0.47	0.00	0.85	0.85
Uniform Del:	0.0	0.0	0.0	18.9	0.0	18.9	6.4	7.4	7.4	0.0	10.6	10.6
IncremntDel:	0.0	0.0	0.0	13.7	0.0	13.7	0.2	0.3	0.3	0.0	6.9	6.9
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	32.6	6.6	7.8	7.8	0.0	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.6	0.0	32.6	6.6	7.8	7.8	0.0	17.5	17.5
HCM2kAvg:	0	0	0	12	0	12	3	6	6	0	17	17

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.812
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	187	0	149	333	256	0	0	436	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	187	0	149	333	256	0	0	436	164
Added Vol:	0	0	0	0	0	219	90	75	0	0	124	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	187	0	368	423	331	0	0	560	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	187	0	368	423	331	0	0	560	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	187	0	368	423	331	0	0	560	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	187	0	368	423	331	0	0	560	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	0.97	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.77	0.23
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1424	417
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.23	0.23	0.17	0.00	0.00	0.39	0.39
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.42	0.29	0.77	0.00	0.00	0.48	0.61
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.55	0.81	0.23	0.00	0.00	0.81	0.64
Uniform Del:	0.0	0.0	0.0	25.5	0.0	13.3	19.8	1.9	0.0	0.0	13.2	7.5
IncremntDel:	0.0	0.0	0.0	19.3	0.0	1.0	9.4	0.1	0.0	0.0	5.7	1.3
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	44.8	0.0	14.2	29.3	2.0	0.0	0.0	18.9	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.8	0.0	14.2	29.3	2.0	0.0	0.0	18.9	8.7
HCM2kAvg:	0	0	0	6	0	6	10	2	0	0	14	9

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 60 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 27 Level Of Service: A

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 1 0	1 0		0 0	1! 0 0		0 0	1! 0 0	
Volume Module:												
Base Vol:	106	425	8	28	393	42	74	16	147	6	40	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	425	8	28	393	42	74	16	147	6	40	102
Added Vol:	25	115	13	6	68	0	0	0	8	19	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	540	21	34	461	42	74	16	155	25	40	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	540	21	34	461	42	74	16	155	25	40	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	540	21	34	461	42	74	16	155	25	40	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	540	21	34	461	42	74	16	155	25	40	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	0.99	0.99	0.85	0.85	0.85	0.80	0.80	0.80	0.86	0.86	0.86
Lanes:	1.00	0.96	0.04	0.13	1.72	0.15	0.30	0.07	0.63	0.14	0.23	0.63
Final Sat.:	840	1818	71	205	2780	253	458	99	959	232	372	1032
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.30	0.17	0.17	0.17	0.16	0.16	0.16	0.11	0.11	0.11
Crit Moves:		****						****				
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.27	0.51	0.51	0.28	0.28	0.28	0.51	0.51	0.51	0.34	0.34	0.34
Uniform Del:	6.2	7.4	7.4	6.3	6.3	6.3	16.7	16.7	16.7	15.7	15.7	15.7
IncremntDel:	0.3	0.4	0.4	0.1	0.1	0.1	0.9	0.9	0.9	0.4	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.5	7.8	7.8	6.3	6.3	6.3	17.6	17.6	17.6	16.1	16.1	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.5	7.8	7.8	6.3	6.3	6.3	17.6	17.6	17.6	16.1	16.1	16.1
HCM2kAvg:	3	7	7	3	3	3	5	5	5	3	3	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 60 Critical Vol./Cap. (X): 0.904
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 29.3
Optimal Cycle: 77 Level Of Service: C

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	1 0		1 0 1	0 0		0 0 0	0 0		1 0 0	1 0	
Volume Module:												
Base Vol:	0	409	324	214	335	0	0	0	0	341	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	409	324	214	335	0	0	0	0	341	0	188
Added Vol:	0	61	31	49	47	0	0	0	0	32	0	91
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	470	355	263	382	0	0	0	0	373	0	279
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	470	355	263	382	0	0	0	0	373	0	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	470	355	263	382	0	0	0	0	373	0	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	470	355	263	382	0	0	0	0	373	0	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.57	0.43	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1020	770	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.15	0.20	0.00	0.00	0.00	0.00	0.21	0.00	0.17
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.51	0.51	0.16	0.67	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.90	0.90	0.90	0.30	0.00	0.00	0.00	0.00	0.90	0.00	0.76
Uniform Del:	0.0	13.4	13.4	24.7	4.1	0.0	0.0	0.0	0.0	22.5	0.0	21.6
IncremntDel:	0.0	12.2	12.2	29.3	0.1	0.0	0.0	0.0	0.0	22.7	0.0	8.6
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	25.6	25.6	54.0	4.2	0.0	0.0	0.0	0.0	45.2	0.0	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.6	25.6	54.0	4.2	0.0	0.0	0.0	0.0	45.2	0.0	30.2
HCM2kAvg:	0	19	19	9	3	0	0	0	0	11	0	7

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 60 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 4.1
Optimal Cycle: 28 Level Of Service: A

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	703	19	56	606	24	3	6	5	19	33	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	703	19	56	606	24	3	6	5	19	33	37
Added Vol:	0	72	0	0	57	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	775	19	56	663	24	3	6	5	19	33	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	775	19	56	663	24	3	6	5	19	33	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	775	19	56	663	24	3	6	5	19	33	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	775	19	56	663	24	3	6	5	19	33	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.99	0.91	0.91	0.91	0.90	0.90	0.90	0.87	0.87	0.87
Lanes:	0.01	0.97	0.02	0.08	0.89	0.03	0.21	0.43	0.36	0.21	0.37	0.42
Final Sat.:	21	1817	45	130	1543	56	367	735	612	353	613	687
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.43	0.43	0.43	0.01	0.01	0.01	0.05	0.05	0.05
Crit Moves:					****						****	
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.53	0.53	0.53	0.54	0.54	0.54	0.08	0.08	0.08	0.54	0.54	0.54
Uniform Del:	2.1	2.1	2.1	2.1	2.1	2.1	24.5	24.5	24.5	25.7	25.7	25.7
IncremntDel:	0.4	0.4	0.4	0.4	0.4	0.4	0.2	0.2	0.2	3.5	3.5	3.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.5	2.5	2.5	2.5	2.5	2.5	24.7	24.7	24.7	29.1	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.5	2.5	2.5	2.5	2.5	2.5	24.7	24.7	24.7	29.1	29.1	29.1
HCM2kAvg:	6	6	6	6	6	6	0	0	0	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 60 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 33 Level Of Service: B

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	575	54	54	579	28	55	101	4	71	132	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	575	54	54	579	28	55	101	4	71	132	47
Added Vol:	0	72	0	0	57	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	647	54	54	636	28	55	101	4	71	132	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	647	54	54	636	28	55	101	4	71	132	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	647	54	54	636	28	55	101	4	71	132	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	647	54	54	636	28	55	101	4	71	132	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.92	0.92	0.92	0.82	0.82	0.82	0.86	0.86	0.86
Lanes:	0.01	0.91	0.08	0.07	0.89	0.04	0.34	0.63	0.03	0.28	0.53	0.19
Final Sat.:	21	1706	142	131	1546	68	533	978	39	467	868	309
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.41	0.41	0.41	0.10	0.10	0.10	0.15	0.15	0.15
Crit Moves:					****						****	
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.58	0.58	0.58	0.63	0.63	0.63	0.43	0.43	0.43	0.63	0.63	0.63
Uniform Del:	5.7	5.7	5.7	6.0	6.0	6.0	19.2	19.2	19.2	20.3	20.3	20.3
IncremntDel:	0.7	0.7	0.7	1.1	1.1	1.1	0.8	0.8	0.8	3.1	3.1	3.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.4	6.4	6.4	7.1	7.1	7.1	19.9	19.9	19.9	23.4	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	6.4	6.4	7.1	7.1	7.1	19.9	19.9	19.9	23.4	23.4	23.4
HCM2kAvg:	8	8	8	9	9	9	3	3	3	6	6	6

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 60 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 31 Level Of Service: A

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	609	35	44	566	48	68	125	13	20	62	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	609	35	44	566	48	68	125	13	20	62	28
Added Vol:	0	72	0	0	57	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	681	35	44	623	48	68	125	13	20	62	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	681	35	44	623	48	68	125	13	20	62	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	681	35	44	623	48	68	125	13	20	62	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	681	35	44	623	48	68	125	13	20	62	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.93	0.93	0.93	0.87	0.87	0.87	0.91	0.91	0.91
Lanes:	0.03	0.92	0.05	0.06	0.87	0.07	0.33	0.61	0.06	0.18	0.57	0.25
Final Sat.:	50	1711	88	109	1537	118	548	1007	105	315	977	441
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.41	0.41	0.41	0.12	0.12	0.12	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.58	0.58	0.58	0.59	0.59	0.59	0.59	0.59	0.59	0.30	0.30	0.30
Uniform Del:	4.8	4.8	4.8	4.9	4.9	4.9	21.3	21.3	21.3	19.9	19.9	19.9
IncremntDel:	0.7	0.7	0.7	0.8	0.8	0.8	2.6	2.6	2.6	0.5	0.5	0.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.5	5.5	5.5	5.6	5.6	5.6	23.9	23.9	23.9	20.4	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	5.5	5.5	5.6	5.6	5.6	23.9	23.9	23.9	20.4	20.4	20.4
HCM2kAvg:	8	8	8	8	8	8	5	5	5	2	2	2

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.907
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 30.8
Optimal Cycle: 0 Level Of Service: D

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	465	57	20	551	11	0	8	24	82	5	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	465	57	20	551	11	0	8	24	82	5	20
Added Vol:	0	59	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	524	57	20	592	11	0	8	24	82	5	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	524	57	20	592	11	0	8	24	82	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	524	57	20	592	11	0	8	24	82	5	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	524	57	20	592	11	0	8	24	82	5	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.96	1.00	0.03	0.95	0.02	0.00	0.25	0.75	0.76	0.05	0.19
Final Sat.:	24	618	736	22	653	12	0	128	384	391	24	95
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.08	0.91	0.91	0.91	xxxx	0.06	0.06	0.21	0.21	0.21
Crit Moves:		****		****				****		****		
Delay/Veh:	30.9	30.9	8.0	37.3	37.3	37.3	0.0	9.9	9.9	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	30.9	8.0	37.3	37.3	37.3	0.0	9.9	9.9	11.4	11.4	11.4
LOS by Move:	D	D	A	E	E	E	*	A	A	B	B	B
ApproachDel:	28.7			37.3			9.9			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	28.7			37.3			9.9			11.4		
LOS by Appr:	D			E			A			B		

Alternative 3, Migitated – AM Peak Hour

Scenario Report

Scenario:	AM History Mitigated
Command:	AM History MIT
Volume:	AM 2030 - History
Geometry:	AM 2030 Mitigated
Impact Fee:	Default Impact Fee
Trip Generation:	AM 2030-Limited
Trip Distribution:	Main Post SEIS
Paths:	History
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for AM 2030-Limited

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	14.00	36.00	14	36	50	13.3
	Zone 14 Subtotal					14	36	50	13.3
15	Ruger & Simo	1.00	mixed use	16.00	21.00	16	21	37	9.8
	Zone 15 Subtotal					16	21	37	9.8
32	S. Main Post	1.00	mixed use	1.00	0.00	1	0	1	0.3
	Zone 32 Subtotal					1	0	1	0.3
33	W. Main Post	1.00	Mixed Use	-25.00	-9.00	-25	-9	-34	-9.0
	Zone 33 Subtotal					-25	-9	-34	-9.0
34	E. Main Post	1.00	mixed use	-37.00	2.00	-37	2	-35	-9.3
	Zone 34 Subtotal					-37	2	-35	-9.3
35	N. Main Post	1.00	mixed use	-10.00	-18.00	-10	-18	-28	-7.4
	Zone 35 Subtotal					-10	-18	-28	-7.4
36	West Letterm	1.00	mixed use	12.00	-35.00	12	-35	-23	-6.1
	Zone 36 Subtotal					12	-35	-23	-6.1
753	LDA	1.00	mixed use	106.00	53.00	106	53	159	42.2
	Zone 753 Subtotal					106	53	159	42.2
767	Commissary/P	1.00	mixed use	90.00	160.00	90	160	250	66.3
	Zone 767 Subtotal					90	160	250	66.3
TOTAL						167	210	377	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	353	390	743	266	195	461	3488	2383	5871	2225	3364	5589	12664
Added	0	0	0	0	0	0	54	40	94	40	54	94	188
Total	353	390	743	266	195	461	3542	2423	5965	2265	3418	5683	12852
#202 Lombard/Richardson													
Base	2387	3417	5804	3196	2233	5429	226	159	385	0	0	0	11618
Added	40	53	93	0	-13	-13	53	53	106	0	0	0	186
Total	2427	3470	5897	3196	2220	5416	279	212	491	0	0	0	11804
#203 Lyon/Lombard													
Base	159	253	412	291	195	486	480	303	783	95	274	369	2050
Added	7	7	14	0	0	0	60	60	120	53	53	106	240
Total	166	260	426	291	195	486	540	363	903	148	327	475	2290
#204 Greenwich/Divisadero													
Base	335	361	696	396	358	754	186	125	311	142	215	357	2118
Added	0	0	0	0	0	0	7	7	14	7	7	14	28
Total	335	361	696	396	358	754	193	132	325	149	222	371	2146
#205 Greenwich/Lyon													
Base	107	164	271	248	173	421	0	0	0	88	106	194	886
Added	0	0	0	7	7	14	0	0	0	7	7	14	28
Total	107	164	271	255	180	435	0	0	0	95	113	208	914
#206 Francisco/Richardson													
Base	2222	3170	5392	3113	2469	5582	227	57	284	198	64	262	11520
Added	-13	0	-13	0	-13	-13	0	0	0	0	0	0	-26
Total	2209	3170	5379	3113	2456	5569	227	57	284	198	64	262	11494
#207 Richardson/Gorgas													
Base	17	37	54	160	16	176	3137	2622	5759	2466	3105	5571	11560
Added	0	0	0	0	0	0	0	-13	-13	-13	0	-13	-26
Total	17	37	54	160	16	176	3137	2609	5746	2453	3105	5558	11534
#208 Doyle/Marina/Lyon													
Base	12	41	53	128	321	449	1349	291	1640	606	1442	2048	4190
Added	0	0	0	97	48	145	-5	2	-3	50	92	142	284
Total	12	41	53	225	369	594	1344	293	1637	656	1534	2190	4474
#209 Graham/Lincoln													
Base	437	374	811	44	92	136	465	421	886	765	824	1589	3422
Added	10	10	20	-1	0	-1	14	-9	5	1	23	24	48
Total	447	384	831	43	92	135	479	412	891	766	847	1613	3470
#210 Lincoln/Halleck													
Base	0	0	0	300	379	679	780	846	1626	882	737	1619	3924
Added	0	0	0	44	25	69	25	-1	24	5	50	55	148
Total	0	0	0	344	404	748	805	845	1650	887	787	1674	4072

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	692	453	1145	765	875	1640	475	604	1079	3864
Added	0	0	0	-32	15	-17	54	-16	38	16	39	55	76
Total	0	0	0	660	468	1128	819	859	1678	491	643	1134	3940
#212 Presidio/Letterman/Lincoln													
Base	453	513	966	594	532	1126	130	73	203	66	125	191	2486
Added	16	32	48	31	19	50	1	-11	-10	8	16	24	112
Total	469	545	1014	625	551	1176	131	62	193	74	141	215	2598
#213 Lombard/Presidio													
Base	746	660	1406	560	437	997	0	0	0	337	546	883	3286
Added	31	24	55	33	15	48	0	0	0	12	37	49	152
Total	777	684	1461	593	452	1045	0	0	0	349	583	932	3438
#214 Presidio/Pacific													
Base	698	649	1347	671	716	1387	83	70	153	93	110	203	3090
Added	19	17	36	17	19	36	0	0	0	0	0	0	72
Total	717	666	1383	688	735	1423	83	70	153	93	110	203	3162
#215 Presidio/Jackson													
Base	683	632	1315	654	701	1355	171	171	342	263	267	530	3542
Added	19	17	36	17	19	36	0	0	0	0	0	0	72
Total	702	649	1351	671	720	1391	171	171	342	263	267	530	3614
#216 Presidio/Washington													
Base	654	489	1143	524	694	1218	239	144	383	135	225	360	3104
Added	19	17	36	17	19	36	0	0	0	0	0	0	72
Total	673	506	1179	541	713	1254	239	144	383	135	225	360	3176
#217 Arguello/Jackson													
Base	625	512	1137	464	553	1017	0	0	0	163	187	350	2504
Added	10	15	25	15	10	25	0	0	0	0	0	0	50
Total	635	527	1162	479	563	1042	0	0	0	163	187	350	2554
#218 Arguello/Washington St													
Base	751	561	1312	502	624	1126	37	51	88	102	156	258	2784
Added	10	15	25	15	10	25	0	0	0	0	0	0	50
Total	761	576	1337	517	634	1151	37	51	88	102	156	258	2834
#219 Arguello/Moraga													
Base	485	354	839	374	438	812	119	186	305	0	0	0	1956
Added	11	15	26	12	9	21	4	3	7	0	0	0	54
Total	496	369	865	386	447	833	123	189	312	0	0	0	2010
#220 Montgomery/Sheridan													
Base	44	178	222	67	280	347	661	69	730	32	277	309	1608
Added	-5	-2	-7	4	15	19	20	6	26	0	0	0	38
Total	39	176	215	71	295	366	681	75	756	32	277	309	1646

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.9	0.914	B	14.6	0.924	+ 0.746 D/V
#202 Lombard/Richardson	A	6.0	0.431	A	6.3	0.428	+ 0.287 D/V
#203 Lyon/Lombard	B	11.8	0.511	B	11.9	0.552	+ 0.139 D/V
#204 Greenwich/Divisadero	B	13.9	0.614	B	14.1	0.622	+ 0.007 V/C
#205 Greenwich/Lyon	A	8.5	0.300	A	8.6	0.310	+ 0.010 V/C
#206 Francisco/Richardson	B	15.0	0.717	B	15.0	0.717	-0.009 D/V
#207 Richardson/Gorgas	A	8.0	0.699	A	8.0	0.699	-0.008 D/V
#208 Doyle/Marina/Lyon	C	34.6	0.450	C	34.0	0.503	-0.568 D/V
#209 Graham/Lincoln	B	14.4	0.778	B	15.5	0.809	+ 1.063 D/V
#210 Lincoln/Halleck	B	11.4	0.753	B	13.3	0.793	+ 1.949 D/V
#211 Lincoln/Girard	C	24.7	0.842	C	24.2	0.838	-0.555 D/V
#212 Presidio/Letterman/Lincoln	C	15.1	0.692	C	16.6	0.745	+ 0.053 V/C
#213 Lombard/Presidio	B	17.7	0.763	B	19.6	0.802	+ 1.962 D/V
#214 Presidio/Pacific	A	5.3	0.487	A	5.3	0.498	-0.033 D/V
#215 Presidio/Jackson	B	10.4	0.597	B	10.4	0.609	+ 0.033 D/V
#216 Presidio/Washington	A	9.5	0.546	A	9.4	0.558	-0.024 D/V
#217 Arguello/Jackson	B	14.1	0.670	B	14.6	0.693	+ 0.023 V/C
#218 Arguello/Washington St	D	28.6	0.934	D	30.8	0.952	+ 0.018 V/C
#219 Arguello/Moraga	B	13.4	0.642	B	13.9	0.661	+ 0.018 V/C
#220 Montgomery/Sheridan	C	17.6	0.773	C	18.9	0.797	+ 0.024 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 29 Level Of Service: B

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	114	37	8	21	151	119	138	245	97	5	70	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	37	8	21	151	119	138	245	97	5	70	20
Added Vol:	7	0	0	0	0	0	0	53	7	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	37	8	21	151	119	138	298	104	5	123	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	37	8	21	151	119	138	298	104	5	123	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	37	8	21	151	119	138	298	104	5	123	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	37	8	21	151	119	138	298	104	5	123	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.56	0.56	0.92	0.92	0.92	0.86	0.86	0.86	0.97	0.97	0.97
Lanes:	0.73	0.22	0.05	0.07	0.52	0.41	0.26	0.55	0.19	0.03	0.83	0.14
Final Sat.:	771	236	51	126	908	716	417	901	314	62	1532	249
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.17	0.17	0.17	0.33	0.33	0.33	0.08	0.08	0.08
Crit Moves:					****			****				
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.52	0.52	0.52	0.55	0.55	0.55	0.55	0.55	0.55	0.13	0.13	0.13
Uniform Del:	17.4	17.4	17.4	17.6	17.6	17.6	7.2	7.2	7.2	5.2	5.2	5.2
IncremntDel:	1.6	1.6	1.6	1.3	1.3	1.3	0.7	0.7	0.7	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.9	18.9	18.9	18.9	18.9	18.9	7.9	7.9	7.9	5.3	5.3	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	18.9	18.9	18.9	18.9	18.9	7.9	7.9	7.9	5.3	5.3	5.3
HCM2kAvg:	5	5	5	5	5	5	7	7	7	1	1	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 60 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 53 Level Of Service: B

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	27	30	380	18	10	16	20	426	19	345	378	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	30	380	18	10	16	20	426	19	345	378	42
Added Vol:	0	0	10	-1	0	0	0	14	0	10	-9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	30	390	17	10	16	20	440	19	355	369	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	30	390	17	10	16	20	440	19	355	369	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	30	390	17	10	16	20	440	19	355	369	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	30	390	17	10	16	20	440	19	355	369	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.82	0.82	0.82	0.45	0.99	0.99	0.41	0.99	0.99
Lanes:	0.06	0.07	0.87	0.40	0.23	0.37	1.00	0.96	0.04	1.00	0.90	0.10
Final Sat.:	100	111	1439	619	364	583	851	1810	78	777	1680	191
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.03	0.03	0.03	0.02	0.24	0.24	0.46	0.22	0.22
Crit Moves:		****								****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.81	0.81	0.81	0.08	0.08	0.08	0.04	0.43	0.43	0.81	0.39	0.39
Uniform Del:	18.2	18.2	18.2	13.6	13.6	13.6	5.8	7.5	7.5	10.5	7.3	7.3
IncremntDel:	8.7	8.7	8.7	0.1	0.1	0.1	0.0	0.3	0.3	10.7	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.9	26.9	26.9	13.7	13.7	13.7	5.9	7.8	7.8	21.2	7.5	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	26.9	26.9	13.7	13.7	13.7	5.9	7.8	7.8	21.2	7.5	7.5
HCM2kAvg:	10	10	10	1	1	1	0	5	5	15	4	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Cycle (sec): 60 Critical Vol./Cap. (X): 0.793
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 50 Level Of Service: B

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	123	0	177	166	614	0	0	669	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	123	0	177	166	614	0	0	669	213
Added Vol:	0	0	0	33	0	11	8	17	0	0	-12	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	156	0	188	174	631	0	0	657	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	156	0	188	174	631	0	0	657	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	156	0	188	174	631	0	0	657	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	156	0	188	174	631	0	0	657	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.79	1.00	0.79	0.54	1.00	1.00	1.00	0.97	0.97
Lanes:	0.00	0.00	0.00	0.45	0.00	0.55	1.00	1.00	0.00	0.00	0.74	0.26
Final Sat.:	0	0	0	678	0	817	1016	1900	0	0	1358	475
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.23	0.17	0.33	0.00	0.00	0.48	0.48
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.61	0.61	0.00	0.00	0.61	0.61
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.79	0.28	0.54	0.00	0.00	0.79	0.79
Uniform Del:	0.0	0.0	0.0	19.6	0.0	19.6	5.5	6.8	0.0	0.0	8.8	8.8
IncremntDel:	0.0	0.0	0.0	9.7	0.0	9.7	0.2	0.5	0.0	0.0	4.0	4.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	29.3	0.0	29.3	5.8	7.4	0.0	0.0	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.3	0.0	29.3	5.8	7.4	0.0	0.0	12.8	12.8
HCM2kAvg:	0	0	0	9	0	9	3	7	0	0	15	15

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	226	0	466	387	378	0	0	409	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	226	0	466	387	378	0	0	409	66
Added Vol:	0	0	0	0	0	-32	15	39	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	226	0	434	402	417	0	0	425	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	226	0	434	402	417	0	0	425	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	226	0	434	402	417	0	0	425	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	226	0	434	402	417	0	0	425	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.87	0.13
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1615	251
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.27	0.22	0.22	0.00	0.00	0.26	0.26
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.27	0.58	0.00	0.00	0.31	0.31
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.84	0.84	0.38	0.00	0.00	0.84	0.84
Uniform Del:	0.0	0.0	0.0	15.8	0.0	18.9	20.8	6.8	0.0	0.0	19.2	19.2
IncremntDel:	0.0	0.0	0.0	0.4	0.0	11.5	12.3	0.2	0.0	0.0	10.4	10.4
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	16.3	0.0	30.5	33.2	7.0	0.0	0.0	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.3	0.0	30.5	33.2	7.0	0.0	0.0	29.5	29.5
HCM2kAvg:	0	0	0	4	0	11	10	4	0	0	12	12

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 1 0	1 0		0 0	1! 0 0		0 0	1! 0 0	
Volume Module:												
Base Vol:	29	415	9	101	464	29	74	15	41	8	15	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	415	9	101	464	29	74	15	41	8	15	43
Added Vol:	-11	16	11	5	26	0	0	0	1	5	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	431	20	106	490	29	74	15	42	13	15	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	431	20	106	490	29	74	15	42	13	15	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	431	20	106	490	29	74	15	42	13	15	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	431	20	106	490	29	74	15	42	13	15	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	0.34	1.57	0.09	0.57	0.11	0.32	0.18	0.20	0.62
Final Sat.:	548	579	27	205	968	58	292	59	166	89	103	315
Capacity Analysis Module:												
Vol/Sat:	0.03	0.74	0.74	0.52	0.51	0.50	0.25	0.25	0.25	0.15	0.15	0.15
Crit Moves:		****		****				****		****		
Delay/Veh:	9.3	23.1	23.1	14.5	14.0	13.6	11.3	11.3	11.3	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	23.1	23.1	14.5	14.0	13.6	11.3	11.3	11.3	10.2	10.2	10.2
LOS by Move:	A	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:		22.5			14.1			11.3			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.5			14.1			11.3			10.2	
LOS by Appr:		C			B			B			B	

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 60 Critical Vol./Cap. (X): 0.802
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 52 Level Of Service: B

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	1 0		1 0 1	0 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	0	391	355	191	369	0	0	0	0	291	0	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	391	355	191	369	0	0	0	0	291	0	46
Added Vol:	0	15	16	21	12	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	406	371	212	381	0	0	0	0	303	0	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	406	371	212	381	0	0	0	0	303	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	406	371	212	381	0	0	0	0	303	0	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	406	371	212	381	0	0	0	0	303	0	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.52	0.48	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	929	849	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.12	0.20	0.00	0.00	0.00	0.00	0.17	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.54	0.54	0.15	0.69	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.80	0.80	0.80	0.29	0.00	0.00	0.00	0.00	0.80	0.00	0.14
Uniform Del:	0.0	11.1	11.1	24.8	3.6	0.0	0.0	0.0	0.0	22.5	0.0	19.3
IncremntDel:	0.0	4.9	4.9	16.0	0.1	0.0	0.0	0.0	0.0	11.7	0.0	0.2
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.0	16.0	40.8	3.7	0.0	0.0	0.0	0.0	34.3	0.0	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	16.0	40.8	3.7	0.0	0.0	0.0	0.0	34.3	0.0	19.5
HCM2kAvg:	0	14	14	6	3	0	0	0	0	8	0	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 60 Critical Vol./Cap. (X): 0.498
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.3
Optimal Cycle: 26 Level Of Service: A

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	655	31	46	593	32	32	33	18	38	26	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	655	31	46	593	32	32	33	18	38	26	29
Added Vol:	0	19	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	674	31	46	610	32	32	33	18	38	26	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	674	31	46	610	32	32	33	18	38	26	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	674	31	46	610	32	32	33	18	38	26	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	674	31	46	610	32	32	33	18	38	26	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.93	0.93	0.93	0.85	0.85	0.85	0.83	0.83	0.83
Lanes:	0.02	0.94	0.04	0.07	0.89	0.04	0.38	0.40	0.22	0.41	0.28	0.31
Final Sat.:	31	1757	81	118	1565	82	620	640	349	647	443	494
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.39	0.39	0.39	0.05	0.05	0.05	0.06	0.06	0.06
Crit Moves:					****						****	
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.49	0.49	0.49	0.50	0.50	0.50	0.44	0.44	0.44	0.50	0.50	0.50
Uniform Del:	2.3	2.3	2.3	2.3	2.3	2.3	24.6	24.6	24.6	24.8	24.8	24.8
IncremntDel:	0.3	0.3	0.3	0.3	0.3	0.3	1.6	1.6	1.6	2.1	2.1	2.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.6	2.6	2.6	2.6	2.6	2.6	26.2	26.2	26.2	26.9	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	2.6	2.6	2.6	2.6	2.6	26.2	26.2	26.2	26.9	26.9	26.9
HCM2kAvg:	5	5	5	5	5	5	2	2	2	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 60 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 32 Level Of Service: B

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	615	59	59	565	30	11	149	11	56	132	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	615	59	59	565	30	11	149	11	56	132	75
Added Vol:	0	19	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	634	59	59	582	30	11	149	11	56	132	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	634	59	59	582	30	11	149	11	56	132	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	634	59	59	582	30	11	149	11	56	132	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	634	59	59	582	30	11	149	11	56	132	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	0.97	0.97	0.97	0.88	0.88	0.88
Lanes:	0.01	0.91	0.08	0.09	0.87	0.04	0.06	0.88	0.06	0.21	0.50	0.29
Final Sat.:	24	1685	157	151	1489	77	118	1601	118	357	841	478
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.39	0.39	0.39	0.09	0.09	0.09	0.16	0.16	0.16
Crit Moves:					****						****	
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.59	0.59	0.59	0.61	0.61	0.61	0.36	0.36	0.36	0.61	0.61	0.61
Uniform Del:	6.2	6.2	6.2	6.3	6.3	6.3	18.2	18.2	18.2	19.6	19.6	19.6
IncremntDel:	0.8	0.8	0.8	1.0	1.0	1.0	0.5	0.5	0.5	2.5	2.5	2.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.9	6.9	6.9	7.3	7.3	7.3	18.7	18.7	18.7	22.1	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.9	6.9	6.9	7.3	7.3	7.3	18.7	18.7	18.7	22.1	22.1	22.1
HCM2kAvg:	8	8	8	9	9	9	3	3	3	6	6	6

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 60 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 29 Level Of Service: A

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	15	610	29	38	440	46	59	158	22	27	83	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	610	29	38	440	46	59	158	22	27	83	25
Added Vol:	0	19	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	629	29	38	457	46	59	158	22	27	83	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	629	29	38	457	46	59	158	22	27	83	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	629	29	38	457	46	59	158	22	27	83	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	629	29	38	457	46	59	158	22	27	83	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.93	0.93	0.93	0.89	0.89	0.89	0.91	0.91	0.91
Lanes:	0.02	0.94	0.04	0.07	0.84	0.09	0.25	0.66	0.09	0.20	0.61	0.19
Final Sat.:	42	1744	80	124	1491	150	418	1119	156	345	1060	319
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.31	0.31	0.31	0.14	0.14	0.14	0.08	0.08	0.08
Crit Moves:		****						****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.56	0.56	0.56	0.47	0.47	0.47	0.56	0.56	0.56	0.31	0.31	0.31
Uniform Del:	5.9	5.9	5.9	5.4	5.4	5.4	19.5	19.5	19.5	18.2	18.2	18.2
IncremntDel:	0.6	0.6	0.6	0.3	0.3	0.3	1.6	1.6	1.6	0.4	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.4	6.4	6.4	5.7	5.7	5.7	21.1	21.1	21.1	18.6	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	6.4	6.4	5.7	5.7	5.7	21.1	21.1	21.1	18.6	18.6	18.6
HCM2kAvg:	8	8	8	6	6	6	5	5	5	2	2	2

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.952
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 30.8
Optimal Cycle: 0 Level Of Service: D

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	592	136	9	471	22	4	11	22	68	6	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	592	136	9	471	22	4	11	22	68	6	28
Added Vol:	0	10	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	602	136	9	486	22	4	11	22	68	6	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	602	136	9	486	22	4	11	22	68	6	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	602	136	9	486	22	4	11	22	68	6	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	602	136	9	486	22	4	11	22	68	6	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.96	1.00	0.02	0.94	0.04	0.11	0.30	0.59	0.67	0.06	0.27
Final Sat.:	24	633	756	12	634	29	55	151	302	342	30	141
Capacity Analysis Module:												
Vol/Sat:	0.95	0.95	0.18	0.77	0.77	0.77	0.07	0.07	0.07	0.20	0.20	0.20
Crit Moves:	****			****				****		****		
Delay/Veh:	46.6	46.6	8.5	23.0	23.0	23.0	10.0	10.0	10.0	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	46.6	8.5	23.0	23.0	23.0	10.0	10.0	10.0	11.2	11.2	11.2
LOS by Move:	E	E	A	C	C	C	B	B	B	B	B	B
ApproachDel:	39.8			23.0			10.0			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	39.8			23.0			10.0			11.2		
LOS by Appr:	E			C			B			B		

Alternative 3, Mitigated – PM Peak Hour

Scenario Report

Scenario:	PM History Mitigated
Command:	PM History MIT
Volume:	PM 2030 - History
Geometry:	PM 2030 Mitigated
Impact Fee:	Default Impact Fee
Trip Generation:	PM 2030-Limited
Trip Distribution:	Main Post SEIS
Paths:	History
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for PM 2030-Limited

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	43.00	35.00	43	35	78	9.6
	Zone 14 Subtotal					43	35	78	9.6
15	Ruger & Simo	1.00	mixed use	43.00	41.00	43	41	84	10.4
	Zone 15 Subtotal					43	41	84	10.4
32	S. Main Post	1.00	mixed use	1.00	1.00	1	1	2	0.2
	Zone 32 Subtotal					1	1	2	0.2
33	W. Main Post	1.00	Mixed Use	-19.00	54.00	-19	54	35	4.3
	Zone 33 Subtotal					-19	54	35	4.3
34	E. Main Post	1.00	mixed use	72.00	13.00	72	13	85	10.5
	Zone 34 Subtotal					72	13	85	10.5
35	N. Main Post	1.00	mixed use	-24.00	-29.00	-24	-29	-53	-6.6
	Zone 35 Subtotal					-24	-29	-53	-6.6
36	West Letterm	1.00	mixed use	-59.00	-15.00	-59	-15	-74	-9.1
	Zone 36 Subtotal					-59	-15	-74	-9.1
753	LDA	1.00	mixed use	126.00	188.00	126	188	314	38.8
	Zone 753 Subtotal					126	188	314	38.8
767	Commissary/P	1.00	mixed use	169.00	169.00	169	169	338	41.8
	Zone 767 Subtotal					169	169	338	41.8
TOTAL						352	457	809	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	378	385	763	298	285	583	2398	3242	5640	3117	2279	5396	12382
Added	0	0	0	0	0	0	229	125	354	125	229	354	708
Total	378	385	763	298	285	583	2627	3367	5994	3242	2508	5750	13090
#202 Lombard/Richardson													
Base	3319	2500	5819	2171	3119	5290	329	200	529	0	0	0	11638
Added	125	229	354	95	16	111	134	109	243	0	0	0	708
Total	3444	2729	6173	2266	3135	5401	463	309	772	0	0	0	12346
#203 Lyon/Lombard													
Base	217	183	400	318	228	546	472	517	989	223	302	525	2460
Added	14	17	31	0	0	0	151	123	274	109	134	243	548
Total	231	200	431	318	228	546	623	640	1263	332	436	768	3008
#204 Greenwich/Divisadero													
Base	345	332	677	343	385	728	145	164	309	203	155	358	2072
Added	0	0	0	0	0	0	17	14	31	14	17	31	62
Total	345	332	677	343	385	728	162	178	340	217	172	389	2134
#205 Greenwich/Lyon													
Base	107	120	227	177	214	391	0	0	0	130	80	210	828
Added	0	0	0	17	14	31	0	0	0	14	17	31	62
Total	107	120	227	194	228	422	0	0	0	144	97	241	890
#206 Francisco/Richardson													
Base	3119	2250	5369	2217	3234	5451	154	69	223	145	82	227	11270
Added	16	95	111	95	16	111	0	0	0	0	0	0	222
Total	3135	2345	5480	2312	3250	5562	154	69	223	145	82	227	11492
#207 Richardson/Gorgas													
Base	253	63	316	69	34	103	2150	3343	5493	3202	2234	5436	11348
Added	95	0	95	0	0	0	0	16	16	16	95	111	222
Total	348	63	411	69	34	103	2150	3359	5509	3218	2329	5547	11570
#208 Doyle/Marina/Lyon													
Base	40	25	65	247	491	738	922	1549	2471	2009	1153	3162	6436
Added	0	0	0	104	108	212	-2	-9	-11	99	102	201	402
Total	40	25	65	351	599	950	920	1540	2460	2108	1255	3363	6838
#209 Graham/Lincoln													
Base	352	376	728	22	7	29	434	391	825	750	784	1534	3116
Added	26	21	47	-1	0	-1	67	23	90	44	92	136	272
Total	378	397	775	21	7	28	501	414	915	794	876	1670	3388
#210 Lincoln/Halleck													
Base	0	3	3	314	340	654	742	785	1527	826	754	1580	3764
Added	0	0	0	43	48	91	100	48	148	61	108	169	408
Total	0	3	3	357	388	745	842	833	1675	887	862	1749	4172

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	577	653	1230	789	826	1615	556	443	999	3844
Added	0	0	0	58	43	101	101	99	200	41	58	99	400
Total	0	0	0	635	696	1331	890	925	1815	597	501	1098	4244
#212 Presidio/Letterman/Lincoln													
Base	464	449	913	443	557	1000	96	73	169	128	52	180	2262
Added	55	72	127	55	29	84	4	22	26	28	19	47	284
Total	519	521	1040	498	586	1084	100	95	195	156	71	227	2546
#213 Lombard/Presidio													
Base	733	676	1409	453	597	1050	0	0	0	529	442	971	3430
Added	52	69	121	72	54	126	0	0	0	65	66	131	378
Total	785	745	1530	525	651	1176	0	0	0	594	508	1102	3808
#214 Presidio/Pacific													
Base	731	630	1361	686	743	1429	14	66	80	89	81	170	3040
Added	31	47	78	47	31	78	0	0	0	0	0	0	156
Total	762	677	1439	733	774	1507	14	66	80	89	81	170	3196
#215 Presidio/Jackson													
Base	637	654	1291	661	677	1338	160	168	328	250	209	459	3416
Added	31	47	78	47	31	78	0	0	0	0	0	0	156
Total	668	701	1369	708	708	1416	160	168	328	250	209	459	3572
#216 Presidio/Washington													
Base	664	599	1263	658	705	1363	206	130	336	110	204	314	3276
Added	31	47	78	47	31	78	0	0	0	0	0	0	156
Total	695	646	1341	705	736	1441	206	130	336	110	204	314	3432
#217 Arguello/Jackson													
Base	488	603	1091	546	454	1000	0	0	0	123	100	223	2314
Added	22	31	53	31	22	53	0	0	0	0	0	0	106
Total	510	634	1144	577	476	1053	0	0	0	123	100	223	2420
#218 Arguello/Washington St													
Base	542	657	1199	582	485	1067	32	36	68	107	85	192	2526
Added	22	31	53	31	22	53	0	0	0	0	0	0	106
Total	564	688	1252	613	507	1120	32	36	68	107	85	192	2632
#219 Arguello/Moraga													
Base	431	449	880	377	351	728	180	188	368	0	0	0	1976
Added	21	32	53	29	18	47	5	5	10	0	0	0	110
Total	452	481	933	406	369	775	185	193	378	0	0	0	2086
#220 Montgomery/Sheridan													
Base	52	125	177	78	140	218	341	66	407	37	177	214	1016
Added	32	-2	30	32	67	99	35	34	69	0	0	0	198
Total	84	123	207	110	207	317	376	100	476	37	177	214	1214

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.0	0.849	B	14.1	0.874	+ 1.076 D/V
#202 Lombard/Richardson	A	3.6	0.602	A	7.2	0.750	+ 3.614 D/V
#203 Lyon/Lombard	B	12.0	0.540	B	13.2	0.663	+ 1.209 D/V
#204 Greenwich/Divisadero	B	13.4	0.549	B	13.9	0.564	+ 0.014 V/C
#205 Greenwich/Lyon	A	8.2	0.222	A	8.4	0.246	+ 0.024 V/C
#206 Francisco/Richardson	B	14.9	0.684	B	15.2	0.687	+ 0.300 D/V
#207 Richardson/Gorgas	A	6.9	0.778	B	10.4	0.840	+ 3.451 D/V
#208 Doyle/Marina/Lyon	B	17.7	0.726	C	25.7	0.829	+ 7.924 D/V
#209 Graham/Lincoln	B	11.0	0.598	B	11.6	0.640	+ 0.599 D/V
#210 Lincoln/Halleck	B	11.7	0.734	B	14.1	0.806	+ 2.482 D/V
#211 Lincoln/Girard	B	17.8	0.778	B	19.6	0.828	+ 1.808 D/V
#212 Presidio/Letterman/Lincoln	B	14.2	0.691	C	16.7	0.771	+ 0.080 V/C
#213 Lombard/Presidio	B	16.9	0.739	C	20.3	0.813	+ 3.415 D/V
#214 Presidio/Pacific	A	4.1	0.500	A	4.1	0.529	+ 0.014 D/V
#215 Presidio/Jackson	B	10.0	0.589	B	10.1	0.618	+ 0.075 D/V
#216 Presidio/Washington	A	8.6	0.552	A	8.6	0.580	-0.016 D/V
#217 Arguello/Jackson	C	17.6	0.744	C	19.8	0.792	+ 0.047 V/C
#218 Arguello/Washington St	C	22.9	0.833	D	26.8	0.883	+ 0.051 V/C
#219 Arguello/Moraga	B	13.0	0.598	B	14.0	0.635	+ 0.037 V/C
#220 Montgomery/Sheridan	A	9.3	0.403	A	10.0	0.466	+ 0.063 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 36 Level Of Service: B

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	124	68	25	29	65	224	115	248	109	9	169	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	68	25	29	65	224	115	248	109	9	169	45
Added Vol:	14	0	0	0	0	0	0	134	17	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	68	25	29	65	224	115	382	126	9	278	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	68	25	29	65	224	115	382	126	9	278	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	68	25	29	65	224	115	382	126	9	278	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	68	25	29	65	224	115	382	126	9	278	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.57	0.87	0.87	0.87	0.85	0.85	0.85	0.97	0.97	0.97
Lanes:	0.60	0.29	0.11	0.09	0.20	0.71	0.18	0.62	0.20	0.03	0.84	0.13
Final Sat.:	650	320	118	151	338	1164	299	993	328	50	1540	249
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.19	0.19	0.19	0.38	0.38	0.38	0.18	0.18	0.18
Crit Moves:		****						****				
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.66	0.66	0.66	0.60	0.60	0.60	0.66	0.66	0.66	0.31	0.31	0.31
Uniform Del:	17.6	17.6	17.6	17.2	17.2	17.2	8.6	8.6	8.6	6.5	6.5	6.5
IncremntDel:	4.8	4.8	4.8	1.9	1.9	1.9	1.8	1.8	1.8	0.2	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.4	22.4	22.4	19.1	19.1	19.1	10.4	10.4	10.4	6.6	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	19.1	19.1	19.1	10.4	10.4	10.4	6.6	6.6	6.6
HCM2kAvg:	8	8	8	6	6	6	10	10	10	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 60 Critical Vol./Cap. (X): 0.640
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 34 Level Of Service: B

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	0	350	7	0	15	7	427	0	376	374	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	350	7	0	15	7	427	0	376	374	0
Added Vol:	0	0	26	-1	0	0	0	67	0	21	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	376	6	0	15	7	494	0	397	397	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	376	6	0	15	7	494	0	397	397	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	376	6	0	15	7	494	0	397	397	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	0	376	6	0	15	7	494	0	397	397	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	0.83	1.00	0.83	1.00	1.00	1.00	0.60	1.00	1.00
Lanes:	0.01	0.00	0.99	0.29	0.00	0.71	0.01	0.99	0.00	1.00	1.00	0.00
Final Sat.:	9	0	1635	450	0	1124	26	1868	0	1148	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.23	0.01	0.00	0.01	0.26	0.26	0.00	0.35	0.21	0.00
Crit Moves:	****									****		
Green/Cycle:	0.36	0.00	0.36	0.36	0.00	0.36	0.54	0.54	0.00	0.54	0.54	0.00
Volume/Cap:	0.64	0.00	0.64	0.04	0.00	0.04	0.49	0.49	0.00	0.64	0.39	0.00
Uniform Del:	16.0	0.0	16.0	12.5	0.0	12.5	8.6	8.6	0.0	9.7	8.0	0.0
IncremntDel:	2.4	0.0	2.4	0.0	0.0	0.0	0.4	0.4	0.0	2.3	0.2	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	18.4	0.0	18.4	12.5	0.0	12.5	9.0	9.0	0.0	11.9	8.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	0.0	18.4	12.5	0.0	12.5	9.0	9.0	0.0	11.9	8.2	0.0
HCM2kAvg:	7	0	7	0	0	0	6	6	0	9	4	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Cycle (sec): 60 Critical Vol./Cap. (X): 0.806
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 52 Level Of Service: B

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	153	0	161	138	601	3	0	624	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	153	0	161	138	601	3	0	624	202
Added Vol:	0	0	0	26	0	17	18	82	0	0	31	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	179	0	178	156	683	3	0	655	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	179	0	178	156	683	3	0	655	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	179	0	178	156	683	3	0	655	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	179	0	178	156	683	3	0	655	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.78	1.00	0.78	0.55	1.00	1.00	1.00	0.97	0.97
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	1.00	0.99	0.01	0.00	0.74	0.26
Final Sat.:	0	0	0	741	0	737	1037	1890	8	0	1354	480
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.15	0.36	0.36	0.00	0.48	0.48
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.60	0.60	0.60	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.81	0.25	0.60	0.60	0.00	0.81	0.81
Uniform Del:	0.0	0.0	0.0	19.4	0.0	19.4	5.6	7.5	7.5	0.0	9.3	9.3
IncremntDel:	0.0	0.0	0.0	10.4	0.0	10.4	0.2	0.9	0.9	0.0	4.5	4.5
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	29.8	0.0	29.8	5.9	8.4	8.4	0.0	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.8	0.0	29.8	5.9	8.4	8.4	0.0	13.7	13.7
HCM2kAvg:	0	0	0	10	0	10	3	9	9	0	15	15

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	187	0	390	533	256	0	0	436	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	187	0	390	533	256	0	0	436	120
Added Vol:	0	0	0	0	0	58	43	58	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	187	0	448	576	314	0	0	477	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	187	0	448	576	314	0	0	477	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	187	0	448	576	314	0	0	477	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	187	0	448	576	314	0	0	477	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	0.97	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.80	0.20
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1477	372
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.28	0.32	0.17	0.00	0.00	0.32	0.32
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.51	0.39	0.77	0.00	0.00	0.39	0.51
Volume/Cap:	0.00	0.00	0.00	0.83	0.00	0.54	0.83	0.21	0.00	0.00	0.83	0.63
Uniform Del:	0.0	0.0	0.0	25.6	0.0	10.0	16.7	1.8	0.0	0.0	16.5	10.4
IncremntDel:	0.0	0.0	0.0	21.8	0.0	0.8	8.2	0.1	0.0	0.0	7.9	1.3
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	47.4	0.0	10.7	24.9	1.9	0.0	0.0	24.4	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.4	0.0	10.7	24.9	1.9	0.0	0.0	24.4	11.8
HCM2kAvg:	0	0	0	6	0	6	13	2	0	0	13	9

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 1 0	1 0		0 0	1! 0 0		0 0	1! 0 0	
Volume Module:												
Base Vol:	31	425	8	28	393	22	30	16	50	6	20	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	425	8	28	393	22	30	16	50	6	20	102
Added Vol:	22	20	13	6	49	0	0	0	4	19	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	445	21	34	442	22	30	16	54	25	20	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	445	21	34	442	22	30	16	54	25	20	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	445	21	34	442	22	30	16	54	25	20	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	445	21	34	442	22	30	16	54	25	20	111
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	0.14	1.77	0.09	0.30	0.16	0.54	0.16	0.13	0.71
Final Sat.:	549	577	27	80	1049	53	152	81	274	86	69	384
Capacity Analysis Module:												
Vol/Sat:	0.10	0.77	0.77	0.43	0.42	0.42	0.20	0.20	0.20	0.29	0.29	0.29
Crit Moves:		****		****				****			****	
Delay/Veh:	9.8	24.8	24.8	12.9	12.7	12.5	10.7	10.7	10.7	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	24.8	24.8	12.9	12.7	12.5	10.7	10.7	10.7	11.2	11.2	11.2
LOS by Move:	A	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	23.3			12.7			10.7			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	23.3			12.7			10.7			11.2		
LOS by Appr:	C			B			B			B		

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 60 Critical Vol./Cap. (X): 0.813
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 54 Level Of Service: C

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	1 0		1 0 1	0 0		0 0 0	0 0		1 0 0	1 0	
Volume Module:												
Base Vol:	0	409	324	118	335	0	0	0	0	341	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	409	324	118	335	0	0	0	0	341	0	188
Added Vol:	0	21	31	35	37	0	0	0	0	32	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	355	153	372	0	0	0	0	373	0	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	355	153	372	0	0	0	0	373	0	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	355	153	372	0	0	0	0	373	0	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	430	355	153	372	0	0	0	0	373	0	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.55	0.45	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	977	807	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.08	0.20	0.00	0.00	0.00	0.00	0.21	0.00	0.14
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.54	0.54	0.10	0.65	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.81	0.81	0.81	0.30	0.00	0.00	0.00	0.00	0.81	0.00	0.54
Uniform Del:	0.0	11.3	11.3	26.3	4.7	0.0	0.0	0.0	0.0	21.0	0.0	19.3
IncremntDel:	0.0	5.3	5.3	22.9	0.1	0.0	0.0	0.0	0.0	10.6	0.0	1.4
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.6	16.6	49.1	4.8	0.0	0.0	0.0	0.0	31.6	0.0	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.6	16.6	49.1	4.8	0.0	0.0	0.0	0.0	31.6	0.0	20.8
HCM2kAvg:	0	14	14	5	3	0	0	0	0	9	0	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 60 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 4.1
Optimal Cycle: 27 Level Of Service: A

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	703	19	56	606	24	3	6	5	19	33	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	703	19	56	606	24	3	6	5	19	33	37
Added Vol:	0	31	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	734	19	56	653	24	3	6	5	19	33	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	734	19	56	653	24	3	6	5	19	33	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	734	19	56	653	24	3	6	5	19	33	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	734	19	56	653	24	3	6	5	19	33	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.99	0.91	0.91	0.91	0.90	0.90	0.90	0.87	0.87	0.87
Lanes:	0.01	0.97	0.02	0.08	0.89	0.03	0.21	0.43	0.36	0.21	0.37	0.42
Final Sat.:	22	1812	47	133	1546	57	367	734	612	353	614	688
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.42	0.42	0.42	0.01	0.01	0.01	0.05	0.05	0.05
Crit Moves:					****						****	
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.51	0.51	0.51	0.53	0.53	0.53	0.08	0.08	0.08	0.53	0.53	0.53
Uniform Del:	2.0	2.0	2.0	2.1	2.1	2.1	24.4	24.4	24.4	25.6	25.6	25.6
IncremntDel:	0.3	0.3	0.3	0.4	0.4	0.4	0.2	0.2	0.2	3.2	3.2	3.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.3	2.3	2.3	2.5	2.5	2.5	24.6	24.6	24.6	28.7	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.3	2.3	2.3	2.5	2.5	2.5	24.6	24.6	24.6	28.7	28.7	28.7
HCM2kAvg:	5	5	5	6	6	6	0	0	0	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 60 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 32 Level Of Service: B

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	575	54	54	579	28	55	101	4	71	132	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	575	54	54	579	28	55	101	4	71	132	47
Added Vol:	0	31	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	606	54	54	626	28	55	101	4	71	132	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	606	54	54	626	28	55	101	4	71	132	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	606	54	54	626	28	55	101	4	71	132	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	606	54	54	626	28	55	101	4	71	132	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.92	0.92	0.92	0.82	0.82	0.82	0.87	0.87	0.87
Lanes:	0.01	0.91	0.08	0.08	0.88	0.04	0.34	0.63	0.03	0.28	0.53	0.19
Final Sat.:	22	1693	151	134	1550	69	534	981	39	467	869	309
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.40	0.40	0.40	0.10	0.10	0.10	0.15	0.15	0.15
Crit Moves:					****						****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.55	0.55	0.55	0.62	0.62	0.62	0.42	0.42	0.42	0.62	0.62	0.62
Uniform Del:	5.6	5.6	5.6	6.0	6.0	6.0	19.0	19.0	19.0	20.1	20.1	20.1
IncremntDel:	0.5	0.5	0.5	1.0	1.0	1.0	0.7	0.7	0.7	2.9	2.9	2.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.1	6.1	6.1	7.1	7.1	7.1	19.8	19.8	19.8	23.0	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.1	6.1	6.1	7.1	7.1	7.1	19.8	19.8	19.8	23.0	23.0	23.0
HCM2kAvg:	7	7	7	9	9	9	3	3	3	6	6	6

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 60 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 30 Level Of Service: A

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	609	35	44	566	48	68	125	13	20	62	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	609	35	44	566	48	68	125	13	20	62	28
Added Vol:	0	31	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	640	35	44	613	48	68	125	13	20	62	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	640	35	44	613	48	68	125	13	20	62	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	640	35	44	613	48	68	125	13	20	62	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	640	35	44	613	48	68	125	13	20	62	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.93	0.93	0.93	0.87	0.87	0.87	0.91	0.91	0.91
Lanes:	0.03	0.92	0.05	0.06	0.87	0.07	0.33	0.61	0.06	0.18	0.57	0.25
Final Sat.:	53	1699	93	111	1541	121	547	1005	105	315	978	441
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.40	0.40	0.40	0.12	0.12	0.12	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.55	0.55	0.55	0.58	0.58	0.58	0.58	0.58	0.58	0.30	0.30	0.30
Uniform Del:	4.8	4.8	4.8	4.9	4.9	4.9	21.2	21.2	21.2	19.8	19.8	19.8
IncremntDel:	0.5	0.5	0.5	0.7	0.7	0.7	2.4	2.4	2.4	0.4	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.3	5.3	5.3	5.6	5.6	5.6	23.6	23.6	23.6	20.2	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.3	5.3	5.3	5.6	5.6	5.6	23.6	23.6	23.6	20.2	20.2	20.2
HCM2kAvg:	7	7	7	8	8	8	5	5	5	2	2	2

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.8
Optimal Cycle: 0 Level Of Service: D

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	465	57	20	551	11	0	8	24	82	5	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	465	57	20	551	11	0	8	24	82	5	20
Added Vol:	0	22	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	487	57	20	582	11	0	8	24	82	5	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	487	57	20	582	11	0	8	24	82	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	487	57	20	582	11	0	8	24	82	5	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	487	57	20	582	11	0	8	24	82	5	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.96	1.00	0.03	0.95	0.02	0.00	0.25	0.75	0.76	0.05	0.19
Final Sat.:	25	618	737	23	659	12	0	128	384	390	24	95
Capacity Analysis Module:												
Vol/Sat:	0.79	0.79	0.08	0.88	0.88	0.88	xxxx	0.06	0.06	0.21	0.21	0.21
Crit Moves:	****					****		****		****		
Delay/Veh:	25.2	25.2	7.9	33.6	33.6	33.6	0.0	9.8	9.8	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	7.9	33.6	33.6	33.6	0.0	9.8	9.8	11.2	11.2	11.2
LOS by Move:	D	D	A	D	D	D	*	A	A	B	B	B
ApproachDel:	23.4			33.6			9.8			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	23.4			33.6			9.8			11.2		
LOS by Appr:	C			D			A			B		

Alternative 4, Mitigated – AM Peak Hour

Scenario Report

Scenario:	AM Status Quo Mitigated
Command:	AM Status Quo MIT
Volume:	AM 2030
Geometry:	AM 2030 Mitigated
Impact Fee:	Default Impact Fee
Trip Generation:	AM 2030-Status Quo
Trip Distribution:	Main Post SEIS
Paths:	Main Post SEIS
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for AM 2030-Status Quo

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	14.00	36.00	14	36	50	12.4
	Zone 14 Subtotal					14	36	50	12.4
15	Ruger & Simo	1.00	mixed use	16.00	21.00	16	21	37	9.2
	Zone 15 Subtotal					16	21	37	9.2
32	S. Main Post	1.00	mixed use	-1.00	4.00	-1	4	3	0.7
	Zone 32 Subtotal					-1	4	3	0.7
33	W. Main Post	1.00	Mixed Use	-23.00	-15.00	-23	-15	-38	-9.5
	Zone 33 Subtotal					-23	-15	-38	-9.5
34	E. Main Post	1.00	mixed use	-17.00	9.00	-17	9	-8	-2.0
	Zone 34 Subtotal					-17	9	-8	-2.0
35	N. Main Post	1.00	mixed use	-10.00	-18.00	-10	-18	-28	-7.0
	Zone 35 Subtotal					-10	-18	-28	-7.0
36	West Letterm	1.00	mixed use	12.00	-35.00	12	-35	-23	-5.7
	Zone 36 Subtotal					12	-35	-23	-5.7
753	LDA	1.00	mixed use	106.00	53.00	106	53	159	39.6
	Zone 753 Subtotal					106	53	159	39.6
767	Commissary/P	1.00	mixed use	90.00	160.00	90	160	250	62.2
	Zone 767 Subtotal					90	160	250	62.2
TOTAL						187	215	402	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	353	390	743	266	195	461	3488	2383	5871	2225	3364	5589	12664
Added	0	0	0	0	0	0	44	54	98	54	44	98	196
Total	353	390	743	266	195	461	3532	2437	5969	2279	3408	5687	12860
#202 Lombard/Richardson													
Base	2387	3417	5804	3196	2233	5429	226	159	385	0	0	0	11618
Added	54	44	98	-13	-8	-21	57	62	119	0	0	0	196
Total	2441	3461	5902	3183	2225	5408	283	221	504	0	0	0	11814
#203 Lyon/Lombard													
Base	159	253	412	366	254	620	539	378	917	95	274	369	2318
Added	7	7	14	0	0	0	64	69	133	62	57	119	266
Total	166	260	426	366	254	620	603	447	1050	157	331	488	2584
#204 Greenwich/Divisadero													
Base	335	361	696	396	358	754	186	125	311	142	215	357	2118
Added	0	0	0	0	0	0	7	7	14	7	7	14	28
Total	335	361	696	396	358	754	193	132	325	149	222	371	2146
#205 Greenwich/Lyon													
Base	107	164	271	248	173	421	0	0	0	88	106	194	886
Added	0	0	0	7	7	14	0	0	0	7	7	14	28
Total	107	164	271	255	180	435	0	0	0	95	113	208	914
#206 Francisco/Richardson													
Base	2222	3170	5392	3113	2529	5642	287	57	344	198	64	262	11640
Added	-8	-13	-21	-13	-8	-21	0	0	0	0	0	0	-42
Total	2214	3157	5371	3100	2521	5621	287	57	344	198	64	262	11598
#207 Richardson/Gorgas													
Base	17	37	54	160	16	176	3137	2682	5819	2526	3105	5631	11680
Added	-13	0	-13	0	0	0	0	-8	-8	-8	-13	-21	-42
Total	4	37	41	160	16	176	3137	2674	5811	2518	3092	5610	11638
#208 Doyle/Marina/Lyon													
Base	12	41	53	128	321	449	1349	291	1640	606	1442	2048	4190
Added	0	0	0	97	49	146	-5	2	-3	51	92	143	286
Total	12	41	53	225	370	595	1344	293	1637	657	1534	2191	4476
#209 Graham/Lincoln													
Base	277	180	457	44	92	136	465	421	886	571	664	1235	2714
Added	15	9	24	-1	0	-1	10	-7	3	2	24	26	52
Total	292	189	481	43	92	135	475	414	889	573	688	1261	2766
#210 Lincoln/Halleck													
Base	0	0	0	300	379	679	620	652	1272	688	577	1265	3216
Added	0	0	0	45	25	70	29	0	29	5	54	59	158
Total	0	0	0	345	404	749	649	652	1301	693	631	1324	3374

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	548	393	941	605	681	1286	575	654	1229	3456
Added	0	0	0	-21	17	-4	55	-5	50	16	38	54	100
Total	0	0	0	527	410	937	660	676	1336	591	692	1283	3556
#212 Presidio/Letterman/Lincoln													
Base	528	557	1085	644	632	1276	289	198	487	66	140	206	3054
Added	22	34	56	31	19	50	3	-5	-2	8	16	24	128
Total	550	591	1141	675	651	1326	292	193	485	74	156	230	3182
#213 Lombard/Presidio													
Base	746	660	1406	560	512	1072	0	0	0	412	546	958	3436
Added	33	24	57	34	21	55	0	0	0	16	38	54	166
Total	779	684	1463	594	533	1127	0	0	0	428	584	1012	3602
#214 Presidio/Pacific													
Base	698	649	1347	671	716	1387	83	70	153	93	110	203	3090
Added	21	18	39	18	21	39	0	0	0	0	0	0	78
Total	719	667	1386	689	737	1426	83	70	153	93	110	203	3168
#215 Presidio/Jackson													
Base	683	632	1315	654	701	1355	171	171	342	263	267	530	3542
Added	21	18	39	18	21	39	0	0	0	0	0	0	78
Total	704	650	1354	672	722	1394	171	171	342	263	267	530	3620
#216 Presidio/Washington													
Base	654	489	1143	524	694	1218	239	144	383	135	225	360	3104
Added	21	18	39	18	21	39	0	0	0	0	0	0	78
Total	675	507	1182	542	715	1257	239	144	383	135	225	360	3182
#217 Arguello/Jackson													
Base	625	512	1137	464	553	1017	0	0	0	163	187	350	2504
Added	12	15	27	15	12	27	0	0	0	0	0	0	54
Total	637	527	1164	479	565	1044	0	0	0	163	187	350	2558
#218 Arguello/Washington St													
Base	751	561	1312	502	624	1126	37	51	88	102	156	258	2784
Added	12	15	27	15	12	27	0	0	0	0	0	0	54
Total	763	576	1339	517	636	1153	37	51	88	102	156	258	2838
#219 Arguello/Moraga													
Base	485	354	839	0	0	0	119	186	305	374	438	812	1956
Added	12	15	27	0	0	0	7	0	7	10	14	24	58
Total	497	369	866	0	0	0	126	186	312	384	452	836	2014
#220 Montgomery/Sheridan													
Base	34	176	210	90	540	630	661	69	730	0	0	0	1570
Added	-9	-2	-11	4	9	13	18	6	24	0	0	0	26
Total	25	174	199	94	549	643	679	75	754	0	0	0	1596

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.9	0.914	B	14.5	0.922	+ 0.586 D/V
#202 Lombard/Richardson	A	6.0	0.431	A	6.3	0.429	+ 0.241 D/V
#203 Lyon/Lombard	B	13.3	0.617	B	13.9	0.665	+ 0.566 D/V
#204 Greenwich/Divisadero	B	13.9	0.614	B	14.1	0.622	+ 0.007 V/C
#205 Greenwich/Lyon	A	8.5	0.300	A	8.6	0.310	+ 0.010 V/C
#206 Francisco/Richardson	B	15.1	0.753	B	15.0	0.750	-0.164 D/V
#207 Richardson/Gorgas	A	8.1	0.699	A	8.0	0.698	-0.030 D/V
#208 Doyle/Marina/Lyon	C	34.6	0.450	C	34.0	0.503	-0.569 D/V
#209 Graham/Lincoln	B	10.3	0.448	B	10.5	0.464	+ 0.250 D/V
#210 Lincoln/Halleck	B	10.4	0.639	B	11.8	0.679	+ 1.366 D/V
#211 Lincoln/Girard	B	17.1	0.677	B	17.3	0.682	+ 0.132 D/V
#212 Presidio/Letterman/Lincoln	C	20.0	0.788	C	22.9	0.849	+ 0.061 V/C
#213 Lombard/Presidio	B	17.8	0.763	B	19.8	0.804	+ 1.988 D/V
#214 Presidio/Pacific	A	5.3	0.487	A	5.3	0.499	-0.036 D/V
#215 Presidio/Jackson	B	10.4	0.597	B	10.4	0.609	+ 0.038 D/V
#216 Presidio/Washington	A	9.5	0.546	A	9.4	0.559	-0.025 D/V
#217 Arguello/Jackson	B	14.1	0.670	B	14.6	0.693	+ 0.023 V/C
#218 Arguello/Washington St	D	28.6	0.934	D	31.1	0.955	+ 0.021 V/C
#219 Arguello/Moraga	B	14.9	0.667	C	15.7	0.689	+ 0.022 V/C
#220 Montgomery/Sheridan	C	18.7	0.786	C	19.9	0.805	+ 0.019 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 36 Level Of Service: B

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	114	37	8	21	151	194	197	245	97	5	70	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	37	8	21	151	194	197	245	97	5	70	20
Added Vol:	7	0	0	0	0	0	0	57	7	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	37	8	21	151	194	197	302	104	5	132	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	37	8	21	151	194	197	302	104	5	132	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	37	8	21	151	194	197	302	104	5	132	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	37	8	21	151	194	197	302	104	5	132	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.50	0.50	0.91	0.91	0.91	0.82	0.82	0.82	0.97	0.97	0.97
Lanes:	0.73	0.22	0.05	0.06	0.41	0.53	0.33	0.50	0.17	0.03	0.84	0.13
Final Sat.:	697	213	46	99	713	916	509	781	269	59	1550	235
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.21	0.21	0.21	0.39	0.39	0.39	0.09	0.09	0.09
Crit Moves:					****			****				
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.55	0.55	0.55	0.67	0.67	0.67	0.67	0.67	0.67	0.15	0.15	0.15
Uniform Del:	16.9	16.9	16.9	17.7	17.7	17.7	8.6	8.6	8.6	5.7	5.7	5.7
IncremntDel:	2.1	2.1	2.1	3.1	3.1	3.1	1.9	1.9	1.9	0.1	0.1	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.9	18.9	18.9	20.8	20.8	20.8	10.5	10.5	10.5	5.8	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	18.9	18.9	20.8	20.8	20.8	10.5	10.5	10.5	5.8	5.8	5.8
HCM2kAvg:	6	6	6	7	7	7	10	10	10	1	1	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 60 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 25 Level Of Service: B

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	27	30	220	18	10	16	20	426	19	151	378	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	30	220	18	10	16	20	426	19	151	378	42
Added Vol:	0	0	15	-1	0	0	0	10	0	9	-7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	30	235	17	10	16	20	436	19	160	371	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	30	235	17	10	16	20	436	19	160	371	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	30	235	17	10	16	20	436	19	160	371	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	30	235	17	10	16	20	436	19	160	371	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.83	0.83	0.83	0.43	0.99	0.99	0.39	0.99	0.99
Lanes:	0.09	0.10	0.81	0.40	0.23	0.37	1.00	0.96	0.04	1.00	0.90	0.10
Final Sat.:	153	170	1331	624	367	588	809	1810	79	741	1681	190
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.03	0.03	0.03	0.02	0.24	0.24	0.22	0.22	0.22
Crit Moves:		****						****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.46	0.46	0.46	0.07	0.07	0.07	0.05	0.46	0.46	0.42	0.42	0.42
Uniform Del:	14.0	14.0	14.0	11.8	11.8	11.8	7.1	9.1	9.1	8.8	8.9	8.9
IncremntDel:	0.5	0.5	0.5	0.1	0.1	0.1	0.0	0.3	0.3	0.7	0.3	0.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	14.5	14.5	14.5	11.9	11.9	11.9	7.2	9.5	9.5	9.6	9.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	14.5	14.5	11.9	11.9	11.9	7.2	9.5	9.5	9.6	9.2	9.2
HCM2kAvg:	5	5	5	1	1	1	0	6	6	5	5	5

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Cycle (sec): 60 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 37 Level Of Service: B

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	123	0	177	166	454	0	0	475	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	123	0	177	166	454	0	0	475	213
Added Vol:	0	0	0	33	0	12	8	21	0	0	-12	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	156	0	189	174	475	0	0	463	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	156	0	189	174	475	0	0	463	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	156	0	189	174	475	0	0	463	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	156	0	189	174	475	0	0	463	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.79	1.00	0.79	0.58	1.00	1.00	1.00	0.96	0.96
Lanes:	0.00	0.00	0.00	0.45	0.00	0.55	1.00	1.00	0.00	0.00	0.67	0.33
Final Sat.:	0	0	0	680	0	824	1100	1900	0	0	1212	602
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.23	0.16	0.25	0.00	0.00	0.38	0.38
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.56	0.56	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.68	0.28	0.44	0.00	0.00	0.68	0.68
Uniform Del:	0.0	0.0	0.0	17.1	0.0	17.1	6.8	7.7	0.0	0.0	9.3	9.3
IncremntDel:	0.0	0.0	0.0	3.7	0.0	3.7	0.3	0.3	0.0	0.0	1.9	1.9
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	20.8	0.0	20.8	7.1	8.0	0.0	0.0	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.8	0.0	20.8	7.1	8.0	0.0	0.0	11.2	11.2
HCM2kAvg:	0	0	0	8	0	8	3	5	0	0	10	10

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	276	0	272	227	378	0	0	409	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	276	0	272	227	378	0	0	409	166
Added Vol:	0	0	0	0	0	-21	17	38	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	276	0	251	244	416	0	0	425	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	276	0	251	244	416	0	0	425	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	276	0	251	244	416	0	0	425	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	276	0	251	244	416	0	0	425	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	0.96	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.72	0.28
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1314	513
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.16	0.14	0.22	0.00	0.00	0.32	0.32
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.23	0.20	0.67	0.00	0.00	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.68	0.68	0.33	0.00	0.00	0.68	0.68
Uniform Del:	0.0	0.0	0.0	21.1	0.0	21.2	22.3	4.1	0.0	0.0	12.3	12.3
IncremntDel:	0.0	0.0	0.0	4.3	0.0	5.2	5.3	0.1	0.0	0.0	2.2	2.2
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	25.4	0.0	26.4	27.6	4.3	0.0	0.0	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.4	0.0	26.4	27.6	4.3	0.0	0.0	14.5	14.5
HCM2kAvg:	0	0	0	6	0	6	6	3	0	0	10	10

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.849
Loss Time (sec): 0 (Y+R = 4 sec) | Average Delay (sec/veh): 22.9
Optimal Cycle: 0 | Level Of Service: C

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	104	415	9	101	464	79	174	30	85	8	15	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	415	9	101	464	79	174	30	85	8	15	43
Added Vol:	-5	16	11	5	26	0	0	0	3	5	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	431	20	106	490	79	174	30	88	13	15	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	431	20	106	490	79	174	30	88	13	15	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	431	20	106	490	79	174	30	88	13	15	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	431	20	106	490	79	174	30	88	13	15	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	0.31	1.46	0.23	0.60	0.10	0.30	0.18	0.20	0.62
Final Sat.:	489	508	24	164	778	128	304	52	154	78	90	276
Capacity Analysis Module:												
Vol/Sat:	0.20	0.85	0.85	0.65	0.63	0.62	0.57	0.57	0.57	0.17	0.17	0.17
Crit Moves:		****		****				****				****
Delay/Veh:	11.7	35.4	35.4	20.6	19.6	18.6	17.7	17.7	17.7	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	35.4	35.4	20.6	19.6	18.6	17.7	17.7	17.7	11.6	11.6	11.6
LOS by Move:	B	E	E	C	C	C	C	C	C	B	B	B
ApproachDel:	31.1			19.6			17.7			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	31.1			19.6			17.7			11.6		
LOS by Appr:	D			C			C			B		

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 60 | Critical Vol./Cap. (X): 0.804
Loss Time (sec): 6 (Y+R = 4 sec) | Average Delay (sec/veh): 19.8
Optimal Cycle: 52 | Level Of Service: B

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	391	355	191	369	0	0	0	0	291	0	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	391	355	191	369	0	0	0	0	291	0	121
Added Vol:	0	17	16	22	12	0	0	0	0	12	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	408	371	213	381	0	0	0	0	303	0	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	408	371	213	381	0	0	0	0	303	0	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	408	371	213	381	0	0	0	0	303	0	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	408	371	213	381	0	0	0	0	303	0	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.52	0.48	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	931	847	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.12	0.20	0.00	0.00	0.00	0.00	0.17	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.54	0.54	0.15	0.69	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.80	0.80	0.80	0.29	0.00	0.00	0.00	0.00	0.80	0.00	0.37
Uniform Del:	0.0	11.1	11.1	24.8	3.6	0.0	0.0	0.0	0.0	22.6	0.0	20.4
IncremntDel:	0.0	5.0	5.0	16.2	0.1	0.0	0.0	0.0	0.0	11.9	0.0	0.7
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.0	16.0	41.0	3.7	0.0	0.0	0.0	0.0	34.5	0.0	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	16.0	41.0	3.7	0.0	0.0	0.0	0.0	34.5	0.0	21.1
HCM2kAvg:	0	14	14	7	3	0	0	0	0	8	0	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 60 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.3
Optimal Cycle: 26 Level Of Service: A

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	655	31	46	593	32	32	33	18	38	26	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	655	31	46	593	32	32	33	18	38	26	29
Added Vol:	0	21	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	676	31	46	611	32	32	33	18	38	26	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	676	31	46	611	32	32	33	18	38	26	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	676	31	46	611	32	32	33	18	38	26	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	676	31	46	611	32	32	33	18	38	26	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.93	0.93	0.93	0.85	0.85	0.85	0.83	0.83	0.83
Lanes:	0.02	0.94	0.04	0.07	0.89	0.04	0.38	0.40	0.22	0.41	0.28	0.31
Final Sat.:	31	1758	81	118	1566	82	620	640	349	647	443	494
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.39	0.39	0.39	0.05	0.05	0.05	0.06	0.06	0.06
Crit Moves:					****						****	
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.49	0.49	0.49	0.50	0.50	0.50	0.44	0.44	0.44	0.50	0.50	0.50
Uniform Del:	2.3	2.3	2.3	2.3	2.3	2.3	24.6	24.6	24.6	24.8	24.8	24.8
IncremntDel:	0.3	0.3	0.3	0.3	0.3	0.3	1.6	1.6	1.6	2.1	2.1	2.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.6	2.6	2.6	2.6	2.6	2.6	26.2	26.2	26.2	26.9	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	2.6	2.6	2.6	2.6	2.6	26.2	26.2	26.2	26.9	26.9	26.9
HCM2kAvg:	5	5	5	5	5	5	2	2	2	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 60 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 32 Level Of Service: B

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	615	59	59	565	30	11	149	11	56	132	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	615	59	59	565	30	11	149	11	56	132	75
Added Vol:	0	21	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	636	59	59	583	30	11	149	11	56	132	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	636	59	59	583	30	11	149	11	56	132	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	636	59	59	583	30	11	149	11	56	132	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	636	59	59	583	30	11	149	11	56	132	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	0.97	0.97	0.97	0.88	0.88	0.88
Lanes:	0.01	0.91	0.08	0.09	0.87	0.04	0.06	0.88	0.06	0.21	0.50	0.29
Final Sat.:	24	1686	156	151	1489	77	118	1601	118	357	841	478
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.39	0.39	0.39	0.09	0.09	0.09	0.16	0.16	0.16
Crit Moves:					****						****	
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.59	0.59	0.59	0.61	0.61	0.61	0.36	0.36	0.36	0.61	0.61	0.61
Uniform Del:	6.2	6.2	6.2	6.3	6.3	6.3	18.2	18.2	18.2	19.6	19.6	19.6
IncremntDel:	0.8	0.8	0.8	1.0	1.0	1.0	0.5	0.5	0.5	2.5	2.5	2.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.9	6.9	6.9	7.3	7.3	7.3	18.7	18.7	18.7	22.1	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.9	6.9	6.9	7.3	7.3	7.3	18.7	18.7	18.7	22.1	22.1	22.1
HCM2kAvg:	8	8	8	9	9	9	3	3	3	6	6	6

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec): 60 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 29 Level Of Service: A

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	15	610	29	38	440	46	59	158	22	27	83	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	610	29	38	440	46	59	158	22	27	83	25
Added Vol:	0	21	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	631	29	38	458	46	59	158	22	27	83	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	631	29	38	458	46	59	158	22	27	83	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	631	29	38	458	46	59	158	22	27	83	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	631	29	38	458	46	59	158	22	27	83	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.93	0.93	0.93	0.89	0.89	0.89	0.91	0.91	0.91
Lanes:	0.02	0.94	0.04	0.07	0.85	0.08	0.25	0.66	0.09	0.20	0.61	0.19
Final Sat.:	41	1744	80	124	1491	150	418	1119	156	345	1060	319
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.31	0.31	0.31	0.14	0.14	0.14	0.08	0.08	0.08
Crit Moves:		****						****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.56	0.56	0.56	0.47	0.47	0.47	0.56	0.56	0.56	0.31	0.31	0.31
Uniform Del:	5.8	5.8	5.8	5.4	5.4	5.4	19.5	19.5	19.5	18.2	18.2	18.2
IncremntDel:	0.6	0.6	0.6	0.3	0.3	0.3	1.7	1.7	1.7	0.4	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.4	6.4	6.4	5.7	5.7	5.7	21.2	21.2	21.2	18.6	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	6.4	6.4	5.7	5.7	5.7	21.2	21.2	21.2	18.6	18.6	18.6
HCM2kAvg:	8	8	8	6	6	6	5	5	5	2	2	2

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.955
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 31.1
Optimal Cycle: 0 Level Of Service: D

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	592	136	9	471	22	4	11	22	68	6	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	592	136	9	471	22	4	11	22	68	6	28
Added Vol:	0	12	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	604	136	9	486	22	4	11	22	68	6	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	604	136	9	486	22	4	11	22	68	6	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	604	136	9	486	22	4	11	22	68	6	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	604	136	9	486	22	4	11	22	68	6	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.96	1.00	0.02	0.94	0.04	0.11	0.30	0.59	0.67	0.06	0.27
Final Sat.:	24	633	756	12	634	29	55	151	302	342	30	141
Capacity Analysis Module:												
Vol/Sat:	0.95	0.95	0.18	0.77	0.77	0.77	0.07	0.07	0.07	0.20	0.20	0.20
Crit Moves:		****			****			****			****	
Delay/Veh:	47.3	47.3	8.5	23.0	23.0	23.0	10.0	10.0	10.0	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	47.3	8.5	23.0	23.0	23.0	10.0	10.0	10.0	11.2	11.2	11.2
LOS by Move:	E	E	A	C	C	C	B	B	B	B	B	B
ApproachDel:		40.4			23.0			10.0			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		40.4			23.0			10.0			11.2	
LOS by Appr:		E			C			B			B	

Alternative 4, Mitigated – PM Peak Hour

Scenario Report

Scenario:	PM Status Quo Mitigated
Command:	PM Status Quo MIT
Volume:	PM 2030
Geometry:	PM 2030 Mitigated
Impact Fee:	Default Impact Fee
Trip Generation:	PM 2030-Status Quo
Trip Distribution:	Main Post SEIS
Paths:	Main Post SEIS
Routes:	Default Routes
Configuration:	Default Configuration

Trip Generation Report

Forecast for PM 2030-Status Quo

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	43.00	35.00	43	35	78	10.8
	Zone 14 Subtotal					43	35	78	10.8
15	Ruger & Simo	1.00	mixed use	43.00	41.00	43	41	84	11.7
	Zone 15 Subtotal					43	41	84	11.7
32	S. Main Post	1.00	mixed use	5.00	1.00	5	1	6	0.8
	Zone 32 Subtotal					5	1	6	0.8
33	W. Main Post	1.00	Mixed Use	-47.00	-37.00	-47	-37	-84	-11.7
	Zone 33 Subtotal					-47	-37	-84	-11.7
34	E. Main Post	1.00	mixed use	80.00	31.00	80	31	111	15.4
	Zone 34 Subtotal					80	31	111	15.4
35	N. Main Post	1.00	mixed use	-24.00	-29.00	-24	-29	-53	-7.4
	Zone 35 Subtotal					-24	-29	-53	-7.4
36	West Letterm	1.00	mixed use	-59.00	-15.00	-59	-15	-74	-10.3
	Zone 36 Subtotal					-59	-15	-74	-10.3
753	LDA	1.00	mixed use	126.00	188.00	126	188	314	43.6
	Zone 753 Subtotal					126	188	314	43.6
767	Commissary/P	1.00	mixed use	169.00	169.00	169	169	338	46.9
	Zone 767 Subtotal					169	169	338	46.9
TOTAL						336	384	720	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

Zone	To Gates 5	14	16	17	22	28	36
14	0.0	25.0	0.0	10.0	15.0	50.0	0.0
15	0.0	0.0	25.0	0.0	67.5	0.0	7.5
32	0.0	5.0	10.0	10.0	68.0	5.0	2.0
33	0.0	5.0	10.0	10.0	68.0	5.0	2.0
34	0.0	5.0	10.0	10.0	68.0	5.0	2.0
35	0.0	5.0	10.0	10.0	68.0	5.0	2.0
36	0.0	10.0	20.0	15.0	40.0	15.0	0.0
753	20.0	5.0	10.0	5.0	55.0	0.0	5.0
767	14.0	0.0	10.0	10.0	14.0	50.0	2.0

Volume Type	NB Link In	Out	Total	SB Link In	Out	Total	EB Link In	Out	Total	WB Link In	Out	Total	Total Volume
#201 Lombard/Divisadero													
Base	378	385	763	298	285	583	2398	3242	5640	3117	2279	5396	12382
Added	0	0	0	0	0	0	131	114	245	114	131	245	490
Total	378	385	763	298	285	583	2529	3356	5885	3231	2410	5641	12872
#202 Lombard/Richardson													
Base	3319	2500	5819	2171	3119	5290	329	200	529	0	0	0	11638
Added	114	131	245	1	2	3	130	112	242	0	0	0	490
Total	3433	2631	6064	2172	3121	5293	459	312	771	0	0	0	12128
#203 Lyon/Lombard													
Base	217	183	400	318	325	643	569	517	1086	223	302	525	2654
Added	13	15	28	0	0	0	145	125	270	112	130	242	540
Total	230	198	428	318	325	643	714	642	1356	335	432	767	3194
#204 Greenwich/Divisadero													
Base	345	332	677	343	385	728	145	164	309	203	155	358	2072
Added	0	0	0	0	0	0	15	13	28	13	15	28	56
Total	345	332	677	343	385	728	160	177	337	216	170	386	2128
#205 Greenwich/Lyon													
Base	107	120	227	177	214	391	0	0	0	130	80	210	828
Added	0	0	0	15	13	28	0	0	0	13	15	28	56
Total	107	120	227	192	227	419	0	0	0	143	95	238	884
#206 Francisco/Richardson													
Base	3119	2250	5369	2217	3331	5548	251	69	320	145	82	227	11464
Added	2	1	3	1	2	3	0	0	0	0	0	0	6
Total	3121	2251	5372	2218	3333	5551	251	69	320	145	82	227	11470
#207 Richardson/Gorgas													
Base	253	63	316	69	34	103	2150	3439	5589	3298	2234	5532	11540
Added	1	0	1	0	0	0	0	2	2	2	1	3	6
Total	254	63	317	69	34	103	2150	3441	5591	3300	2235	5535	11546
#208 Doyle/Marina/Lyon													
Base	40	25	65	247	491	738	922	1549	2471	2009	1153	3162	6436
Added	0	0	0	100	107	207	-2	-9	-11	98	98	196	392
Total	40	25	65	347	598	945	920	1540	2460	2107	1251	3358	6828
#209 Graham/Lincoln													
Base	152	134	286	22	7	29	434	391	825	508	584	1092	2232
Added	16	23	39	-1	0	-1	-4	1	-3	24	11	35	70
Total	168	157	325	21	7	28	430	392	822	532	595	1127	2302
#210 Lincoln/Halleck													
Base	0	3	3	314	340	654	542	543	1085	584	554	1138	2880
Added	0	0	0	42	44	86	30	28	58	42	42	84	228
Total	0	3	3	356	384	740	572	571	1143	626	596	1222	3108

Volume Type	NB Link In	NB Link Out	NB Link Total	SB Link In	SB Link Out	SB Link Total	EB Link In	EB Link Out	EB Link Total	WB Link In	WB Link Out	WB Link Total	Total Volume
#211 Lincoln/Girard													
Base	0	0	0	336	497	833	589	585	1174	600	443	1043	3050
Added	0	0	0	49	3	52	34	83	117	34	31	65	234
Total	0	0	0	385	500	885	623	668	1291	634	474	1108	3284
#212 Presidio/Letterman/Lincoln													
Base	539	546	1085	463	601	1064	237	188	425	148	52	200	2774
Added	49	49	98	27	21	48	9	24	33	28	19	47	226
Total	588	595	1183	490	622	1112	246	212	458	176	71	247	3000
#213 Lombard/Presidio													
Base	733	676	1409	549	597	1146	0	0	0	529	538	1067	3622
Added	50	61	111	49	49	98	0	0	0	62	51	113	322
Total	783	737	1520	598	646	1244	0	0	0	591	589	1180	3944
#214 Presidio/Pacific													
Base	731	630	1361	686	743	1429	14	66	80	89	81	170	3040
Added	30	40	70	40	30	70	0	0	0	0	0	0	140
Total	761	670	1431	726	773	1499	14	66	80	89	81	170	3180
#215 Presidio/Jackson													
Base	637	654	1291	661	677	1338	160	168	328	250	209	459	3416
Added	30	40	70	40	30	70	0	0	0	0	0	0	140
Total	667	694	1361	701	707	1408	160	168	328	250	209	459	3556
#216 Presidio/Washington													
Base	664	599	1263	658	705	1363	206	130	336	110	204	314	3276
Added	30	40	70	40	30	70	0	0	0	0	0	0	140
Total	694	639	1333	698	735	1433	206	130	336	110	204	314	3416
#217 Arguello/Jackson													
Base	488	603	1091	546	454	1000	0	0	0	123	100	223	2314
Added	20	24	44	24	20	44	0	0	0	0	0	0	88
Total	508	627	1135	570	474	1044	0	0	0	123	100	223	2402
#218 Arguello/Washington St													
Base	542	657	1199	582	485	1067	32	36	68	107	85	192	2526
Added	20	24	44	24	20	44	0	0	0	0	0	0	88
Total	562	681	1243	606	505	1111	32	36	68	107	85	192	2614
#219 Arguello/Moraga													
Base	431	449	880	0	0	0	180	188	368	377	351	728	1976
Added	20	25	45	0	0	0	5	9	14	25	16	41	100
Total	451	474	925	0	0	0	185	197	382	402	367	769	2076
#220 Montgomery/Sheridan													
Base	62	196	258	85	226	311	341	66	407	0	0	0	976
Added	-22	-4	-26	25	-3	22	19	29	48	0	0	0	44
Total	40	192	232	110	223	333	360	95	455	0	0	0	1020

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#201 Lombard/Divisadero	B	13.0	0.849	B	13.9	0.872	+ 0.880 D/V
#202 Lombard/Richardson	A	3.6	0.602	A	6.9	0.743	+ 3.371 D/V
#203 Lyon/Lombard	B	13.7	0.649	B	16.4	0.789	+ 2.687 D/V
#204 Greenwich/Divisadero	B	13.4	0.549	B	13.8	0.562	+ 0.013 V/C
#205 Greenwich/Lyon	A	8.2	0.222	A	8.3	0.243	+ 0.022 V/C
#206 Francisco/Richardson	B	15.0	0.712	B	15.1	0.713	+ 0.027 D/V
#207 Richardson/Gorgas	A	7.0	0.796	A	7.0	0.797	+ 0.030 D/V
#208 Doyle/Marina/Lyon	B	17.7	0.726	C	25.6	0.826	+ 7.841 D/V
#209 Graham/Lincoln	A	7.1	0.358	A	7.6	0.367	+ 0.470 D/V
#210 Lincoln/Halleck	B	10.9	0.591	B	12.1	0.651	+ 1.148 D/V
#211 Lincoln/Girard	B	15.3	0.684	B	15.5	0.706	+ 0.214 D/V
#212 Presidio/Letterman/Lincoln	C	17.6	0.781	C	20.9	0.853	+ 0.072 V/C
#213 Lombard/Presidio	C	20.5	0.798	C	24.6	0.861	+ 4.079 D/V
#214 Presidio/Pacific	A	4.1	0.500	A	4.1	0.525	+ 0.012 D/V
#215 Presidio/Jackson	B	10.0	0.589	B	10.1	0.614	+ 0.068 D/V
#216 Presidio/Washington	A	8.6	0.552	A	8.6	0.576	-0.013 D/V
#217 Arguello/Jackson	C	17.6	0.744	C	19.3	0.782	+ 0.038 V/C
#218 Arguello/Washington St	C	22.9	0.833	D	26.0	0.873	+ 0.040 V/C
#219 Arguello/Moraga	B	14.0	0.613	C	15.3	0.652	+ 0.039 V/C
#220 Montgomery/Sheridan	A	9.2	0.394	A	9.4	0.419	+ 0.024 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 60 | Critical Vol./Cap. (X): 0.789
Loss Time (sec): 6 (Y+R = 4 sec) | Average Delay (sec/veh): 16.4
Optimal Cycle: 50 | Level Of Service: B

Street Name:	Lyon St.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	124	68	25	29	65	224	212	248	109	9	169	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	68	25	29	65	224	212	248	109	9	169	45
Added Vol:	13	0	0	0	0	0	0	130	15	0	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	68	25	29	65	224	212	378	124	9	281	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	68	25	29	65	224	212	378	124	9	281	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	68	25	29	65	224	212	378	124	9	281	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	137	68	25	29	65	224	212	378	124	9	281	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.53	0.53	0.87	0.87	0.87	0.78	0.78	0.78	0.97	0.97	0.97
Lanes:	0.60	0.29	0.11	0.09	0.20	0.71	0.30	0.53	0.17	0.03	0.84	0.13
Final Sat.:	600	298	109	151	337	1163	440	785	258	49	1540	247
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.19	0.19	0.19	0.48	0.48	0.48	0.18	0.18	0.18
Crit Moves:		****						****				
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.79	0.79	0.79	0.67	0.67	0.67	0.79	0.79	0.79	0.30	0.30	0.30
Uniform Del:	19.6	19.6	19.6	18.8	18.8	18.8	8.8	8.8	8.8	5.6	5.6	5.6
IncremntDel:	13.4	13.4	13.4	3.5	3.5	3.5	4.7	4.7	4.7	0.2	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.0	33.0	33.0	22.3	22.3	22.3	13.5	13.5	13.5	5.7	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	33.0	33.0	22.3	22.3	22.3	13.5	13.5	13.5	5.7	5.7	5.7
HCM2kAvg:	10	10	10	7	7	7	15	15	15	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 60 | Critical Vol./Cap. (X): 0.367
Loss Time (sec): 6 (Y+R = 4 sec) | Average Delay (sec/veh): 7.6
Optimal Cycle: 21 | Level Of Service: A

Street Name:	Graham St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	0	150	7	0	15	7	427	0	134	374	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	150	7	0	15	7	427	0	134	374	0
Added Vol:	0	0	16	-1	0	0	0	-4	0	23	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	166	6	0	15	7	423	0	157	375	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	166	6	0	15	7	423	0	157	375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	166	6	0	15	7	423	0	157	375	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	0	166	6	0	15	7	423	0	157	375	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	0.85	1.00	0.85	0.99	0.99	1.00	0.58	1.00	1.00
Lanes:	0.01	0.00	0.99	0.29	0.00	0.71	0.02	0.98	0.00	1.00	1.00	0.00
Final Sat.:	20	0	1624	459	0	1147	31	1858	0	1093	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.01	0.00	0.01	0.23	0.23	0.00	0.14	0.20	0.00
Crit Moves:	****							****				
Green/Cycle:	0.28	0.00	0.28	0.28	0.00	0.28	0.62	0.62	0.00	0.62	0.62	0.00
Volume/Cap:	0.37	0.00	0.37	0.05	0.00	0.05	0.37	0.37	0.00	0.23	0.32	0.00
Uniform Del:	17.4	0.0	17.4	15.8	0.0	15.8	5.6	5.6	0.0	5.0	5.4	0.0
IncremntDel:	0.5	0.0	0.5	0.0	0.0	0.0	0.2	0.2	0.0	0.2	0.2	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	17.9	0.0	17.9	15.9	0.0	15.9	5.8	5.8	0.0	5.2	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	0.0	17.9	15.9	0.0	15.9	5.8	5.8	0.0	5.2	5.5	0.0
HCM2kAvg:	3	0	3	0	0	0	4	4	0	2	3	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Cycle (sec): 60 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 35 Level Of Service: B

Street Name:	Halleck St.						Lincoln Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	0 1	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	153	0	161	138	401	3	0	382	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	153	0	161	138	401	3	0	382	202
Added Vol:	0	0	0	26	0	16	14	16	0	0	12	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	179	0	177	152	417	3	0	394	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	179	0	177	152	417	3	0	394	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	179	0	177	152	417	3	0	394	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	179	0	177	152	417	3	0	394	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.78	1.00	0.78	0.61	1.00	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	1.00	0.99	0.01	0.00	0.63	0.37
Final Sat.:	0	0	0	748	0	739	1153	1885	14	0	1136	669
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.13	0.22	0.22	0.00	0.35	0.35
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.53	0.53	0.53	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.65	0.25	0.42	0.42	0.00	0.65	0.65
Uniform Del:	0.0	0.0	0.0	15.8	0.0	15.8	7.6	8.4	8.4	0.0	10.0	10.0
IncremntDel:	0.0	0.0	0.0	2.8	0.0	2.8	0.2	0.3	0.3	0.0	1.6	1.6
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	18.6	0.0	18.6	7.8	8.7	8.7	0.0	11.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.6	0.0	18.6	7.8	8.7	8.7	0.0	11.6	11.6
HCM2kAvg:	0	0	0	8	0	8	3	5	5	0	9	9

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	187	0	149	333	256	0	0	436	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	187	0	149	333	256	0	0	436	164
Added Vol:	0	0	0	0	0	49	3	31	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	187	0	198	336	287	0	0	470	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	187	0	198	336	287	0	0	470	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	187	0	198	336	287	0	0	470	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	187	0	198	336	287	0	0	470	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	0.97	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.74	0.26
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1359	474
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.12	0.19	0.15	0.00	0.00	0.35	0.35
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.41	0.26	0.75	0.00	0.00	0.49	0.64
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.30	0.71	0.20	0.00	0.00	0.71	0.54
Uniform Del:	0.0	0.0	0.0	24.4	0.0	11.9	20.0	2.2	0.0	0.0	11.9	6.1
IncremntDel:	0.0	0.0	0.0	8.4	0.0	0.3	4.8	0.1	0.0	0.0	2.6	0.5
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	32.8	0.0	12.1	24.8	2.2	0.0	0.0	14.5	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.8	0.0	12.1	24.8	2.2	0.0	0.0	14.5	6.6
HCM2kAvg:	0	0	0	5	0	3	7	2	0	0	10	7

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 0 Level Of Service: C

Street Name:	Lincoln/Presidio						Presidio/Letterman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	106	425	8	28	393	42	74	16	147	6	40	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	425	8	28	393	42	74	16	147	6	40	102
Added Vol:	24	12	13	6	21	0	0	0	9	19	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	437	21	34	414	42	74	16	156	25	40	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	437	21	34	414	42	74	16	156	25	40	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	437	21	34	414	42	74	16	156	25	40	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	437	21	34	414	42	74	16	156	25	40	111
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	0.14	1.69	0.17	0.30	0.07	0.63	0.14	0.23	0.63
Final Sat.:	494	512	25	70	865	89	152	33	320	68	109	303
Capacity Analysis Module:												
Vol/Sat:	0.26	0.85	0.85	0.49	0.48	0.47	0.49	0.49	0.49	0.37	0.37	0.37
Crit Moves:		****		****				****			****	
Delay/Veh:	12.4	35.5	35.5	15.6	15.3	15.0	15.1	15.1	15.1	13.3	13.3	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	35.5	35.5	15.6	15.3	15.0	15.1	15.1	15.1	13.3	13.3	13.3
LOS by Move:	B	E	E	C	C	B	C	C	C	B	B	B
ApproachDel:	30.4			15.3			15.1			13.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	30.4			15.3			15.1			13.3		
LOS by Appr:	D			C			C			B		

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 60 Critical Vol./Cap. (X): 0.861
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 64 Level Of Service: C

Street Name:	Presidio Blvd.						Lombard St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	409	324	214	335	0	0	0	0	341	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	409	324	214	335	0	0	0	0	341	0	188
Added Vol:	0	19	31	20	29	0	0	0	0	32	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	428	355	234	364	0	0	0	0	373	0	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	428	355	234	364	0	0	0	0	373	0	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	428	355	234	364	0	0	0	0	373	0	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	428	355	234	364	0	0	0	0	373	0	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.55	0.45	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	975	809	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.13	0.19	0.00	0.00	0.00	0.00	0.21	0.00	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.51	0.51	0.15	0.66	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.86	0.86	0.86	0.29	0.00	0.00	0.00	0.00	0.86	0.00	0.56
Uniform Del:	0.0	12.9	12.9	24.9	4.3	0.0	0.0	0.0	0.0	21.8	0.0	20.0
IncremntDel:	0.0	8.4	8.4	23.3	0.1	0.0	0.0	0.0	0.0	16.0	0.0	1.9
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	21.3	21.3	48.2	4.4	0.0	0.0	0.0	0.0	37.8	0.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	21.3	48.2	4.4	0.0	0.0	0.0	0.0	37.8	0.0	21.9
HCM2kAvg:	0	16	16	8	3	0	0	0	0	10	0	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 60 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 4.1
Optimal Cycle: 27 Level Of Service: A

Street Name:	Presidio Blvd.						Pacific Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	703	19	56	606	24	3	6	5	19	33	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	703	19	56	606	24	3	6	5	19	33	37
Added Vol:	0	30	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	733	19	56	646	24	3	6	5	19	33	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	733	19	56	646	24	3	6	5	19	33	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	733	19	56	646	24	3	6	5	19	33	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	733	19	56	646	24	3	6	5	19	33	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.99	0.91	0.91	0.91	0.90	0.90	0.90	0.87	0.87	0.87
Lanes:	0.01	0.97	0.02	0.08	0.89	0.03	0.21	0.43	0.36	0.21	0.37	0.42
Final Sat.:	22	1812	47	134	1542	57	367	734	612	353	614	688
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.42	0.42	0.42	0.01	0.01	0.01	0.05	0.05	0.05
Crit Moves:					****						****	
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.51	0.51	0.51	0.53	0.53	0.53	0.08	0.08	0.08	0.53	0.53	0.53
Uniform Del:	2.1	2.1	2.1	2.1	2.1	2.1	24.4	24.4	24.4	25.5	25.5	25.5
IncremntDel:	0.3	0.3	0.3	0.4	0.4	0.4	0.2	0.2	0.2	3.0	3.0	3.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.3	2.3	2.3	2.5	2.5	2.5	24.6	24.6	24.6	28.6	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.3	2.3	2.3	2.5	2.5	2.5	24.6	24.6	24.6	28.6	28.6	28.6
HCM2kAvg:	5	5	5	6	6	6	0	0	0	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 60 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 32 Level Of Service: B

Street Name:	Presidio Blvd.						Jackson St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	575	54	54	579	28	55	101	4	71	132	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	575	54	54	579	28	55	101	4	71	132	47
Added Vol:	0	30	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	605	54	54	619	28	55	101	4	71	132	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	605	54	54	619	28	55	101	4	71	132	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	605	54	54	619	28	55	101	4	71	132	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	605	54	54	619	28	55	101	4	71	132	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.92	0.92	0.92	0.82	0.82	0.82	0.87	0.87	0.87
Lanes:	0.01	0.91	0.08	0.08	0.88	0.04	0.34	0.63	0.03	0.28	0.53	0.19
Final Sat.:	22	1693	151	135	1546	70	535	983	39	467	869	309
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.40	0.40	0.40	0.10	0.10	0.10	0.15	0.15	0.15
Crit Moves:					****						****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.55	0.55	0.55	0.61	0.61	0.61	0.41	0.41	0.41	0.61	0.61	0.61
Uniform Del:	5.6	5.6	5.6	6.0	6.0	6.0	18.9	18.9	18.9	20.0	20.0	20.0
IncremntDel:	0.5	0.5	0.5	1.0	1.0	1.0	0.7	0.7	0.7	2.8	2.8	2.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.2	6.2	6.2	7.0	7.0	7.0	19.7	19.7	19.7	22.8	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	6.2	6.2	7.0	7.0	7.0	19.7	19.7	19.7	22.8	22.8	22.8
HCM2kAvg:	7	7	7	9	9	9	3	3	3	6	6	6

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #216 Presidio/Washington

Cycle (sec):	60	Critical Vol./Cap. (X):	0.576
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	8.6
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Presidio Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	609	35	44	566	48	68	125	13	20	62	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	609	35	44	566	48	68	125	13	20	62	28
Added Vol:	0	30	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	639	35	44	606	48	68	125	13	20	62	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	639	35	44	606	48	68	125	13	20	62	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	639	35	44	606	48	68	125	13	20	62	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	639	35	44	606	48	68	125	13	20	62	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.93	0.93	0.93	0.87	0.87	0.87	0.91	0.91	0.91
Lanes:	0.03	0.92	0.05	0.06	0.87	0.07	0.33	0.61	0.06	0.18	0.57	0.25
Final Sat.:	53	1699	93	112	1537	122	547	1005	105	315	978	441
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.39	0.39	0.39	0.12	0.12	0.12	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.55	0.55	0.55	0.58	0.58	0.58	0.58	0.58	0.58	0.29	0.29	0.29
Uniform Del:	4.8	4.8	4.8	4.9	4.9	4.9	21.1	21.1	21.1	19.7	19.7	19.7
IncremntDel:	0.5	0.5	0.5	0.7	0.7	0.7	2.3	2.3	2.3	0.4	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.3	5.3	5.3	5.6	5.6	5.6	23.4	23.4	23.4	20.1	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.3	5.3	5.3	5.6	5.6	5.6	23.4	23.4	23.4	20.1	20.1	20.1
HCM2kAvg:	7	7	7	8	8	8	5	5	5	2	2	2

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.873
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	26.0
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Arguello Blvd.						Washington St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	465	57	20	551	11	0	8	24	82	5	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	465	57	20	551	11	0	8	24	82	5	20
Added Vol:	0	20	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	485	57	20	575	11	0	8	24	82	5	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	485	57	20	575	11	0	8	24	82	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	485	57	20	575	11	0	8	24	82	5	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	485	57	20	575	11	0	8	24	82	5	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.96	1.00	0.03	0.95	0.02	0.00	0.25	0.75	0.76	0.05	0.19
Final Sat.:	26	619	739	23	659	13	0	128	385	390	24	95
Capacity Analysis Module:												
Vol/Sat:	0.78	0.78	0.08	0.87	0.87	0.87	xxxx	0.06	0.06	0.21	0.21	0.21
Crit Moves:	****				****			****		****		
Delay/Veh:	24.8	24.8	7.9	32.2	32.2	32.2	0.0	9.8	9.8	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	24.8	7.9	32.2	32.2	32.2	0.0	9.8	9.8	11.2	11.2	11.2
LOS by Move:	C	C	A	D	D	D	*	A	A	B	B	B
ApproachDel:	23.1			32.2				9.8			11.2	
Delay Adj:	1.00			1.00				1.00			1.00	
ApprAdjDel:	23.1			32.2				9.8			11.2	
LOS by Appr:	C			D				A			B	

Parking Demand Calculations

Alternative 1

		LONG-TERM DEMAND							SHORT-TERM DEMAND							TOTAL DEMAND		
	Unit	Space per Unit	Emps per KGSF	% Auto	VOR	Midday Demand (spaces)	Evening Demand (spaces)	Weekend Demand (spaces)	Daily Veh. Trips	% Non-work	Trip Ends	Turnover Rate	Midday Demand (spaces)	Evening Demand (spaces)	Weekend Demand (spaces)	Midday	Evening	Weekend
Industrial/Warehouse	317 gsf		1.53	67.2%	1.08	0	0	0	1	60%	2	6	0	0	0	0	0	0
Office	436,408 gsf		3.27	59.1%	1.03	819	41	82	3,586	47%	2	6	140	7	14	960	48	96
Retail	69,065 gsf		2.86 [a]	64.9%	1.37	94	62	70	4,008	92%	2	10	184	123	138	278	185	208
Restaurant	3,975 gsf		2.86 [a]	64.9%	1.37	5	5	5	615	92%	2	7	30	40	40	46	46	46
Lodging	22 rooms	1	---	---	---	11	22	22	65	---	---	---				11	22	22
Conference	25,537 gsf		1.53	64.7%	1.26	20	13	27	88	92%	2	3	14	9	18	34	22	45
Recreational	12,800 gsf		0.81	59.6%	1.50	4	3	5	163	92%	2	4	19	23	23	23	25	28
YMCA	21,067 gsf		0.81	59.6%	1.50	7	7	7	630	92%	2	4.5	64	81	81	71	87	87
Cultural/Educational	213,281 gsf		1.53	64.0%	1.50	139	93	127	3,217	92%	2	10	148	99	135	287	191	261
Theatre	1,320 seats		0.023 [a]	64.0%	1.40	6.9	14	14	503	92%	2	1	156	313	232	163	326	245
Residential	123 du	2.5	---	---	---	153	307	307	438	---	---	---				153	307	307
Infrastructure	28,852 gsf		0.81	53.7%	1.08	12	1	1	9	60%	2	6	0	0	0	12	1	2
Disney Family Museum	82,072 gsf		0.5	64.0%	1.50	17	10	10	1,056	92%	2	4.5	108	79	189	125	89	199
Museum	- gsf		0.5	64.0%	1.50	0	0	0	0	92%	2	4	0	0	0	0	0	0
TOTAL						1,289	578	678	14,379				865	773	869	2,163	1,349	1,546
TOTAL EXCLUDING INFANTRY TERRACE						1,233	466	565					865	773	869	2,097	1,239	1,434

[a] SFPD Guidelines Table C-1.

Notes:

Estimates include Building 102 which accounts for approximately 87/15/23 spaces during the midday weekday, evening and weekend, respectively.

Alternative 2

			LONG-TERM DEMAND							SHORT-TERM DEMAND							TOTAL DEMAND		
		Unit	Space per Unit	Emps per KGSF	% Auto	VOR	Midday Demand (spaces)	Evening Demand (spaces)	Weekend Demand (spaces)	Daily Veh. Trips	% Non-work	Trip Ends	Turnover Rate	Midday Demand (spaces)	Evening Demand (spaces)	Weekend Demand (spaces)	Midday	Evening	Weekend
Industrial/Warehouse	28,253	gsf		1.53	67.2%	1.08	27	1	3	83	60%	2	6	4	0	0	31	2	3
Office	440,837	gsf		3.27	59.1%	1.03	827	41	83	3,358	47%	2	6	132	7	13	959	48	96
Retail	30,240	gsf		2.86	64.9%	1.37	41	27	31	1,755	92%	2	10	81	54	61	122	81	91
Restaurant	24,336	gsf		2.86	64.9%	1.37	33	33	33	3,766	92%	2	7	186	247	247	219	280	280
Lodging	130	rooms	1	---	---	---	65	130	130	383	---	---	---				65	130	130
Conference	25,537	gsf		1.53	64.7%	1.26	20	13	27	88	92%	2	3	14	9	18	34	22	45
Recreational	-	gsf		0.81	59.6%	1.50	0	0	0	0	92%	2	4	0	0	0	0	0	0
YMCA	21,067	gsf		0.81	59.6%	1.50	7	7	7	630	92%	2	4.5	64	81	81	71	87	87
Cultural/Educational	263,464	gsf		1.53	64.0%	1.50	172	115	156	3,724	92%	2	10	171	114	156	343	229	312
Theatre	800	seats		0.023	64.0%	1.40	4.2	8	8	305	92%	2	1	95	189	140	99	198	149
Residential	63	du	2.5	---	---	---	79	158	158	227	---	---	---				79	158	158
Infrastructure	28,323	gsf		0.81	53.7%	1.08	11	1	1	8	60%	2	6	0	0	0	12	1	2
Disney Family Museum	82,072	gsf		0.5	64.0%	1.50	17	10	10	1,056	92%	2	4.5	108	79	189	125	89	199
Museum	-	gsf		0.5	64.0%	1.50	0	0	0	0	92%	2	4	0	0	0	0	0	0
TOTAL							1,304	545	647	15,383				854	780	906	2,159	1,325	1,552
TOTAL EXCLUDING INFANTRY TERRACE							1,248	432	534					854	780	906	2,102	1,212	1,440

[a] SFPD Guidelines Table C-1.

Notes:

Estimates include Building 102 which accounts for approximately 87/15/23 spaces during the midday weekday, evening and weekend, respectively.

Alternative 3

		LONG-TERM DEMAND							SHORT-TERM DEMAND							TOTAL DEMAND		
	Unit	Space per Unit	Emps per KGSF	% Auto	VOR	Midday Demand (spaces)	Evening Demand (spaces)	Weekend Demand (spaces)	Daily Veh. Trips	% Non-work	Trip Ends	Turnover Rate	Midday Demand (spaces)	Evening Demand (spaces)	Weekend Demand (spaces)	Midday	Evening	Weekend
Industrial/Warehouse	317 gsf		1.53	67.2%	1.08	0	0	0	1	60%	2	6	0	0	0	0	0	0
Office	488,499 gsf		3.27	59.1%	1.03	917	46	92	3,959	47%	2	6	155	8	16	1,072	54	107
Retail	33,762 gsf		2.86	64.9%	1.37	46	30	34	1,959	92%	2	10	90	60	68	136	91	102
Restaurant	3,975 gsf		2.86	64.9%	1.37	5	5	5	615	92%	2	7	30	40	40	36	46	46
Lodging	58 rooms	1	---	---	---	29	58	58	171	---	---	---				29	58	58
Conference	25,537 gsf		1.53	64.7%	1.26	20	13	27	88	92%	2	3	14	9	18	34	22	45
Recreational	- gsf		0.81	59.6%	1.50	0	0	0	0	92%	2	4	0	0	0	0	0	0
YMCA	21,067 gsf		0.81	59.6%	1.50	7	7	7	630	92%	2	4.5	64	81	81	71	87	87
Cultural/Educational	234,246 gsf		1.53	64.0%	1.50	153	102	139	2,794	92%	2	10	129	86	117	281	188	256
Theatre	600 seats		0.023	64.0%	1.40	3.2	6	6	229	92%	2	1	71	142	105	74	148	112
Residential	63 du	2.5	---	---	---	79	158	158	227	---	---	---				79	158	158
Infrastructure	31,785 gsf		0.81	53.7%	1.08	13	1	1	9	60%	2	6	0	0	0	13	1	2
Disney Family Museum	82,072 gsf		0.5	64.0%	1.50	17	10	10	1,056	92%	2	4.5	108	79	189	125	89	199
Museum	50,000 gsf		0.5	64.0%	1.50	11	6	6	584	92%	2	4	67	49	97	78	55	104
TOTAL						1,300	443	544	12,323				729	554	731	2,028	997	1,276
TOTAL EXCLUDING INFANTRY TERRACE						1,244	331	432					729	554	731	1,972	885	1,163

[a] SFPD Guidelines Table C-1.

Notes:

Estimates include Building 102 which accounts for approximately 87/15/23 spaces during the midday weekday, evening and weekend, respectively.

Alternative 4

		LONG-TERM DEMAND							SHORT-TERM DEMAND							TOTAL DEMAND		
	Unit	Space per Unit	Emps per KGSF	% Auto	VOR	Midday Demand (spaces)	Evening Demand (spaces)	Weekend Demand (spaces)	Daily Veh. Trips	% Non-work	Trip Ends	Turnover Rate	Midday Demand (spaces)	Evening Demand (spaces)	Weekend Demand (spaces)	Midday	Evening	Weekend
Industrial/Warehouse	317 gsf		1.53	67.2%	1.08	0	0	0	1	60%	2	6	0	0	0	0	0	0
Office	510,277 gsf		3.27	59.1%	1.03	958	48	96	4,125	47%	2	6	162	8	16	1,119	56	112
Retail	33,762 gsf		2.86	64.9%	1.37	46	30	34	1,959	92%	2	10	90	60	68	136	91	102
Restaurant	3,975 gsf		2.86	64.9%	1.37	5	5	5	615	92%	2	7	30	40	40	36	46	46
Lodging	- rooms	1	---	---	---	0	0	0	0	---	---	---				0	0	0
Conference	25,537 gsf		1.53	64.7%	1.26	20	13	27	88	92%	2	3	14	9	18	34	22	45
Recreational	12,800 gsf		0.81	59.6%	1.50	4	3	5	163	92%	2	4	19	23	23	23	25	28
YMCA	21,067 gsf		0.81	59.6%	1.50	7	7	7	630	92%	2	4.5	64	81	81	71	87	87
Cultural/Educational	183,246 gsf		1.53	64.0%	1.50	120	80	109	2,780	92%	2	10	128	85	116	247	165	225
Theatre	600 seats		0.023	64.0%	1.40	3.2	6	6	229	92%	2	1	71	142	105	74	148	112
Residential	112 du	2.5	---	---	---	140	279	279	402	---	---	---				140	279	279
Infrastructure	31,785 gsf		0.81	53.7%	1.08	13	1	1	9	60%	2	6	0	0	0	13	1	2
Disney Family Museum	82,072 gsf		0.5	64.0%	1.50	17	10	10	1,056	92%	2	4.5	108	79	189	125	89	199
Museum	- gsf		0.5	64.0%	1.50	0	0	0	0	92%	2	4	0	0	0	0	0	0
TOTAL						1,333	483	581	12,058				686	527	656	2,018	1,009	1,237
TOTAL EXCLUDING INFANTRY TERRACE						1,277	371	468					686	527	656	1,963	898	1,125

[a] SFPD Guidelines Table C-1.

Notes:

Estimates include Building 102 which accounts for approximately 87/15/23 spaces during the midday weekday, evening and weekend, respectively.

Transit Ridership Calculations

Alternative 1

AM Peak Hour

ORIGIN/	TOTAL		Muni 1, 1AX & 1BX		Muni 28 & 29		Muni 30 & 30X		Muni 41 & 45		Muni 43		PresidiGo		AC TRANSIT		BART		GGT BUSES		Caltrain	
DESTINATION	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Superdistrict 1	70	32	2	3			19	7	20	9			29	14								
Superdistrict 2	170	79	4	7	50	22			1	1	86	36	28	12								
Superdistrict 3	141	66	3	5	32	14	8	3	8	5	39	16	51	22								
Superdistrict 4	116	54			71	34			0	0	34	16	10	4								
East Bay	142	66	2	4	1	1	7	3	61	22			88	42	49	21	91	39				
North Bay	123	57			25	12							22	8					121	52		
South Bay	60	28			7	4	6	4	14	7			32	14			30	13			30	13
Other	46	21									23	11	23	11			41	18			5	2
ALL ORIGINS	869	404	11	18	187	87	40	17	105	44	183	79	284	126	49	21	161	69	121	52	34	15

PM Peak Hour

ORIGIN/	TOTAL		Muni 1, 1AX & 1BX		Muni 28 & 29		Muni 30 & 30X		Muni 41 & 45		Muni 43		PresidiGo		AC TRANSIT		BART		GGT BUSES		Caltrain	
DESTINATION	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Superdistrict 1	56	70	3	2			13	18	16	20			24	30								
Superdistrict 2	138	171	6	5	41	51			2	1	64	84	22	28								
Superdistrict 3	110	136	5	4	22	29	7	8	9	9	27	35	40	50								
Superdistrict 4	89	111			55	68			1	0	27	33	7	10								
East Bay	149	184	5	3	2	2	6	8	46	68			100	120	48	62	90	116				
North Bay	106	132			22	26							17	23					99	128		
South Bay	78	96			10	12	9	10	17	22			41	52			36	46			36	46
Other	90	111									45	56	45	56			75	97			8	11
ALL ORIGINS	815	1011	19	14	152	188	35	45	90	121	162	208	297	368	48	62	201	259	99	128	44	57

Alternative 2

AM Peak Hour

ORIGIN/	TOTAL		Muni 1, 1AX & 1BX		Muni 28 & 29		Muni 30 & 30X		Muni 41 & 45		Muni 43		PresidiGo		AC TRANSIT		BART		GGT BUSES		Caltrain	
DESTINATION	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Superdistrict 1	69	32	2	3			19	7	20	9			29	14								
Superdistrict 2	168	79	4	6	50	22			1	1	85	36	28	12								
Superdistrict 3	138	65	3	5	31	14	8	3	8	5	38	16	50	22								
Superdistrict 4	114	53			70	33			0	0	33	16	10	4								
East Bay	148	69	2	4	1	1	7	3	63	23			92	44	51	22	94	41				
North Bay	123	58			25	12							22	8					121	53		
South Bay	66	31			8	4	7	4	16	7			35	15			32	14			32	14
Other	56	27									28	13	28	13			50	22			6	2
ALL ORIGINS	881	414	11	18	184	87	40	18	107	45	185	81	294	133	51	22	176	77	121	53	38	16

PM Peak Hour

ORIGIN/	TOTAL		Muni 1, 1AX & 1BX		Muni 28 & 29		Muni 30 & 30X		Muni 41 & 45		Muni 43		PresidiGo		AC TRANSIT		BART		GGT BUSES		Caltrain	
DESTINATION	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Superdistrict 1	67	80	3	2			16	21	19	23			29	34								
Superdistrict 2	164	195	7	5	49	58			2	1	77	96	27	33								
Superdistrict 3	135	161	6	4	27	34	9	10	11	11	32	42	50	59								
Superdistrict 4	111	132			68	81			1	0	33	39	9	12								
East Bay	144	171	4	3	2	2	5	7	43	63			99	112	47	58	88	108				
North Bay	120	143			24	29							19	25					112	138		
South Bay	64	76			8	9	7	8	14	17			35	41			30	37			30	37
Other	55	65									28	33	28	33			46	57			5	6
ALL ORIGINS	862	1022	20	15	179	213	38	46	90	116	170	209	295	348	47	58	164	201	112	138	35	43

Alternative 3

AM Peak Hour

ORIGIN/	TOTAL		Muni 1, 1AX & 1BX		Muni 28 & 29		Muni 30 & 30X		Muni 41 & 45		Muni 43		PresidiGo		AC TRANSIT		BART		GGT BUSES		Caltrain	
DESTINATION	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Superdistrict 1	67	30	2	3			18	6	19	8			28	13								
Superdistrict 2	164	73	4	7	48	21			1	1	83	33	27	10								
Superdistrict 3	136	60	3	5	31	13	7	3	8	4	38	15	49	20								
Superdistrict 4	111	50			69	31			0	0	33	15	10	4								
East Bay	140	63	2	4	1	1	7	3	61	21			86	39	48	20	90	37				
North Bay	119	53			24	11							21	7					117	48		
South Bay	61	27			7	4	7	3	15	7			32	13			30	12			30	12
Other	50	22									25	11	25	11			44	18			5	2
ALL ORIGINS	848	378	11	18	180	81	39	16	104	42	178	73	278	117	48	20	163	67	117	48	35	14

PM Peak Hour

ORIGIN/	TOTAL		Muni 1, 1AX & 1BX		Muni 28 & 29		Muni 30 & 30X		Muni 41 & 45		Muni 43		PresidiGo		AC TRANSIT		BART		GGT BUSES		Caltrain	
DESTINATION	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Superdistrict 1	46	59	2	2			11	15	13	17			20	25								
Superdistrict 2	112	144	6	4	33	43			2	1	52	71	18	24								
Superdistrict 3	86	110	4	3	18	24	5	7	7	7	21	29	31	40								
Superdistrict 4	69	89			43	55			1	0	21	26	5	8								
East Bay	143	185	5	4	2	2	6	8	46	70			95	119	46	62	86	116				
North Bay	91	118			19	24							14	20					84	113		
South Bay	82	106			11	13	10	12	19	25			43	57			38	51			38	51
Other	108	139									54	70	54	70			90	121			10	13
ALL ORIGINS	738	951	17	13	125	161	32	42	86	121	148	196	280	362	46	62	214	288	84	113	48	65

Alternative 4

AM Peak Hour

ORIGIN/	TOTAL		Muni 1, 1AX & 1BX		Muni 28 & 29		Muni 30 & 30X		Muni 41 & 45		Muni 43		PresidiGo		AC TRANSIT		BART		GGT BUSES		Caltrain	
DESTINATION	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Superdistrict 1	70	31	2	3			19	7	20	8			29	13								
Superdistrict 2	170	76	4	7	50	21			1	1	86	34	28	11								
Superdistrict 3	142	63	3	6	32	14	8	3	8	4	39	16	51	21								
Superdistrict 4	117	52			72	32			0	0	34	15	10	4								
East Bay	139	62	2	4	1	1	7	3	60	21			86	39	48	20	89	36				
North Bay	123	55			25	12							22	8					120	49		
South Bay	58	26			7	4	6	3	14	6			31	12			28	12			28	12
Other	41	18									21	9	21	9			36	15			4	2
ALL ORIGINS	859	382	11	19	187	83	39	16	103	42	181	74	278	117	48	20	153	63	120	49	32	13

PM Peak Hour

ORIGIN/	TOTAL		Muni 1, 1AX & 1BX		Muni 28 & 29		Muni 30 & 30X		Muni 41 & 45		Muni 43		PresidiGo		AC TRANSIT		BART		GGT BUSES		Caltrain	
DESTINATION	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Superdistrict 1	51	65	3	2			12	17	14	19			22	28								
Superdistrict 2	124	159	6	5	37	48			2	1	58	78	19	26								
Superdistrict 3	98	126	5	4	20	27	6	8	8	8	24	33	35	46								
Superdistrict 4	80	102			49	63			1	0	24	30	6	9								
East Bay	138	177	5	3	2	2	6	8	44	67			92	114	45	60	83	111				
North Bay	97	124			20	25							15	21					89	120		
South Bay	73	94			10	12	9	10	17	22			38	51			34	45			34	45
Other	87	112									44	56	44	56			73	97			8	11
ALL ORIGINS	748	960	18	14	138	176	32	43	84	118	149	198	272	350	45	60	189	254	89	120	42	56

Appendix B
Programmatic Agreement for the Main Post Update

Preserving America's Heritage

October 26, 2010

Mr. Craig Middleton
Executive Director
Presidio Trust
P.O. Box 29052
34 Graham Street
San Francisco, CA 94129

Ref: *Main Post Update to the Presidio Trust Management Plan*
Presidio of San Francisco National Historic Landmark, San Francisco County, California

Dear Mr. Middleton:

Enclosed is your copy of the fully executed Programmatic Agreement (PA) for the referenced project. By carrying out the terms of the agreement, you will fulfill your responsibilities under Section 106 of the National Historic Preservation Act (NHPA) and the regulations of the Advisory Council on Historic Preservation (ACHP). The original signature page for the ACHP will remain on file at our office.

During the latter part of the consultation process, the issue arose of the Presidio Trust's compliance with Section 110(f) of the NHPA and how that might be reflected in the PA. We believe the PA does indeed fulfill the requirements of Section 110(f) as set forth in the ACHP's regulations at 36 CFR § 800.10, *Special requirements for protecting National Historic Landmarks*.

When a National Historic Landmark such as the Presidio may be directly and adversely affected by an agency action, Section 110(f) requires that the agency to the maximum extent possible, undertake such planning and actions as may be necessary to minimize harm to such landmark, and…afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on the undertaking." Section 800.10 of the ACHP's regulations authorize an agency to use the standard Part 800 process to meet this obligation, with the provision that the ACHP be requested to participate in the consultation process and that the Secretary of the Interior be invited to participate also.

In the present case, the Presidio Trust has met these requirements. The ACHP has participated and has signed the PA. The Secretary, acting through the National Park Service (NPS), has participated in the consultation throughout. In addition, the ACHP requested and the NPS provided to the Presidio Trust and the consulting parties a Section 213 report (as authorized by

the NHPA), assessing "the significance of any historic property, describing the effects of any proposed undertaking on the affected property, and recommending measures to avoid, minimize, or mitigate adverse effects." That report informed the consultation and influenced the outcome as embodied in the final PA.

By its signature on the final PA, the ACHP has indicated its concurrence in the actions taken by the Presidio Trust to meet its Section 110(f) obligations.

We commend your staff, particularly Mr. Robert Thomson, for their hard work and dedication in reaching a successful conclusion to the Section 106 process.

If we may be of further assistance as the agreement is implemented, please contact Ms. Katharine R. Kerr at (202) 606-8534, or via e-mail at kkerr@achp.gov.

Sincerely,

John M. Fowler
Executive Director

Enclosure

PROGRAMMATIC AGREEMENT
AMONG
THE PRESIDIO TRUST,
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER,
THE NATIONAL PARK SERVICE, AND
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
FOR
THE MAIN POST UPDATE TO THE PRESIDIO TRUST MANAGEMENT PLAN
PRESIDIO OF SAN FRANCISCO NATIONAL HISTORIC LANDMARK,
SAN FRANCISCO, CALIFORNIA

WHEREAS, the Presidio Trust (Trust) proposes to amend the planning concept for the *Main Post District: Visitor and Community Center* section with the Main Post Update to the Presidio Trust Management Plan (PTMP) for Area B of the Presidio of San Francisco (Project), a designated National Historic Landmark District (NHLD) within the boundaries of the Golden Gate National Recreation Area (GGNRA); and

WHEREAS, the Trust plans to enact this Project pursuant to the Presidio Trust Act, 16 U.S.C. 460bb appendix, thereby making the Undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. § 470f, and its implementing regulations, 36 CFR Part 800, and Stipulation X of the *Programmatic Agreement Among the Presidio Trust, National Park Service, the Advisory Council on Historic Preservation, and the California State Historic Preservation Officer Regarding the Presidio Trust Implementation Plan and Various Operation and Maintenance Activities for Area "B" of the Presidio of San Francisco, Golden Gate National Recreation Area* ("Presidio Trust Programmatic Agreement" (PTPA)), as amended; and

WHEREAS, the Federal Highway Administration, California Department of Transportation and San Francisco County Transportation Authority have accounted for adverse effects to the Presidio NHLD located within the Main Post in a separate Section 106 consultation on the replacement of Doyle Drive, completed in 2008; and

WHEREAS, the Trust completed a Section 106 consultation on the Main Parade Rehabilitation in November 2007, resulting in a conceptual design included for reference in this PA as Appendix H, and major elements including pavement removal and turf installation are proceeding; and

WHEREAS the Trust initiated consultation under Stipulation X of the PTPA, as amended, and in concert with the Advisory Council on Historic Preservation (ACHP) elected to combine consultation with Subpart B of 36 CFR Part 800; and

WHEREAS, the Trust has defined the Area of Potential Effect (APE) for this Undertaking as the NHLD, depicted on the map in Appendix A; and

WHEREAS, the Trust has determined that the Undertaking will adversely affect the NHLD, and has consulted with the California State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800 and Stipulation IX(A) of the PTPA; and

WHEREAS, the Trust has completed a draft update to the Presidio of San Francisco National Historic Landmark forms in 2008 and has submitted the update to the National Park Service's Pacific West Regional Office (PWRO); individual eligibility determination of post-World War II resources is still

ongoing; and regardless of eligibility or contributing status of those resources the Trust does not propose to change the Main Post Update to the PTMP projects associated with those resources; and

WHEREAS, the Trust has consulted with the National Park Service's PWRO and the GGNRA regarding the effects of the undertaking on historic properties and has invited them to sign this Programmatic Agreement (Agreement) as an invited signatory; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1) and Stipulation X of the PTPA, the Trust has notified the ACHP of its adverse effect determination providing the specified documentation, and the ACHP has chosen to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

WHEREAS, pursuant to 36 CFR § 800.2 (c)(5) the National Trust for Historic Preservation, Presidio Historical Association, San Francisco Architectural Heritage, Descendents of the de Anza and Portola Expedition, Sierra Club, National Parks Conservation Association, Barbara Voss (archaeologist), People for a Golden Gate National Recreation Area, Cow Hollow Association, Neighborhood Association for Planning at the Presidio, Laurel Heights Improvement Association, Marina Community Association, San Francisco Film Society, Interfaith Center at the Presidio, Contemporary Art Museum at the Presidio, and Larkspur Hotels and Restaurants have participated in the consultation, and have been invited to be concurring parties to this Agreement; and

WHEREAS, the Trust consulted with representatives of Native American groups identified by the California Native American Heritage Commission as having knowledge of cultural resources in the project area and San Francisco County, and has incorporated comments from that consultation into this Agreement; and

WHEREAS, the Trust documented the findings of effect in a document called *Finding of Effect for the Main Post Update* (Appendix B), which was released in July 2009; and

WHEREAS, the ACHP requested a report from the Director of the NPS under Section 213 of the National Historic Preservation Act (NHPA) [16 U.S.C. § 470u] detailing the significance of the NHLD, describing the effects of the Undertaking on the NHLD, and recommending measures to avoid, minimize, or mitigate adverse effects, in August 2008; and

WHEREAS, the National Park Service's PWRO submitted its completed Section 213 report to the ACHP in April 2009 (available on the Trust website at http://www.presidio.gov/trust/projects/mp/mpdocs.htm) which concurred with the Trust's finding of adverse effect, and informed the consultation; and

WHEREAS, the Art Museum proposal included in the February 2009 MPU was withdrawn in July 2009; and

WHEREAS, the Trust, through the consultation process and in compliance with the NHPA, including Sections 106 and 110(f), has modified the Undertaking to avoid, minimize or mitigate the adverse effects identified in the *Finding of Effect for the Main Post Update*, and described this modified Undertaking in a *Final Main Post Update* (August 2010); and

WHEREAS, the Trust has proposed the removal or relocation of Buildings 40 and 41 as part of the El Presidio: The Birthplace of San Francisco project; and

WHEREAS the Trust is conducting a parallel review process in accordance with the National Environmental Policy Act (NEPA) for the development of a Supplemental Environmental Impact

Statement, which has included the solicitation of public input on the potential impacts of the Undertaking on historic properties; and

WHEREAS, all projects located in the Main Post that are not described in the following stipulations will be reviewed according to Stipulation VII of the Presidio Trust Programmatic Agreement (PTPA); and

NOW, THEREFORE, the Trust, ACHP, SHPO, and NPS agree that the Undertaking will be implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on historic properties.

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STIPULATIONS

The Trust shall ensure that following measures are carried out:

I. ROLES AND RESPONSIBILITIES

A. The Presidio Trust, the SHPO, and the NPS will review and comment on draft designs submitted in accordance with Stipulation II(C) and draft and/or comment on documents submitted in accordance with Stipulation II(B), (D) and (E), may raise and resolve objections according to Stipulation V(A) and may amend or terminate this agreement according to Stipulation VI. The NPS, as an invited signatory, will have the same roles and responsibilities as the other signatory parties. The Trust will be responsible for organizing public meetings, distributing materials for review during the design development process, and reporting in accordance with Stipulations II(C) and IV(A).

B. The ACHP may raise objections according to Stipulation V(A) and resolve objections according to Stipulation V(B) and may amend or terminate this agreement according to Stipulation VI. The ACHP will not participate in design reviews described under Stipulation II(C).

C. Concurring parties may review and comment on draft designs and treatment plans submitted pursuant to Stipulation II(C) and may raise objections according to Stipulation V(B). Consulting parties that do not concur with the PA-MPU will have the same participation opportunities as the public.

D. The public may participate and comment in public meetings according to Stipulation II(C).

II. TREATMENT OF HISTORIC PROPERTIES

A. Summary of Treatment Measures and Limits of New Construction

For components of the Undertaking determined to result in adverse effects to historic properties and to the cultural landscape as documented in the final Finding of Effect for the Main Post Update (Appendix B), measures to avoid, minimize and mitigate the adverse effects of the Undertaking are described below. References below to the "Secretary's Standards" refer to the Secretary's Standards for the Treatment of Historic Properties: Standards for Preservation, Rehabilitation, Restoration and Reconstruction (NPS, 1995 and updates); the Secretary's Standards for Treatment of Cultural Landscapes (NPS, 1996 and updates); and/or the Secretary's Standards and Guidelines for Archaeology and Historic Preservation (NPS, 1983 and updates). It would not be uncommon for multiple standards to apply to a single component of the Undertaking.

1. Project-Specific Treatments

a. El Presidio: The Birthplace of San Francisco

The archaeological program at El Presidio may only proceed as follows:

i. Standards and guidelines to direct archaeological efforts at El Presidio will be developed and will apply to all work undertaken at the site, including work by professional and academic partners of the Trust; terms and details for these standards and guidelines to direct archaeological methods at El Presidio are set forth in Stipulation II(H).

ii. Treatment recommendations will be developed for the phased implementation of an interpretive landscape at El Presidio, including:

1. Reduction of parking from 252 daily stalls to 75 daily stalls, and;

2. Measures to periodically close Moraga Avenue, Mesa and Graham Streets using removable bollards for ongoing excavation and special events, and;

3. Representations of the dimensions and layout of the colonial settlement, and measures to rehabilitate the character-defining features of the *plaza de armas*.

Review of schematic designs for above will be conducted according to terms set forth in Stipulation II(C).

iii. Prior to implementing a course of action involving NHL-contributing Buildings 40 or 41 the Trust will consult with signatory and concurring parties according to terms set forth in Stipulation II(C)(2).

b. Archaeology Lab and Curation Facilities

Rehabilitation, new construction, and demolition associated with the Archaeology Lab and Curation Facility may only proceed as follows:

i. NHL-contributing Building 46 will be demolished. Prior to demolition, Building 46 will be fully documented according to the Historic American Buildings Survey (HABS) according to terms set forth in Stipulation II(D).

ii. A connecting structure not to exceed 500 square feet (sq/ft) will be constructed between Buildings 47 and 48, with a height not to exceed the roof ridge of Buildings 47 and 48; new construction will follow conceptual plans attached as Appendix C; review of rehabilitation and new construction for Buildings 47, 48, and the new connector will be conducted according to terms set forth in Stipulation II(C), and will follow conceptual plans attached as Appendix C.

iii. The Trust and NPS-GGNRA will cooperatively draft an agreement on the management of archaeological collections recovered from the Presidio NHLD within six (6) months of executing this agreement.

c. Presidio Lodge

Rehabilitation and new construction associated with the Presidio Lodge may only proceed as follows:

i. Non-NHL contributing Building 34 will be demolished.

ii. Total new construction for lodging use on the site bound by Lincoln Boulevard, Sheridan Avenue, Graham and Anza Streets will not exceed 70,000 sq/ft (reference conceptual site plan attached as Appendix D).

iii. New construction will be roughly based on the historic barracks layout that was present between Anza and Graham Streets (ca. 1860-1945), with heights not to exceed 30'; the southern edge of new construction will be set back no less than 150' from Building 95 (reference conceptual site plan attached as Appendix D).

iv. Designs for foundations, utility connections and underground parking using the basement of Building 34 will take into account the presence of subsurface archaeological features, and the Trust will seek solutions through the review process to avoid adverse effects associated with excavation.

v. Buildings 86 and 87 may be adaptively reused for lodging according to treatment recommendations in an HSR, developed according to terms set forth in Stipulation II(E) and the Secretary's Standards.

vi. Prior to completion of schematic designs for the Presidio Lodge, an Archaeological Management Assessment (AMA) will be prepared (reference Stipulation II(G)). If the AMA anticipates an adverse effect to archaeological features, the Trust will draft a proposed Treatment Plan according to terms set forth in Stipulation II(G)2.

vii. Reviews of rehabilitation and new construction will be conducted according to terms set forth in Stipulation II(C) and will follow conceptual plans attached as Appendix D.

d. Presidio Theatre

Rehabilitation and new construction associated with the Presidio Theatre (Building 99) may only proceed as follows:

i. The *Finding of Effect for the Main Post Update* acknowledges that construction of an 18,000 sq/ft addition would have an adverse effect on the Theatre. In order to minimize that effect, Building 99 and its surrounding landscape will be rehabilitated and new construction designed according to the treatment recommendations in an HSR, developed according to terms set forth in Stipulation II(E). The HSR will presume an addition of 18,000 square feet.;

ii. The interior of Building 99 will be retained as a single auditorium.

iii. An addition not to exceed 18,000 sq/ft, including a transparent connector, may be located to the west of Building 99, with a height not to exceed the eave of Building 99.

iv. Designs for the addition will take into account the presence of subsurface archaeological features, and the Trust will seek solutions through the review process to avoid adverse effects associated with excavation.

v**.** Review of rehabilitation and new construction will be conducted according to terms set forth in Stipulation II(C) below, and will follow conceptual plans attached as Appendix E.

e. Presidio Chapel

Rehabilitation and new construction associated with the Presidio Chapel (Building 130) may only proceed as follows:

i. In order to minimize the effect of an addition, Building 130 and its surrounding landscape will be rehabilitated and new construction designed according to the treatment recommendations in an HSR, developed according to terms set forth in Stipulation II(E). The HSR will presume an addition of 4,000 square feet.

ii. An addition not to exceed 4,000 sq/ft may be located to the west of Building 130, with a height not to exceed the sills of the west elevation windows; the addition will be perpendicular to the west wall of the sanctuary, allowing a large portion of the west wall to be visible.

iii. Designs for the addition will take into account the presence of subsurface archaeological features and the Trust will seek solutions through the review process to avoid adverse effects associated with excavation.

iv. Review of rehabilitation and new construction will be conducted according to terms set forth in Stipulation II(C), and will follow conceptual plans attached as Appendix F.

f. Pedestrian Access & Parking Improvements

Pedestrianization of specified roads and development of the following parking facilities in the Main Post may only proceed in accordance with the Secretary's Standards and as follows:

i. Traffic signals will not be installed at any location in the Main Post.

ii. Portions of Arguello Boulevard (between Moraga and Sheridan Avenues) and Sheridan Avenue (between Graham and Montgomery Streets) will be closed to vehicular traffic using removable bollards; historic widths and alignments of these NHL-contributing resources will be retained and roads will be resurfaced with a historically compatible paving material; reviews for treatment of historic roads will be conducted according to terms set forth in Stipulation II(C).

iii. In coordination with the SHPO, a determination of eligibility (DOE) to the National Register of Historic Places (NRHP) will be completed regarding Building 385 in accordance with Stipulation II(I), as associated with the Moraga Avenue parking lot, within three (3) months after the execution of the Agreement. If the building is found eligible to the NRHP the building will be documented in accordance with Stipulation II(D)(1).

iv. Parking lots at Taylor Road and Moraga Avenue will be developed to avoid adverse effects to Buildings 113, 118 and 386, according to conceptual plans attached as Appendix G; treatment of archaeological resources will follow terms set forth in Stipulation II(G).

v. The Main Post Bluff parking facility will be developed according to conceptual plans attached as Appendix G; an archaeological Identification Plan will be developed for the Main Post Bluff parking facility prior to completion of schematic designs. An AMA will be prepared based on any additional testing that may be required according to the Identification Plan. If the AMA anticipates an adverse effect to archaeological features, the Trust will draft a proposed Treatment Plan according to terms set forth in Stipulation II(G)2.

vi. Reviews for the design of the parking facility will be conducted according to terms set forth in Stipulation II(C).

B. Development of Design Guidelines & Cultural Landscape Documentation

1. Cultural Landscape Report

The Trust will organize, update and supplement existing cultural landscape documentation into a Cultural Landscape Report for the Main Post (CLR-MP) according to the format recommended by Chapter 7 (Management of Cultural Landscapes) of NPS 28: Cultural Resource Management Guideline within six (6) months of the execution of this agreement document. The CLR-MP will be developed according to the process described in Appendix K.

Focused cultural landscape and planning & design guidelines may be completed for the Chapel, Theater and Taylor Road Parking areas prior to the completion of the broader CLR-MP and Main Post Planning & Design Guidelines. These focused studies would receive the same level of review as the larger studies, as described in Appendix K.

2. Main Post District-Wide Guidelines

The Planning District Concepts and Guidelines for the Main Post District that are included in the 2002 PTMP (pp. 62-69) remain the overarching guidance under this Agreement. The Trust will also revise the February 2007 Main Post Planning & Design Guidelines (available on the Trust's website at www.presidio.gov) according to the Final Main Post

Update within six (6) months of the execution of this agreement. The updated Main Post Planning & Design Guidelines will be appended to the CLR-MP, and developed according to the process described in Appendix K.

3. Project-Specific Design Guidelines

Project-specific design guidelines for the Presidio Lodge, Presidio Theatre and Presidio Chapel will be based on the CLR-MP, revised Main Post Planning and Design Guidelines, and treatment recommendations in the HSRs for the applicable buildings. These design guidelines shall be finalized as part of the HSR for each project, and shall constitute final design guidelines, to be considered in project design reviews as set forth in Appendix K.

4. Coordination with Design of the Main Parade

a. Guidelines will be included in the updated Main Post Planning and Design Guidelines to ensure compatibility between the Presidio Lodge design and the rehabilitated Main Parade.

b. Project specific design guidelines for the Presidio Lodge will incorporate directives from the Main Post Planning and Design Guidelines ensuring compatibility between the new Lodge construction and the adjacent Main Parade.

c. Prior to finalizing schematic designs for the eastern edge of the Main Parade (also known as the "Anza Esplanade", reference Appendix H), the Trust will hold a public meeting on the proposed design for that feature.

d. Following the public meeting the Trust FPO or designee will distribute a 90% design development submittal to the signatory and concurring parties for review. The design submittal will be made available via the Trust website (www.presidiotrust.gov), in hard copy in the Trust's Library, or in hard copy mailed upon request.

e. Written comments from the signatory parties on these design submissions received by the Trust within twenty-one (21) calendar days of the submission will be considered. If a party does not comment within twenty-one (21) calendar days, and does not notify the Trust and request an additional period to submit comments that shall not exceed ten (10) calendar days, the Trust may proceed.

C. Project Design Reviews – New Construction and Rehabilitation

1. Design Review Steps, Process for PA-MPU Projects

a. Using site-specific and district-wide design guidelines, the design guidelines in the PTMP, and/or treatment recommendations from HSRs, the Trust FPO or designee will work with project proponents to develop designs for new construction and rehabilitation described under Stipulation II(A)(1)(a-f).

b. The Trust is responsible for ensuring that design submittals are complete prior to distributing them for review. These designs will be submitted to signatory and concurring parties, and the public, for further consultation and comment according to the processes described in Appendix K.

c. The Trust FPO or designee will be responsible for notifying participating parties of the intent to hold public meetings and on-site briefings in accordance with Appendix K at least thirty (30) calendar days prior to the event taking place.

2. Consultation on Treatment of Buildings 40 and 41

a. Prior to completion of schematic designs for El Presidio interpretive landscape, and after the completion of the CLR, the Trust will initiate consultation with signatory and concurring parties to determine the appropriate treatment of Buildings 40 and 41, and will consider all measures for avoidance, minimization or mitigation.

b. Because the landscape design for El Presidio will be phased, phases of the plan that do not propose to adversely affect Buildings 40 and 41 may proceed according to the process described in Appendix K. Implementation of earlier phases of the treatment plan will not preclude any outcome as to the final treatment of Buildings 40 or 41.

c. The Trust FPO or designee will initiate consultation by notifying signatory and concurring parties of its intent to hold a public meeting thirty (30) calendar days prior to scheduling the meeting. Trust staff will present proposals, with the full range of treatment options, related to the above-referenced project at the session and will solicit comment from attendees. Following the public meeting, the Trust, NPS, SHPO and concurring parties will meet to consider the proposals and comments from the meeting and discuss how effects should be resolved.

d. Where the parties agree on how effects will be resolved, they shall document such agreement along with a process for implementing the terms of agreement (including, but not limited to, documentation, rehabilitation and/or relocation plans, or other mitigation measures).

e. If, after consultation, the parties do not agree on how effects will be resolved, then the FPO or designee shall notify the ACHP and treat the matter as an objection under the terms of Stipulation V(A) Dispute Resolution.

D. HABS/ HAER/HALS Documentation & Other Mitigation Measures

1. Prior to demolition of Building 46, finalizing the treatment plan for Buildings 40 or 41, or demolition of any building that has been found individually eligible to the NRHP in accordance with Stipulation II(I) or that is subsequently found to be contributing to the NHLD, the Trust will complete recordation and documentation of these resources, as necessary, in accordance with the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*, prior to start of construction. The Presidio Trust shall consult with the NPS HABS/HAER/HALS program in the PWRO to determine the level and kind of recordation appropriate for the resources.

2. In addition to the requisite copies for final submission to the Heritage Documentation Programs, the Trust will make archival, digital and bound library-quality copies of HABS/HAER/HALS documentation available, as appropriate, to the NPS/GGNRA Archives and Records Center.

3. The signatory parties may develop additional mitigation measures to resolve the demolition of eligible or contributing buildings through consultation not to exceed fifteen (15) calendar days. Where the signatory parties agree on the development of additional mitigation measures, they shall document such agreement along with a process for implementing the terms of agreement. If, after consultation, the signatory parties do not agree on the development of additional mitigation measures, then the FPO or designee shall notify the ACHP and treat the matter as an objection under the terms of Stipulation V(A) Dispute Resolution.

E. Historic Structures Reports

1. The Trust will prepare HSRs for Buildings 86/87, 99 and 130. The HSRs will be written in accordance with the standards established in *Preservation Brief 43: The Preparation and Use of Historic Structure Reports* (National Park Service, 2005). The HSRs will include a history of the property/building, construction history, archaeology, architectural evaluation, conditions assessment, maintenance requirements, recommendations for proposed work, copies of original drawings and specifications (if available), current drawings if different from the original, and historic and current photographs.

2. HSRs will be developed following the execution of this agreement document, and completed prior to additional design development. HSRs will be developed according to the process described in Appendix K.

F. Salvage

For the historic properties that will be demolished under Stipulation II(A), the Trust's qualified personnel will conduct a documented inspection to identify architectural elements and objects that may be reused in rehabilitating similar historic structures, or that may be preserved in a museum collection in accordance with the Secretary's Standards. These decisions will be included in the annual report submitted according to Stipulation IV(A).

G. Archaeology Process

The Trust shall take all reasonable measures to protect archaeological sites and features identified inside the NHLD. To accomplish this and inform the design process, an

Archaeological Management Assessment (AMA) shall be prepared for individual projects or groups of related projects described under Stipulation II(A)(1)(a-g) by a qualified archaeologist prior to the completion of schematic design. The Trust's Principal Archaeologist will provide copies of completed AMA's in the Trust's PTPA Annual Report. Based on the assessment in the *Final Finding of Effect*, the AMA will outline a course of action for the projects. This course of action shall include one or more of the following:

1. Identification Plan

A project-specific plan shall be developed at the completion of the schematic phase for projects anticipated to have an adverse effect but that require further identification to understand the content and dimensions of the features, to assess the nature and extent of the effect, and/or to guide continuing efforts to avoid or minimize the adverse effect. For archaeological features identified the Trust may assume eligibility. Identification will further refine recommendations in the AMA and may lead to a monitoring or treatment plan.

2. Treatment Plan

A project-specific plan shall be developed for those projects that have unavoidable adverse effects and where existing identification is sufficient to proceed to treatment, or for which further identification is incorporated within the treatment plan. If through identification the plan anticipates and includes the treatment of prehistoric resources the Trust will seek to incorporate Native American comments and concerns, taking into account direct affects to cultural resources as well as indirect affects to Native American cultural values. The plan will describe protection measures for unaffected archaeological features, relevant research questions to be answered, methods for data recovery, monitoring during construction, responsibilities and coordination, and the interpretation and curation of recovered materials. The plan will describe the mitigation sufficiently to serve as a scope of work and for the purpose of developing a budget. Treatment Plans will be reviewed according to terms set forth in Appendix K.

3. Monitoring Plan

A project-specific plan shall be developed for those projects that are not anticipated to have an adverse effect, or that have been designed to avoid adverse effect during design development but that nonetheless are within proximity to identified or predicted archaeological features. The monitoring plan will describe measures to protect archaeological features, and in the event that Native American human remains are encountered will include protocol measures adhering to NAGPRA and all applicable state and federal laws; the monitoring plan will also include the proposed location and frequency of monitoring along with required documentation procedures. Measures to identify, assess, and determine the appropriate treatment of archeological features should they be encountered will be consistent with the discovery protocols.

4. Discovery Protocol

A standard response protocol shall be developed by the Trust within thirty (30) calendar days of the execution of this agreement for all projects in the event of a discovery. For projects without any anticipated effects, this will be the only condition required prior to implementation. In the event of a discovery the Trust may assume

eligibility for the purposes of treatment. Should circumstances arise where the Trust cannot address discoveries in a manner consistent with the protocol, the Trust shall notify the SHPO and NPS of the discovery and any project-related time constraints, then agree upon reasonable time frames for consultation. The Trust shall take into account any timely comments prior to making a final decision on treatment. This protocol will describe the Trust's methods to comply with the Archaeological Resources Protection Act and Native American Graves Protection and Repatriation Act.

H. Archaeology Program for El Presidio and the Main Post

In keeping with the Secretary of the Interior's Standards for Preservation Programs pursuant to Section 110 of the NHPA (1998) the Trust shall institute an archaeology program to further identify, research, and use the archeological sites and features within the NHLD as public interpretive facilities. This effort will focus on El Presidio and will include ongoing scholarship, incremental conservation-minded excavation, landscape commemoration that preserves subsurface features, interpretation of the archaeology process and findings for the public, and dissemination of the information being recovered through educational programs. To provide necessary detail for the management approach, the archaeological methods involved, and the landscape designs for the site of El Presidio described under Stipulation II(A)(1)(a), the Trust will further develop the following documents:

1. Levantar

The Trust shall update and finalize *Levantar* the Archaeological Management Plan (AMP) for El Presidio (drafted and reviewed in 2004 per Stipulation XII(E) of the PTPA, and available on the Trust's website at www.presidiotrust.gov) within ninety (90) calendar days of the execution of this agreement to reflect the direction provided in the Main Post Update and in this Agreement. Following execution of this Agreement, the updated version of *Levantar* will be distributed to the signatory and concurring parties to this PA via the Trust's website (www.presidiotrust.gov) and via hard copy in the Trust's Library for comment. Written comments from the parties that are received by the Trust within ninety (90) calendar days of the review session will be considered. If a party does not comment within ninety (90) calendar days, and does not notify the Trust to request an additional period to submit comments that shall not exceed ten (10) calendar days, the Trust may proceed with finalization of the document.

2. Standards and Guidelines

The Trust shall develop standards and guidelines to direct archaeological methods at El Presidio and the Main Post for field investigations, laboratory processes, mapping, and reporting. These standards and guidelines will facilitate both current interpretation and future research, and will ensure consistency amongst the various archaeological initiatives of the Trust and its academic and professional partners. These standards will be informed by the agreement developed between NPS-GGNRA and the Trust referenced in Stipulation II(A)(1)(b)(iii). The standards and guidelines will be completed within twenty-four (24) months of the execution of this Agreement, and will be submitted to SHPO for a twenty-one (21) calendar day review. This report will be periodically updated to reflect developments in the field of archaeology.

I. Individual Eligibility of Post-World War II Resources

Within three (3) months of execution of this Agreement, the Trust will complete a DOE to the NRHP eligibility with the SHPO for post-World War II resources in the Main Post, particularly Buildings 34, 63, 68, 93, 98, 205, 215, 231, 385 and 387. If a building is found individually eligible to the NRHP it will be documented in accordance with Stipulation II(D)(1) prior to start of construction.

III. PTPA UPDATE

The Trust will initiate consultation to review the PTPA for amending or updating with that document's signatory and concurring parties within six (6) months of executing this Agreement with the goal of completion by 2013 when the PTPA expires.

IV. ADMINISTRATIVE STIPULATIONS

A. Reporting

On or before January 30 of each reporting year, so long as this Agreement is in effect, the Trust will include project updates in conjunction with its PTPA annual report, describing how the agency is carrying out its responsibilities under this Agreement. The Trust will make the annual report available via its website (www.presidiotrust.gov), and a hard copy in the Trust Library, and through a mailing to the signatory and concurring parties to this agreement.

B. Professional Standards

All activities regarding history, collections management, historical archaeology and prehistoric archaeology, architecture, landscape architecture, and architectural history that are accomplished pursuant to this Agreement will be carried out by or under the direct supervision of persons meeting the *Secretary of the Interior's Professional Qualification Standards* relevant to the portion of the project being considered.

C. Report Dissemination

The Trust will require that all reports resulting from implementation of treatment plans, the AMP and AMAs meet contemporary professional standards and the *Secretary of the Interiors Standards for the Treatment of Historic Properties*; the *Secretary of the Interior's Standards and Guidelines for Archaeological Documentation*; and the "Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation" (*Federal Register*, 2003). Copies of all final reports will be provided to SHPO, the Northwest Information Center at Sonoma State University, and the NPS/GGNRA Archives and Records Center.

D. Post Review Discoveries

If it appears that an undertaking will affect a previously unidentified property that may be eligible for inclusion in the National Register, or that may contribute to the NHLD, or affect a known historic property in an unanticipated manner, the Trust will stop construction activities in the vicinity of the discovery and take all reasonable measures to avoid or minimize harm to the property. The Trust shall notify signatories within two (2) working days of the discovery by phone and shall e-mail and describe the FPO or designee's assessment of National Register eligibility of the property and proposed

actions to resolve the adverse effects. The signatory parties shall respond within two (2) working days of the notification by e-mail. The Trust FPO or designee shall take into account their recommendations regarding National Register eligibility and proposed actions, and then shall carry out appropriate actions. The Trust FPO or designee shall provide the signatories a report of the actions when they are completed.

V. DISPUTE RESOLUTION

A. Raising and Resolving Objections – Signatory Parties

1. Should any signatory party object to the manner in which the terms of this Agreement are implemented or to any documentation prepared in accordance with and subject to the terms of this Agreement, the party will notify the Trust and the other signatory parties. The Trust will consult with the other signatory parties for no more than fourteen (14) calendar days to resolve the objection, once the Trust notifies all signatory parties of the objection. If the signatory parties agree that the objection is resolved through such consultation, the issue in question may proceed in accordance with the terms of that resolution. An extension of the consultation period may be requested by signatory parties not to exceed an additional ten (10) calendar days.

2. If, after initiating such consultation, the Trust determines that the objection cannot be resolved through consultation, the Trust FPO or designee will forward all documentation, including the Trust's proposed response to the objection, to the ACHP.

    a. The ACHP shall provide the Trust with its advice on the resolution of the objection within thirty (30) calendar days of receiving the documentation. Prior to reaching a final decision on the dispute, the Trust shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and shall provide them with a copy of this written response. The Trust will then proceed according to its final decision.

    b. If the ACHP does not provide its advice regarding the dispute within the thirty (30) calendar day time period, the Trust may make a final decision on the dispute and may proceed accordingly. Prior to reaching such a final decision, the Trust shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the Agreement, and shall provide all parties to this Agreement with a copy of such written response.

    c. The Trust's responsibility to carry out all other actions subject to the terms of this Agreement that are not the subject of the dispute shall remain unchanged.

B. Raising and Resolving Objections – Concurring Parties

The Trust will respond to objections raised by concurring parties and the public in writing within thirty (30) calendar days of receiving the objection. The Trust will provide copies of all objections made by concurring parties to the signatory parties. The Trust may discuss with signatory parties issues that are raised by concurring

parties prior to responding. The Trust will provide concurring and signatory parties concurrently with a copy of its final written decision regarding any objection.

VI. AMENDMENTS AND TERMINATION

A. Amendment

Any amendment to this Agreement must be made in writing and signed by all signatories. While consultation on the amendment is underway, the terms of the existing PA will remain in effect. The amendment will be effective on the date a copy signed by all of the signatories is received by the ACHP or such later date as may be specified in the amendment.

B. Termination

1. If any signatory party to this Agreement determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation V(A), above. If within thirty (30) calendar days (or within another time period agreed to by all signatories) an amendment cannot be reached, any signatory party may terminate the Agreement upon written notification to the other signatory parties.

2. Once the Agreement is terminated, and prior to work continuing on the Undertaking, the Trust shall either (a) execute a programmatic agreement pursuant to 36 CFR § 800.14(b)(3), or (b) review such projects under Subpart B of 36 CFR Part 800. The Trust shall notify the signatories as to the course of action it will pursue.

VII. DURATION

A. This Agreement will be in effect through the Trust's implementation of the Undertaking, and will expire and have no further force or effect when the Trust, in consultation with the other signatories, determines that the terms of this Agreement have been fulfilled. The Trust will provide the other signatories with written notice of its determination and of the expiration of this Agreement.

B. Five (5) years after the date of executing this Agreement, the Trust FPO or designee will notify signatory parties in writing to organize a review of the Agreement for the purposes of amending or updating its terms. Ten (10) years after the date of executing this Agreement, if its stipulations are not carried out it will expire and prior to work continuing on the Undertaking, the Trust shall either (a) execute a programmatic agreement pursuant to 36 CFR § 800.14(b)(3), or (b) review such projects under Subpart B of 36 CFR Part 800. Prior to such time, the Trust may consult with the other signatories to reconsider the terms of the Agreement and may extend or amend it in accordance with Stipulation V(A) above. The Trust shall notify the signatories as to the course of action it will pursue.

VIII. CONCURRING PARTY INVOLVMENT IN IMPLEMENTATION OF THIS AGREEMENT

A. No work stipulated per this Agreement involving concurring parties shall proceed until forty five (45) calendar days after the execution of this Agreement by the required signatories.

B. If a consulting party does not sign this Agreement as a concurring party within forty five (45) calendar days after the execution of this Agreement by the required signatories, the Presidio Trust may proceed with work stipulated per this Agreement involving concurring parties.

C. A consulting party can become a concurring party after the forty five (45) calendar-day period with the written agreement of all signatory parties.

D. If a consulting party becomes a concurring party to the Agreement after forty five (45) calendar days after the execution of the Agreement subject to stipulation VIII(C) above,, the Presidio Trust shall not be required to revisit prior completed consultations stipulated in this Agreement or reconsider previous findings or determinations made prior to the date that such consulting party becomes a concurring party.

EXECUTION of this Agreement by the signatories and implementation of its terms evidence that the Trust has afforded the signatory and consulting parties an opportunity to comment on the Undertaking and its effects, and has taken into account the effects of this Undertaking on historic properties, and further that in compliance with the requirements of 36 CFR Part 800 and Section 110(f) of the NHPA, the Trust has afforded the ACHP a reasonable opportunity to comment on the Undertaking. This Agreement may be executed in any number of counterparts and each counterpart shall be deemed to be an original document. All executed counterparts together shall constitute one and the same document, and any counterpart signature pages may be detached and assembled to form a single original document.

SIGNATORIES:

PRESIDIO TRUST

By: _____ Date: 10/21/10

Name: Craig Middleton

Title: Executive Director

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By: John M. Fowler Date: 10/26/10

Name: John Fowler

Title: Executive Director

CALIFORNIA STATE HISTORIC PRESERVATION OFFICER

By: _____ Date: 22 OCT 2010

Name: Milford Wayne Donaldson, FAIA

Title: State Historic Preservation Officer

NATIONAL PARK SERVICE

By: Frank Dean Date: Oct. 22, 2010 By: Cynthia Gilly Date: 10/25/10

Names: Frank Dean
Titles: Superintendent, Golden Gate National Recreation Area

Christine S. Lehnertz
Director, Pacific West Regional Office

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APPENDIX A: AREA OF POTENTIAL EFFECT (APE) FOR THE MAIN POST UPDATE (UNDERTAKING)

Area of Potential Effect

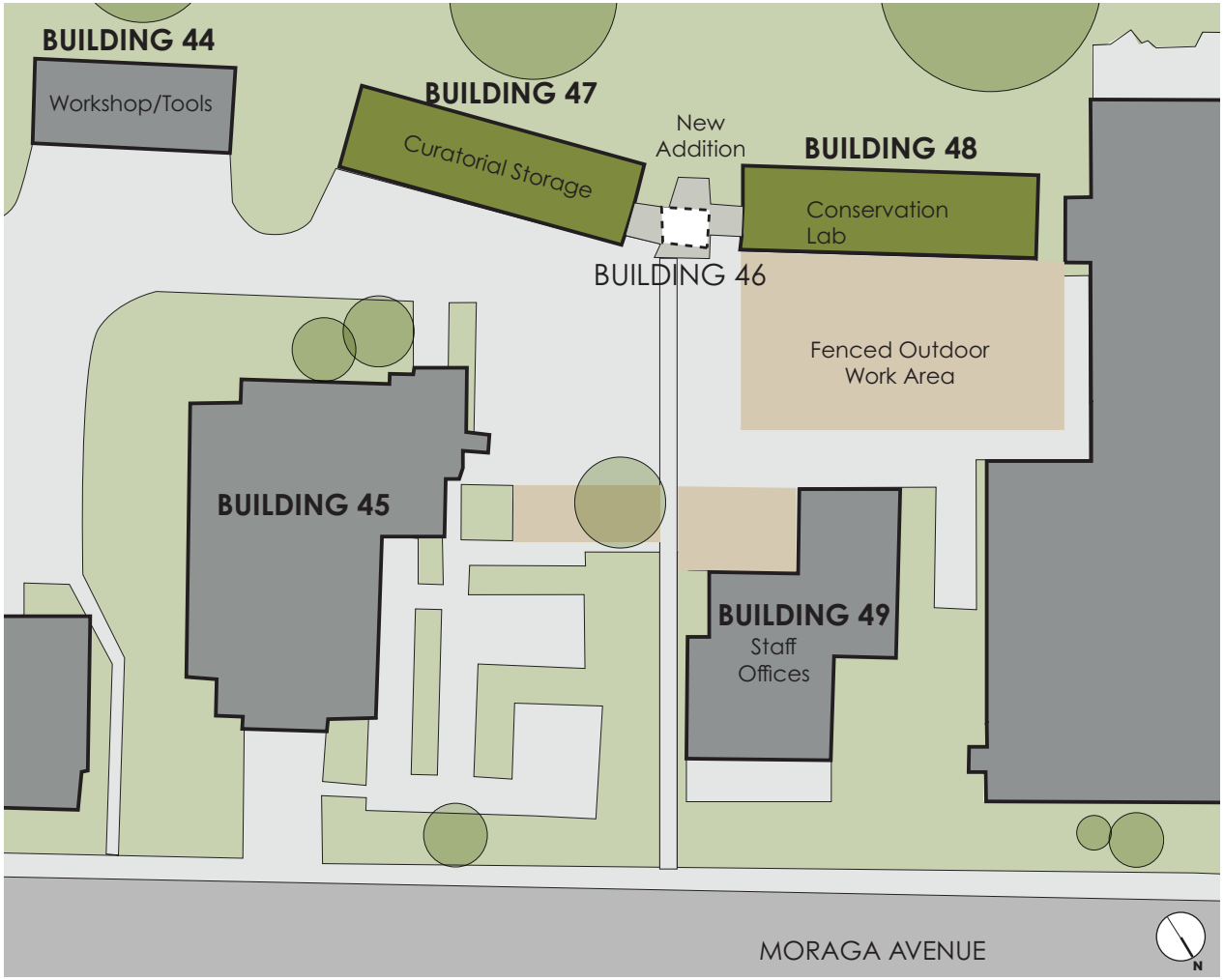
Main Post Project Area

Area of Potential Effect

April 2008
Main Post Supplemental Environmental Impact Statement

Appendix B: Final Finding of Effect

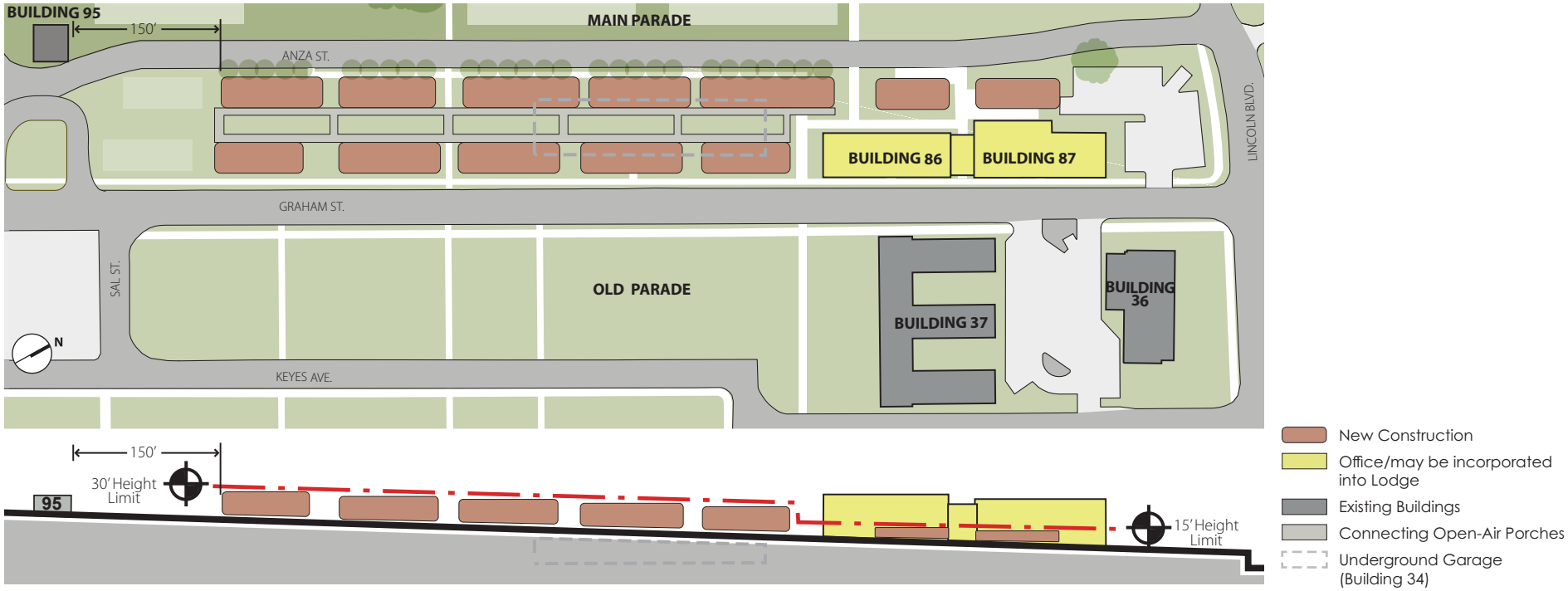
The Final Finding of Effect for the Main Post Update (FFOE, July 2009) can be found on the Trust website at: http://library.presidio.gov/archive/documents/MP_FFOE_Jul2009.pdf



PROJECT PARAMETERS

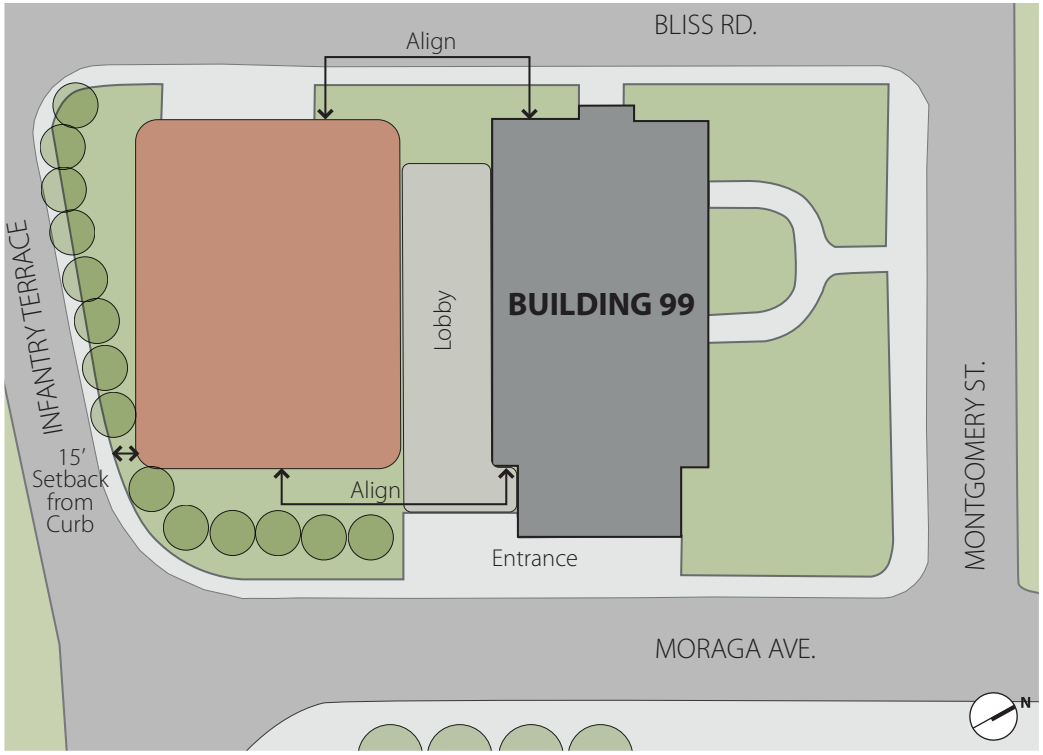
- Rehabilitate NHL-contributing Buildings 47 and 48.
- Demolish NHL-contributing Building 46; provide HABS recordation for Building 46.
- Limit new construction to 500 square feet to connect Buildings 47 and 48; addition not to exceed the height of the roof ridge of Buildings 47 and 48.

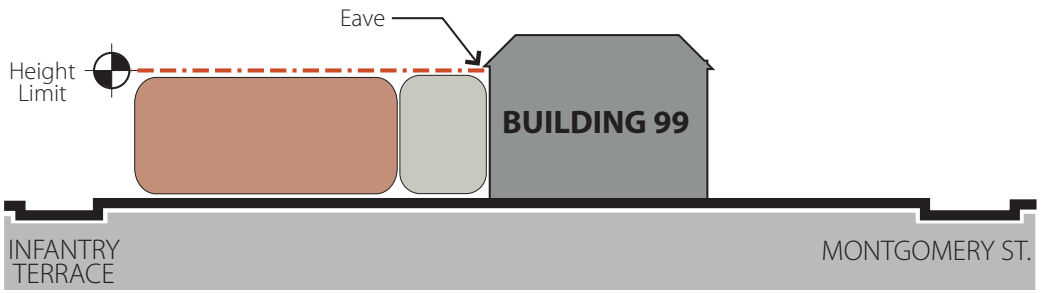
Archaeology Lab and Curation Facilities
Outdoor Education and Work Area
Connecting Structure
Building Removed (Building 46)



PROJECT PARAMETERS

- Demolish non-NHL contributing Building 34.
- Limit new construction to 70,000 square feet.
- Apply design guidelines and HSR treatment recommendations; design review process for new construction, guided by PA-MPU.
- Design the lodge to respond to Main Parade Ground rehabilitation design.
- Limit height of new construction to 30 feet above existing grade.
- Base the building footprint on the pattern of the historic barracks that once occupied the site between Graham Street and Anza Street.
- Set back the southern edge of new construction at least 150' from Building 95 to avoid El Presidio archaeology.
- Identification of buried archaeological features will be completed prior to final design to inform efforts to avoid or minimize adverse effects.
- An underground parking garage may also be constructed utilizing the basement of Building 34 to serve the Presidio Lodge (up to 50 spaces).
- Buildings 86 and 87 may be rehabilitated and incorporated into the Lodge.

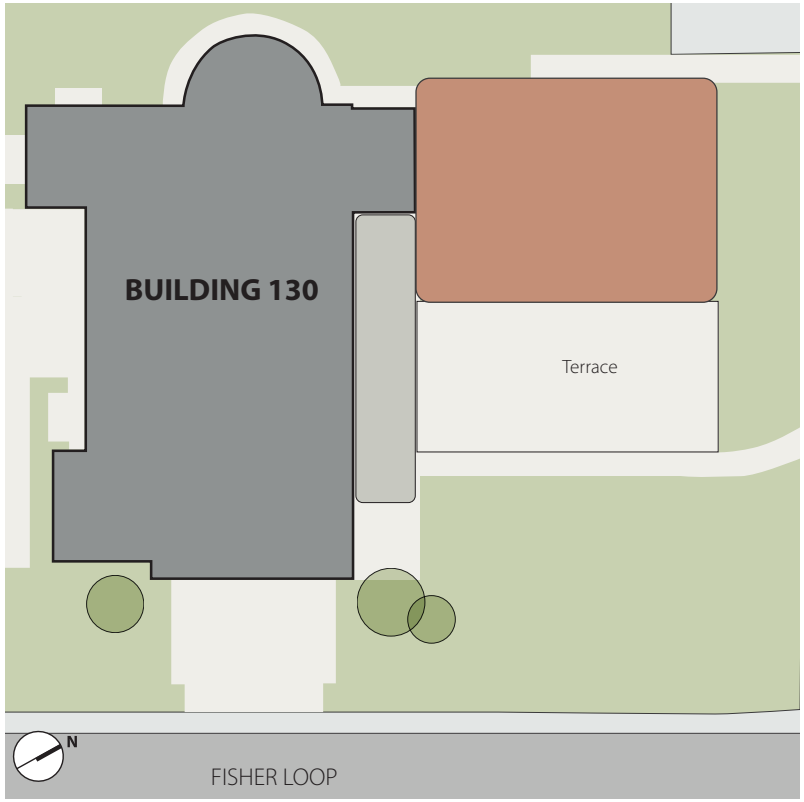




PROJECT PARAMETERS

- Prepare an HSR for Building 99.
- Rehabilitate NHL-contributing Building 99, retaining its single auditorium and historic orientation to Moraga Avenue.
- Limit new construction to 18,000 square feet; limit height to the eave of the existing theater.
- Pull new construction away from the historic building with a transparent connector.
- Apply design guidelines and HSR treatment recommendations; design review process for new construction guided by the PA-MPU.

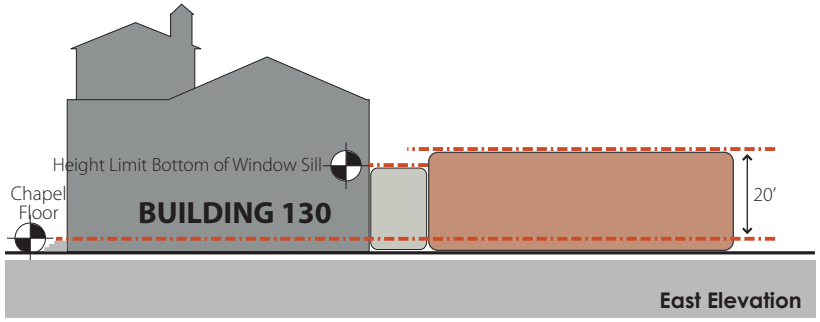
New Construction
Existing Historic Theater
Connecting Structure

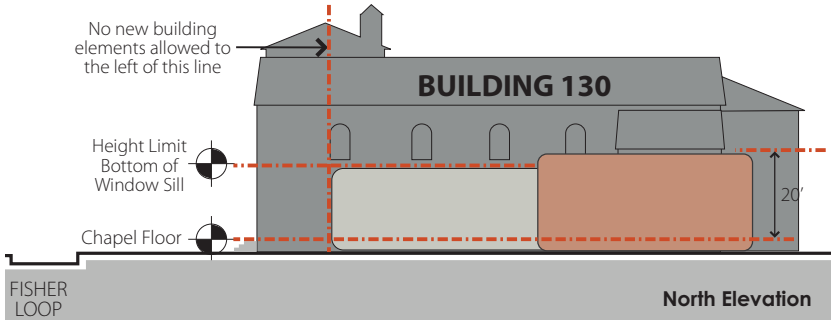


PROJECT PARAMETERS

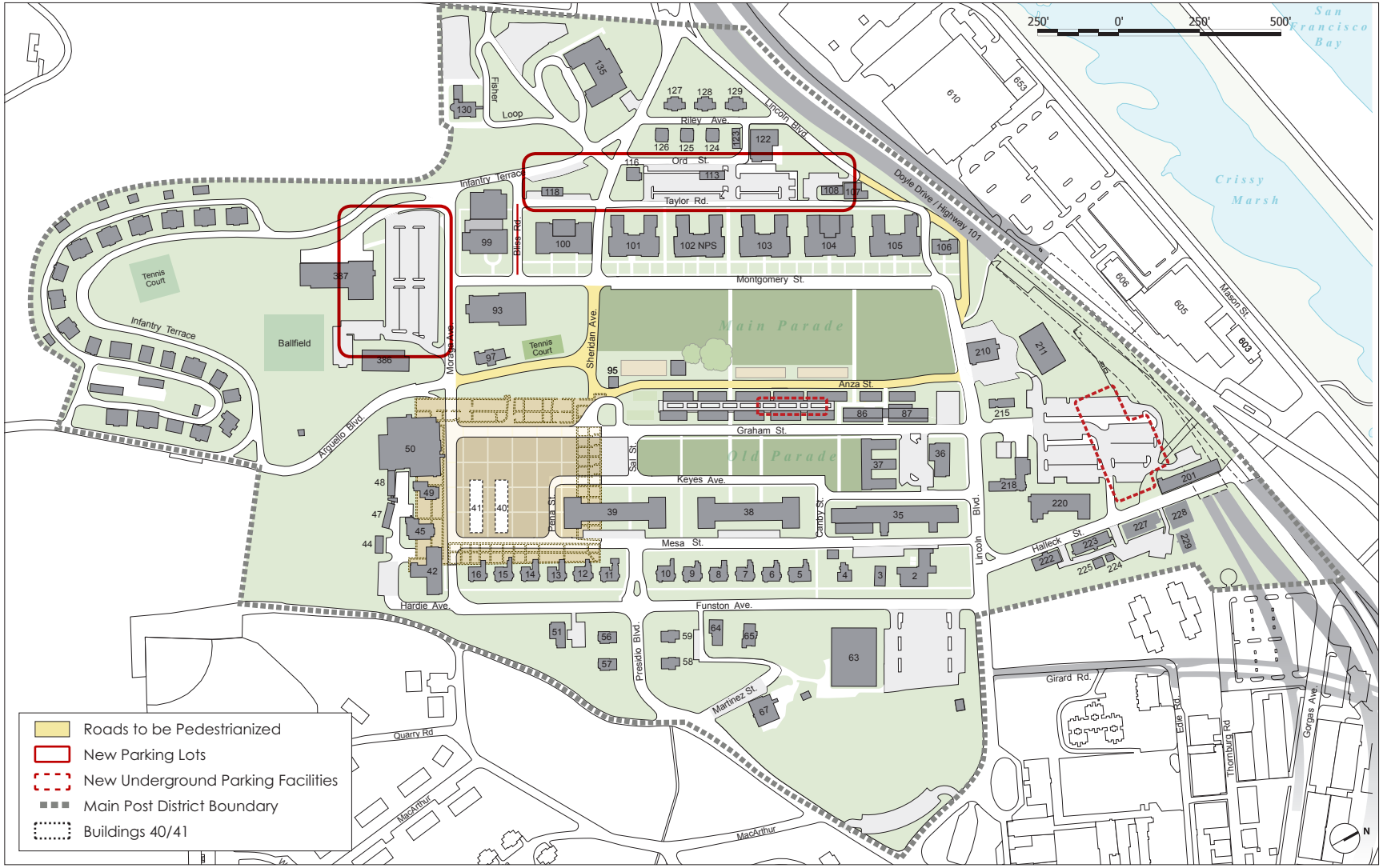
- Prepare an HSR for Building 130.
- Rehabilitate NHL-contributing Building 130.
- Limit new construction to 4,000 square feet on the west of building 130; limit the height of the connecting structure to the sills of the west elevation windows and the height of new construction to 20 feet above finished floor level.
- Orient the addition to be perpendicular to the west wall of the sanctuary, allowing a large portion of the west wall to be visible.
- Apply design guidelines and HSR treatment recommendations; design review process for new construction guided by PA-MPU.

New Construction
Existing Historic Chapel
Connecting Structure



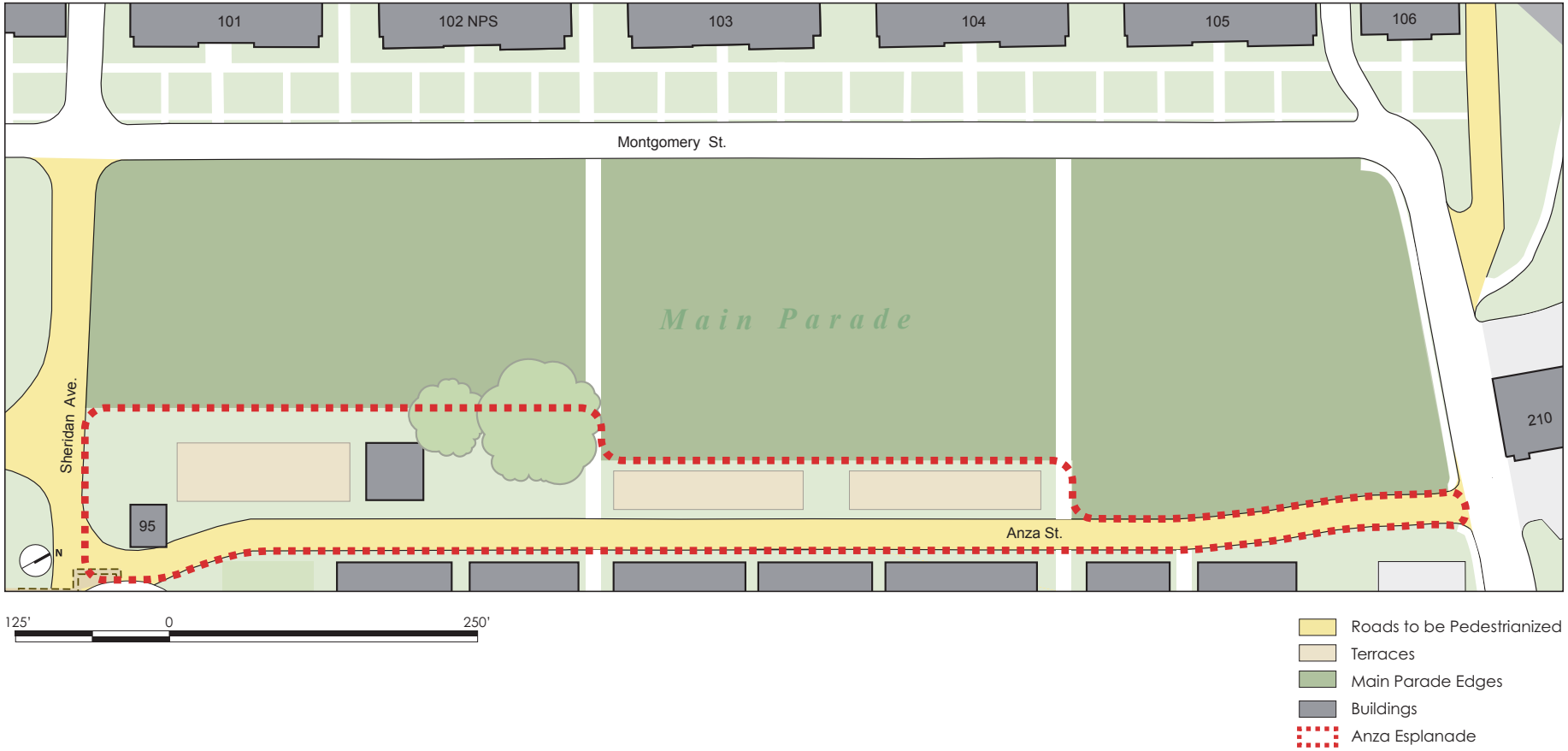


APPENDIX G: CONCEPTUAL SITE PLANS FOR PEDESTRIAN ACCESS AND PARKING IMPROVEMENTS



PROJECT PARAMETERS

- Traffic signals will not be installed in the Main Post.
- Portions of the NHL-contributing Arguello Boulevard and Sheridan Avenue will be converted to pedestrian use.
- Current widths and alignments of NHL-contributing roads will be retained; roads will be resurfaced with a historically compatible paving material.
- Identification of buried archaeological features will be completed prior to final design to inform efforts to avoid or minimize adverse effects.
- Taylor Street parking lot will retain historic garages, Buildings 113 and 118; Moraga Avenue parking lot will retain Building 386.


101
102 NPS
103
104
105
106
Montgomery St.
Main Parade
Sheridan Ave.
210
95
Anza St.
N
125'
0
250'
Roads to be Pedestrianized
Terraces
Main Parade Edges
Buildings
Anza Esplanade

Appendix I: Presidio Trust Programmatic Agreement

The Presidio Trust Programmatic Agreement (PTPA) can be found on the Trust website at:
http://library.presidio.gov/archive/documents/ProgrammaticAgreement.pdf

Appendix J: Glossary of Terms
Programmatic Agreement for the Main Post Update

Area of Potential Effects (APE): The geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

Avoidance: One of the three methods for resolving an adverse effect (along with minimization and mitigation) according to 36 CFR Part 800 – Protection of Historic Properties. Avoidance indicates that an action that would have caused an adverse effect will no longer occur (i.e. a building that was slated for demolition will be retained).

Adverse effect: Direct or indirect harm to historic properties listed on or eligible for inclusion in the National Register of Historic Places.

Compatibility: Consistent, congruous; capable of existing together in harmony. Used in the same context here as in the Secretary of the Interior's Standards for Rehabilitation.

Conceptual plan: Initial designs that initiate the design development process, and include general concepts rather than detailed renderings.

Concurring Party: Consulting parties are invited by the agency official to concur with and sign the programmatic agreement. Concurring parties have been granted specific roles and responsibilities that are more limited than those of the signatory parties. Refusal of any party invited to concur does not invalidate the agreement document.

Connector: Enclosed or open spaces that function to connect buildings.

Construction document (CDs): Drawings, plans and specifications that are created for use by an architect and contractors for pricing and planning construction of a designed building or structure. This level of documentation follows Design Development.

Consultation: The process of seeking, discussing, and considering the views of other participants, and, where feasible, seeking agreement with them regarding matters arising in the section 106 process.

Cultural Landscape Report (CLR): A comprehensive document that includes documentation, analysis, and evaluation of historical, architectural, archaeological, ethnographic, horticultural, landscape architectural, engineering and ecological data as appropriate. Documentation is assessed to evaluate the history, significance, and integrity of the landscape including treatment recommendations appropriate for the landscape's significance, condition and planned use, as well as documentation of implemented treatments.

Design Development (DD): The process that follows final schematic design, and lays out mechanical electrical, plumbing, structural and architectural details. Often this phase specifies design elements such as material types and location of windows and doors.

Design Guidelines: Policies that describe parameters, limits and directives to inform rehabilitation or new construction in order to avoid or minimize impacts to existing historic structures, features and landscapes.

Gross building area: Total floor area of a building, measured from its outside walls.

Footprint: The ground level square footage of a building.

Historic Structure Reports (HSR): A comprehensive document that provides documentary, graphic, and physical information about a property's history and existing condition to inform preservation planning and make treatment recommendations. The document can also be organized to meet site or project specific goals, such as research objectives or programmatic needs.

Infill construction: New construction that is located within an existing or formerly developed area, such as a building complex or row of buildings.

Minimization: One of the three methods for resolving an adverse effect (along with avoidance and mitigation) according to 36 CFR Part 800 – Protection of Historic Properties. Minimization indicates a method or measure designed to lessen the intensity of an impact on a particular resource (i.e. impacts related to new construction are made smaller by reducing or reallocating the total square footage of new construction).

Mitigation: One of the three methods for resolving an adverse effect (along with avoidance and minimization) according to 36 CFR Part 800 – Protection of Historic Properties. Mitigation indicates that a separate action is undertaken to compensate for, or otherwise address, an adverse effect (i.e. an agency develops a program to interpret an impacted resource).

Height: Measurement taken from the grade level to the highest point of a building. Does not include accessories or wiring that function to service a building.

Historic Property: Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria.

Invited Signatory: An agency or organization that is invited by the agency official to be a signatory to a programmatic agreement, and has the same rights as required signatories.

Public: Any interested individual or group that has not signed the agreement document as either a signatory or concurring party.

New Construction: Additional net square footage of built space, excluding landscape improvements and other open space amenities.

National Historic Landmark (NHL): A nationally significant historic place designated by the Secretary of the Interior because it possesses exceptional value or quality in illustrating or interpreting the heritage of the United States. The Presidio was designated an NHL in 1962.

National Historic Preservation Act (NHPA): Federal legislation passed in 1966 that is intended to preserve historical and archaeological sites in the United States. The act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation Offices. Among other things, the act requires Federal agencies to evaluate the impact of all federally funded or permitted projects on historic properties (buildings, archaeological sites, etc.) through a process known as Section 106 review.

Plan (or Plan View): A drawing made to scale to represent the top view or a horizontal section of a structure, (i.e. a floor layout of a building).

Programmatic Agreement: A document that records the terms and conditions agreed upon to resolve the potential adverse effects of a Federal agency program, undertaking or other situations in accordance with § 800.14(b).

Public Meeting: An in-person gathering whereby the agency presents up-to-date information on projects, takes questions, and engages in a dialogue with interested parties

Rehabilitation: According to the Secretary of the Interior's Standards, the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

Resolution: A stage in the Section 106 process where adverse effects are addressed through avoidance, minimization or mitigation. Resolution typically concludes with a Memorandum of Agreement (MOA) or Programmatic Agreement (PA). This part of the process is described in the NHPA regulations at 36 CFR 800.6.

Schematic design: The process that follows a conceptual design. It should include estimated square footage of each usage type and any other elements that achieve the project goals. During schematic design, an architect commonly develops study drawings that include spatial relationships, scale, and form. Schematic design also is the research phase of the project, when zoning requirements or jurisdictional restrictions are discovered and addressed.

Section 106: The section of the NHPA that requires federal agencies to consider the effects of their actions on historic properties and seek comments from an independent reviewing agency, the Advisory Council on Historic Preservation. The purpose of Section 106 is guide consultation to identify historic properties potentially affected by an undertaking, assess the effects of that undertaking, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

Section 110: The section of the NHPA that sets out the broad historic preservation responsibilities of federal agencies to ensure that historic preservation is fully integrated into ongoing programs.

Signatory: Signatory parties are required participants in a programmatic agreement. They include the lead agency (in this case, the Trust), the ACHP, NPS and the SHPO. Signatory parties generally have enhanced roles and responsibilities as compared to signatory parties. These typically include the ability to terminate or amend an agreement document.

Square footage: The sum of all areas on all floors of a building, measured in feet.

Undertaking: A project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including those carried out by or on behalf of a Federal agency; those carried out with Federal financial assistance; and those requiring a Federal permit, license or approval.

Sources: 36 CFR 800.16 – Definitions; Random House Dictionary; AIA Knowledge Resources Staff; Wikipedia.com; NPS-28 and the Secretary's Standards for the Treatment of Historic Properties

Appendix K: Design Review Steps, Process for PA-MPU Projects

PA-MPU Projects:

Archaeology Lab & Curatorial Facility	El Presidio: The Birthplace of San Francisco
Presidio Lodge	Pedestrian Access (Historic Road Conversions)
Presidio Theatre	Parking Improvements (Main Post Bluff Parking Facility)
Presidio Chapel	Parking Improvements (Moraga Avenue Parking Lot)
Parking Improvements (Taylor Road Parking Lot)	

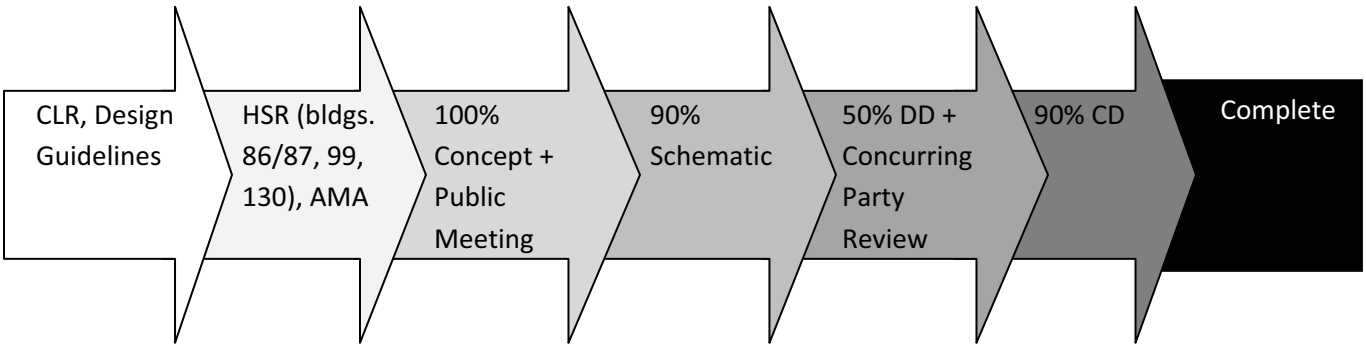
Review timelines for each phase: twenty-one (21) calendar days. Unless otherwise specified, review steps described below involve signatory parties only.

The Trust FPO or designee will be responsible for distributing design submissions and/or information for review. Design submittals and/or information will be made available via the Trust website (www.presidiotrust.gov), in hard copy in the Trust's Library, or in hard copy mailed upon request. Written comments from all parties on these design submissions received by the Trust within twenty-one (21) calendar days of the submissions will be considered. If a party does not comment within twenty-one (21) days, and does not notify the Trust and request an additional period that shall not exceed ten (10) days, the Trust may proceed. In the event that multiple review periods overlap, the Trust will consult with signatory parties to prioritize and determine alternative review timelines.

Group A:

Project(s): Presidio Lodge, Presidio Theatre, Presidio Chapel, El Presidio: The Birthplace of San Francisco, Parking Improvements (Main Post Bluff Parking Facility)

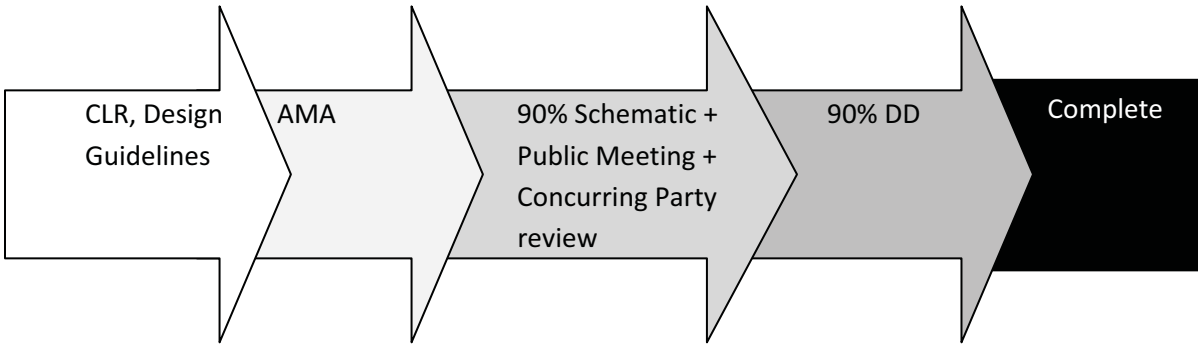
Review Process: Begins with conceptual design described by the project parameters in MPU and Appendix D of the PA-MPU, followed by the below sequence:



Group B:

Project(s): Parking Improvements (Taylor Road Parking Lot, Moraga Avenue Parking Lot), Pedestrian Access (Historic Road Conversions)

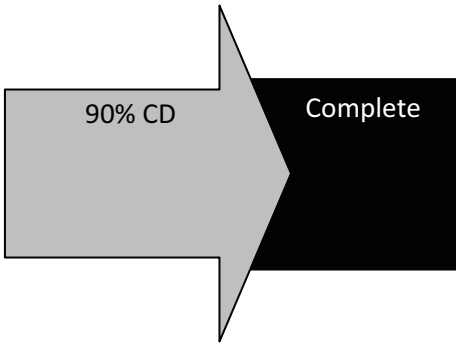
Review Process: Begins with conceptual design described by the project parameters in MPU and Appendix G of the PA-MPU, followed by the below sequence:



Group C:

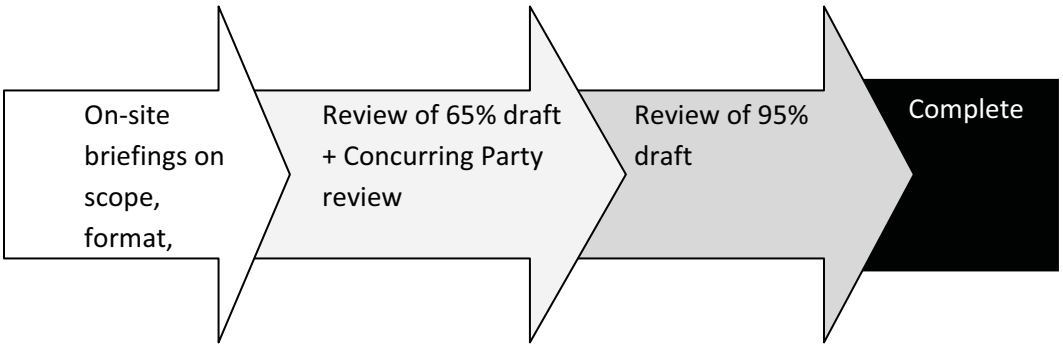
Project(s): Archaeology Lab & Curatorial Facility

Review Process: Conceptual, schematic, DD and 90% CDs are complete, project parameters in MPU, followed by the below sequence:



<u>Process for Development of CLR, HSR's (for buildings 86/87, 99, 130), Archaeological Treatment Plans, Design Guidelines for the Main Post</u>

Review timelines for each phase: 21 days



Appendix C
Post-Construction Stormwater Best Management Practices

Appendix C
Post-Construction Stormwater Best Management Practices

Introduction

The following are post-construction stormwater Best Management Practices (BMPs) for use on projects on the Main Post. The purpose of these BMPs is to provide project designers with guidance in the selection, design, and implementation of BMPs that are appropriate for use on the Main Post and to ensure a consistent approach to stormwater management. This is not intended to be a complete list of the possible BMPs.

The Presidio has been operating under the 1994 Presidio Stormwater Master Plan (SMP) (Dames & Moore 1994). The SMP is being updated to reflect changes in stormwater routing and new NPDES Phase II stormwater permitting requirements. The NPDES Phase II permit requires operators of small municipal separate storm sewer systems (MS4s) to "develop, implement, and enforce a stormwater management program designed to reduce the discharge of pollutants from their MS4 to the maximum extent practicable, to protect water quality, and to satisfy the appropriate water quality requirements of the CWA." The program requires six (minimum) control measures:

- Public education and outreach
- Public participation/involvement
- Illicit discharge detection and elimination
- Construction site runoff control
- Post-construction runoff control
- Pollution prevention/good housekeeping (EPA 2005b)

These BMPs were selected because they are established, effective methods of reducing stormwater runoff and enhancing stormwater quality. They are also intended to comply with post-construction runoff control requirements of the NPDES Phase II permit.

Construction sites with more than 1 acre of ground disturbance would also be required to develop a stormwater pollution prevention plan (SWPPP) containing construction specific BMPs (EPA 2005c).

Recommended BMPs

BMPs for the Main Post should employ techniques such as disconnecting downspouts, minimizing the amount of impervious surfaces, reducing runoff velocities by using sheet flow, providing areas for stormwater to

collect and infiltrate, and integrating vegetated swale infiltration areas and/or exfiltration trenches into new parking lots and other impervious areas. The BMPs listed below take into consideration the limited space available for placement of BMPs within the district and site conditions such as variable site soils and infiltration rates. See Figures C-1 through C-4 for graphical representations of BMPs.

DISCONNECTED DOWNSPOUTS

Most of the existing buildings within the Presidio have pipe connections from the roof downspouts to underground pipe collection systems. Disconnecting downspouts, in conjunction with other infiltration-based BMPs, increases the time of concentration resulting in reduced effective flow rates and improves water quality.

SHALLOW VEGETATED SWALES AND OTHER INFILTRATION AREAS

This BMP consists of constructing small, vegetated depressions located adjacent to buildings and/or paved areas to promote infiltration. These swales would include overflow structures connecting to the existing storm drain system to collect runoff when rainfall exceeds storage of the depression and permeable topsoil over an under-drain to ensure collected water infiltrates in a timely fashion. It is recommended that planted infiltration areas be integrated near storm drain piping systems to allow convenient connection of overflow structures if needed. These features should be planted with vegetation that is compatible with variety of soil moisture conditions. Operation and maintenance of these areas can be integrated into standard landscape maintenance activities. This measure could be coupled with disconnecting downspouts or other similar BMPs.

UNDERGROUND EXFILTRATION TRENCHES

This measure consists of perforated piping surrounded by gravel and filter fabric to form a highly permeable zone that promotes infiltration of stormwater, resulting in improved water quality and a reduction of discharge flow rates. Exfiltration trenches can be incorporated into planned new collection piping at relatively low cost and provide significant improvements in overall system performance. Exfiltration trenches can be a viable alternative when surface plant-based infiltration features are not practical.

POROUS PAVEMENT PARKING LOTS

Porous pavement, gravel or properly processed recycled concrete (placed over a geo-grid to provide strength) can be used as a substitute to impervious asphalt or concrete. This BMP is recommended for use with an adjacent shallow vegetated swale infiltration area including physical low water permeable topsoil drawdown feature in the event rainfall exceeds parking lot storage. Incorporating porous parking areas promotes separation of pollutants from stormwater while increasing the infiltration rate. Porous pavement is recommended for use in areas where subsurface soils have suitable permeability and groundwater is sufficiently low, and/or storm drain piping systems are present to allow integration of an under-drain recovery.

RETENTION AND DETENTION PONDS

Use of retention and detention ponds to provide water treatment and to attenuate peak flows represents an effective means of reducing impacts on surrounding areas. Retention facilities retain water, are typically wet

year-round, and allow for a stronger aesthetic presence within a project. When appropriately sited and integrated with local groundwater conditions and surrounding land uses, retention facilities can provide significant habitat potential. In addition, retention facilities generally require less maintenance than detention facilities. Detention facilities typically only detain or slow down water and can be designed to dry out after each storm event. Depending on depth to groundwater during the rainy and dry seasons, maintenance of these facilities may increase due to variable vegetation growing conditions, which can allow invasive species of plants to propagate. The decision to use detention or retention should be integrated with the local seasonal groundwater levels, need for habitat, planned land uses surrounding the area, and amount of storage required. Control of mosquito breeding and associated West Nile virus is an important consideration in designing these facilities. There are numerous means available to interrupt the mosquito reproductive cycle that can be implemented to address this issue.

BMP Selection and Siting

To ensure successful performance of the BMPs over their life cycle, it is important the most appropriate BMP be selected for each opportunity. Below is a summary of critical design considerations for each class of BMP along with a synopsis of ideal site characteristics.

DISCONNECTED DOWNSPOUTS

In general, disconnection of downspouts can be achieved without compromising the use of a facility or building. However, where there are use areas in the vicinity and/or significant amounts of impervious surfaces, infiltration of downspout runoff can pose a challenge. It is recommended that the area of roof be evaluated for resultant runoff rates and compared with the available vegetated area below each downspout. Integration of shallow infiltration areas nearby can act to capture and infiltrate the roof runoff. If suitably located and or sufficiently sized vegetated areas are not available, piping may be needed to direct the runoff to a suitable area where infiltration can occur.

VEGETATED SWALES AND OTHER INFILTRATION AREAS

Wherever turf or planted areas are planned, vegetated swales and other infiltration areas can be incorporated. In general, use of a perforated under-drain is needed to ensure recovery of the captured volume of runoff. The plant palate used should be integrated with the depth and duration of expected inundation. Depth of inundation should also be coordinated with the expected use of the surrounding area and special consideration given for safety if children or animals may be using the area. To ensure the vegetated swale and other infiltration areas function properly, the following lessons learned should be incorporated into the design, including (Johns et al. 2006; Coyle et al. 2006):

- Construction of the infiltration areas should be scheduled after the surrounding contributing drainage area has been stabilized with vegetation to minimize the amount of fine sediments that can wash into the infiltration area and avoid potential clogging of the planned permeable topsoil;

- Permeable topsoil should be utilized in the bottom of the infiltration areas to provide robust percolation capacity while providing a suitable organic planting mixture to support vegetation;
- The permeable topsoil should be lightly proof-rolled and not compacted to retain its permeable characteristics; and
- An under-drain system with perforated piping, gravel bed and non-woven filter fabric wrap should be utilized below the permeable topsoil to ensure infiltration water does not accumulate and is discharged rapidly allowing the infiltration areas to empty and be ready for the next rainfall event as soon as possible.

UNDERGROUND EXFILTRATION TRENCHES

Wherever new underground storm drains are proposed, underground exfiltration trenches should be considered. The area drained by the pipe system and associated runoff rate should be evaluated when designing an exfiltration trench. In general, the length and width of the trench should consider the overall volume from the first flush to ensure suitably short drawdown. It is recommended that percolation tests be performed at the elevation of the proposed trench bottom for every 500 square feet of trench bottom. The percolation tests should be double-ring infiltrometers and performed per the ASTM standard (ASTM 2003). Also, the subsurface soil conditions should be sampled and evaluated in the laboratory for soil type, fines content, and plasticity. Finally, seasonal high groundwater levels should be ascertained to ensure they will be a minimum of 10 feet below the bottom of the trench to confirm the site is appropriate for use of an exfiltration trench.

POROUS PARKING LOTS

To optimize the performance of porous parking areas to store and treat runoff, several features should be incorporated to minimize the potential for over-saturating the underlying soils. These features include the following.

Limiting Run-On Potential

Runoff from areas surrounding the parking lots should generally be directed around the parking lot perimeter to avoid concentrating stormwater into the parking lot gravel.

Minimizing Cut

In general, it will be recommended that parking lots be graded to minimize cutting into existing topography and underlying soils, protecting the aerated unsaturated zone that exists above the seasonal water table.

Optimizing Location

Parking lots should generally be located at least partially over historic fill areas and if possible adjacent to sloped areas that will act to draw down the water table in the vicinity of the parking lots.

Strengthening Existing Soils

A permeable geo-grid will be recommended to be placed over existing soils to ensure vehicle loads are properly supported and will avoid the potential for “pumping” of native soils due to wheel loading. In addition, the porous pavement and/or gravel surface treatment for parking lots is a

readily available mix that has been shown to have a good gradation/grain size that provides a strong but permeable surface for vehicle wheel loads.

RETENTION AND DETENTION PONDS

Use of retention or detention ponds should be considered only for areas not accessible by the general public. Due to their generally being located in the lower portion of the watershed and intercepting flows from larger pipes with higher flow rates and the ponds themselves having relatively deep and/or larger configurations, it is desirable to use these features in controlled access areas. In general, side slopes can be low to ensure that anyone who falls into a pond can climb out, but it may be desirable to fence ponds to ensure access is controlled. It is recommended that these features be considered for the areas along existing larger trunk storm sewer mains near the base of the bluff at the north end of the Main Post and similar areas. The ponds will act to collect sediment and lower the likelihood that sediment will plug the flatter-sloped portions of the mains that extend north to the bay. Due to their intended value of providing attenuation of peak flows and allowing controlled removal of sediment, along with some improvement in water quality, retention and detention ponds can be sited anywhere the mains are under unused land. Considering their ideal location at the base of the bluff, use of retention and detention ponds associated with Doyle Drive stormwater collection and treatment may prove ideal for the Trust to consider and/or advocate.

Depth to season groundwater should set the bottom elevation of the ponds and the hydraulic grade line of the associated trunk main used to design the inlet and outlet structures. In general, it is envisioned that the ponds will be located where the steeper hydraulic grades occur at the base of the bluff so that the inflow velocities can be attenuated and an overflow control structure to limit the migration of sediment downstream will have minimal negative impact on the capacity of the system.

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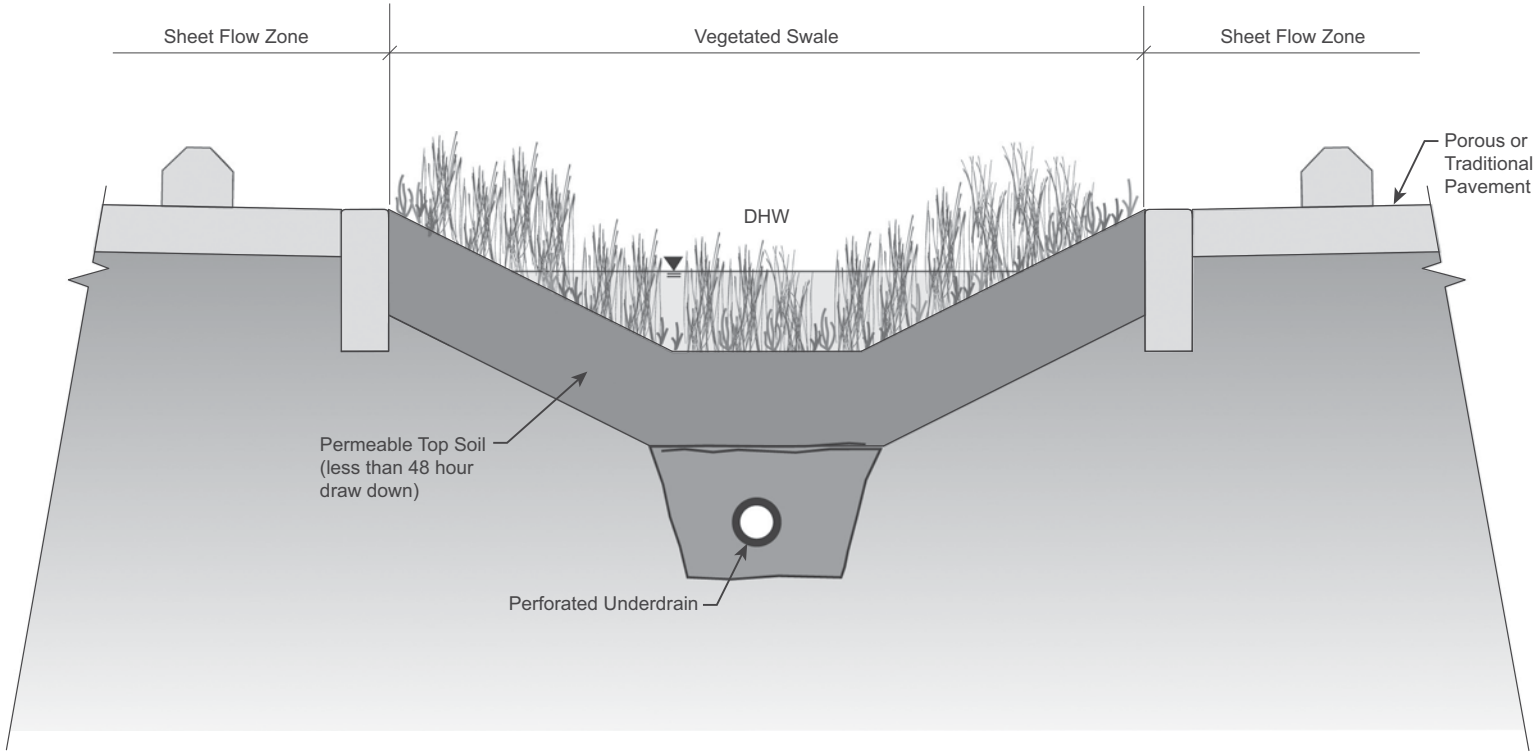
Figures

C-1 Typical Vegetated Swale Section

C-2 Typical Infiltration Area Section

C-3 Typical Porous Pavement Section

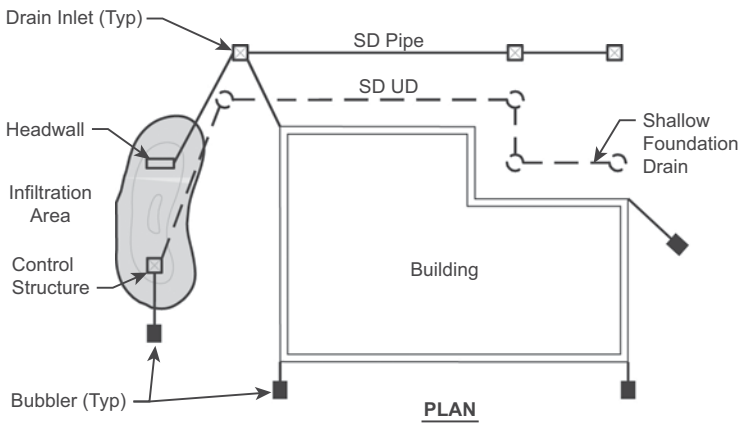
C-4 Typical Detention Pond Section



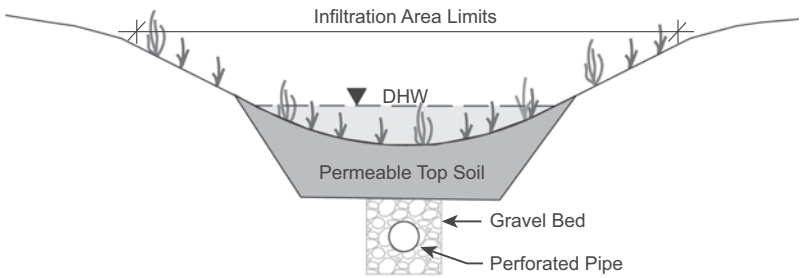
FEATURES

- Parking Lot Focused
- Root Zone Treatment Benefits
- Underdrain Back-up
- Native Plants
- Sized to Capture First Flush
- Enhanced Aesthetics
- Normal Landscaping Maintenance

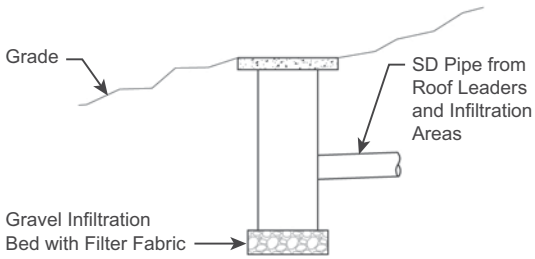
Source: URS Corporation 2008



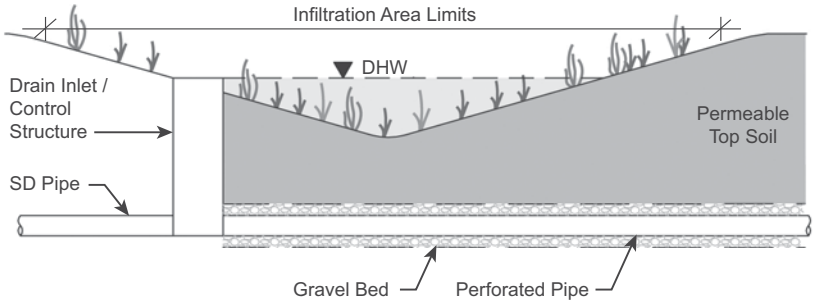
PLAN



SECTION



BUBBLER

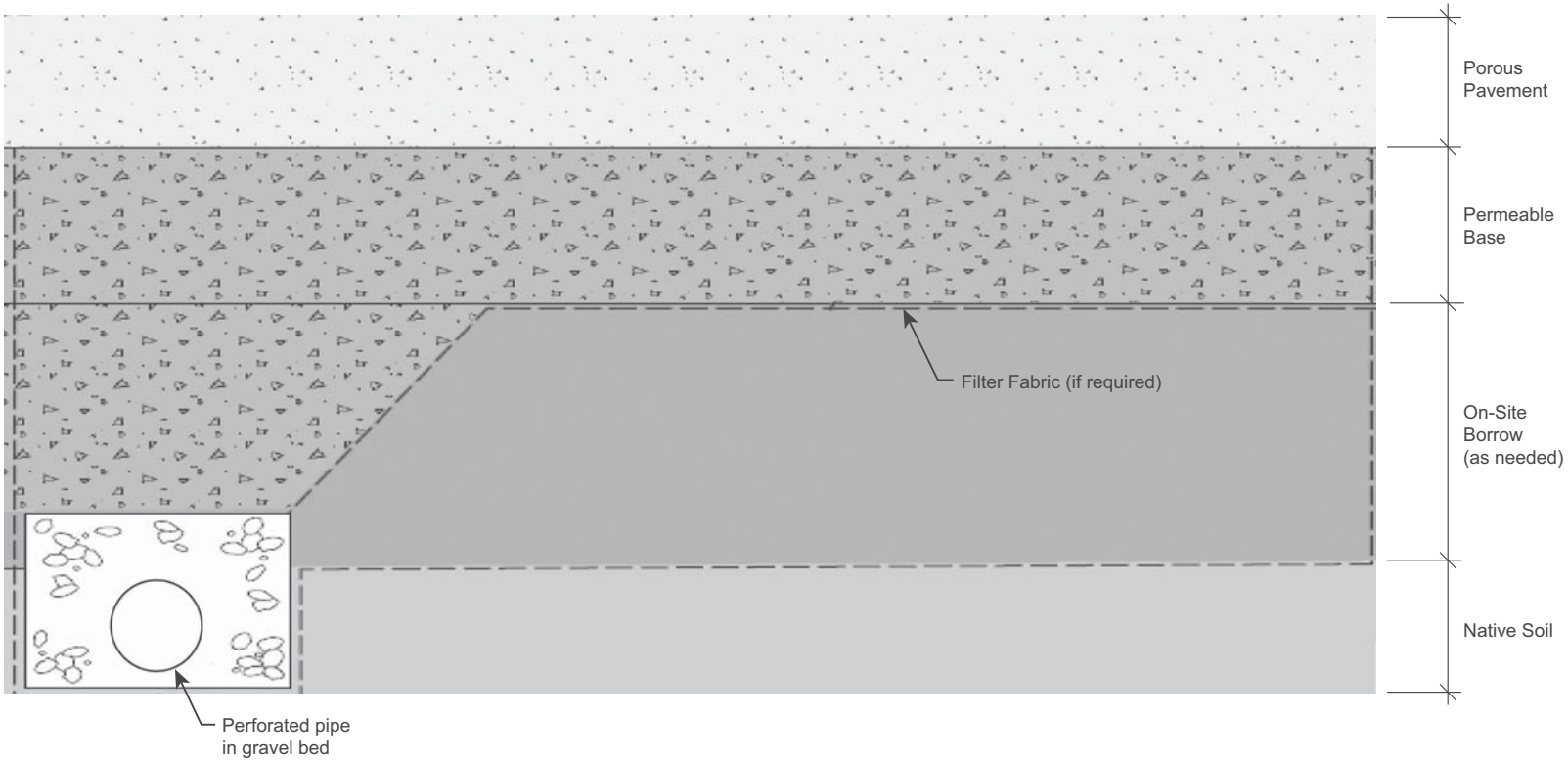


PROFILE

FEATURES

- Compatible with Existing Vegetated Areas
- Flexible Cross Section
- Supports Variety of Open Space Uses
- Conforms with Cultural Landscape Requirements
- Turf or Native Plant Palate Compatible
- Sized to Capture First Flush
- Enhanced Aesthetics
- Normal Landscaping / Maintenance

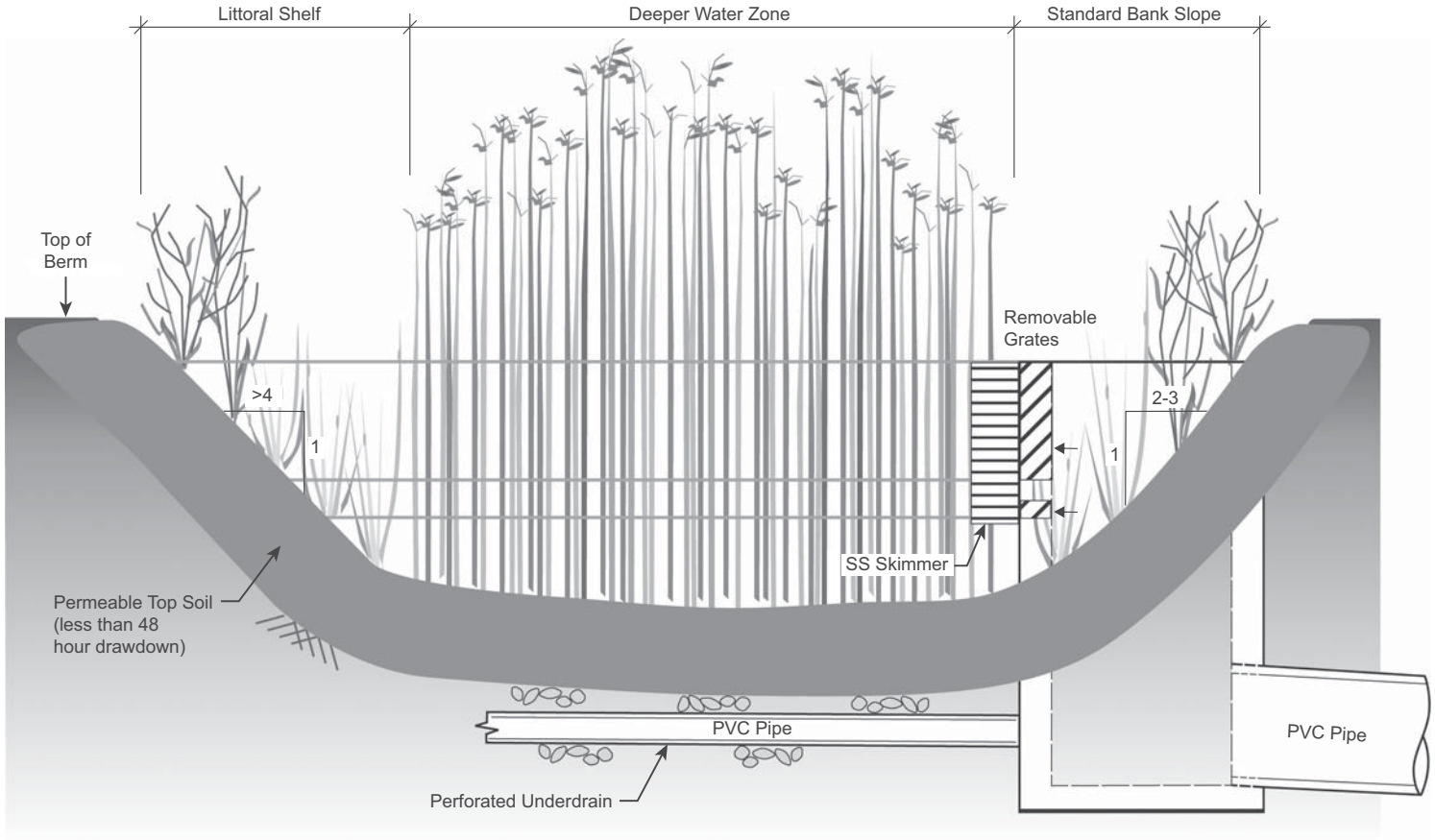
Source: URS Corporation 2008



FEATURES

- Segregate Heavy Vehicle Traffic
- Minimize Capital and O&M Costs
- Ensure Robust Permeable Foundation
- Avoid Run-on
- Underdrain Backup
- Neutral Material Selection
- Address Potential Landscaping Impacts

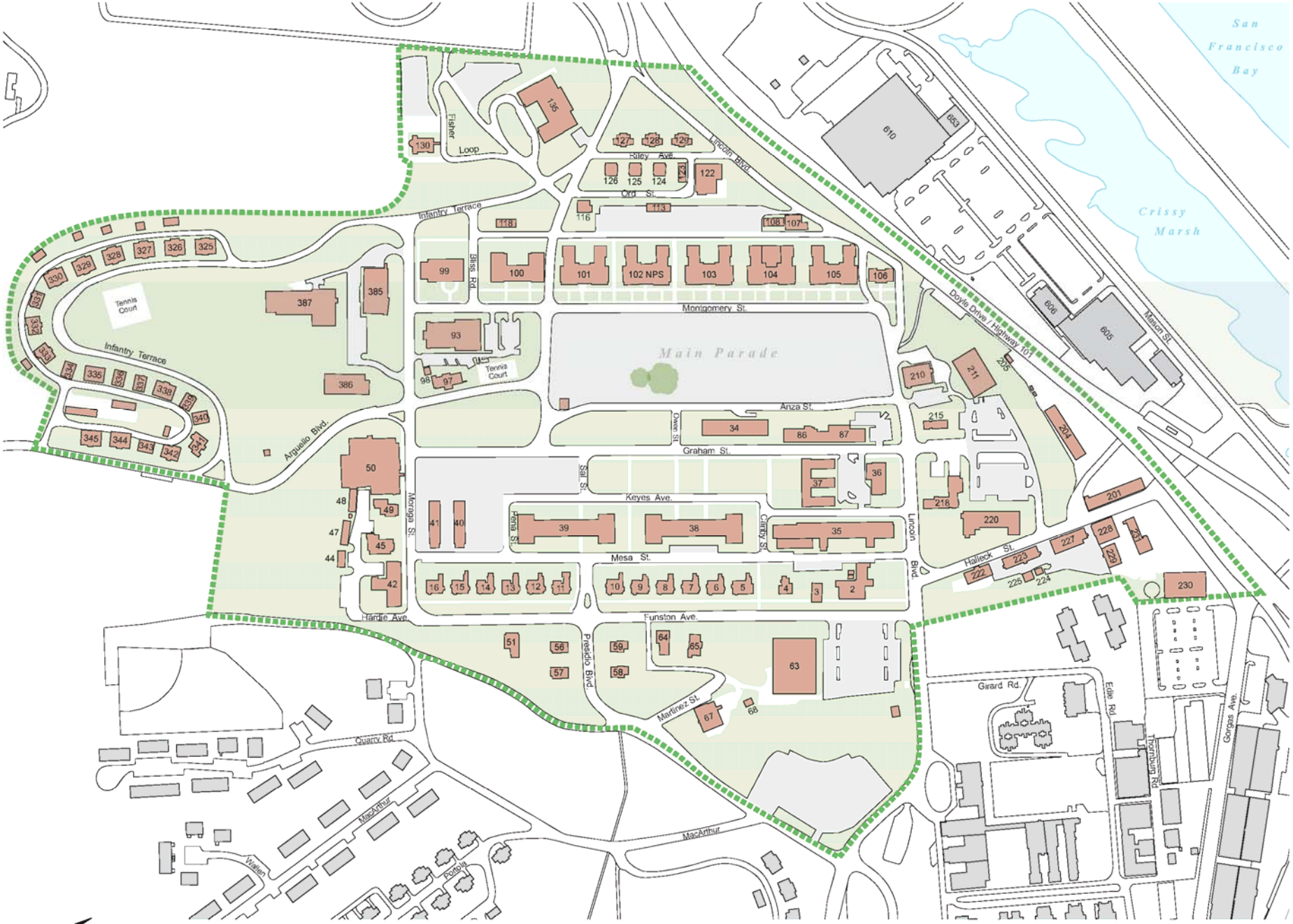
Source: URS Corporation 2008



FEATURES

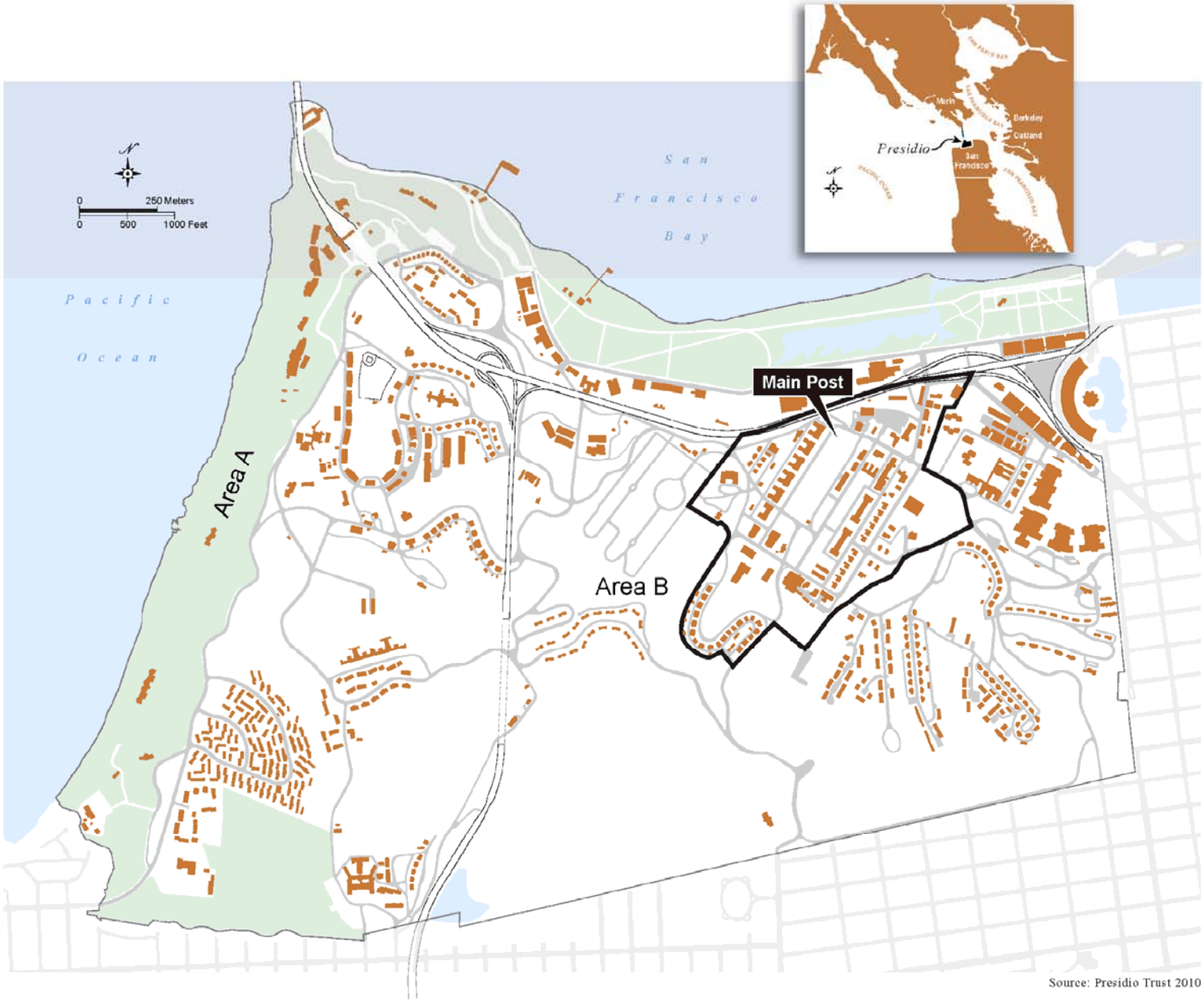
- Further Down Watershed
- Water Quality Focused
- Larger Pipe Systems
- Planted Banks
- Captures Sediment Floating Oil, Grease, Debris / Litter
- Protects Downstream Piping from Sedimentation Build-up
- Flow Attenuation

Source: URS Corporation 2008



Source: Presidio Trust 2010

Main Post Planning District



Source: Presidio Trust 2010

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