APPENDIX G

Transportation Impact Study for the UCSF Long Range Development Plan

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DRAFT

UCSF
University of California
San Francisco

AUGUST 2014

UCSF 2014 LONG RANGE DEVELOPMENT PLAN

Transportation Impact Study

FEHR & PEERS

Adavant Consulting

Transportation Impact Study for the UCSF Long Range Development Plan – Draft Four

Prepared for:

University of California, San Francisco
Campus Planning

Prepared by:

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1 INTRODUCTION

The University of California, San Francisco (UCSF) is one of ten campuses in the University of California (UC) system, and is the only UC campus devoted solely to the health sciences. UCSF's mission is to advance health worldwide through innovative health sciences education, research and patient care. UCSF is a multi-site campus with locations throughout the City and County of San Francisco and some locations beyond the City limits, encompassing approximately 8.04[1] million gross square feet (gsf) in owned and leased buildings. Its major academic and clinical sites are at Parnassus Heights, Mission Bay, Mission Center, and Mount Zion, with a major presence at the City's San Francisco General Hospital (SFGH) site.

This report examines the existing transportation conditions of the Parnassus Heights, Mission Bay, Mount Zion, and Mission Center campus sites and analyzes the transportation impacts of the changes proposed in the UCSF 2014 Long Range Development Plan (LRDP), which will guide campus development through the LRDP horizon year of 2035. The proposed project at the SFGH campus site is presented separately in a stand-alone transportation impact study specifically for that site. UCSF is currently reviewing its use of the Laurel Heights campus site and no changes are currently proposed as part of the LRDP; therefore, it is not included in this transportation analysis. The LRDP projects a total of 11.56 gsf at the horizon year of 2035, which does not include the Medical Center Phase Two (793,500 gsf) which is assumed to occur after the LRDP horizon year of 2035. For the purposes of both the environmental and transportation impact analysis, it is assumed that the Medical Center Phase Two would be operational by the LRDP horizon year. If all projects in the LRDP are implemented across all sites, total UCSF owned and leased space across all UCSF sites would be about 12.36 million gsf by 2035.

This transportation impact analysis evaluates the LRDP's potential impacts on traffic conditions, transit service, bicycle conditions, pedestrian conditions, loading operations, emergency access, construction activities, and parking conditions. This chapter summarizes the project study areas for the four UCSF campus sites included in this study, proposed changes for the four UCSF campus sites, and outlines the report structure. A detailed description of the scope of work is provided in **Appendix A**.

1.1 PROJECT SITES

Figure 1-1 shows the main locations of UCSF owned and leased sites in San Francisco. The transportation study areas for each campus site included in this study, in descending order of the daily average population, are presented below and shown on **Figure 1-2**.

1.1.1 Parnassus Heights

The Parnassus Heights campus site, the oldest and largest of the primary UCSF campus sites, straddles Parnassus Avenue, between the Inner Sunset and Cole Valley neighborhoods, extending between Fifth Avenue and Medical Center Way, and north to Irving and Carl Streets between Third and Hillway Avenues. The campus site is comprised of approximately 107 acres of varying elevations and built characteristics,

[1] The 8.04 million gsf total does not include the 1.13million gsf Phase One Medical Center at Mission Bay that is currently under construction.

due to the campus site being partially built into a hillside and including the Mount Sutro Open Space Preserve.

1.1.2 Mission Bay

The Mission Bay campus site is generally bounded by Mission Bay Boulevard South to the north, Owens Street to the west, Mariposa Street to the south, and Third Street to the east. The campus site is comprised of approximately 56 acres in the rapidly changing Mission Bay neighborhood north of the Potrero Hill and Dogpatch neighborhoods.

1.1.3 Mount Zion

The Mount Zion campus site is comprised of parts of six contiguous city blocks in the Western Addition neighborhood of San Francisco; generally bounded by Bush Street to the north, Scott Street to the east, Post Street to the south, and Broderick Street to the west. The campus site is comprised of approximately 8 acres of similar land use types.

1.1.4 Mission Center

The Mission Center campus site is located in the northeast portion of the Mission District. The campus site of approximately three acres is located on the southern half of the block bounded by 14th Street, Harrison Street, 15th Street, and Folsom Street.

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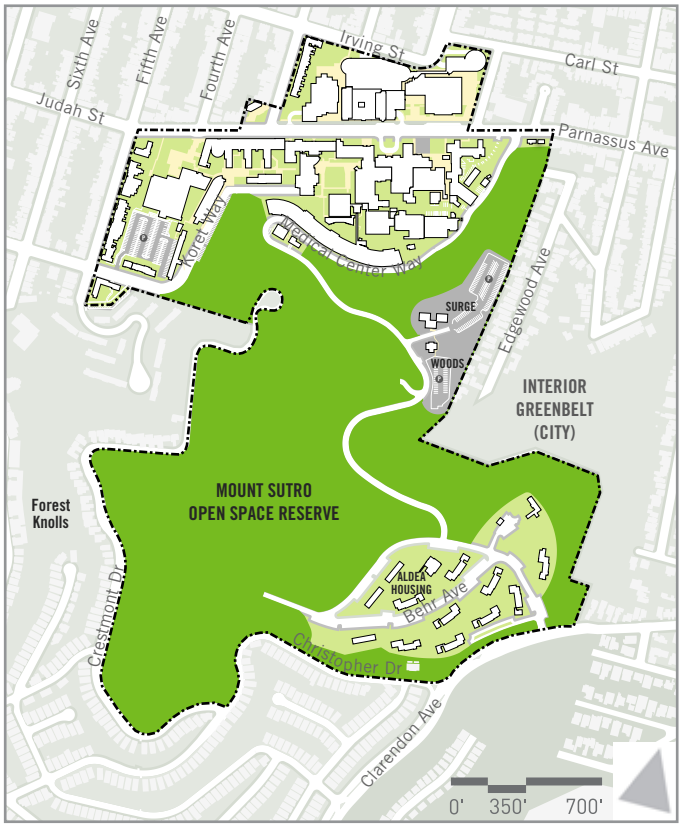
Figure 1-1

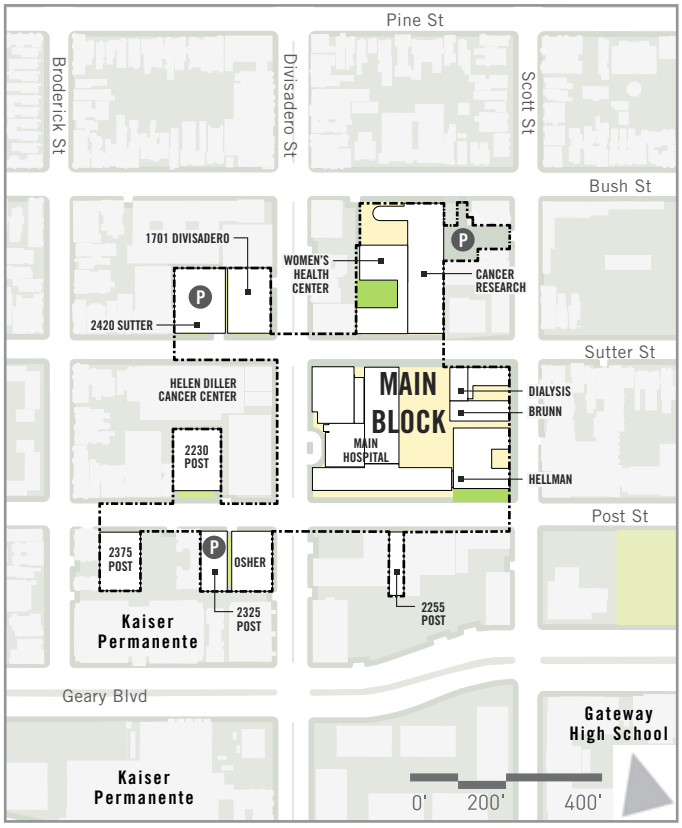
UCSF Campus Site Locations

PARNASSUS HEIGHTS

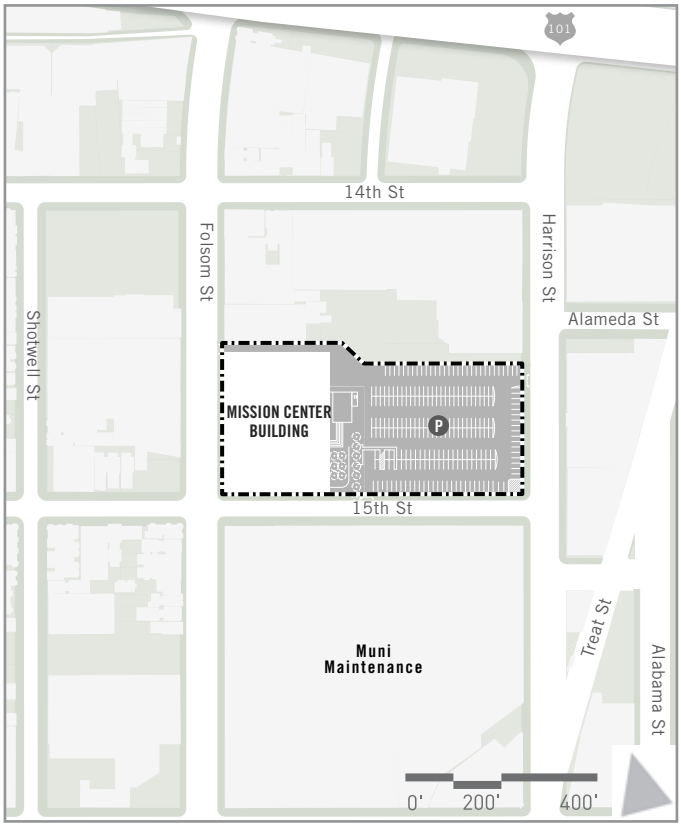


MISSION BAY

MOUNT ZION



MISSION CENTER



Open space/park Parking Campus site boundary Under construction

Figure 1-2

Study Campus Sites

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1.2 PROJECT DESCRIPTION

The LRDP planning horizon projects 2.39 million gross square feet (gsf[2]) of new space in addition to the 1.13 million gsf of building space currently under construction in Mission Bay. The following section describes the proposed changes for the four UCSF campus sites included in this study under the LRDP.

1.2.1 Parnassus Heights

Over its 20-year planning horizon, the LRDP proposes additional housing by converting UC Hall and the Millberry Union towers to housing as well as several other projects which would construct new housing; to provide more surface parking by demolishing several buildings; to construct a New Hospital Addition to Long Hospital by demolishing Langley Porter Psychiatric Institute (LPPI) and its support buildings; to renovate and reuse Moffitt Hospital for non-acute care; to reclassify a few existing buildings as support or structured parking; to demolish a few existing buildings and convert part of their footprint to parking; to construct new trails in the Mount Sutro Open Space Reserve ("Reserve"); and to implement the Parnassus Avenue Streetscape Plan.

Figure 1-3 illustrates the existing campus site. **Figure 1-4** illustrates the proposed site plan for the Parnassus Heights campus site. As part of the LRDP, UCSF is proposing the following:

- Demolish Laboratory of Radiobiology, Medical Research 4, Koret Vision Research, LPPI and support buildings, Proctor, Surge, Woods, Environmental Health and Safety buildings over the course of the LRDP, totaling approximately 214,600 gsf, and convert the space to including, but not limited to, a New Hospital Addition, housing, office space, etc.
- Construct a New Hospital Addition building on the demolished Langley Porter Psychiatric Institute (LPPI) site, which would contain 140 beds in approximately 308,000 gsf. The addition would be seven-stories high and set back from Parnassus Avenue with a landscaped strip to provide passenger drop-off/pick-up, parking, and loading zones.
- Seismically retrofit, renovate and reuse UC Hall (approximately 148,300 gsf). The seven-story building is located on the west end of the campus site on Parnassus Avenue. The Plan would occur in two phases. The first phase would renovate three floors of UC Hall to faculty offices and convert other floors to residential use. Upon the completion of the New Hospital Addition (see above), the three floors of faculty offices would move into Moffitt Hospital and those vacated floors would also be converted to residential use. The final residential use would total approximately 210 beds and 170 units.
- Convert Millberry Union towers from office to residential use (approximately 83 beds and 83 units). The existing occupants would be relocated into the vacated Moffitt building after the completion of the New Hospital Addition. The towers would return to its original use for student housing.

[2] Gross square footage is a UC facilities term denoting the sum of all floor areas, finished and unfinished, on all floors of an enclosed structure. It excludes spaces such as attics without flooring, mezzanines, exterior courts, and balconies.

- Renovate and reuse Moffitt Hospital for non-acute care uses.
- Potentially add limited amounts of new housing or open space on the sites of 735 Parnassus near Fifth and Parnassus avenues and the Proctor site near Fifth Avenue and Kirkham Street, respectively.
- Complete the conversion of the Fifth Avenue houses to faculty housing.
- Seismically retroft the Faculty Alumni House at 745 Parnassus Avenue to meet seismic standards.
- Transportation improvements that include providing traffic calming and pedestrian safety measures, providing additional off-street contractor parking, and improving the efficiency of existing off-street loading:
    - **Reduce UCSF traffic by enhancing Transportation Demand Management (TDM) programs.** Traffic on streets in and around the campus site is an ongoing issue with neighbors. UCSF has a comprehensive TDM program to minimize commuting by private vehicle and limits parking on the campus site. UCSF intends to make further efforts to reduce commute traffic by enhancing the City CarShare and UCSF's own carpool programs, expanding bicycle parking and access to showers and lockers, and promoting ridesharing participation.
    - **Implement the *Parnassus Avenue Streetscape Plan*.** As UCSF renovates the Clinical Sciences and UC Hall buildings, and possibly build new faculty housing near Fifth and Parnassus avenues, UCSF proposes to begin implementing the *Parnassus Avenue Streetscape Plan*. This plan calls for improvements that make crossing the street safer and more convenient for pedestrians, reorganize and improve transit and UCSF shuttle operations, create more usable outdoor space, and enhance the public realm as called for in the *Physical Design Framework*. Improvements may include new paving, street furniture, lighting, and street trees, as well as sidewalk and crosswalk widening and better defined campus gateways. The streetscape plan also proposes to modify the existing UCSF shuttle stops from the gateways of the campus site to a central location fronting the campus library in the westbound direction and the Clinical Sciences building in the eastbound direction. The improvements are intended to occur in phases starting on the south side of Parnassus Avenue, at the west end at Fifth Avenue, and moving through the core of the campus site and along the front of the New Hospital Addition, finishing at Medical Center Way.
    - **Reduce congestion on Parnassus Avenue through transportation, parking, and loading improvements.** Another community concern is congestion on Parnassus Avenue where there are six Muni bus stops, two primary and two secondary UCSF shuttle stops, several garage entrances and exits, and six crosswalks. Despite numerous parking and loading spaces on the street, the overall demand for both exceeds the supply, and double parking and trucks parking in the middle of the street are common occurrences. To reduce congestion on Parnassus Avenue, UCSF proposes to develop more off-street loading and parking. UCSF proposes to provide additional off-street contractor parking spaces and increase parking enforcement to reduce competition for street parking. Most of the new parking on Koret Way will be designated for contractors, which generate less traffic throughout the day than patient

and visitor parking. In order to improve loading and delivery operations, UCSF proposes to implement a cross-docking model where vendors deliver goods to Oyster Point and goods are consolidated onto UCSF vehicles for delivery to the campus site, limiting the number of individual deliveries to this and other campus sites. UCSF also proposes to reconfigure the existing Central Receiving area, station a dockmaster, and implement a scheduling system to restrict on-site delivery times and vehicle sizes. These loading and delivery improvements are intended to reduce campus congestion, creating a more safe, attractive, and efficient campus.

- **Reduce delivery impacts on Fifth Avenue and facilitate and fund traffic calming at the Fifth and Kirkham intersection.** Some delivery trucks must pass through the Kirkham Street and Fifth Avenue intersection in order to access the loading docks on Koret Way at the back of the developed portion of the campus site. UCSF has begun working with neighbors and the City to install traffic-calming measures and pedestrian safety improvements at this intersection, and intends to minimize future truck traffic on this street by creating more loading capacity on the east and north sides of the campus site, imposing vendor restrictions, and pursuing centralized receiving off-site.
- **Minimize the impacts of the shuttle system as it grows.** UCSF shuttle system operations would expand as demand grows. Most Most Parnassus Heights neighbors prefer smaller shuttles on their streets even if they run at greater frequencies, because larger shuttles generate more noise and vibration. UCSF Transportation Services will need to consider further operational adjustments to the shuttle system as other campus sites like Mission Bay grow. Operational adjustments would be implemented by UCSF Transportation Services to address deficiencies in service as and when observed through the monthly auditing process (see Section 1.2.5.)
- **Implementation of Green Connections Plan.** In March 2014, the City and County of San Francisco completed its Green Connections plan. The plan aims to increase access to parks, open spaces, and the waterfront by building a network of 'green connectors' – city streets that will be upgraded incrementally over the next 20 years to make it safer and more pleasant to travel to open space by walking, biking, and other forms of active transportation. Two Green Connections routes converge near the UCSF Parnassus Heights campus. These routes link surrounding neighborhoods to the Mount Sutro open space area.

Figure 1-3

Parnassus Heights Existing Site Plan

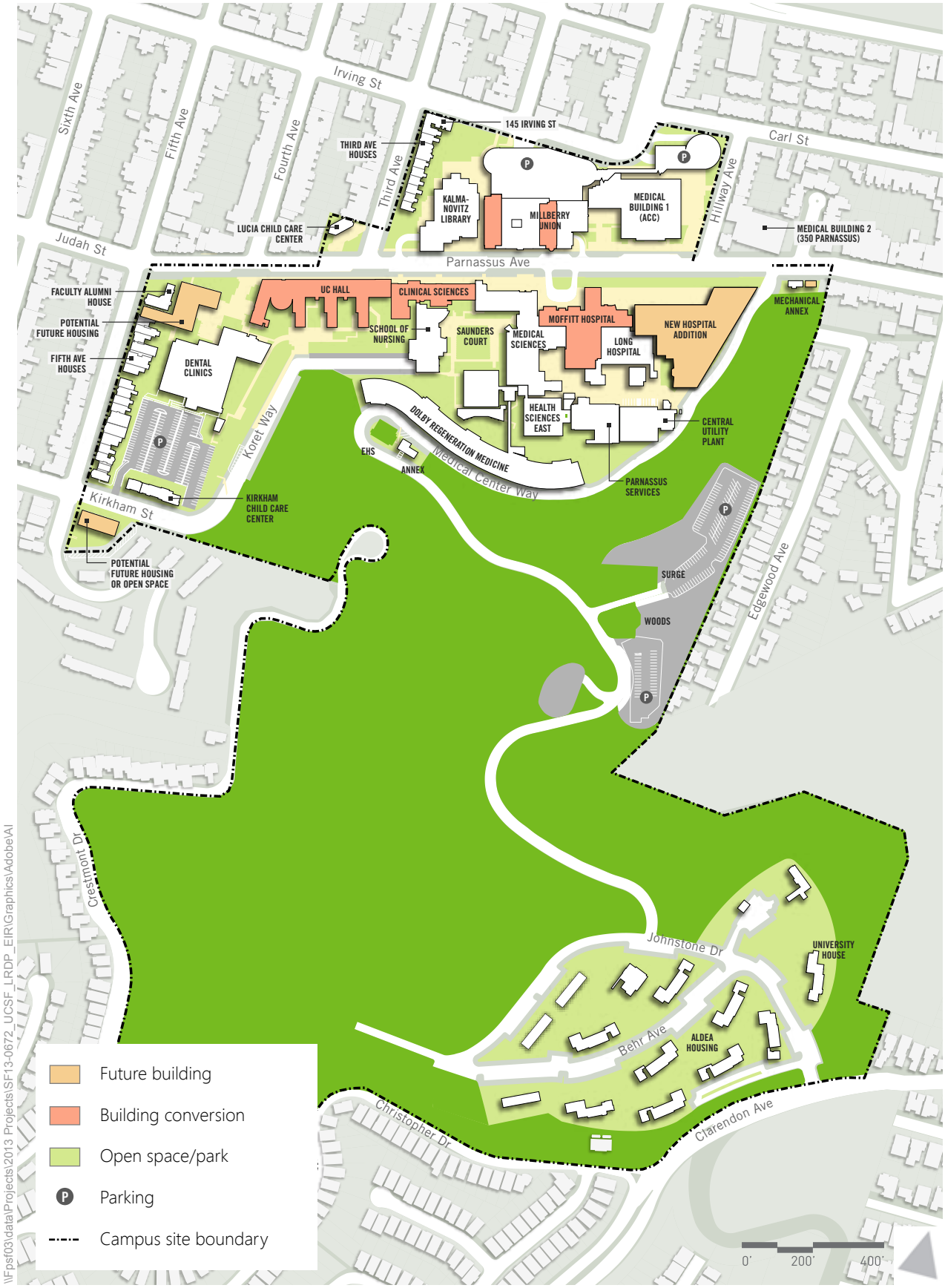


Figure 1-4

Parnassus Heights Proposed Site Plan

1.2.2 Mission Bay

The Mission Bay campus site is expected to grow substantially over the course of the LRDP. Currently there are over 3,900 UCSF faculty and staff employed at the site and 900 residents. The current employment and residents are expected to grow to 13,500 faculty and staff and 1,900 residents through the LRDP horizon year. Currently, the Women's, Cancer, and Children's hospitals and Mission Hall, totaling 1.13 million gsf is under construction and scheduled for completion in 2015. It is assumed that the 124,500 gsf cancer outpatient building would be constructed around 2020. For the purposes of the EIR and Transportation analysis, the Medical Center Phase Two is assumed to be constructed by 2035, adding 793,500 gsf. Approximately 1.45 million gsf of new space[3], north of 16th Street, is proposed under the LRDP. **Figure 1-5** illustrates the existing campus site. **Figure 1-6** shows the proposed development on each block at the Mission Bay campus site. As part of the LRDP, UCSF is proposing the following:

- Develop Blocks 15, 16, 18A, 23A, and 25A on the campus site, totaling up to 1,544,100 gsf. Development comprised of housing, child care, UCSF police building, research buildings, office buildings, clinics, retail, open space, and a parking structure. The proposed gsf of development per block is estimated below.
  - **Block 15**: 418,200 gsf – Develop Block 15 for housing, open space, and possibly child care and police services. If Child care services are constructed elsewhere, the portion dedicated to Child care will be used for housing. The open space will serve the surrounding housing community and potential Child care outdoor area.
  - **Block 16**: 289,000 – 377,400 gsf – Develop Block 16 with two research buildings or a research building and central utility plant. The research buildings would house offices and clinics. If two research buildings are constructed, open space would be developed in between the buildings as a courtyard. If the alternate utility plant is constructed, a portion of the courtyard may be used for Facilities Services.
  - **Block 18A/B**: 193,000 gsf – Develop a research building containing offices and clinics, parking structure with up to 1,540 parking spaces and includes UCSF shuttle spaces, and sports field.
  - **Block 23A**: 232,200 gsf – Develop a research building containing offices, clinics, retail uses, and potential Child care and police services; and construct an open space courtyard between the existing garage and proposed research building.
  - **Block 25A**: 323,300 gsf – Develop a research building containing offices, clinics, and retail uses.
- Complete Phase 1 of the Medical Center by developing the cancer outpatient building, about 124,500 gsf.

[3] Of the 1.54 million gsf of new space, 464,600 gsf is existing remaining entitlement and 991,800 gsf is new entitlement sought under the LRDP.

- Develop Block 14 pending San Francisco Unified School District (SFUSD) decision to continue reservation of the existing block. Site development and environmental review will be further determined upon SFUSD decision.
- Acquire property adjacent to Mission Bay in order to consolidate owned and leased properties.
    - **Develop Blocks 33 and 34** (East Campus) with up to 500,000 gsf and 500 parking spaces for research and parking use.
- Transportation Related Projects:
    - **Complete the street network** including Nelson Rising Lane, between Owens Street to the Sandler Neurosciences Center, and Fifth and Sixth streets, between Nelson Rising Lane and Mission Bay Boulevard South. Complete Fourth Street with the completion of Phase One Medical Center at Mission Bay.
    - **Relocate UCSF Shuttle stops** to provide more direct access to other campus sites and better serve persons who live and work by new buildings. Adjustments to shuttle stops would be implemented by UCSF Transportation Services to address deficiencies in service as and when observed through the monthly auditing process (see Section 1.2.5).
    - **Increase the bicycle and motorcycle parking capacity** through UCSF's TDM program as new buildings are constructed and near open spaces areas. This includes a planned Bay Area Bike Share station on Fourth Street that will be funded by UCSF.

1.2.2.1 LRDP Variant

UCSF is considering the development of clinical uses for a portion of the 500,000 gsf on the Block 33 and 34 site. The amount of clinical space that may be developed has not yet been determined, but up to about 250,000 gsf of clinical space could be developed, with the remainder 250,000 gsf as research/office use. Clinical uses are a "secondary use" under the Mission Bay South Plan and would require a finding of consistency with the Plan by the San Francisco Office of Community Investment and Infrastructure. These variants are referred to as the LRDP Variant for the remainder of this report.

Figure 1-5

Mission Bay Existing Site Plan

Figure 1-6

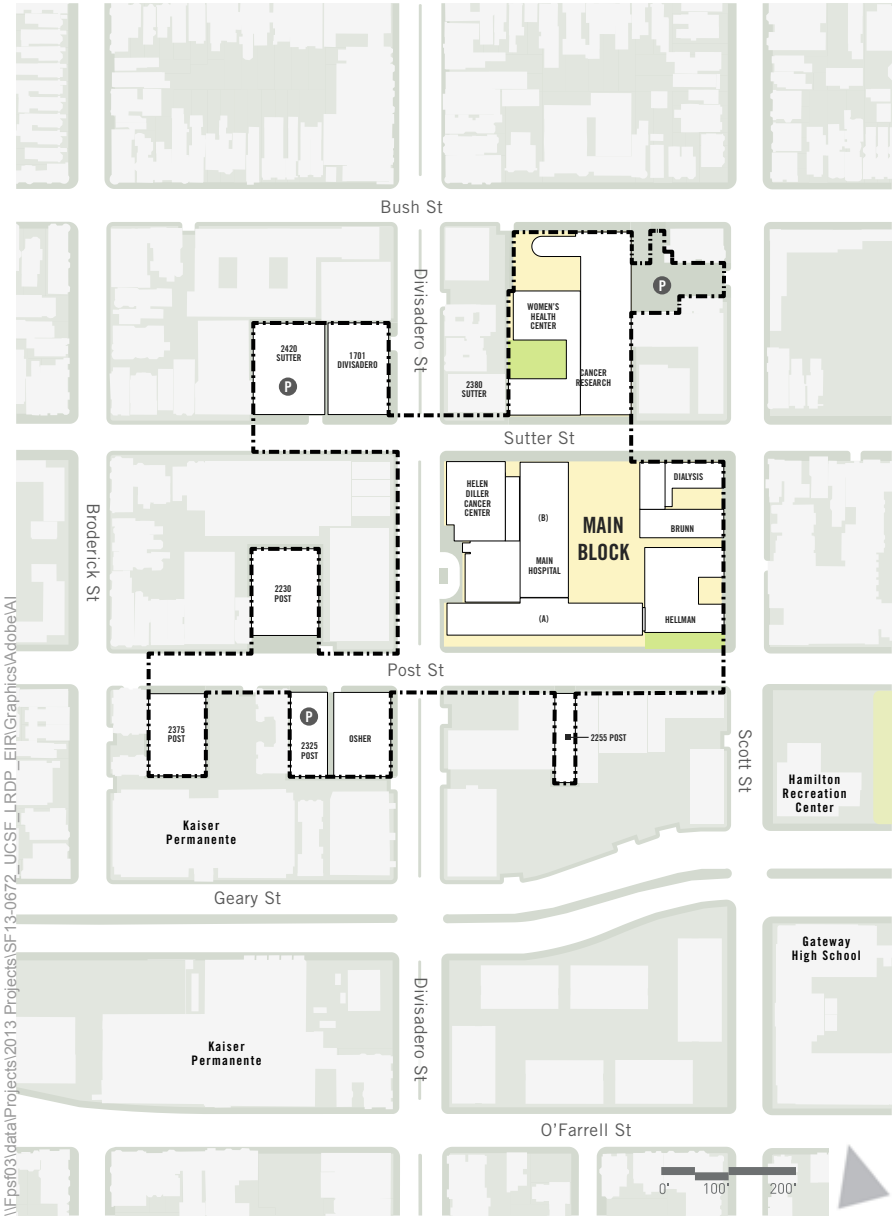
Mission Bay Proposed Site Plan

1.2.3 Mount Zion

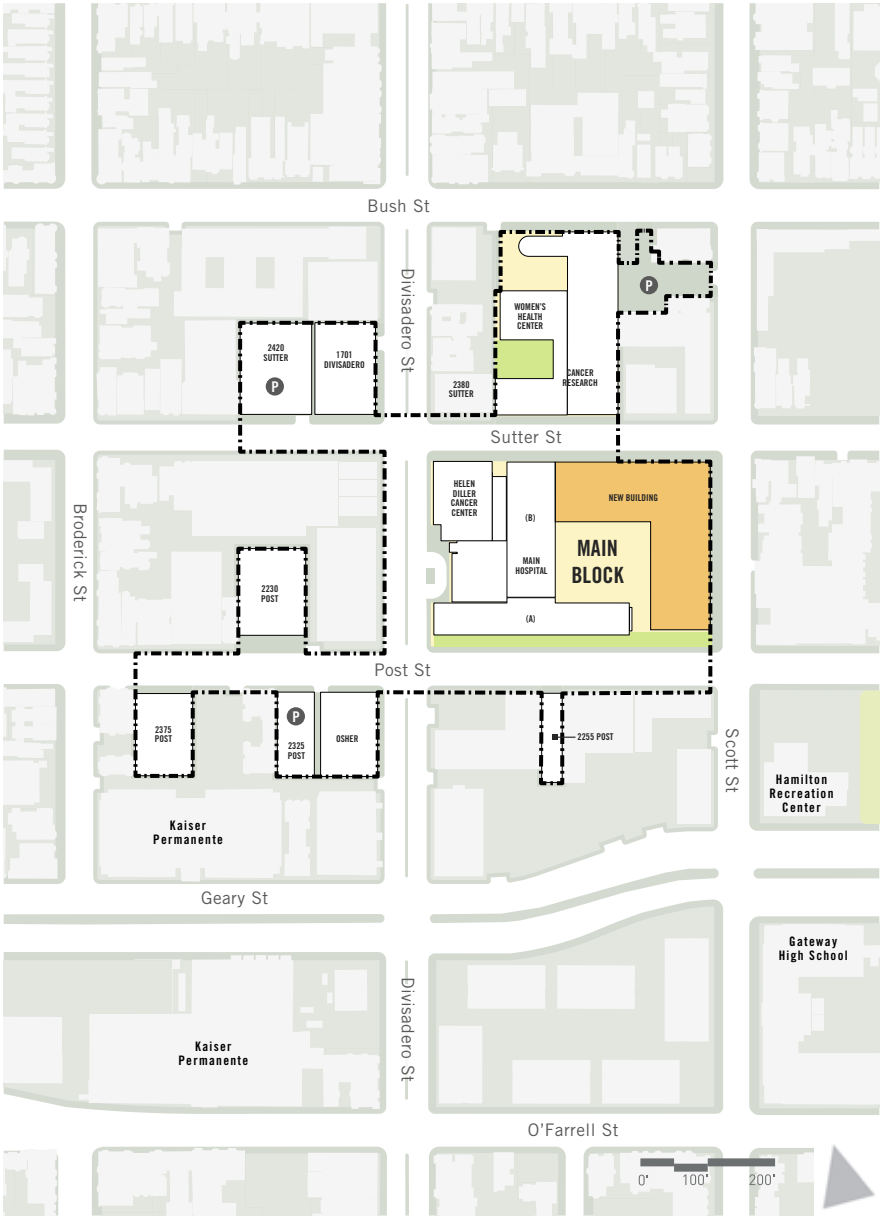
The LRDP proposes to demolish and re-develop three buildings totaling approximately 85,000 gsf, resulting in a net increase of about 172,000 gsf at the Mount Zion campus site. It is expected that with the opening of the Phase One Medical Center at Mission Bay in 2015, inpatient uses in the existing hospital would move from Mount Zion to Mission Bay. The available space from relocating programs to the Mission Bay campus site would be taken by programs relocated from the Parnassus Heights campus site and potentially other campus sites. **Figure 1-7** illustrates the existing and proposed development at the Mount Zion campus site. As part of the LRDP, UCSF is proposing to make the following changes:

- Renovate and reuse the existing hospital. UCSF plans to relocate the inpatient facilities to Phase One of the the Medical Center at Mission Bay. UCSF would then repurpose the hospital as an ambulatory care center with ambulatory surgery, growth of the cancer program, and expansion of outpatient use and support space. The decommissioned hospital may also accommodate program space and clinics displaced from the three buildings proposed for demolition.
- Demolish the Hellman, Harold Brunn Institute, and the Dialysis Center buildings and construct new medical office and/or research building(s) and additional parking. Occupants and programs in the existing buildings would be relocated to the repurposed hospital or located elsewhere. The proposed construction would take place at the demolished buildings. Additional parking may be constructed in two levels below the new buildings or developed/acquired off-site if constructing below ground is cost-prohibitive.
- Demolish or retrofit the seismically compromised 2255 Post Street building.
- Develop open space on the main block when the new building(s) are constructed.
- Coordinate with the City to improve adjacent streetscape when new building space is developed. Improvements include a wider sidewalk, planting street trees, additional passenger loading spaces, and parallel parking along the west side of Scott Street, and extended landscape along Post Street.

EXISTING SITE PLAN



PROPOSED SITE PLAN



Open space/park Parking Campus site boundary Future building

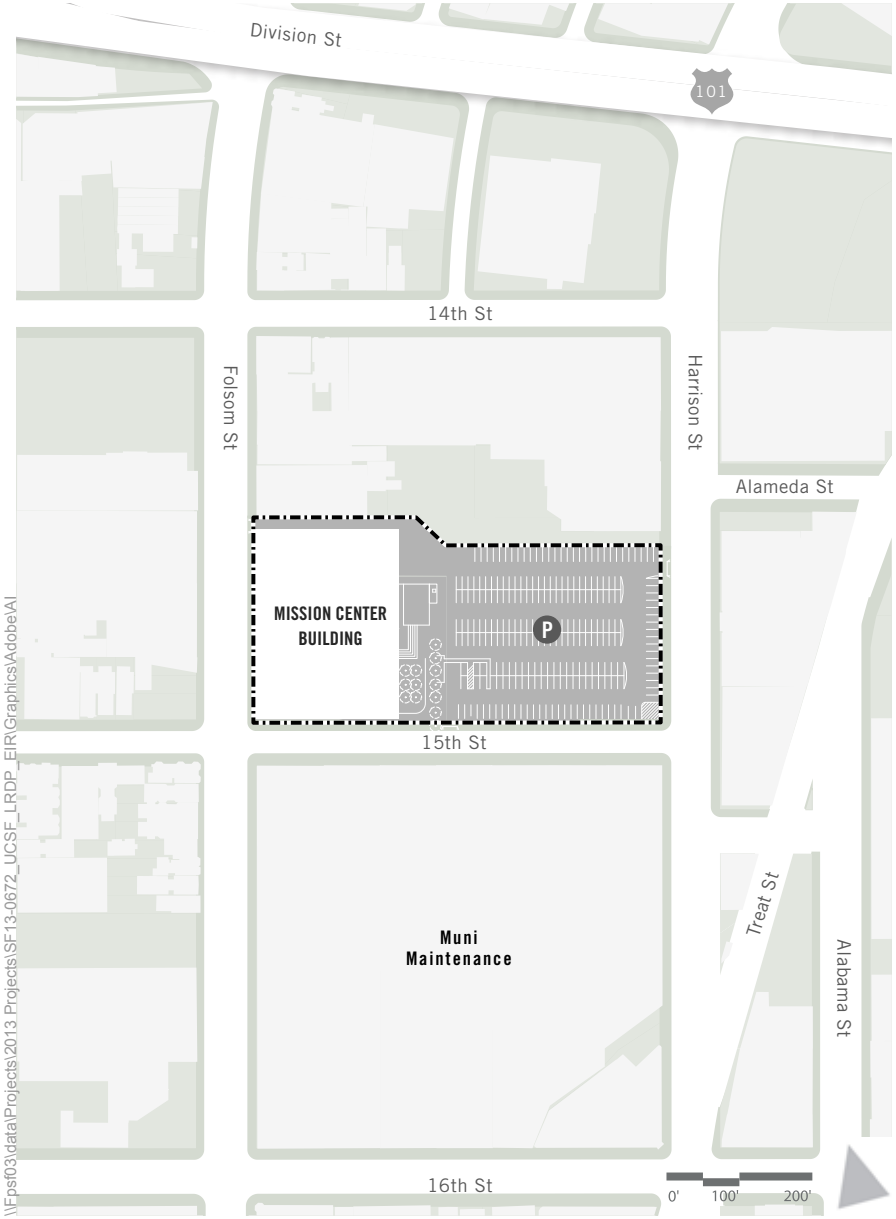
Figure 1-7

Mount Zion Existing and Proposed Site Plan

1.2.4 Mission Center

The Mission Center campus site is comprised of a single building that contains approximately 850 employees. **Error! Not a valid bookmark self-reference.** illustrates the existing and proposed development at the Mission Center campus site. The LRDP proposes to construct a new building and parking structure. The new building would be approximately four stories with up to 100,000 gsf. To support this space, a five story, 95,600 gsf garage with up to 294 parking spaces would be built between the existing and new buildings. Development of this new building would occur only if additional program space is determined to be needed in the future, and if and when funding becomes available.

EXISTING SITE PLAN



PROPOSED SITE PLAN

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Open space/park P Parking Campus site boundary Future building

Figure 1-8

Mission Center Existing and Proposed Site Plan

1.2.5 UCSF Transportation Demand Management

UCSF currently manages a robust campus-wide Transportation Demand Management (TDM) program with the goal of reducing single-occupant vehicle (SOV) trips to all campus sites. The details of this program are presented in Section 2.2. UCSF proposes expanded TDM strategies that were developed as part of an internal planning process to identify feasible TDM measures that could reasonably result in a reduction in UCSF-generated SOV trips. In order to accomplish these goals, UCSF would implement some or all of the following in the 2014 LRDP:

- Expand UCSF Vanpool Program (add new vanpools and subsidize costs to attract new riders);
- Develop more robust UCSF Carpool Matching and convert additional parking spaces to carpool only;
- Enhance existing City CarShare pods on campus sites and participate in the city's new Medical Center Rideshare program;
- Increase supply and access to bicycle parking and showers/lockers;
- Enhance shuttle system with Wifi and Next Bus;
- Limit parking for non-faculty tenants in new housing;
- Gradually increase cost of employee parking, over time; and
- Promote flexible work schedules, as possible.

1.2.6 UCSF LRDP Transportation Monitoring

As a matter of course in managing campus operations, UCSF monitors transportation conditions at all campus sites, and, in relation to the proposed 2014 LRDP, would continue to do so in particular at the four UCSF campus sites where development is proposed. As the campus sites develop, UCSF would monitor vehicle traffic conditions, transit operations, shuttle ridership, adequacy of pedestrian and bicycle facilities, and loading and parking conditions within and surrounding the campus sites. This monitoring program would be informed by the annual UCSF Employee Transportation Survey, the existing UCSF shuttle program monitoring[4], UCSF staff, students, and patients and visitors, campus site observations by Transportation Services staff, and ongoing coordination with SFMTA staff.

The results of the various monitoring efforts would be used to inform when and whether UCSF would implement additional TDM strategies that seek to minimize the number of single occupancy vehicle trips (SOV) generated by the LRDP. The additional TDM strategies target a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling, and/or to travel during non-peak periods. Should the need for additional shuttle service

[4] UCSF monitors its shuttle ridership demand by conducting monthly audits to capture boarding data, and the data is used to continually adjust shuttle operations to meet peak ridership demand. The monthly audits are conducted for one entire week (five business days) on all routes, throughout the entire day. In addition, UCSF conducts an annual UCSF Transportation Survey that is distributed to all members of our community. The data is used to measure and benchmark the efficacy of the existing TDM programs, and assist in designing new programs.

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be triggered by increased ridership due to shifts in travel mode or demand generated by the LRDP, UCSF Transportation Services would first review that the additional service would not negatively affect Muni operations. Once implemented, the additional service would be monitored to the same standard as that identified above.

UCSF would also monitor pedestrian and bicycle conditions to ensure increased volumes generated by the LRDP do not cause overcrowding of sidewalks, crosswalks, bicycle routes, or bicycle parking locations within and adjacent to the campus sites. Finally, as the campus sites and surrounding neighborhoods develop in the future, UCSF would continue to monitor parking and loading conditions to ensure they are sufficient to accommodate the LRDP loading and parking demand and do not create potentially hazardous conditions or introduce delays to transit or traffic.

1.3 REPORT ORGANIZATION

The remainder of this report is divided into the following chapters:

Chapter 2 – Existing Conditions describes the operating conditions of the existing transportation network within the vicinity of the Parnassus Heights, Mission Bay, Mount Zion, and Mission Center campus sites. It includes the surrounding roadway network, intersection operating conditions, transit network and service, pedestrian and bicycle conditions, and loading and parking supply and occupancy.

Chapter 3 – Travel Demand Analysis includes the LRDP's trip generation, trip distribution, mode split, and trip assignment forecasts for private vehicles, as well as taxi, shuttle bus, transit, bicycle, pedestrian, and loading travel demand. The LRDP's trip generation was developed based on population characteristics information provided by UCSF staff and outlined in **Appendix F**.

Chapter 4 – Transportation Impact Analysis describes the anticipated operating conditions of the transportation network with the completion of the LRDP and identifies the extent to which LRDP-generated traffic would impact the transportation network. Chapter 4 discusses the transportation network under the following scenario:

> Existing Plus LRDP conditions describes the anticipated operating conditions of the transportation network under Existing conditions plus the proposed changes for the four UCSF campus sites included in this study. Operations of the transportation network after the addition of the travel demand from the project are described, including the project's impacts on study intersections, transit, bicycles, pedestrians, loading, parking, emergency vehicles, and the potential impacts of the project construction on the transportation network.

Chapter 5 – Future Year Conditions describes the anticipated operating conditions of the transportation network with the completion of the LRDP under Interim (Year 2015) and Cumulative (Year 2040) conditions and identifies the extent to which LRDP-generated traffic would impact the transportation network. Chapter 5 discusses the transportation network under the following two scenarios:

> Year 2015 conditions describe the anticipated operating conditions of the transportation network once Phase One Medical Center at Mission Bay is operational. Year 2015 conditions were developed for the Mission Bay campus site only.

Year 2040 conditions describes the anticipated operating conditions of the transportation network in Cumulative conditions with traffic associated with the LRDP and other reasonably foreseeable development projects. Future year traffic forecasts with the LRDP were estimated using the San Francisco County Transportation Authority's travel demand model, SF-CHAMP. The LRDP's contribution to future traffic growth and transit ridership in the area is described. For the Mission Bay campus site, a qualitative analysis of the Golden State Warriors proposed uses on Blocks 29-32 is included.

Chapter 6 – Transportation Mitigation and Improvement Measures describes the proposed mitigation measures identified to reduce potentially significant transportation impacts created by the LRDP, if applicable. In addition, improvement measures are provided in cases where project impacts are less than significant but measures to improve circulation or project access may be beneficial.

2 EXISTING CONDITIONS

This chapter provides a description of the existing transportation and circulation settings within the vicinity of the Parnassus Heights, Mission Bay, Mount Zion, and Mission Center campus sites. It includes descriptions of the UCSF Transportation Demand Management (TDM) Plan, existing roadway network, intersection operating conditions, transit network and service, pedestrian and bicycle conditions, loading, and parking supply and occupancy.

2.1 ELEMENTS OF ANALYSIS

The study examines Existing conditions related to the following transportation elements:

- UCSF TDM Plan – current and proposed TDM measures including UCSF shuttle service;
- Traffic Conditions – operations along key corridors providing access to and through the study areas;
- Transit Conditions – Muni and regional transit operations into and within the study areas;
- Pedestrian Conditions – qualitative assessment of conditions into and within the study areas;
- Bicycle Conditions – qualitative assessment of conditions into and within the study areas;
- Loading Conditions – passenger and freight operations within the study areas; and
- Parking Conditions – characterization of supply throughout the study areas.

2.2 UCSF TRANSPORTATION DEMAND MANAGEMENT PLAN

There are many different factors that determine how people travel to/from work, including home location, work shifts, access to transit, and travel incentives and disincentives (i.e. how convenient or costly it is to park). A TDM program is a set of policies and programs that include incentives, information, and education to encourage employees to commute to work by modes other than driving alone. The UCSF TDM program includes strategies that emphasize alternative commuting options, such as public transit, private shuttle service, biking, walking, and carpooling. The key elements of the UCSF TDM program are summarized in **Table 2-1**.

TABLE 2-1: EXISTING UCSF TDM PROGRAM ELEMENTS	
TDM Strategy	**Description**
Annual Transportation Survey	Annual employee and student survey to learn more about travel to, from, and within UCSF campus sites
Bicycle Racks	Total of approximately 970 bike stalls distributed throughout campus sites with capacity exceeding demand, with one exception – Parnassus Heights campus site
Showers and Lockers	Showers and lockers are provided at various campus sites, which can be used by bicyclists
Bicycle Permits	Free bicycle permits are provided allowing free access to enclosed bicycle parking facilities; free tire repair kits; bike fix-it stations available at Parnassus and Mission Bay campus sites; discounted SF Bike Coalition membership.
Shuttle	UCSF shuttle system serving all campus sites
Priced Permit Parking	UCSF offers over 30 varieties of parking permits to employees and students. The price of a permit varies between $40 and $250 per month. A limited number of permits are issued per year and are distributed based on a prioritization hierarchy
Priced Visitor Parking	UCSF offers short-term visitor parking. Both hourly and daily rates are available
City Carshare	UCSF staff and students qualify for personal memberships at a discounted rate. 18 City Carshare vehicles are available at various campus sites.
Pre-Tax Program	The Pre-Tax program allows employees to reduce their public transit and non-UCSF vanpool costs by about one-third. The program works by allowing participants to deduct up to $125 per month from their paycheck without paying payroll taxes on this income
Carpool Parking	Preferential parking for UCSF employees with a valid carpool permit
Zimride	UCSF-specific Zimride (ride sharing) website
Emergency Ride Home	Employees who need an emergency ride home can be reimbursed up to $50 for a transit, taxi or rental car trip
Telecommuting Policy	Eligibility to telecommute determined by job position/requirements and Department
Vanpool Program	The vanpool program requires a minimum of eight participants per vanpool. The driver participates for free and the riders pay about $240 per month per person. Currently, there are 33 vanpools that travel throughout the Bay Area, and as far as Sacramento.

Source: UCSF Transportation Services, 2013

2.2.1 UCSF Shuttle System

The core element of UCSF's TDM plan is the shuttle service that UCSF operates throughout San Francisco. The shuttle system fleet (currently 60 shuttles) provides service between transit facilities, remote parking lots, the various UCSF campus sites, and UCSF-affiliated hospitals/ medical centers within the city. The primary shuttle routes serve the Parnassus Heights, Mission Bay, Mount Zion, Mission Center, SFGH, and Laurel Heights campus sites. Service includes 13 fixed-route lines and two on-demand evening services. Fixed-route shuttle headways are generally between 15 to 25 minutes, and most routes operate between 6:00 AM and 9:00 PM, Monday through Friday. The two on-demand services operate both

UCSF shuttle stop at Parnassus Heights Campus Site

weekday and weekend nights. Riders can request on-demand service within a pre-defined border around the Parnassus Heights and Mission Bay campus sites by calling UCPD dispatch. All shuttle buses are equipped with bike racks. The service is free for UCSF faculty, staff, students, patients, and visitors.

Figure 2-1 illustrates the existing UCSF shuttle routes serving all current campus sites. **Table 2-2** summarizes the existing fixed-route UCSF shuttle routes and summarizes the route hours of operations and headways.

TABLE 2-2: UCSF SHUTTLES TO ALL CAMPUS SITES

Route	Campuses Served	Hours of Operation	Headways (minutes)[1]
Gold	Parnassus-Mt. Zion-Mission Bay-SFGH	5:45 AM – 9:25 PM	15/20
Blue	Parnassus-SFGH-Mission Bay-Mt. Zion	5:35 AM – 8:47 PM	15/20
Black	Parnassus-Mt. Zion-Laurel Heights	6:30 AM – 7:50 PM	20
Tan	Parnassus-Laurel Heights-Mt. Zion	6:50 AM – 7:45 PM	20
Purple	Parnassus (Library)-3360 Geary-Mt. Zion-3360 Geary	6:15 AM – 6:38 PM	45
Grey	Parnassus-Mission Bay	6:30 AM – 10:00 PM	20
Lime	Parnassus-BDC-MCB	6:05 AM – 8:31 PM	15
Pink	Parnassus E/R-Kezar	5:30 AM – 9:00AM	15
VA-Parnassus	Parnassus-VAMC	6:35 AM – 7:05 PM	30/60
Bronze	Aldea-Medical Building 1 (ACC)-Library-Sixth-Dental-Parnassus LPPI	6:45 AM – 6:29 PM	15/20
Red	Mission Bay-MCB-16th BART	5:55 AM – 7:45 PM	10/15
Green	Mission Bay-China Basin-654 Minnesota	6:25 AM – 6:40 PM	15
Yellow	16th BART-MCB-2300 Harrison-SFGH-2300 Harrison	6:07 AM – 8:23 PM	15

Note:
1. Multiple values indicate variability in headways during the day.

Source: UCSF Campus Life Services Transportation, Routes & Timetables, 2013-2014

UCSF's shuttle system is a key strategy in reducing the amount of car traffic to campus sites and thus reducing its greenhouse gas emissions. In 2011, 2.3 million passengers rode shuttles, an increase of one million passengers from 2003. With the opening of the UCSF Medical Center at Mission Bay in 2015, UCSF anticipates a ridership increase of approximately 5-10 percent on the Blue, Gold, and Grey routes, which provide service between the Parnassus Heights and Mission Bay campus sites.

As part of UCSF's ongoing efforts to provide efficient inter-campus shuttle service, minor adjustments were implemented in August 2012 to six shuttle routes to improve the overall quality and efficiency of shuttle services. The adjustments were intended to enhance the on-time performance and safety of the shuttle system. Further changes made in October 2013 included disallowing standees on the shuttles for safety concerns and an increase in shuttle service during the peak periods. In addition, a Shuttle Operations Study was completed in January 2014 by an outside consultant, which conducted a further review of UCSF's shuttle operations and routes in order to continue to reduce commute trips and to address neighborhood concerns regarding shuttle effects on neighboring streets.

These changes are in addition to other minor operational changes made periodically to improve operations or out of sensitivity to specific community concerns.

2.2.1.1 Capacity Utilization

The seated capacity of the Blue, Tan, Black, Purple, Green, Pink, Bronze, Yellow, and VA lines is 22 persons per vehicle. For the Lime and Red lines it is 30, and for the Grey line it is 33. The Gold line uses a mixed fleet of 22 and 30-seater vehicles.

The capacity utilization of the shuttle program was identified in the *UCSF Shuttle Operations Study Final Report*[5]. The study found that four lines operate above 100 percent capacity during the AM peak period (Grey, Blue, Gold, and Black lines). One line operates above 100 percent capacity in the midday period: the Tan line. Five lines operate above 100 percent capacity during the PM peak period: the Bronze, Tan, Gold, Grey, and Black lines. Of these instances, the highest ridership were found on the Grey and Blue lines in the AM peak period and the Yellow and Tan lines in the PM peak period, where capacity utilization is above 120 percent for one or more hours. Since this study was completed, UCSF Transportation Services has added a policy to restricting shuttle riders from standing on shuttles and subsequently increased shuttle service during peak periods to accommodate lines with greater than 100 capacity utilization.

The study also found that some lines operate below 50 percent capacity during part or all of the day. These include:

- The Lime line during all times but the PM peak;
- The Black, Gold, and Tan lines during the evening;
- The Grey line midday; and
- The Purple line during all times.

2.2.1.2 Stop Locations

UCSF shuttles stop at loading zones located on city streets at the Parnassus Heights, Mission Bay, and Mount Zion campuses. The shuttle stop is internal to the campus for the Mission Center campus. Specific stop locations and the lengths of each stop are listed below:

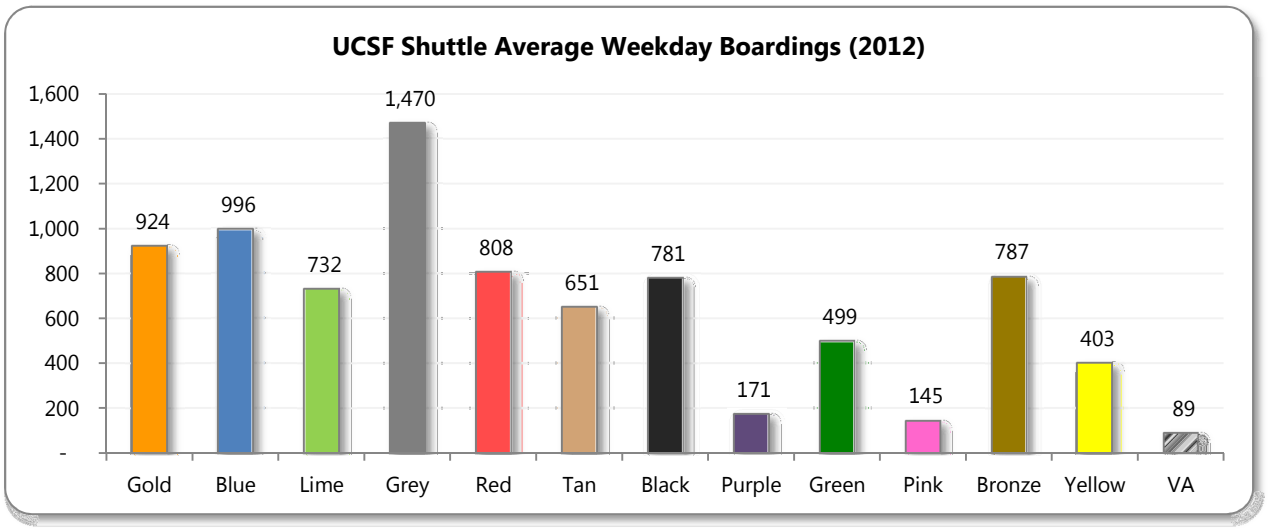
- Parnassus Heights;
  - 530 Parnassus Avenue, north side (adjacent to UCSF Library) – 140 feet
  - 401 Parnassus Avenue, south side (adjacent to Langley Porter Psychiatric Institute – 125 feet
- Mission Bay;
  - Fourth Street south of Gene Friend Way, west side – 150 feet
  - Fourth Street south of Gene Friend Way, east side – 70 feet
- Mount Zion; and
  - 2369 Sutter Street, south side – 55 feet
- Mission Center.
  - Internal to parking lot – 60 feet

In addition to the above permanent stop locations, UCSF shuttles currently use several stops on a temporary or limited basis. A shuttle stop at 1500 Owens Street on the Mission Bay Campus Site was

[5] Nelson\Nygaard. 2014. Shuttle Operations Study Final Report, January, 2014

formed recently and will likely relocate. The stops at Fourth Avenue and the ACC on the Parnassus Heights Campus Site are for drop-off only during limited times of day and for limited routes.

Inset 1 provides a summary of average weekday UCSF shuttle boardings by route. As of 2012, the route with the highest ridership is the Grey route, which provides direct service between the Parnassus Heights and Mission Bay campus sites.



Inset 1. UCSF Shuttle Boardings

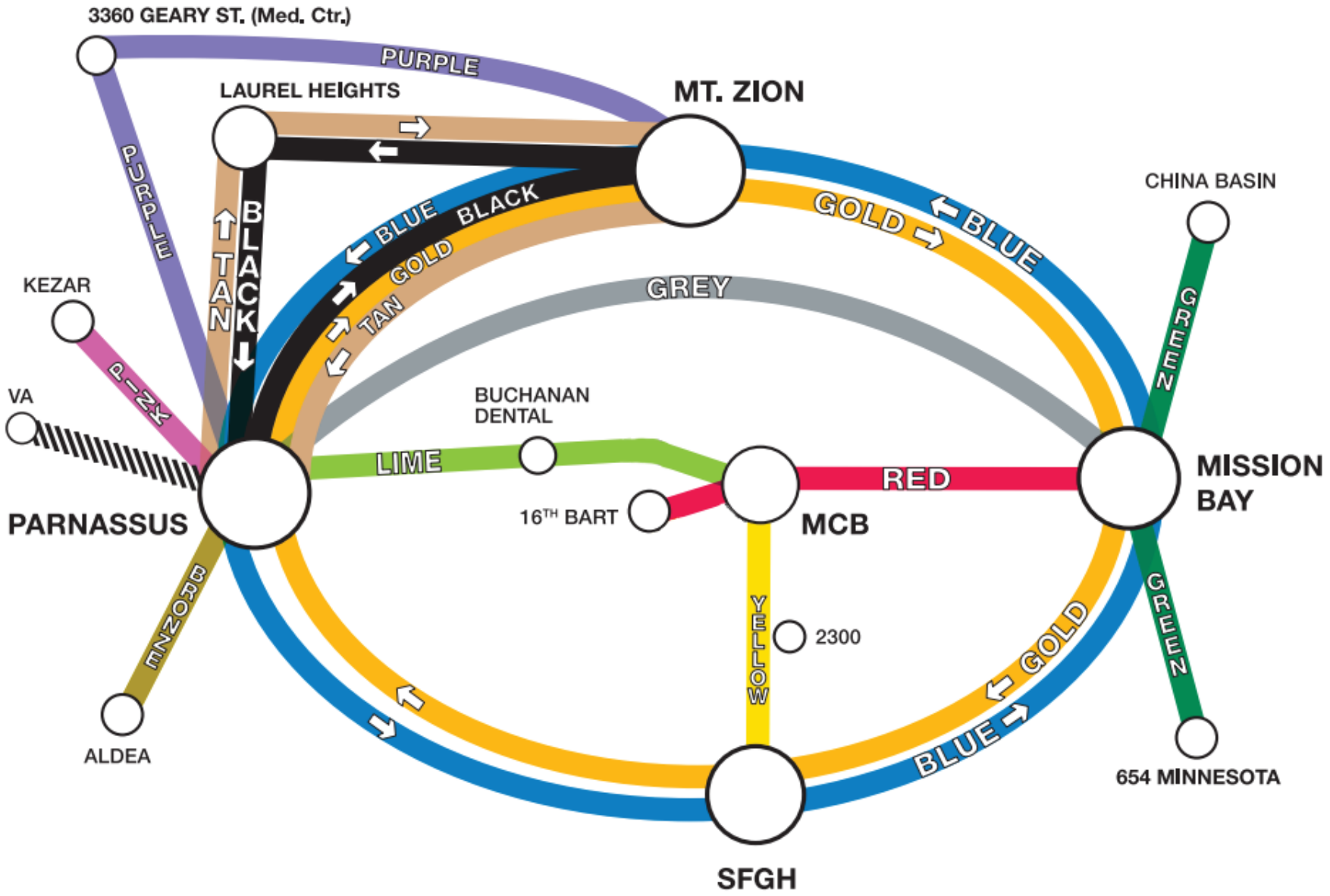


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Figure 2-1

Existing UCSF Shuttle Routes-
Major Campus Sites

Source: University of California, San francisco "'Shuttle Operations Study' Final Report", January 2014 (page 2-2)

2.3 PARNASSUS HEIGHTS

2.3.1 Roadway Facilities

This section describes the regional and local roadway system for the Parnassus Heights campus site. Approximately 48 percent of those traveling to and from the campus site drive alone, are dropped off, or carpool/vanpool. Roadway classification definitions, according to the Transportation Element of the San Francisco General Plan, are contained in **Appendix B**. With Golden Gate Park to the north and Mount Sutro to the south, the roadways used to access the Parnassus Heights campus site are primarily via east-west corridors – Parnassus Avenue-Judah Street, Irving Street-Carl Street, Lincoln Avenue, and Kirkham Street. Primary north-south routes to the Parnassus Heights campus site include Stanyan Street, Arguello Boulevard, Seventh Avenue, and Second Avenue through Fifth Avenue. The primary vehicular entrances to parking and loading areas for the campus site are located at the intersections of Second Avenue/Irving Street, Arguello Boulevard/Carl Street-Irving Street, along Parnassus Avenue, and at Fifth Avenue/Kirkham Street. The street network providing access to the Parnassus Heights campus site and the three other UCSF campus sites included in this study are shown in **Figure 2-2**.

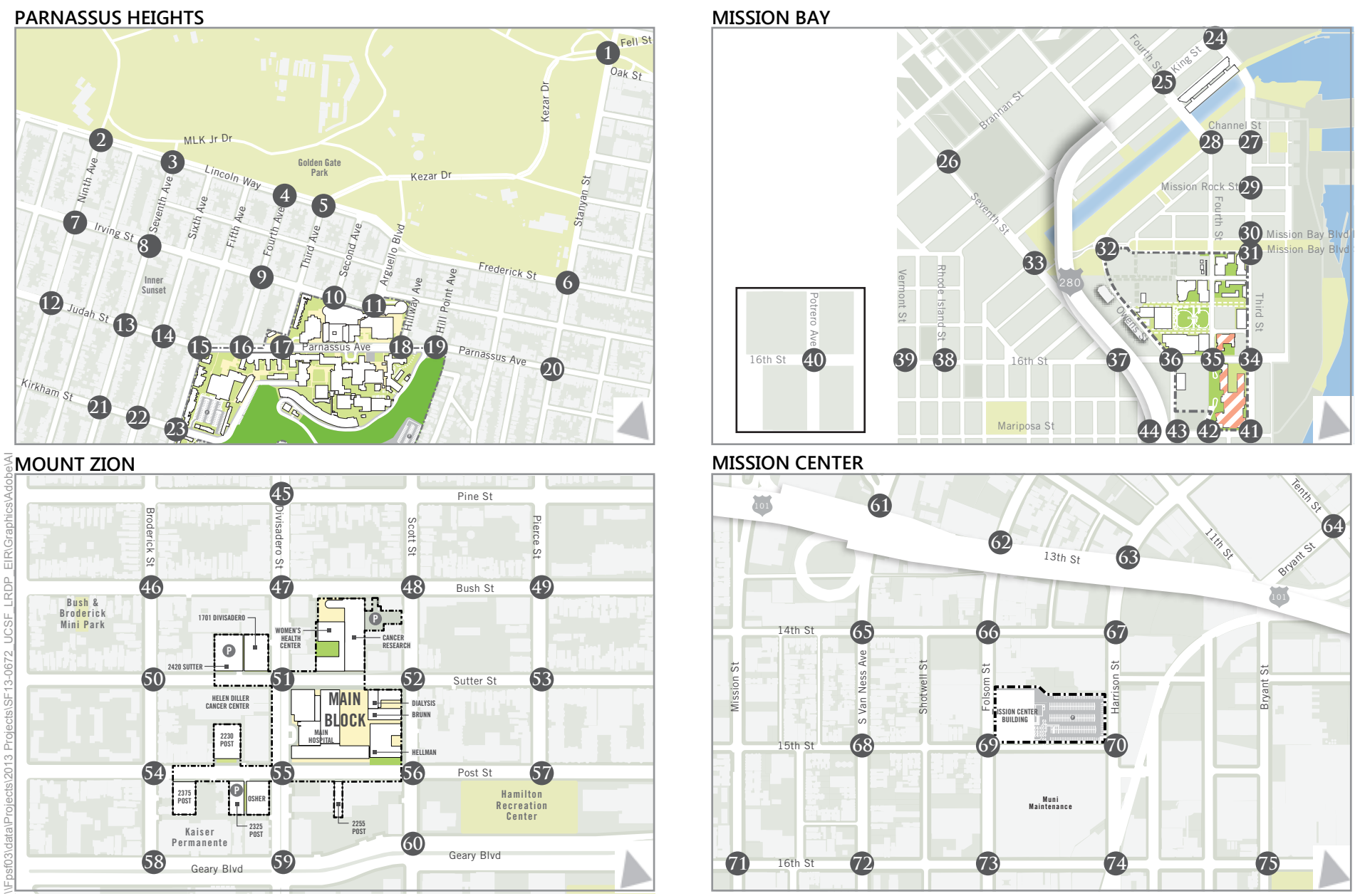

Figure 2-2

Roadway Network and Study Intersections-
All Campus Sites

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2.3.1.1 Regional Access

Regional access to the Parnassus Heights campus site is provided by several major freeways, as discussed below.

Interstate 80 (I-80) is a six-lane freeway located approximately three miles east of the campus site and connects San Francisco to the East Bay and other points east via the San Francisco-Oakland Bay Bridge. I-80 connects to U.S. 101 east of the campus site.

U.S. Highway 101 (U.S. 101) is an eight-lane freeway located approximately two miles east of the Parnassus Heights campus site. U.S. 101 connects San Francisco with the peninsula and the South Bay to the south and with the North Bay to the north via the Golden Gate Bridge. U.S. 101 connects to I-80 east of the campus site. Within the northern part of San Francisco, U.S. 101 operates on surface streets (i.e., Van Ness Avenue and Lombard Street). Van Ness Avenue and Lombard Street are part of the Citywide Pedestrian Network outlined in the Transportation Element of the *San Francisco General Plan*.

State Highway 1 (19th Avenue) is located approximately one mile west of the campus site, connecting San Francisco to the North Bay via the Golden Gate Bridge and to the South Bay via a connection to I-280 south of the campus site. Within the study area, 19th Avenue has six lanes, with left turns prohibited at most intersections. Restricted on-street parking is permitted on both sides of the street.

2.3.1.2 Local Access

Local access to the Parnassus Heights campus site is provided by an urban street grid network. Key local roadways through the campus site are discussed in detail below and defined according to roadway classifications identified in the San Francisco General Plan Transportation Element.

Kirkham Street is a two-lane east-west Local Street that runs between the Parnassus Heights campus site (at Fourth Avenue and the Dental Clinics) to La Playa Street in the west. East of Fifth Avenue, Kirkham Street becomes Koret Way (a Campus Street) and provides access to the School of Dentistry, Laboratory of Radiology, Medical Research 4, and School of Nursing buildings. On-street parking is provided on both sides of the street in most areas. West of Sixth Avenue, Kirkham Street has Class II bicycle lanes in both directions.

Parnassus Avenue/Judah Street is a two to three-lane east-west roadway that extends from Clayton Street to 48th Avenue. The City of San Francisco designates this roadway as Parnassus Avenue east of Fifth Avenue, and Judah Street west of Fifth Avenue. The City classifies this roadway as a Secondary Transit Street east of Ninth Avenue (in the vicinity of the Parnassus Heights campus site) and a Primary Transit Street (Transit-Oriented) west of Ninth Avenue. It has dual trolley wires in both directions for the 6 Parnassus bus route; there are bus stops roughly every 500 feet for both the 6 Parnassus and 43 Masonic bus routes. On-street parking is provided on both sides of the street in most areas. A two-way left turn lane extends from Stanyan Street to the Moffitt-Long Hospital. Access to the Millberry Union Garage is across from the Moffitt/Long Hospital Drop-off/Pick-up area (whose exit is signed as right turn only); two signalized crosswalks facilitate heavy pedestrian volumes across the street in the same location. Parnassus Avenue/Judah Street is also designated as a Class III bicycle route east of Sixth Avenue. Class III bicycle routes employ shared-lane markings ("sharrows").

Carl Street/Irving Street is a two-lane east-west roadway that extends from Clayton Street to 48th Avenue. East of Arguello Boulevard, the City designates the roadway as Carl Street; and as Irving Street to

the west. The City classifies this roadway as a Primary Transit Street (transit-oriented) east of Ninth Avenue. The N Judah light rail line operates along the roadway between Cole Street and Ninth Avenue. On-street parking is provided on both sides of the street in most areas. The street provides exclusive turn pockets for vehicles to enter the UCSF parking garage at the Second Avenue/Irving Street intersection.

Hugo Street is an east-west Local Street between Arguello Boulevard and Seventh Avenue. It has one lane in each direction, and on-street parking is provided on both sides of the street. Between Seventh Avenue and Third Avenue, Hugo Street is designated as a Class III bicycle route.

Lincoln Way/Frederick Street is a two to four-lane east-west Secondary Transit Street that forms the southern boundary of Golden Gate Park. The City designates this roadway as Frederick Street east of Arguello Boulevard; to the west the City designates the roadway as Lincoln Way. On-street parking is provided on both sides of the street. At Third Avenue, Lincoln Way merges with Kezar Drive and is a main thoroughfare between the Sunset District and downtown. The 71/71L Haight-Noriega uses the entirety of Lincoln Way and Fredrick Street to travel to Stanyan Street, while the 16X Noriega Express and NX Express use Lincoln Way to merge onto Kezar Drive in order to get to the Fell-Oak one-way couplet.

Kezar Drive is a two to four-lane east-west Major Arterial Street north of Parnassus Avenue that provides the major connection from the Parnassus Heights campus site to the Fell-Oak Street one-way couplet. Kezar Drive accommodates approximately 160 restricted parking spaces. The 16X Noriega Express and NX Express bus lines use Kezar Drive to travel from Lincoln Way to Oak Street. Kezar Drive also has a Class I bike path facility.

Stanyan Street is a north-south Secondary Transit Street from Geary Boulevard to Belgrave Avenue. It forms the eastern boundary of Golden Gate Park (excluding the Panhandle section of the park). In the vicinity of the Parnassus Heights campus site (north of Frederick Street), it is a four-lane roadway; south of Fredrick, it is a two-lane street. On-street parking is provided on both sides of the street in most areas. The 71/71L Haight-Noriega bus line operates along Stanyan Street north of Frederick Street.

Willard Street is a two-lane north-south Local Street that runs from Fredrick Street to Woodland Avenue. On-street parking is provided on both sides of the street, with 90-degree parking on the east side of the street between and Carl Street and Parnassus Avenue and the west side of the street between Parnassus Avenue and Belmont Avenue.

Hillway Avenue is a two-lane Local Street between Parnassus Avenue and Carl Street. Hillway Avenue is on a steep grade and has 90-degree parking on the east side of the street.

Arguello Boulevard is a two-lane north-south Local Street that runs from Kezar Drive to Carl Street. On-street parking is provided on both sides of the street, with parking at 90-degrees between Lincoln Way/Fredrick Street and Carl Street.

Second Avenue is a two-lane north-south Local Street that runs from Lincoln Way to Irving Street, with the southern end of the street providing direct access to a large public parking deck on the UCSF campus. On-street parking is provided on both sides of the street.

Third Avenue is a two-lane Local Street between Lincoln Way and Parnassus Avenue. Between Irving Street and Parnassus Avenue, the street has 90-degree parking on the east side of the street. On-street parking is provided on both sides of the street in most areas north of Irving Street. Between Hugo Street

and Lincoln Way, Third Avenue is a designated Class III bicycle route. Third Avenue provides eastbound only access at Lincoln Way.

Fourth Avenue is a two-lane Local Street between Lincoln Way and Parnassus Avenue. Between Irving Street and Parnassus Avenue, the street has 90-degree parking on the east side of the street. On-street parking is provided on both sides of the street in most areas north of Irving Street. Fourth Avenue is unsignalized and provides eastbound only access at Lincoln Way.

Fifth Avenue is a two-lane Local Street between Lincoln Way and its terminus south of Kirkham Street. Between Irving Street and Parnassus Avenue, the street has 90-degree parking on the east side of the street. On-street parking is provided on both sides of the street in most areas north of Irving Street. Fifth Avenue is signalized and provides full access at Lincoln Way.

Sixth Avenue is a two-lane Local Street between Lincoln Way and its terminus south of Kirkham Street. On-street parking is provided on both sides of the street in most areas. Sixth Avenue is designated as a bicycle route between Hugo Street and Kirkham Street and has a southbound Class II bicycle lane and northbound sharrows. South of Kirkham Street, Sixth Avenue becomes Locksley Avenue.

Seventh Avenue is a north-south Secondary Transit Street, which provides access to Golden Gate Park and becomes Laguna Honda Boulevard to the south of the Parnassus Heights campus site. It has one northbound and two southbound lanes in the vicinity of the campus site. On-street parking is provided on both sides of the street. Seventh Avenue is designated as a Class III bicycle route between Lincoln Way and Judah Street and as a Class II bicycle lane south of Judah Street. The 36 Teresita, 43 Masonic, and 44 O'Shaughnessy bus lines operate on Seventh Avenue south of Lawton Street.

Eighth Avenue is a two-lane north-south Local Street between Lincoln Way and its southern terminus at Pacheco Street. On-street parking is provided on both sides of the street. The 66 Quintara bus line operates along Eighth Avenue between Parnassus Avenue and Lawton Street in the northbound direction only.

Ninth Avenue is a Secondary Transit Street, which provides access to Golden Gate Park and the Sunset District. It has one northbound and two southbound lanes in the vicinity of the Parnassus Heights campus site. On-street parking is provided on both sides of the street. The N Judah light rail line operates on Ninth Avenue between Irving and Judah Streets. The 43 Masonic and 66 Quintara bus lines operate along Ninth Avenue between Judah Street and Lawton Street while the 44 O'Shaughnessy line runs between Golden Gate Park and Lawton Street.

2.3.1.3 Parnassus Avenue Counts

Traffic volumes on Parnassus Avenue between Fifth Avenue and Medical Center Way were collected for seven consecutive days, 24-hours per day, in 2007. More recent counts in 2013 showed that traffic volumes on Parnassus Avenue have remained mostly unchanged since 2007. The total daily traffic volume on Parnassus Avenue is relatively low by comparison to other two-lane streets in San Francisco. For example Polk Street carries approximately 16,000 vehicles per day compared to approximately 10,000 vehicles per day on Parnassus Avenue. Although Polk Street serves more commercial retail uses, compared to the more institutional and residential uses along Parnassus Avenue, this comparison shows that a two-lane street with frequent transit service is capable of serving much more traffic than currently exists on Parnassus Avenue, and that an oft described "busy feel" on Parnassus is due more to other factors, such as double-parking and high pedestrian volumes, than to heavy traffic volumes.

Many users competing for limited space creates a 'busy feel' on Parnassus Avenue
(Bottom photo courtesy BMS Design Group)

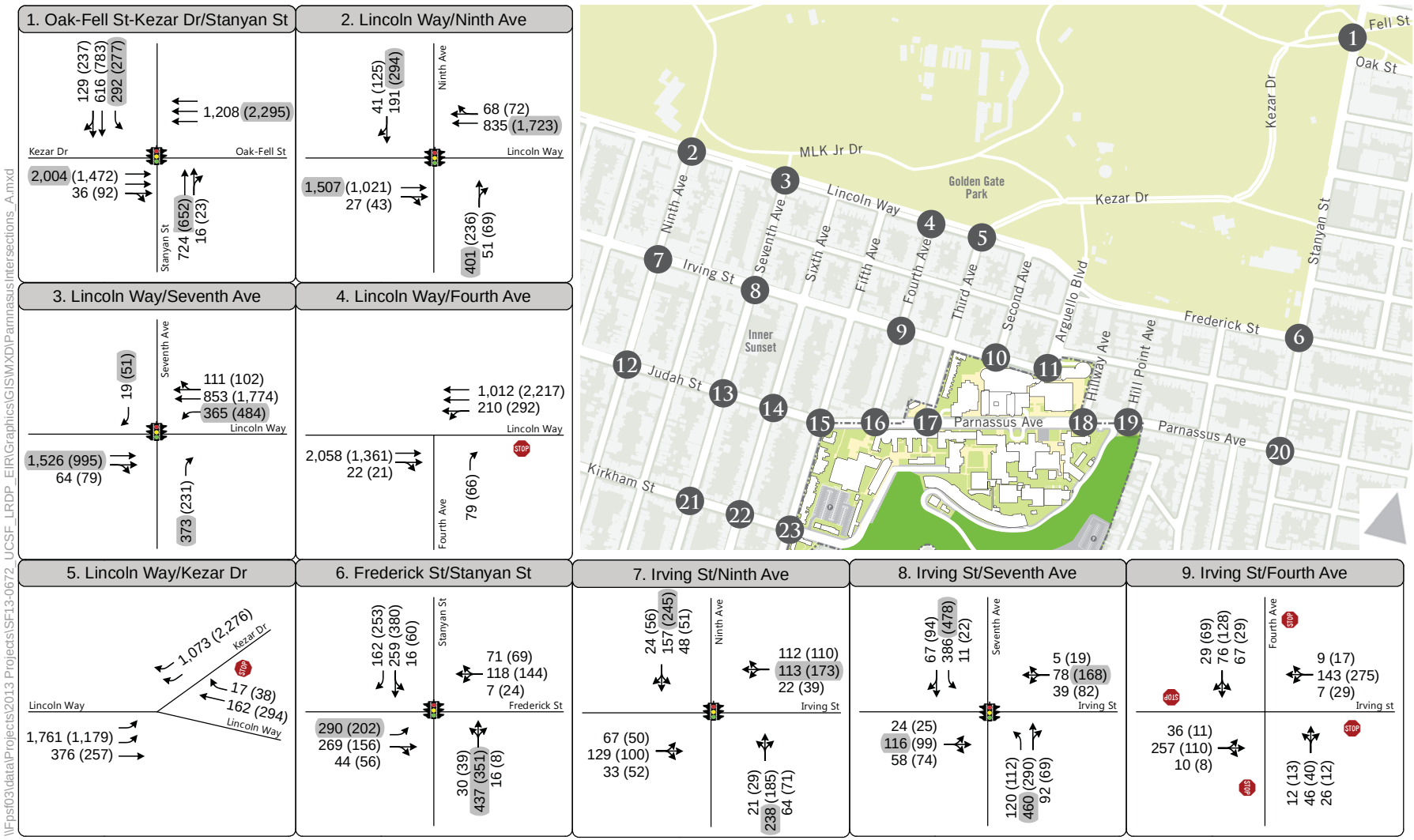
2.3.2 Intersection Operating Conditions

This report evaluates intersection operating conditions during the weekday AM (7:00AM-9:00AM) and PM (4:00PM-6:00PM) peak periods. Intersections usually form the critical capacity constraints on roadways. Therefore, most transportation analyses examine intersection operations as a measure of overall roadway conditions. The following 23 study intersections were selected for analysis through consultation with UCSF Campus Planning and San Francisco Planning Department staff. These study intersections are shown in **Figure 2-2**.

1. Oak Street-Fell Street-Kezar Drive/Stanyan Street
2. Lincoln Way/Ninth Avenue
3. Lincoln Way/Seventh Avenue
4. Lincoln Way/Fourth Avenue
5. Kezar Drive/Lincoln Way/Third Avenue
6. Fredrick Street/Stanyan Street
7. Irving Street/Ninth Avenue
8. Irving Street/Seventh Avenue
9. Irving Street/Fourth Avenue
10. Irving Street/Second Avenue
11. Irving Street/Arguello Boulevard
12. Judah Street/Ninth Avenue
13. Judah Street/Seventh Avenue
14. Judah Street/Sixth Avenue
15. Judah Street-Parnassus Avenue/Fifth Avenue
16. Parnassus Avenue/Fourth Avenue
17. Parnassus Avenue/Third Avenue
18. Parnassus Avenue/Hillway Avenue
19. Parnassus Avenue/Hill Point Avenue
20. Parnassus Avenue/Stanyan Street
21. Kirkham Street/Seventh Avenue
22. Kirkham Street/Sixth Avenue
23. Kirkham Street/Fifth Avenue

Figure 2-3A and **2-3B** display the existing AM and PM peak hour traffic volumes, lane configurations and traffic controls at each of the 23 study intersections. Intersection turning movement counts at the study intersections were collected in October 2011 and May 2013 on mid-week and non-holiday days when schools were in session. Intersection turning movement count sheets are provided in **Appendix D**.

The operating characteristics of intersections are evaluated using the concept of Level of Service ("LOS"). LOS is a qualitative description of driver comfort and convenience. Intersection levels of service range from LOS A, which indicates free flow or excellent vehicle flow conditions with short delays, to LOS F, which indicates congested or overloaded vehicle flow conditions with extremely long delays. For UCSF, LOS A through D is considered acceptable, and LOS E and LOS F are considered unsatisfactory service levels. The intersections were evaluated using the 2000 Highway Capacity Manual (HCM) methodology. Tables summarizing the relationship between average delay per vehicle and LOS for signalized and unsignalized intersections according to the 2000 HCM method can be found in **Appendix E**.



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Traffic Signal — Turn Lane — AM (PM) Critical Movement

Stop Sign — AM (PM) Peak Hour Traffic Volume — 1 Study Intersection

Figure 2-3A

Existing Intersection Lane Configurations, Traffic Control, and Volumes- Parnassus Heights

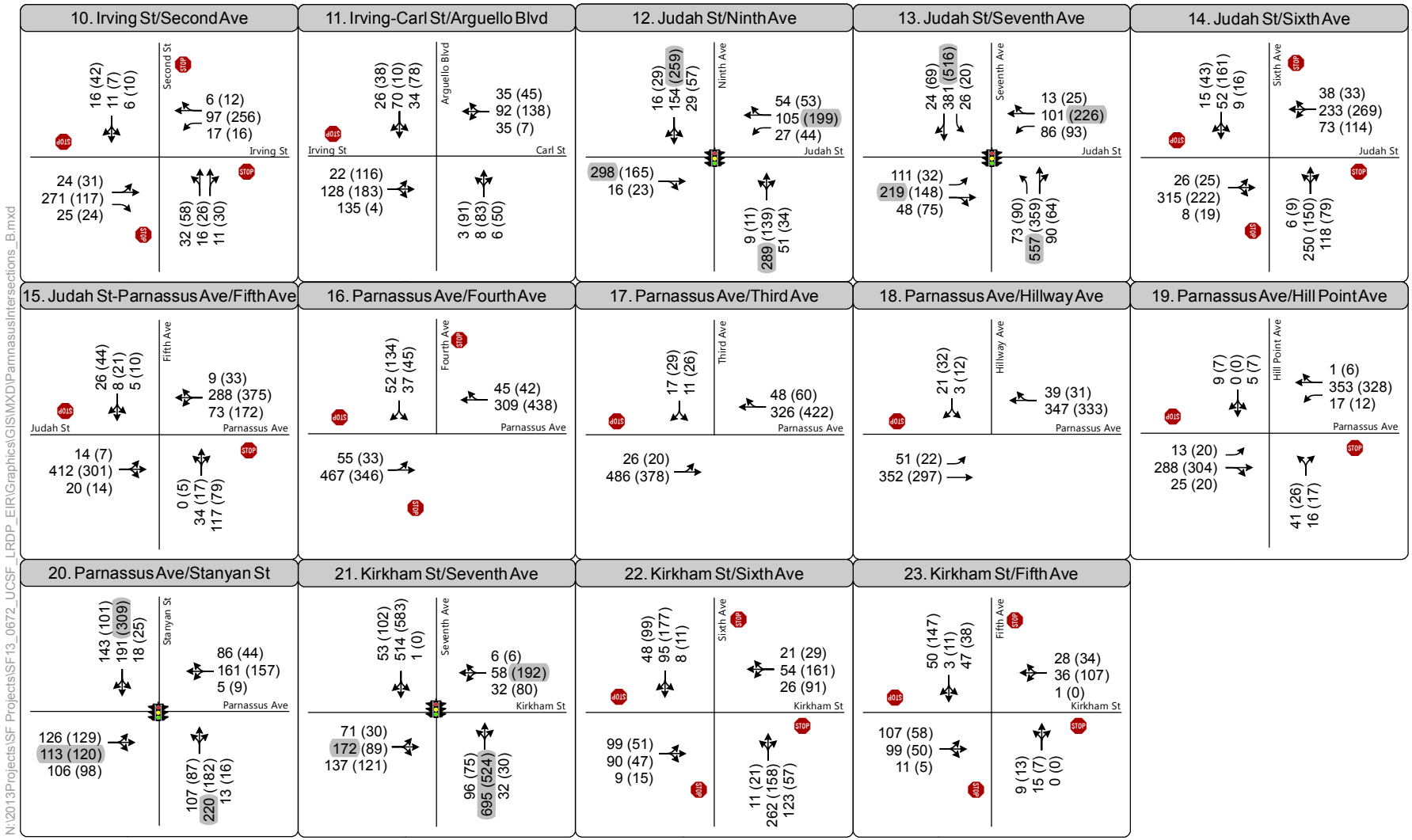


Figure 2-3B

Existing Intersection Lane Configurations, Traffic Control, and Volumes-Parnassus Heights

For signalized intersections, this methodology determines the capacity for each lane group approaching the intersection. The LOS is based on average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS is presented for the intersection. For unsignalized intersections, operations are defined by the average control delay per vehicle (in seconds per vehicle) for each stop-controlled movement or movement that must yield the right-of-way, and the LOS is determined by the worst (highest average delay) approach. Generally, the delay ranges for each LOS are lower than for signalized intersections because drivers expect less delay at unsignalized intersections.

LOS was calculated at each study intersection for the weekday AM and PM peak hours, which represents the periods of the day when the transportation network as a whole experiences the highest traffic demand. As shown in **Table 2-3**, 21 of the 23 study intersections operate at an acceptable level of service (LOS D or better) during the AM peak hour and 20 study intersections operate at an acceptable level of service during the PM peak hour.

TABLE 2-3: EXISTING PEAK HOUR INTERSECTION LEVEL OF SERVICE - PARNASSUS HEIGHTS

Intersection	Traffic Control[1]	Peak Hour	Vehicle Delay[2] (seconds)	LOS[3]
1. Oak Street-Fell Street-Kezar Drive / Stanyan Street	Signal	AM PM	45 **58**	D **E**
2. Lincoln Way / Ninth Avenue	Signal	AM PM	39 **65**	D **E**
3. Lincoln Way / Seventh Avenue	Signal	AM PM	32 39	C D
4. Lincoln Way / Fourth Avenue	SSS	AM PM	**>50** 23	**F** C
5. Lincoln Way-Kezar Drive / Third Avenue	SSS	AM PM	24 29	C D
6. Fredrick Street / Stanyan Street	Signal	AM PM	26 24	C C
7. Irving Street / Ninth Avenue	Signal	AM PM	17 20	B B
8. Irving Street / Seventh Avenue	Signal	AM PM	24 25	C C
9. Irving Street / Fourth Avenue	AWS	AM PM	11 / 12 11 / 12	B / B B / B
10. Irving Street / Second Avenue	AWS	AM PM	10 / 11 11 / 12	B / B B / B
11. Irving Street / Arguello Boulevard	SSS	AM PM	15 27	B D
12. Judah Street / Ninth Avenue	Signal	AM PM	15 16	B B
13. Judah Street / Seventh Avenue	Signal	AM PM	32 25	C C
14. Judah Street / Sixth Avenue	AWS	AM PM	17 / 18 17 / 22	C / C C / C
15. Judah Street-Parnassus Avenue / Fifth Avenue	SSS	AM PM	22 **42**	C **E**

TABLE 2-3: EXISTING PEAK HOUR INTERSECTION LEVEL OF SERVICE - PARNASSUS HEIGHTS

Intersection	Traffic Control[1]	Peak Hour	Vehicle Delay[2] (seconds)	LOS[3]
16. Parnassus Avenue / Fourth Avenue	AWS	AM PM	15 / 18 19 / 23	B / C C / C
17. Parnassus Avenue / Third Avenue	SSS	AM PM	17 20	C C
18. Parnassus Avenue / Hillway Avenue	SSS	AM PM	13 15	B C
19. Parnassus Avenue / Hill Point Avenue	SSS	AM PM	17 16	C C
20. Parnassus Avenue / Stanyan Street	Signal	AM PM	41 29	D C
21. Kirkham Street / Seventh Avenue	Signal	AM PM	**70** 30	**E** C
22. Kirkham Street / Sixth Avenue	AWS	AM PM	13 / 16 13 / 14	B / C B / B
23. Kirkham Street / Fifth Avenue	AWS	AM PM	<10 / <10 <10 / <10	A / A A / A

Notes:

1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates unacceptable operations per UCSF LOS standards

Source: Fehr & Peers, 2014.

The following intersections operate unacceptably during the AM or PM peak hours:

- Oak Street-Fell Street-Kezar Drive and Stanyan Street (Intersection #1) operates at LOS E during the PM peak hour due to the traffic volumes on north and southbound Stanyan Street.
- Lincoln Way and Ninth Avenue (Intersection #2) operates at LOS E during the PM peak hour due to the conflicting traffic volumes on westbound Lincoln Way and southbound Ninth Avenue.
- Lincoln Way and Fourth Avenue (Intersection #4) operates at LOS F during the AM peak hour due to high conflicting traffic volumes on eastbound Lincoln Way.
- Judah Street-Parnassus Avenue and Fifth Avenue (Intersection #15) operates at LOS E during the PM peak hour due to combination of the traffic volumes on the stop-controlled approaches of Fifth Avenue and the relative lack of gaps in traffic on Judah Street-Parnassus Avenue.
- Kirkham Street and Seventh Avenue (Intersection #21) operates at LOS E during the AM peak hour due to the relatively high conflicting traffic volumes on northbound Seventh Avenue and eastbound Kirkham Street.

2.3.3 Transit Network

The Parnassus Heights campus site is well-served by public transit, both local and regional. Local service is provided by the San Francisco Municipal Railway (Muni) bus and light rail lines, which provide transit service to the campus site and throughout San Francisco and can be used to access regional transit operators. Service to and from the East Bay is provided by Bay Area Rapid Transit (BART), Alameda-Contra Costa Transit (AC Transit) and ferries; service to and from the North Bay is provided by Golden Gate Transit buses and ferries; service to and from the Peninsula and South Bay is provided by SamTrans, BART, and Caltrain. As described in Section 2.2.1, UCSF supplements Muni transit service with its own shuttle system that provides direct connections to UCSF-operated or affiliated facilities throughout San Francisco. In many cases, these shuttles provide a direct transit alternative between two campus sites that would otherwise require a transfer between two or more Muni routes. Approximately 24 percent of those traveling to the Parnassus Heights campus site use public transit, while another 12 percent rely on UCSF shuttles to get to and from the campus site. **Figure 2-4** visualizes the local transit routes, including bus and shuttle stops, in the vicinity of the Parnassus Heights campus site.

2.3.3.1 San Francisco Muni

San Francisco Municipal Railway (Muni) provides transit service within the City and County of San Francisco, including bus (both diesel and electric trolley), light rail (Muni Metro), cable car and electric streetcar lines. Muni operates a number of bus and rail lines in the Parnassus Heights campus site. **Table 2-4** presents the Muni routes serving the campus site within about a quarter-mile walk. **Table 2-5** summarizes existing ridership during the AM and PM peak hours. The route characteristics are current as of December 2013, including service frequencies during the weekday morning and evening peak periods, hours of operations and neighborhoods served, as well as ridership and capacity utilization at each line's maximum load point ("MLP"). The MLP is the location where the route has its highest number of passengers relative to its capacity. Capacity utilization relates the number of passengers per transit vehicle to the design capacity of the vehicle. The capacity per vehicle includes both seated and standing capacity, where standing capacity is between 30 to 80 percent of seated capacity in addition to seated capacity (depending upon the specific transit vehicle configuration). The capacity of a standard bus is 63 passengers.

Figure 2-4

Existing Transit Service-
Parnassus Heights

TABLE 2-4: LOCAL MUNI OPERATIONS - PARNASSUS HEIGHTS

Route	AM Peak Weekday Headways (7-9AM)[1]	PM Peak Weekday Headways (4-6PM)[1]	Hours of Operation	Neighborhoods Served by Route	Nearest Stop Location	Distance to Campus Site (feet)
6 – Parnassus	10	10	6AM – 1:30AM	Financial District, Golden Gate Heights	Several stops on Parnassus between Hillway Avenue and Fifth Avenue	0
16X – Noriega Express	9	9 – 10	Inbound: 6:30AM – 9AM Outbound: 4PM - 7PM	Financial District, Sunset District	Ninth Avenue and Lincoln Way	2,000
36 – Teresita	30	30	6AM – 11:30PM	Bernal Heights, Twin Peaks	Warren Drive and Locksley Avenue	1,500
43 – Masonic	10	12	5AM – 1:30AM	Marina District, The Excelsior	Several stops on Parnassus between Hillway Avenue and Fifth Avenue	0
44 – O'Shaughnessy	10	9	5AM – 1AM	Bayview/Hunters Point, Richmond District	Lawton Street and Seventh Avenue	1,500
66 – Quintara	20	20	6AM – 11PM	Sunset District	Lawton Street and Ninth Avenue	1,800
71/71L – Haight-Noriega/Limited	10	10	6AM – 1AM	Financial District, Haight-Ashbury, Sunset District	Frederick Street and Arguello Boulevard	600
N – Judah	7	7	3:30AM – 1:30AM	Financial District, Sunset District	Irving Street and Second Avenue	0

Notes:

1. Headway in minutes.

Source: SF Muni, 2013; SFMTA, Fall 2011; prepared by Fehr & Peers, 2013.

TABLE 2-5: PEAK HOUR MUNI RIDERSHIP - PARNASSUS HEIGHTS

Route	AM Peak Ridership at MLP[1] (Inbound / Outbound)	AM Peak Capacity Utilization at MLP[1] (Inbound / Outbound)[2]	PM Peak Ridership at MLP[1] (Inbound / Outbound)	PM Peak Capacity Utilization at MLP[1] (Inbound / Outbound)[2]
6 – Parnassus	270 109	71% 32%	156 252	41% 67%
16X – Noriega Express	340 0	59% N/A	- 253	- 49%
36 – Teresita	42 50	47% 56%	62 30	69% 33%
43 – Masonic	348 246	**92%**[3] 65%	160 240	51% 76%
44 – O'Shaughnessy	398 222	84%[4] 59%	180 353	43% 84%[5]
66 – Quintara	45 48	33% 36%	18 48	13% 36%
71/71L – Haight-Noriega/Limited	300 131	79% 38%	258 324	68% **86%**[6]
N – Judah	1,792 544	**94%**[7] 29%	880 1,773	46% 83%[8]

Notes:

1. Maximum load point, which is the point at which the route has the maximum number of passengers relative to capacity, is identified for those lines operating above or near 85 percent.
2. **Bold** indicates capacity utilization of 85 percent or greater, which is a typical crowding standard used by transit agencies.
3. MLP located at Chestnut Street/Fillmore Street.
4. MLP located at Silver Avenue/Congdon Street.
5. MLP located at Alemany Boulevard/Lyell Street.
6. MLP located at Haight Street/Fillmore Street.
7. MLP located at Duboce Avenue/Church Street.
8. MLP located at Duboce Avenue/Church Street.

Source: SF Muni, 2013; SFMTA, Fall 2011; prepared by Fehr & Peers, 2013.

2.3.3.1.1 Recent and Proposed Changes to Transit Service

The Transit Effectiveness Project (TEP) serves as both a thorough review of and repositioning of San Francisco's public transit system, initiated by SFMTA in collaboration with the City Controller's Office. The TEP is aimed at improving reliability, reducing travel times, providing more frequent service and updating Muni bus routes and rail lines to better match current travel patterns. TEP recommendations include new routes and route realignments, more service on busy routes, and elimination or consolidation of certain routes or route segments with low ridership. The TEP recommendations were unanimously endorsed by the SFMTA Board of Directors in October 2008, for environmental impact review. The initial TEP recommendations were revised based on public feedback on the draft TEP environmental impact report (TEP EIR). The TEP EIR was certified on March 27, 2014, and the SFMTA Board of Directors approved most

of the Service Improvements and portions of the Transit Travel Time Reduction Proposals on March 28, 2014.[6] The TEP projects would be implemented based on funding and resource availability. The TEP Implementation Strategy anticipates that many of the improvements would be implemented sometime between Fiscal Year 2014 and Fiscal Year 2019, subject to funding sources and resource availability.[7]The following changes are proposed by the TEP for routes near the Parnassus Heights campus site.

- **6 Parnassus** - The TEP proposes changes to peak period headways, increasing from 10 minute to 12 minute headways in the AM peak period and from 10 minute to 12 minute headways during the PM peak period.
- **43 Masonic** – The TEP proposes to modify and extend the alignment of the 43 Masonic. The route will extend from Chestnut/Fillmore Streets to Fort Mason (Marina Boulevard/Laguna Street), replacing the existing Route 28 19th Avenue/28L 19th Avenue Limited terminal with new service on Lombard Street between Webster and Laguna Streets, Laguna Street between Lombard and Beach Streets, Beach and Bay Streets between Laguna and Buchanan Streets, and Buchanan Street between Bay and Beach Streets. Service in the Presidio will be modified to serve the Presidio Transit Center via Lincoln Boulevard between Letterman Drive and Graham Street, Graham Street between Lincoln Boulevard and French Court, French Court between Graham and Hallack Streets, and Hallack Street between French Court and Lincoln Boulevard. The TEP also proposes changes to peak period headways, reducing from 10 minute to 8 minute headways in the AM peak period and from 12 minute to 10 minute headways during the PM peak period.
- **44 O'Shaughnessy** – The TEP proposes changes to peak period headways, reducing from 10 minute to 7.5 minute headways in the AM peak period and from 10 minute to 7.5 minute headways during the PM peak period.
- **71/71L Haight-Noriega** – The TEP proposes to replace the 71 Haight Noriega with all-day limited stop service on Haight Street in both directions, similar to 71L service, which currently operates only in the peak period, peak direction. The route would make local stops west of Stanyan Street and on Market Street and would make limited stops between Stanyan and Market streets. The TEP also proposes changes to peak period headways, reducing from 10 minute to 7.5 minute headways in the AM peak period and from 10 minute to 7.5 minute headways during the PM peak period.
- **N Judah** - The TEP proposes changes to peak period headways, reducing from 9 minute to 8 minute headways in the AM peak period and from 9 minute to 8 minute headways during the PM peak period. In addition, the TEP proposes to implement traffic signal priority (TSP) toolkit elements in both the inbound and outbound directions, from the intersection of Carl and Cole streets to the intersection of Judah and La Playa streets. The TEP has a Moderate and Expanded Alternative. The Moderate Alternative would include transit stop changes, pedestrian improvements, and parking and turn restrictions. This alternative would also replace stop signs

[6] San Francisco Planning Department. 2014. TEP Final EIR, March 27, 2014, Available online at http://tepeir.sfplanning.org. Accessed April 3, 2014. Case No. 2011.0558E. The document and supporting information may also be viewed at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA in case file 2011.0558E.

[7] San Francisco Municipal Transportation Agency. 2014. TEP Implementation Workbook, March 5, 2014, Available online at: http://www.sfmta.com/sites/default/files/projects/TEP%20Implementation%20Plan%20-%20Section%201%20%282%29_1.pdf. Accessed June 27, 2014.

with traffic signals at seven intersections on Judah Street and one intersection on Irving Street. The Expanded Alternative would include the same transit stop changes, pedestrian improvements, parking and turn restrictions, and traffic signal and stop sign changes as the Moderate Alternative, except that stop signs at five of the intersections along Judah Street would be replaced with traffic calming measures, rather than traffic signals.

2.3.3.2 Regional Transit Service

In addition to Muni operations, regional transit service was considered. The following regional transit services operate within San Francisco and are accessible from the Parnassus Heights campus site via Muni or UCSF shuttles. **Table 2-6** presents the regional transit routes serving the transit study area and route characteristics as of November 2013, including service frequencies during the weekday morning and evening peak periods, hours of operations and neighborhoods served.

Golden Gate Transit

The Golden Gate Bridge, Highway, and Transportation District operates Golden Gate Transit (GGT), which provides bus and ferry service between the North Bay (Marin and Sonoma counties) and San Francisco. GGT operates 22 commuter bus routes, nine basic bus routes, and 16 ferry feeder bus routes into San Francisco. Bus routes operate at headways of 15 to 90 minutes depending on time and day of week and bus type. Golden Gate Transit also operates ferry service between the North Bay and San Francisco, connecting Larkspur and Sausalito with the Ferry Building during the morning and evening commute periods. Golden Gate Transit riders would need to transfer to Muni to access the Parnassus Heights campus site.

Alameda-Contra Costa County Transit District (AC Transit)

AC Transit operates bus service in western Alameda and Contra Costa Counties, as well as routes to the City of San Francisco and San Mateo County. AC Transit operates 33 "Transbay" bus routes between the East Bay and the Temporary Transbay Terminal, temporarily located at Howard Street and Beale Street. The Temporary Transbay Terminal is accessible from the Parnassus Heights campus site via Muni. The majority of Transbay service is provided only during commute periods in the peak direction of travel, with headways between buses from 15 to 20 minutes. The peak direction of service is into San Francisco during the AM peak period and out of San Francisco during the PM peak period. All-day service is provided on a few lines, with headways of approximately 30 minutes. AC Transit riders would need to transfer to Muni to access the Parnassus Heights campus site.

San Mateo County Transit District (SamTrans)

SamTrans operates bus and rail service in San Mateo County. A few SamTrans routes also serve the Temporary Transbay Terminal in downtown San Francisco, including Routes 292, 391, and 397. Route 292 makes San Francisco stops along Potrero Avenue and Mission Street throughout the day. AM peak hour headways are between 10 and 15 minutes, and PM peak hour headways are 20 minutes. Routes 391 and 397 run along Mission Street in San Francisco but stop only at the Temporary Transbay Terminal. Route 391 operates only during the peak travel periods with 15 minute headways; Route 397 is a late night service route with headways of one hour. SamTrans riders would need to transfer to Muni to access the Parnassus Heights campus site.

Bay Area Rapid Transit (BART)

BART provides regional commuter rail service between San Francisco and the East Bay (Pittsburg/Bay Point, Richmond, Dublin/Pleasanton and Fremont), as well as between San Francisco and San Mateo County (SFO Airport and Millbrae). Weekday hours of operation are between 4:00 AM and midnight. During the weekday PM peak period, headways are 5 to 15 minutes along each line. Within San Francisco, BART operates underground along Market Street to Civic Center Station where it turns south through the Mission District towards Daly City. The closest BART station to the Parnassus Heights campus site is the Civic Center BART station, which is accessible via Muni.

Caltrain

Caltrain provides passenger rail service on the Peninsula between San Francisco and Downtown San Jose with several stops in San Mateo County and Santa Clara County. Limited service is available south of San Jose. Caltrain service headways during the AM and PM peak periods are 10 to 60 minutes, depending on the type of train. The peak direction of service is southbound during the AM peak period and northbound during the PM peak period. Caltrain service terminates at the San Francisco Station at Fourth and King streets (Fourth/King station). The Fourth/King station is served by local, limited, and express "Baby Bullet" trains which is accessible from the Parnassus Heights campus site via Muni.

TABLE 2-6: REGIONAL TRANSIT OPERATIONS- PARNASSUS HEIGHTS

Route	AM Peak Weekday Headways (7AM-9AM)[1]	PM Peak Weekday Headways (4PM-6PM)[1]	Hours of Operation	Areas Served by Route	Nearest Stop Location	Distance to Project Site
Caltrain Local	-	-	4:30AM-12:01AM (IB) 4:55AM-1:32AM (OB)	San Francisco, San Jose	Fourth and King	3.6 miles
Caltrain Limited-Stop	10-20	20-60	5:50AM-8:00PM (IB) 6:11AM-8:19PM (OB)	San Francisco, San Jose	Fourth and King	3.6 miles
Caltrain Baby Bullet	10-40	20-40	5:45AM-7:24PM (IB) 6:57AM-7:39PM (OB)	San Francisco, San Jose	Fourth and King	3.6 miles
BART	5-15	5-15	4:00AM-12:00AM (IB/OB)	East Bay, San Francisco, San Mateo County	Civic Center	2.7 miles
AC Transit	15-20	15-20	12:00AM-12:00AM(IB/OB)	East Bay, San Francisco	Beale between Folsom and Howard	3.9 miles
SamTrans Route 292	10-15	20	3:55AM-2:28AM (IB) 4:30AM-12:00AM (OB)	San Mateo County, SFO, San Francisco	Potrero / 24th	2.8 miles
GGT commuter and basic bus routes	15-90	15-90	4:01AM-12:41AM (IB) 5:06AM-2:28AM (OB)	North Bay, San Francisco	Eighth / Folsom	2.7 miles

Notes:

1. Headway in minutes.

Source: Caltrain, BART, AC Transit, SamTrans, GGT; Prepared by Fehr & Peers, 2013.

2.3.3.3 UCSF Shuttle System

Table 2-7 summarizes the UCSF shuttle routes serving the campus site, which includes most of the shuttle routes provided by UCSF. Shuttles to and from the Parnassus Heights campus site stop at shuttle zones along the north side of Parnassus Avenue, between Third Avenue and the Library, and on the south side of Parnassus Avenue, just west of UC Hall and also east of LPPI (as shown in **Figure 2-4**). These stops are designated by UCSF Transportation Services and reviewed/approved by SFMTA. UCSF shuttles were not observed to interfere with Muni operations at the Parnassus Heights campus site.

TABLE 2-7: UCSF SHUTTLES - PARNASSUS HEIGHTS

Route	Campus Sites Served	Hours of Operation	Headways (minutes)[1]	Average Weekday Boardings (2012)
Gold	Parnassus-Mt. Zion-Mission Bay-SFGH	5:45 AM – 9:25 PM	15/20	924
Blue	Parnassus-SFGH-Mission Bay-Mt. Zion	5:35 AM – 8:47 PM	15/20	996
Black	Parnassus-Mt. Zion-Laurel Heights	6:30 AM – 7:50 PM	20	781
Tan	Parnassus-Laurel Heights-Mt. Zion	6:50 AM – 7:45 PM	20	651
Purple	Parnassus (Library)-3360 Geary-Mt. Zion-3360 Geary	6:15 AM – 6:38 PM	45	171
Grey	Parnassus-Mission Bay	6:30 AM – 10:00 PM	20	1,470
Lime	Parnassus-BDC-MCB	6:05 AM – 8:31 PM	15	732
Pink	Parnassus E/R-Kezar	5:30 AM – 9:00AM	15	144
VA-Parnassus	Parnassus-VAMC	6:35 AM – 7:05 PM	30/60	89
Bronze	Aldea-Medical Building 1 (ACC)-Library-Sixth-Dental-Parnassus LPPI	6:45 AM – 6:29 PM	15/20	787

Notes:

1. Multiple values indicate variability in headways during the day.

Source: UCSF Campus Life Services Transportation, Routes & Timetables, 2014; Ridership data from *UCSF Shuttle Operations Study, Final Report,* January 2014, prepared by Nelson\Nygaard.

2.3.4 Pedestrian Circulation

Walking to and from the Parnassus Heights campus site is a common travel mode option for many UCSF employees and students. Approximately 11 percent of those traveling there walk to and from the campus site.

Pedestrian volumes were collected at each crosswalk in the Parnassus Heights campus site between 7:00 AM and 7:00 PM in both 2007 and 2013, as shown in **Figure 2-5**. A comparison of these counts showed that pedestrian volumes are essentially unchanged between 2007 and 2013, as evidenced by a total of approximately 25,300 and 26,000 average crossings, respectively. Some slight variations in crossing volumes at individual crosswalks was observed and since there has not been any significant development in the area since 2007, most changes in pedestrian activity would likely be related to typical seasonal or daily fluctuations or attributable to adjustments in the UCSF shuttle system routing. However, counts at the pedestrian crossing in front of the Medical Building 1 (ACC) at Irving Street increased 60 percent between 2007 and 2013. This may be an indication of increased light rail ridership.

During the same time period in which the two Parnassus Avenue signalized crosswalks accommodate approximately 18,500 crossings, the Parnassus Avenue roadway carries approximately 8,500 vehicles. Thus, on average, there are over two times more pedestrians crossing Parnassus Avenue than vehicles traveling along it. The pedestrian activity on Parnassus Avenue in the campus site area (Third Avenue to Hillway) is more than double the pedestrian activity occurring at Judah Street/Fifth Avenue to the west.

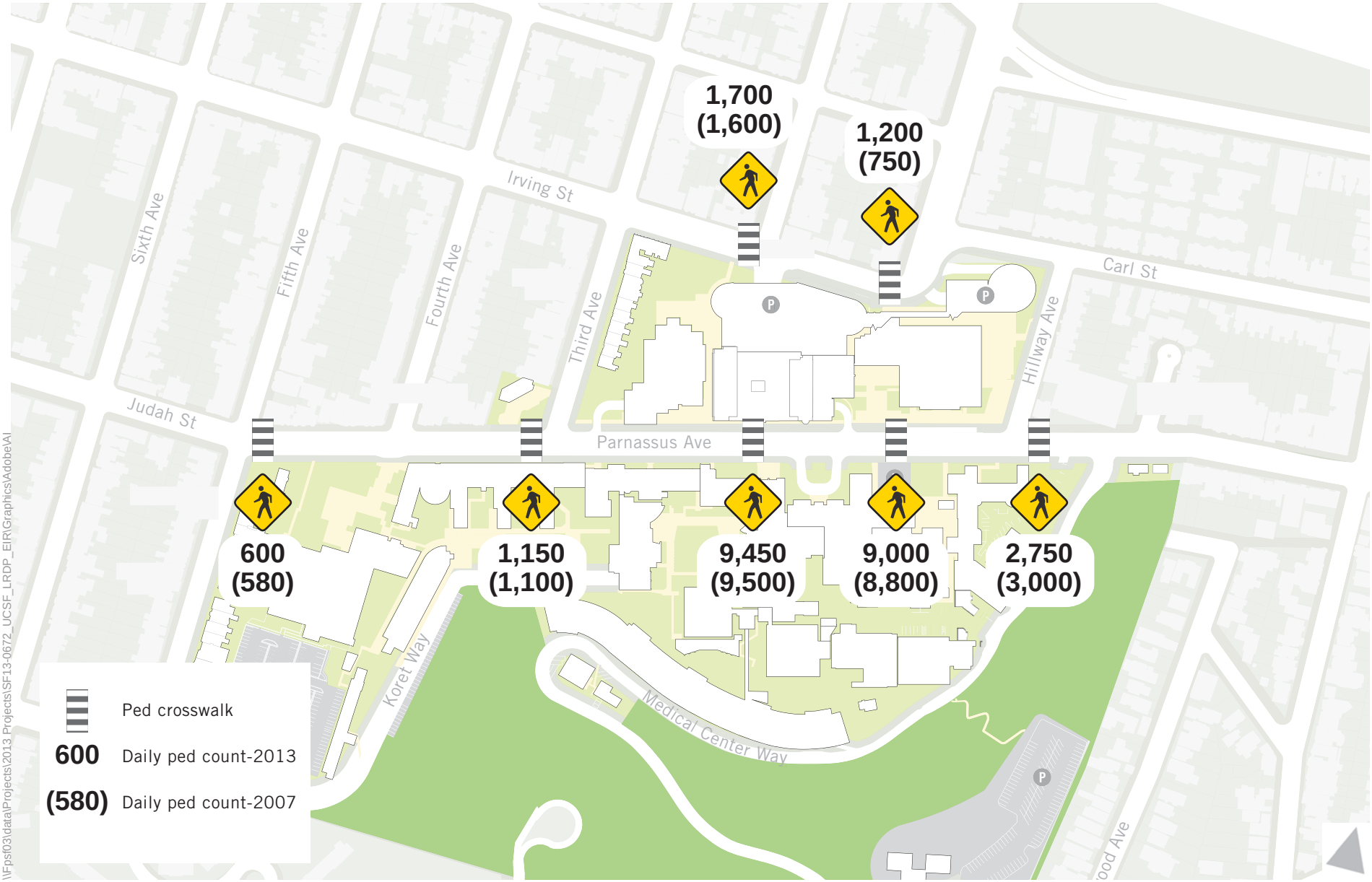
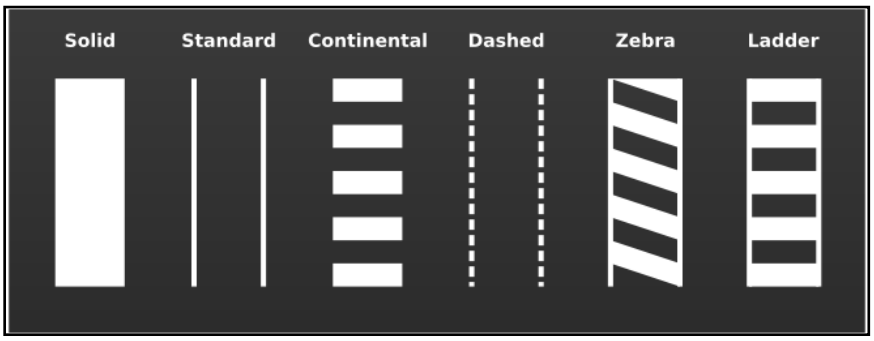


Figure 2-5

Daily Pedestrian Volumes: 2007 and 2013

Pedestrian facilities include sidewalks, crosswalks, curb ramps, and pedestrian signals. Within the campus site, sidewalks exist on both sides of the street in most locations, and are generally 12 to 15 feet wide. In some areas on the campus site, sidewalk widths exceed 20 feet. All study intersections provide painted crosswalks and directional curb ramps. High-visibility yellow continental stripe crosswalks exist on Judah Street at the intersections of Sixth and Seventh avenues. Two additional high-visibility continental stripe crosswalks exist on Parnassus Avenue adjacent to the Moffitt/Long Hospital Drop-off/Pick-up area, where there are two signalized pedestrian crosswalks with countdown timers. These signalized crossings accommodate the large number of pedestrians crossing from one side of Parnassus Avenue to the other. Most other crosswalks in the area are standard crosswalks; San Francisco typically only uses the standard crosswalk at signalized intersections, continental crosswalks at high-visibility locations (e.g., near schools), and ladder crosswalks. **Inset 3** illustrates sample crosswalk styles.

Inset 3. Crosswalk Styles



Field observations at the campus site indicate that the locations of the two signalized crosswalks across Parnassus Avenue in the campus core area are not aligned with many pedestrians' desired travel paths. A number of pedestrians exiting the UCSF Medical Center walk around Moffitt Circle and walk directly across Parnassus Avenue into the entrance to the Millberry Union, rather than walk east or west to one of the two signalized crosswalks.

2.3.5 Bicycle Circulation

Despite the hilly topography at the Parnassus Heights campus site, bicycling is a viable and common travel mode. UCSF has identified bicycling as an effective tool in reducing congestion and pollution, promoting good health, and creating a livable environment. Approximately five percent of those traveling to and from the campus site use a bicycle. In addition, approximately three percent of trips made by Parnassus Heights campus site employees and students to off campus, non-UCSF locations throughout the day are made by bike. This is consistent with the bicycling mode share throughout San Francisco. Several bikeways run within campus site vicinity, as shown in **Figure 2-6**.

Bicycle facilities in San Francisco consist of bicycle paths, separated bicycle lanes, bicycle lanes, and bicycle routes.

Bicycle Paths (Class I) provide a completely separated right-of-way for the exclusive shared use of cyclists and pedestrians. These facilities are off-street and minimize cross-flow traffic, but they can be adjacent to an existing roadway.

Example of Class II bicycle lane

Separated Bicycle Lanes (Class II) provide a striped, marked, and signed bicycle lane buffered from vehicle traffic. These facilities are located on roadways and require a minimum of four to five feet of space for exclusive bicycle traffic.

Bicycle Lanes (Class II) provide a striped, marked and signed lane for bicycle travel. These one-way facilities are located on roadways and reserve a minimum of four to five feet of space for exclusive bicycle traffic.

Example of Class III bicycle route

Bicycle Routes (Class III) provide a shared travel lane marked and signed for shared use with motor vehicle traffic. These facilities may or may not be marked with "sharrows" to emphasize that the roadway space is shared.

The following bicycle facilities are located within or near the Parnassus Heights campus site:

Parnassus Avenue is part of San Francisco Bike Route 40, an east-west bicycle route extending from Mission Bay to Ocean Beach, via 16th Street, 17th Street, Parnassus Avenue, and Kirkham Avenue. Within the Parnassus Heights campus site, the route is on Parnassus Avenue as a Class III shared-lane.

Sixth Avenue is part of a north-south bicycle route from The Presidio to San Francisco State University. In the vicinity of the campus site the route is on Sixth Avenue between Kirkham Street and Hugo Street and on Fifth Avenue between Hugo Street and Golden Gate Park, serving San Francisco Bike Routes 40 and 65. In the southbound direction, there is a Class II painted bike lane on Sixth Avenue, while the northbound direction there is a Class III shared-lane.

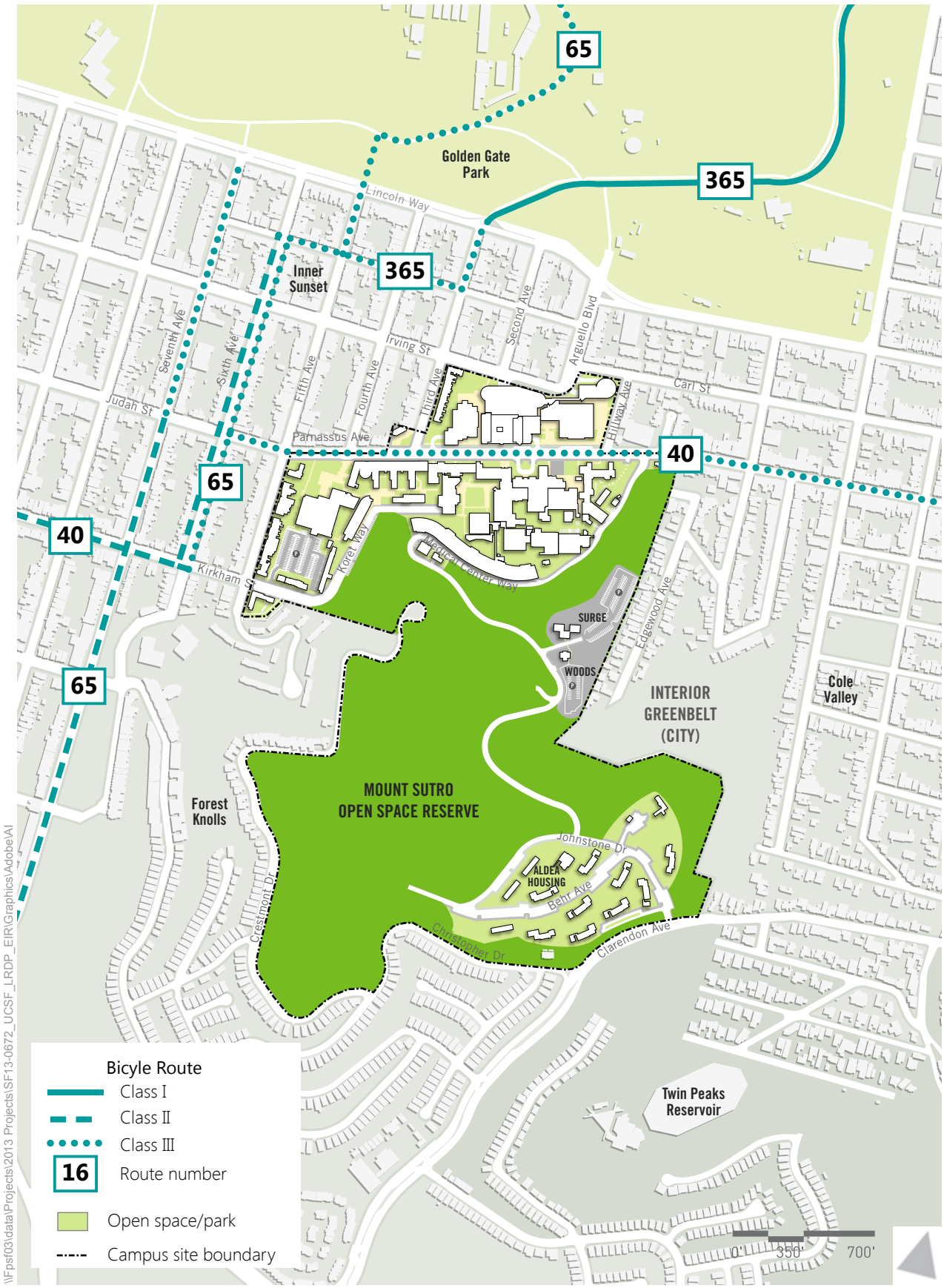


Figure 2-6

Existing Bicycle Facilities-
Parnassus Heights

Hugo Street is a short connector route from Seventh Avenue to Third Avenue and along Kezar Drive to the Golden Gate Park Panhandle serving San Francisco Bike Routes 65 and 365. Within the campus site on Hugo Street, it is a Class III bicycle route.

Seventh Avenue is part of San Francisco Bike Route 65, a north-south bicycle route extending from Golden Gate Park to Forest Hill. In the vicinity of the campus site, Seventh Avenue has Class II bicycle lanes in both directions south of Judah Street and sharrows between Judah Street and Golden Gate Park.

The SF Bike Plan does not include any short- or long-term improvements in the vicinity of the campus site.

Bicycle counts were collected along Parnassus Avenue, near Moffitt Circle, and Irving Street, near Second Avenue between 7:00 AM and 7:00 PM on a typical weekday in 2007 and again on Parnassus Avenue in 2013 during the same time period. In 2007, Irving Street/Carl Street, despite the fact that it has no official bicycle route designation, carried approximately four times as many bicycles as Parnassus Avenue, which is a designated bicycle route. In 2007, higher volumes along Irving Street and Carl Street were likely the result of the street being relatively flat compared to Parnassus Avenue or the result of the UCSF bicycle cage being located on the ground level of the Millberry Union Garage, which has an entrance at Second Avenue/Irving Street. In 2013, bicycle counts along Parnassus Avenue had increase four-fold when compared to 2007, paralleling the uptick in bicycle use throughout the city that has been reported by the SFMTA and seen anecdotally on key corridors, such as Market Street.

UCSF provides free, secured bicycle parking inside a bicycle cage in the Millberry Union Garage. There are bike racks at five additional locations throughout the campus: from east to west, they are at the Langley Porter Psychiatric Institute, the Ambulatory Care Center, the Kalmanovitz Library, the Clinical Science Building and the Dental Clinics Building. There are also on-street bicycle racks located along Parnassus Avenue; however, most bicyclists are encouraged (by signs) to park in the designated bicycle parking areas in the campus site buildings. During site visits conducted in 2013, all of the designated bicycle parking areas were parked at near capacity and numerous bikes were found to be parking on the street at parking meters and sign poles, indicating a high demand for bicycle parking facilities. Through the on-going monitoring of bicycle facilities, UCSF has since responded to user feedback about crowded bicycle parking facilities by doubling the capacity of the Millberry Union Garage bicycle cage and installing a new bike fix-it station.

2.3.6 Loading Conditions

The Parnassus Heights campus site has both service vehicle and passenger loading. There are 11 off-street service vehicle loading facilities serving the existing uses on the campus site, and summarized in **Table 2-8** and shown in **Figure 2-7**. Service vehicles may also load on-street on Parnassus Avenue.

Passenger loading takes place in the Moffitt Loop, located on Parnassus Avenue in front of Moffitt Hospital, or in passenger loading zones located along Parnassus Avenue.

TABLE 2-8: PASSENGER AND VEHICLE LOADING INFORMATION - PARNASSUS HEIGHTS

Building / Location	Loading Areas (Passenger or Vehicle)	# Vehicle Loading Spaces and Type	# Passenger Loading Spaces
Dental Clinics	Vehicle	1 parcel/truck space	--
Koret Vision	Vehicle	1 parcel/truck space	--
Nursing	Vehicle	2 parcel/truck spaces	--
Irving Dock	Vehicle	2 parcel/truck spaces	--
Moffitt Loop	Passenger	--	200 feet (10 spaces)
Millberry Tunnel	Vehicle	2 parcel/truck spaces	--
Central Receiving Area	Vehicle	3 parcel/truck spaces	--
Long Hospital	Vehicle	3 parcel/truck spaces	--
Dolby Regeneration Medicine	Vehicle	1 parcel/truck spaces	--
EHS	Vehicle	1 parcel/truck spaces	--
LPPI	Vehicle	1 parcel/truck spaces	--
On-Street Parnassus Ave	Vehicle /Passenger	250 feet (13 spaces) special truck loading zone (red designation) and 17 spaces general commercial metered (yellow designation)	140 feet (includes 5 valet spaces)
Total		47 parcel/truck spaces	340 feet

Source: UCSF, 2014

The loading area located on Parnassus Avenue in front of the Medical Building 1 (ACC) serves passenger vehicles, service vehicles, emergency vehicles, and is the drop-off location for valet service. This area in particular can become congested throughout the day, sometimes leading to vehicles blocking a lane of traffic as passenger and service loading occurs. Although all the loading areas shown in **Table 2-8** are used regularly for building deliveries, the Central Receiving Area and Long Hospital are typically the busiest locations throughout the day.

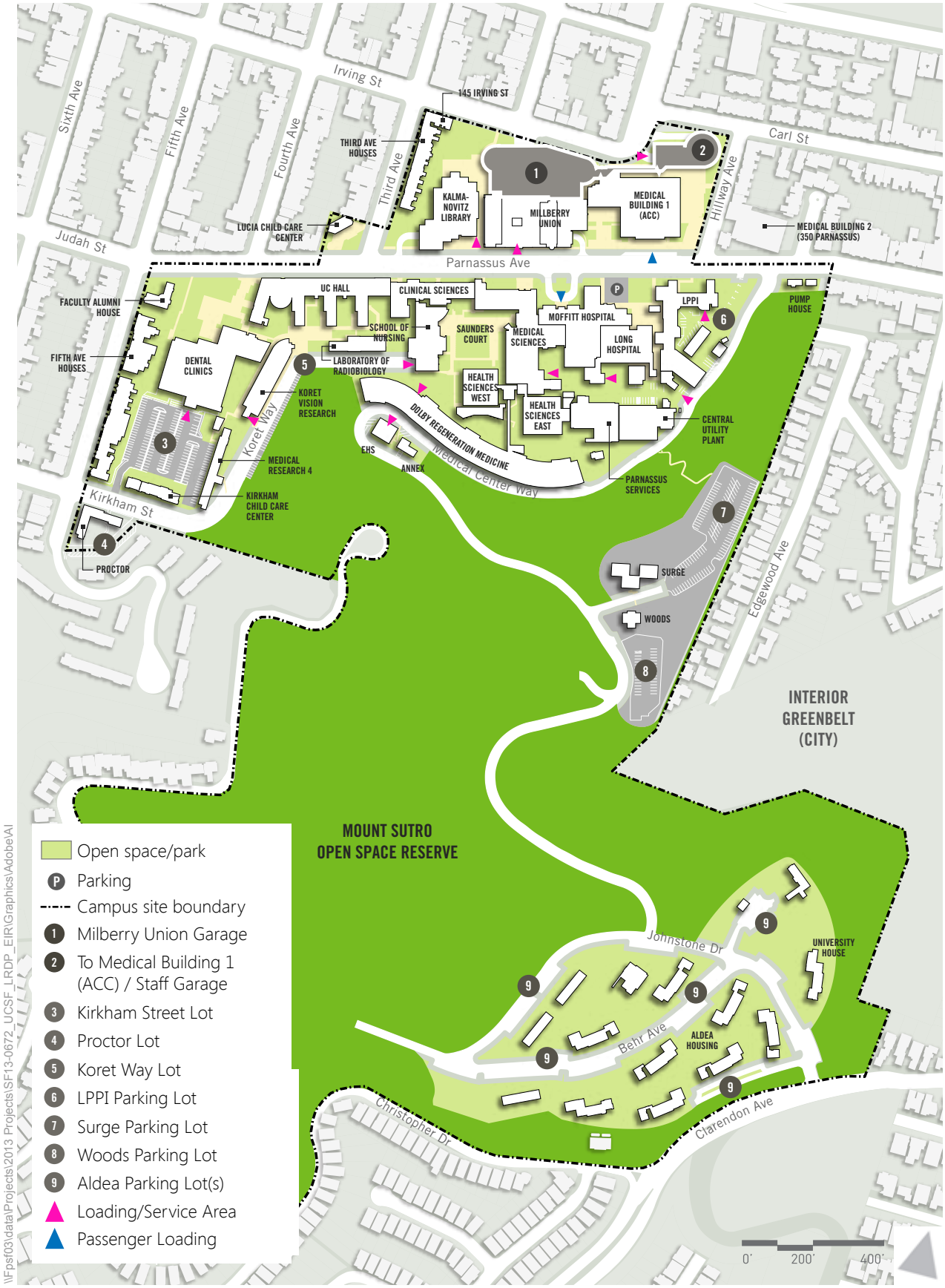


Figure 2-7

Existing Parking and Loading Locations-Parnassus Heights

2.3.7 Parking Conditions

2.3.7.1 On-Street Parking

Parking is available on most streets near the Parnassus Heights campus site. Most streets have parallel parking on both sides; however, due to the steep topography of the area, parking perpendicular to the direction of travel is provided on some streets. In such instances, parking is allowed on one side of the street only.

A variety of parking regulations apply to the on-street parking supply. The majority of the spaces are within the "J" Residential Parking Permit area (generally bounded by Lincoln Way and Haight Street, Clayton Street, Belgrave Avenue and Noriega Street, and 9th and 12th avenues), which restrict on-street parking Mondays through Friday, to a two-hour period between the hours of 8 am and 5 or 6 pm. Other parking spaces have meters and/or allow parking only during the non-peak commute periods.

Table 2-9 summarizes the on-street parking supply from a parking survey conducted in February 2014 for the area generally bounded by 6th Avenue, Lincoln Way, Stanyan Street, and Kirkham Street. Parking occupancies throughout the mid-morning (10 AM to noon), midday (noon to 2 PM), and evening (6 to 8 PM) periods is very similar, about 85 percent on average. The parking demand in this area is primarily associated with the UCSF campus site during the mid-morning and midday periods, and the residential and nearby neighborhood commercial uses during the evening period. These parking occupancies do not consider residents who park in their own driveways, which is typical in this area given the high parking demand.

2.3.7.2 Off-Street Parking

There are several UCSF-managed off-street parking facilities in the vicinity of the Parnassus Heights campus site that provide approximately 2,700 public and permit-only parking spaces. These include:

- Millberry Union / Kalmanovitz Library garage is a seven-level garage located between Judah Street and Irving Street with about a 1,075 vehicle capacity, of which approximately 1,000 spaces are available to the general public and the rest are reserved for UCSF faculty and staff. In addition, staff, faculty, and students may purchase monthly "afternoon" parking permits to park in this garage on weekdays from 2:30 PM to 8:00 AM and anytime on the weekend.
- Medical Building 1 (ACC) garage is located adjacent to the Millberry Union Garage, at the Irving Street/Arguello Boulevard intersection. It provides 1,007 marked parking spaces and can accommodate 330 additional vehicles with implementation of attendant parking. Permit parking is available for faculty, house staff, and senior management.
- Proctor surface lot is located south of Kirkham Street near the intersection of Fifth Avenue and provides 16 spaces available by permit.
- The Westside parking facility is a four-tier surface lot containing 151 parking spaces behind the Dental Clinics Building at Fourth Avenue and Kirkham Street, on the western edge of the campus site. Approximately 81 spaces are reserved for permit parking.
- Beckman surface lot contains 76 parking spaces and is located on Koret Way across from the Beckman Vision Center, 13 of those spaces are available for public parking.

TABLE 2-9: PARNASSUS HEIGHTS EXISTING ON-STREET PARKING SUPPLY AND OCCUPANCY [1]

Street Location	Overall Supply (spaces)	Occupancy [2]		
		Mid-Morning	Midday	Evening
North-South Streets				
6th Av, Lincoln Way to Kirkham St	131	74%	76%	76%
5th Av, Lincoln Way to Kirkham St	140	71%	79%	76%
4th Av, Lincoln Way to Judah St	85	89%	88%	89%
3rd Av, Lincoln Way to Judah St	82	89%	90%	82%
2nd Av, Lincoln Way to Irving St	41	95%	98%	90%
Arguello Blvd, Frederick St to Hugo St	61	97%	85%	97%
Hillway Av, Carl St to Parnassus St	22	95%	95%	77%
Hill Point Av	18	56%	50%	83%
Willard St., Frederick St to Parnassus St	59	92%	81%	97%
Stanyan St, Frederick St to Parnassus St	45	71%	56%	78%
Total North-South Streets	**684**	**82%**	**81%**	**83%**
East-West Streets				
Lincoln Way, 6th Av to Arguello Blvd	58	67%	74%	74%
Frederick St, Arguello Blvd to Stanyan St	105	86%	92%	99%
Hugo St, 6th Av to Arguello Blvd	89	97%	92%	102%
Irving St, 6th Av to Arguello Blvd	77	92%	97%	91%
Carl St, Arguello Blvd to Stanyan St	85	95%	91%	104%
Judah St, 6th Av to 5th Av	14	79%	64%	57%
Parnassus Av, 5th Av to Stanyan St	83	82%	78%	82%
Kirkham St, 6th Av to 4th Av	55	95%	93%	33%
Total East-West Streets	**566**	**88%**	**88%**	**87%**
Total All Streets	**1,250**	**85%**	**84%**	**85%**

Notes:

1. Data collected in February 2014.
2. Values over 100% indicated illegal parking, such as double parked vehicles or vehicles stopped at a fire hydrant.

Source: Adavant Consulting.

- The Environmental Health and Safety Building has a 9-space surface parking lot, off Medical Center Way at the south edge of the campus site, available by permit.
- The Surge and Woods lots form a 158-space surface parking lot located off Medical Center Way above the Parnassus Heights campus site. Parking permits for this location are issued for staff.
- The Langley Porter Psychiatric Institute has a 21-space surface parking lot, off Medical Center Way at the eastern edge of the campus site, available by permit.

- The Emergency Room parking area is accessed off Parnassus Avenue at the southeast end of the campus site and provides 23 parking spaces reserved for ambulances, emergency patients, and for designated radiation and chemotherapy patients.
- Aldea surface parking lots are located within the Aldea San Miguel Housing Area in the southern portion of the campus site and contain 192 parking spaces reserved to UCSF residents.

In addition, the Kezar surface lot is a city-owned parking facility adjacent to Kezar Pavilion on Stanyan Street. UCSF has about 200 spaces reserved for staff and faculty use during the day. UCSF shuttle bus service is provided between the lot and the campus site during normal business hours every 10 to 20 minutes on average.

Table 2-10 summarizes the off-street parking supply and occupancy at the major parking facilities at the Parnassus Heights campus site. Parking surveys were conducted in February 2014 for the weekday mid-morning (10 AM to noon), midday (noon to 2 PM), and evening (6 to 8 PM) periods. As shown in the table, the overall occupancy of the spaces in the surveyed parking facilities is about 88 percent between 10 AM and 2 PM, and about 50 percent between 6 and 8 PM. An occupancy above 90 percent typically represents that the facility is at its effective capacity.

TABLE 2-10: PARNASSUS HEIGHTS EXISTING OFF-STREET PARKING SUPPLY AND OCCUPANCY [1]

Major Parking Facility	Overall Supply (spaces)	Occupancy		
		Mid-Morning	Midday	Evening
UCSF Facilities				
Millberry Union Garage	1,075	83%	87%	68%
Medical Building (ACC) Garage	1,007	90%	87%	43%
Westside Surface Lot	151	91%	84%	37%
Surge and Woods Surface Lots	158	79%	79%	19%
Total UCSF Parking Facilities	**2,391**	**86%**	**86%**	**52%**
Other Parking Facilities				
Kezar Surface Lot	306	100%	89%	58%
All Facilities	**2,697**	**88%**	**87%**	**53%**

Note:

1. Data collected in February 2014.

Source: Adavant Consulting, UCSF

2.4 MISSION BAY

2.4.1 Roadway Facilities

This section describes the regional and local roadway system for the Mission Bay campus site. Approximately 39 percent of those traveling to and from the campus site drive alone, are dropped off, or carpool/vanpool. The campus site sits within the Mission Bay redevelopment area and is bordered by the South of Market (SoMa) neighborhood to the north, Potrero Hill to the west and the Dogpatch to the south. The primary north-south corridors are Third Street, Fourth Street, and Seventh Street and the primary east-west corridors are 16th Street and Mariposa Street. The street network providing access to the Mission Bay campus site is shown in **Figure 2-2**.

2.4.1.1 Regional Access

Regional access to the Mission Bay campus site is provided by several major freeways, as discussed below.

I-280 is a six-lane freeway located adjacent to the Mission Bay campus site to the west and connects San Francisco to the South Bay. I-280 connects to U.S. 101 south of the campus site. Access to I-280 is provided at the on-and off-ramps at Mariposa and 18th streets.

I-80 is a six-lane freeway located approximately one mile northwest of the campus site and connects San Francisco to the East Bay and other points east via the San Francisco-Oakland Bay Bridge. I-80 connects to U.S. 101 west of the campus site. Access to I-80 is provided via Third and Seventh streets to on- and off-ramps in the SoMa neighborhood.

U.S. 101 is an eight-lane freeway located approximately one mile west of the campus site. U.S. 101 connects San Francisco with the peninsula and the South Bay to the south and with the North Bay to the north via the Golden Gate Bridge. U.S. 101 connects to I-80 east of the Mission Bay campus site. Access to U.S. 101 is provided via I-280 in the southbound direction and via 16th Street to South Van Ness in the northbound direction.

2.4.1.2 Local Access

Local access to the Mission Bay campus site is provided by an urban street grid network. Key local roadways through the campus site are summarized below and defined according to roadway classifications identified in the San Francisco General Plan Transportation Element.

Third Street is a four-lane north-south Primary Transit Important roadway that extends from Market Street to Bayshore Boulevard. Near the Mission Bay campus site, on-street parking is prohibited on both sides of the street. Third Street is designated as a Class III bicycle route with sharrows between King Street and Terry A François Boulevard in the northbound direction only. The T Third Street light rail line operates along Third Street between Channel Street and Bayshore Boulevard along a physically separated median in the roadway.

Fourth Street is a two-lane north-south Primary Transit Important roadway that extends from Market Street to 16th Street. On-street parking is provided on both sides of the street. Fourth Street is designated as a Class III bicycle route as it crosses Mission Creek, after which it transitions into Class II bicycle lanes

between Channel Street and 16th Street. The T Third Street light rail line operates on Fourth Street between King Street and Channel Street.

Seventh Street is a two-lane north-south Secondary Arterial roadway that extends from Market Street to 16th Street. On-street parking is provided on both sides of the street between Irwin Street and 16th Street. Seventh Street has Class II bicycle lanes between Brannan and 16th streets.

16th Street is a four-lane east-west Secondary Arterial roadway with left turn pockets that extends from Third Street to Castro Street. Within campus site study area, on-street parking is prohibited on both sides of the street. 16th Street has Class II bicycle lanes in both directions between Third Street and Kansas Street.

Mission Bay Boulevard North and South are a one-lane one-way east-west couplet Local Street that extends from Terry A François Boulevard to Fourth Street; right-turn only lanes are provided at intersections. It is located at the northern edge of the Mission Bay campus site and will be eventually extended to connect to the Mission Bay Circle in the future, located approximately 1,300 feet to the west, as part of the Mission Bay Redevelopment Plan. On-street parking is provided on the north side of the Mission Bay Boulevard North.

King Street is a five to six-lane east-west Primary Transit Important roadway that extends from Second Street to Fifth Street and the I-280 freeway. On-street parking is provided for half of a block between Second and Third streets and Third and Fourth streets in the westbound direction and for a quarter of a block between Fourth and Fifth streets. The N Judah and T Third Street light rail lines operate along the entirety of King Street within a physically separated median in the roadway.

Berry Street is a two-lane east-west Local Street that extends from Third Street to Owens Street. Berry Street operates as an eastbound one-way street between Third and Fourth streets. On-street parking is provided primarily in the eastbound direction, though there are some areas that have on-street parking on both sides of the street.

Channel Street is a four-lane east-west Local Street that currently extends from west of Fourth Street to Third Street. On-street parking is prohibited on both sides of the street between Third and Fourth streets, and permitted west of Fourth Street. The T Third Street rail line operates on Channel Street between Third and Fourth streets within a physically separated median in the roadway. Channel Street will be extended to the Mission Bay Circle in the future, as part of the Mission Bay Redevelopment Plan.

Mission Rock Street is a two-lane east-west Local Street that extends from Terry A François Boulevard to Fourth Street. On-street parking is provided on both sides of the street.

Mariposa Street is a four-lane east-west Local Street that extends from Illinois Street to Harrison Street that is located at the southern edge of the Mission Bay campus site. The I-280 on- and off-ramps (southbound and northbound, respectively) are located immediately east of the intersection of Pennsylvania and Mariposa streets. Both sides of the street provide on-street parking. In addition, Mariposa Street is a designated Class III bicycle route with sharrows between Illinois Street and Mississippi Street.

Owens Street is currently a two-lane north-south Local Street that extends from 16th Street to the Mission Bay Circle along the western edge of the Mission Bay campus site. On-street parking is prohibited on both

sides of the street. It will be restriped to four lanes each way as part of the Mission Bay Redevelopment Plan.

Mission Bay Drive is a four-lane Local Street that extends from the Mission Bay Circle to Seventh Street under the I-280 freeway and across the Caltrain railroad tracks; the eastbound and westbound travel lanes are separated by a landscaped median. On-street parking is prohibited and Class II bicycle lanes are provided on both sides of the street.

Mississippi Street is a north-south roadway that runs discontinuously between 16th/Seventh and César Chávez streets. In the vicinity of the Mission Bay campus site, Mississippi Street has one traffic lane each way; it is a City-designated Class II bicycle facility between 16th and Mariposa streets.

2.4.1.3 Proposed Local Roadway Changes

The 1998 Mission Bay South Area Plan proposed substantial changes to the roadway infrastructure in the vicinity of the Mission Bay campus site that are to be constructed as the area develops. Of all of these, the following infrastructure improvements are to be implemented by the Mission Bay Development Group (MBDG, the infrastructure master developer), as part of the opening of the Phase One Medical Center at Mission Bay in February 2015:

- Owens Street will be extended from 16th Street to Mariposa Street, to connect with the I-280 on- and off-ramps and to create a new intersection at Mariposa Street. The existing signal at the intersection of Mariposa Street and the I-280 northbound off-ramp will be upgraded to accommodate the new Owens Street approach.
- Mariposa Street will be widened on the north side from Owens Street to Illinois Street by approximately 15 feet, and left turn lanes will be provided at major intersections. The Mariposa Street Bridge over the Caltrain tracks will be restriped to provide two exclusive left turn lanes in the westbound direction for a total of three lanes, and create a new signalized intersection with Owens Street.
- The northbound I-280 off-ramp will be widened to the east to provide an additional lane and better align with Owens Street. Mariposa Street between the I-280 southbound on-ramp and Pennsylvania Avenue will be re-striped to accommodate the lane configurations described above.
- The existing STOP-sign controlled intersection of Mariposa Street and the I-280 southbound on-ramp will be signalized; the new signal will be interconnected with the existing signal at the off-ramp.

2.4.2 Intersection Operating Conditions

The following 21 study area intersections were selected for analysis through consultation with UCSF Campus Planning and San Francisco Planning Department staff. These study intersections are shown in **Figure 2-2**.

24. King Street/Third Street
25. King Street/Fourth Street
35. 16th Street/Fourth Street
36. 16th Street/Owens Street

26. Brannan Street/Seventh Street
27. Channel Street/Third Street
28. Channel Street/Fourth Street
29. Mission Rock Street/Third Street
30. Mission Bay Boulevard North/Third Street
31. Mission Bay Boulevard South/Third Street
32. Mission Bay Drive/Owens Street
33. Mission Bay Drive/Seventh Street
34. 16th Street/Third Street
37. 16th Street/Seventh Street
38. 16th Street/Rhode Island Street
39. 16th Street/Vermont Street
40. 16th Street/Potrero Avenue
41. Mariposa Street/Third Street
42. Mariposa Street/Fourth Street
43. Mariposa Street/I-280 Northbound Ramps
44. Mariposa Street/I-280 Southbound Ramps

Figure 2-8A and **Figure 2-8B** display the existing AM and PM peak hour traffic volumes, lane configurations and traffic controls at each of the 21 study intersections. Intersection turning movement counts at the study intersections were collected in November 2011 and May 2013 on mid-week and non-holiday days when schools were in session. Intersection turning movement count sheets are provided in **Appendix D**.

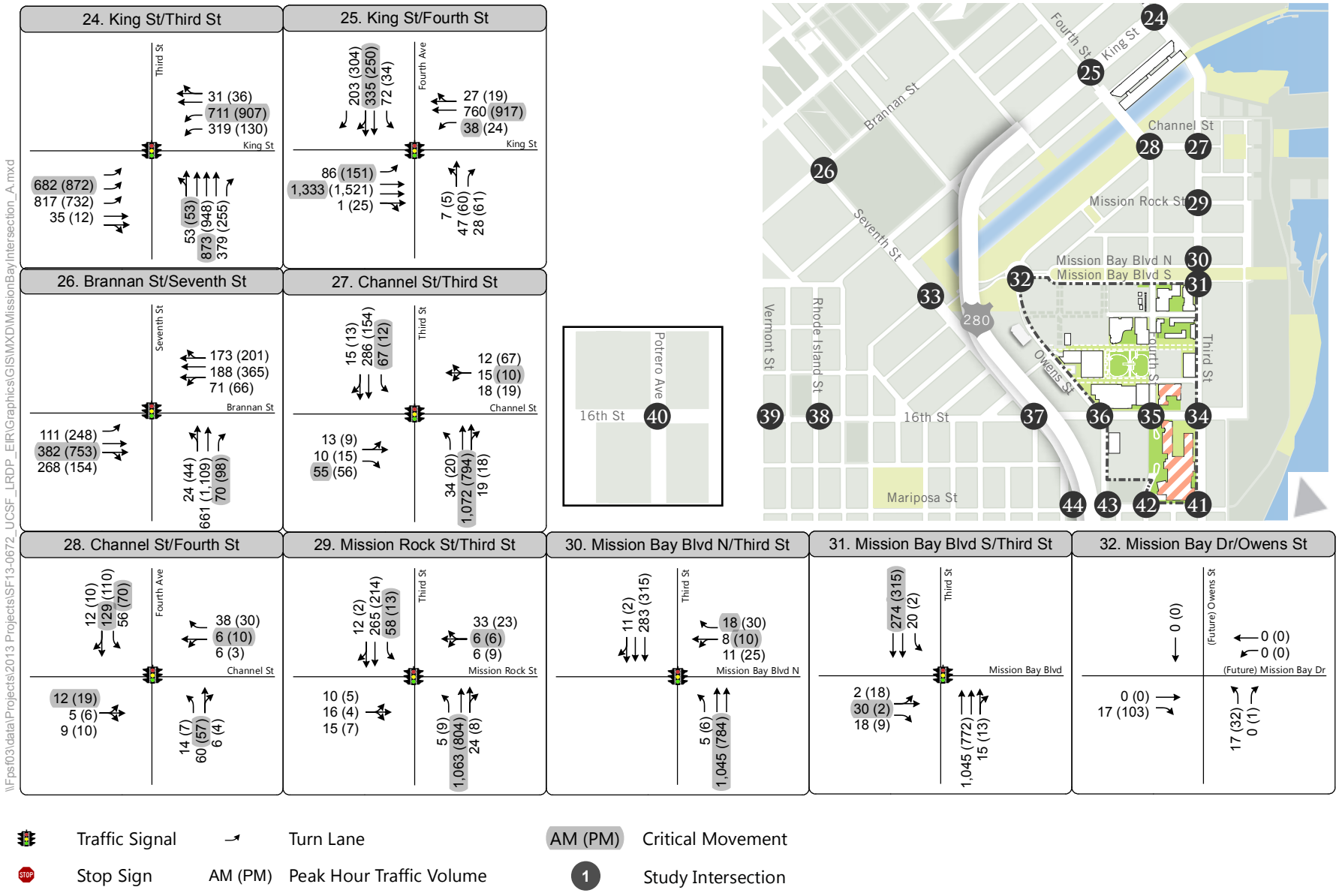


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Figure 2-8A

Existing Intersection Lane Configurations, Traffic Control, and Volumes- Mission Bay

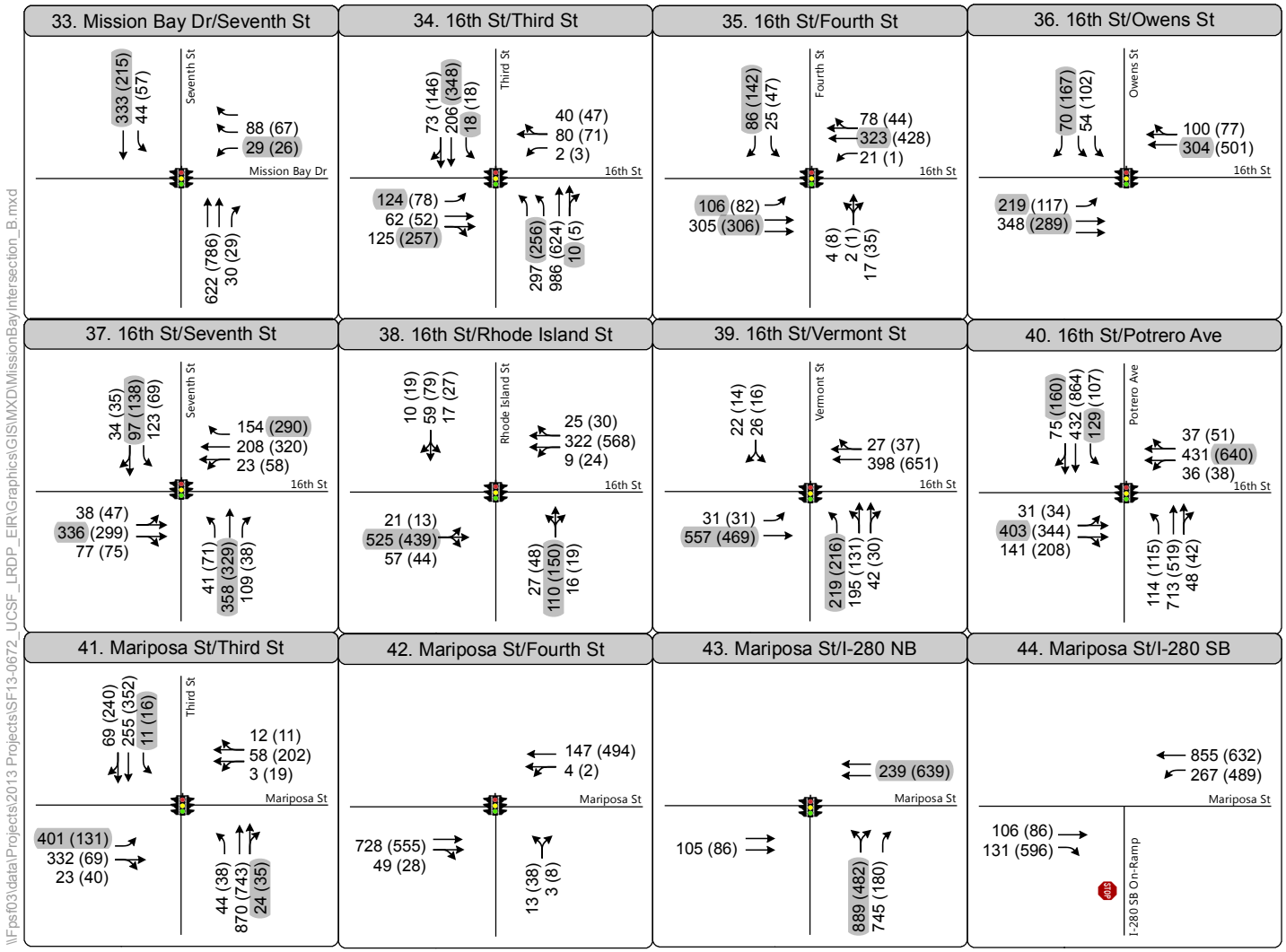

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Figure 2-8B

Existing Intersection Lane Configurations, Traffic Control, and Volumes-Mission Bay

As shown in **Table 2-11**, 18 of the 21 study intersections operate at an acceptable level of service (LOS D or better) during the AM peak hour and 19 operate at an acceptable level of service during the PM peak hour.

TABLE 2-11: EXISTING PEAK HOUR INTERSECTION LEVEL OF SERVICE - MISSION BAY

Intersection	Traffic Control[1]	Peak Hour	Vehicle Delay[2] (seconds)	LOS[3]
24. King Street / Third Street	Signal	AM PM	46 **70**	D **E**
25. King Street / Fourth Street	Signal	AM PM	43 53	D D
26. Brannan Street / Seventh Street	Signal	AM PM	14 25	B C
27. Channel Street / Third Street	Signal	AM PM	40 30	D C
28. Channel Street / Fourth Street	Signal	AM PM	15 16	B B
29. Mission Rock Street / Third Street	Signal	AM PM	37 29	D C
30. Mission Bay Boulevard North / Third Street	Signal	AM PM	17 16	B B
31. Mission Bay Boulevard South / Third Street	Signal	AM PM	23 20	C B
32. Mission Bay Drive / Owens Street	Roundabout	AM PM	<10 <10	A A
33. Mission Bay Drive / Seventh Street	Signal	AM PM	20 22	B C
34. 16th Street / Third Street	Signal	AM PM	36 31	D C
35. 16th Street / Fourth Street	Signal	AM PM	26 27	C C
36. 16th Street / Owens Street	Signal	AM PM	32 30	C C
37. 16th Street / Seventh Street	Signal	AM PM	43 44	D D
38. 16th Street / Rhode Island Street	Signal	AM PM	15 13	B B
39. 16th Street / Vermont Street	Signal	AM PM	19 15	B B
40. 16th Street / Potrero Avenue	Signal	AM PM	27 35	C C
41. Mariposa Street / Third Street	Signal	AM PM	52 28	D C
42. Mariposa Street / Fourth Street	Signal	AM PM	<10 11	A B
43. Mariposa Street / I-280 Northbound Ramp	Signal	AM PM	**73** 31	**E** C

TABLE 2-11: EXISTING PEAK HOUR INTERSECTION LEVEL OF SERVICE - MISSION BAY

Intersection	Traffic Control[1]	Peak Hour	Vehicle Delay[2] (seconds)	LOS[3]
44. Mariposa Street / I-280 Southbound Ramp	SSS	AM PM	**>50** **>50**	**F** **F**

Notes:

1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For an unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates unacceptable operations per UCSF LOS standards

Source: Fehr & Peers, 2014.

The following intersections operate at LOS E or F during the AM or PM peak hours:

- King Street and Third Street (Intersection #24) operates at LOS E during the PM peak hour due to the high conflicting traffic volumes on the westbound through and eastbound left turning movements on King Street.
- Mariposa Street and the I-280 Northbound Off-Ramp (Intersection #43) operates at LOS E during the AM peak hour due to the volume of traffic exiting I-280 via the off-ramp.
- Mariposa Street and the I-280 Southbound On-ramp (Intersection #44) operates at LOS F during the AM and PM peak hours, respectively, due to the high conflicting volumes on east and westbound Mariposa Street attempting to access I-280 via the Southbound On-ramp.

2.4.3 Transit Network

The Mission Bay campus site is well-served by both local and regional public transit. Local service is provided by Muni bus and light rail lines. Regional service is provided by BART, AC Transit, Golden Gate Transit, SamTrans, and Caltrain. In addition, there are two shuttle systems that provide service to the Mission Bay campus site: the UCSF shuttle system, as discussed in sections 2.2.1 and 2.3.3.3, and two shuttle lines operated by the Mission Bay Transportation Management Association (MBTMA). These shuttles supplement Muni transit service and provide direct connections to UCSF-operated facilities throughout San Francisco and the Powell Street BART station. Approximately 19 percent of those traveling to and from the campus site use public transit, while another approximately 29 percent rely on UCSF shuttles to get to and from the campus site. **Figure 2-9** presents the transit routes in the vicinity of the campus site.

2.4.3.1 San Francisco Muni

Table 2-12 presents the Muni routes serving the campus site within an approximately half-mile walk and **Table 2-13** presents the peak hour muni ridership for these routes.

TABLE 2-12: LOCAL MUNI OPERATIONS - MISSION BAY

Route	AM Peak Weekday Headways (7-9AM)[1]	PM Peak Weekday Headways (4-6PM)[1]	Hours of Operation	Neighborhoods Served by Route	Nearest Stop Location	Distance to Campus Site (feet)
T Third Street	9	9	4:00AM – 1:30AM	Financial District, Visitacion Valley	Third Street and Gene Friend Way	0
10 Townsend	20	20	5:00AM – 8:30PM	Pacific Heights, Potrero Hill	De Haro Street and 16th Street	2,600
22 Fillmore	9	8	2:00AM – 2:00AM	Marina District, Dogpatch	Connecticut Street and 17th Street	2,000

Notes:
1. Headway in minutes.

Source: SF Muni, 2013; SFMTA, Fall 2011; prepared by Fehr & Peers, 2013.

TABLE 2-13: PEAK HOUR MUNI RIDERSHIP - MISSION BAY

Route	AM Peak Ridership at MLP[1] (Inbound / Outbound)	AM Peak Capacity Utilization at MLP[1] (Inbound / Outbound)[2]	PM Peak Ridership at MLP[1] (Inbound / Outbound)	PM Peak Capacity Utilization at MLP[1] (Inbound / Outbound)[2]
T Third Street	735 347	**88%**[3] 42%	365 550	44% 77%
10 Townsend	141 165	75% **87%**[5]	186 171	**98%**[4] **90%**[6]
22 Fillmore	293 287	70% 68%	323 308	68% 65%

Notes:

1. Maximum load point, which is the point at which the route has the maximum number of passengers relative to capacity, is identified for those lines operating above or near 85 percent.
2. **Bold** indicates capacity utilization of 85 percent or greater, which is a typical crowding standard used by transit agencies.
3. MLP located at The Embarcadero/Brannan Street.
4. MLP located at Pacific Avenue/Powell Street.
5. MLP located at Pacific Avenue/Taylor Street.
6. MLP located at Second Street/Howard Street.

Source: SF Muni, 2013; SFMTA, Fall 2011; prepared by Fehr & Peers, 2013.

Figure 2-9

Existing Transit Service-Mission Bay

2.4.3.1.1 Recent and Proposed Changes to Transit Service

Proposed changes to transit service in in the vicinity of the Mission Bay campus site include the currently under-construction Central Subway Project and proposed TEP route changes.

The Central Subway Project is the second phase of the Third Street light rail line (i.e., T Third), which opened in 2007. Construction of the underground segment from Bryant to Clay Street is currently underway, and the Central Subway will extend the T Third line northward from its current terminus at Fourth and King streets to a surface station south of Bryant Street and go underground at a portal under I-80. From there it will continue north to stations at Moscone Center, Union Square, where it will provide passenger connections to the Powell Street Station and BART—and in Chinatown, where the line will terminate at Stockton and Clay streets. Construction of the Central Subway is scheduled to be completed in 2017, and revenue service is scheduled for 2019. This project would improve transit service between the Mission Bay campus site and Downtown.

The following changes are proposed by the TEP for routes in the vicinity of the Mission Bay campus site.

- **T Third Street** – The TEP proposes reducing peak period headways from 9 to 8 minutes.
- **10 Townsend** – The TEP proposes to rename the 10 Townsend the 10 Sansome. Service would be rerouted off of Townsend down Fourth Street. From Fourth Street the route would extend through Mission Bay to new proposed street segments on Seventh Street between Mission Bay Boulevard and Irwin Street, on Irwin Street between Seventh and 16th streets, on 16th Street between Irwin and Connecticut streets, and on Connecticut Street between 16th and 17th streets. Peak period headways would be reduced from 20 to 6 minutes. Midday headways would be reduced from 20 to 12 minutes.
- **22 Fillmore** – The TEP proposes rerouting the 22 Fillmore to continue along 16th Street, creating new connections to Mission Bay from the Mission neighborhood. The proposed route change would add transit to 16th Street between Kansas Street and Third Street and Third Street between 16th Street and Mission Bay Boulevard North. The TEP also proposes to change the AM peak period headway, reducing from 9 minute to 6 minute headways.

  Additionally, the SFMTA has proposed two transit enhancement treatment visions for 16th Street, of which one or a combination of the two will be selected by the SFMTA Board prior to implementation. The treatments are referred to as the Moderate and Expanded Alternatives in the TEP EIR. The Moderate Alternative proposes a number of physical changes to the portion of the rerouted 22 Fillmore in the vicinity of the Mission Bay campus site including, but not limited to, new transit stops, relocated transit stops, and transit bulbs (approximately 45 feet in length), as well as new traffic signals at Connecticut and Missouri streets. The Expanded Alternative includes the features listed for the Moderate Alternative as well as the conversion of a lane of mixed-flow lane of traffic to a transit-only lane along 16th Street in both directions both within and in the vicinity of the campus site as well as the prohibition of left turns at Bryant, Potrero (westbound only), Utah, San Bruno, Kansas, Rhode Island, De Haro, Carolina, Wisconsin, Arkansas, Connecticut, and Missouri streets. Both alternatives would reduce peak period headways; AM would be reduced from 9 to 6 minutes, PM peak headways would be reduced from 8 to 5.5 minutes, and

midday headways would be reduced from 10 to 7.5 minutes. The stated purpose of both alternatives is to make the 22 Fillmore more frequent, reliable, and effective along 16th Street.

Prior to the extension of the 22 Fillmore into Mission Bay via either the Moderate or Expanded Alternative, which both require the extension of overhead wire, the SFMTA proposes to implement a temporary motor coach service to coincide with the opening of the Phase One Medical Center at Mission Bay between the campus site and the 16th Street BART Station until the 22 Filmore can be extended into Mission Bay. The preliminary name for this interim service is the Muni line '55 16th Street' which is shown in **Figure 2-10**. The route would follow 16th Street between Mission Street to Third Street and Third Street from 16th Street to Mission Bay Boulevard North. The preliminarily proposed locations for new bus stops for this service in the vicinity of the campus site are on 16th Street at Fourth Street (both directions) and on Third Street just south of Mission Bay Boulevard South (southbound direction). The operating hours and service frequencies of the proposal have not yet been made public at the time of publication of this document.

2.4.3.2 Regional Transit Service

Table 2-14 presents the regional transit routes serving the Mission Bay campus site and route characteristics as of December 2013, including service frequencies during the weekday morning and evening peak periods, hours of operations and neighborhoods served.

Golden Gate Transit, AC Transit, SamTrans, and BART riders would transfer to Muni to access the Mission Bay campus site. The Caltrain station closest to the Mission Bay campus site is located at Fourth and King streets, which is six blocks (approximately 2/3 mile) from the campus site. Caltrain service headways during the AM and PM peak periods are between 10 and 20 minutes for the peak direction, depending on the type of train (e.g., local, limited, or express "Baby Bullet"). The peak direction of service is southbound in the AM peak period and northbound in the PM peak period. Headways in the non-peak direction are typically once per hour. In addition, the 22nd Street station is located directly underneath I-280 four blocks (approximately 3/4 mile) from the campus site and is served by local, limited, and "Baby Bullet" trains.

Caltrain is proposing to implement a Modernization Program that will electrify the railway to provide upgraded performance and allow more efficient operations and a higher capacity. The Program is scheduled to be complete by 2019. Currently Caltrain crosses 16th Street at grade at the intersection of 16th Street/Seventh Street/Mississippi streets. There are currently 10 trains per hour during peak periods and the Modernization Program will allow the number of trains to increase to 12 trains per hour. Additionally, Caltrain is anticipating a "blended system" which will see California High Speed Rail trains running alongside Caltrain on the same tracks. The blended system may require a grade separation at 16th/Seventh/Mississippi streets. Electrification of Caltrain (and the associated improved travel times and frequencies) as well as the introduction of High Speed Rail may improve regional transit access to the Mission Bay campus site.

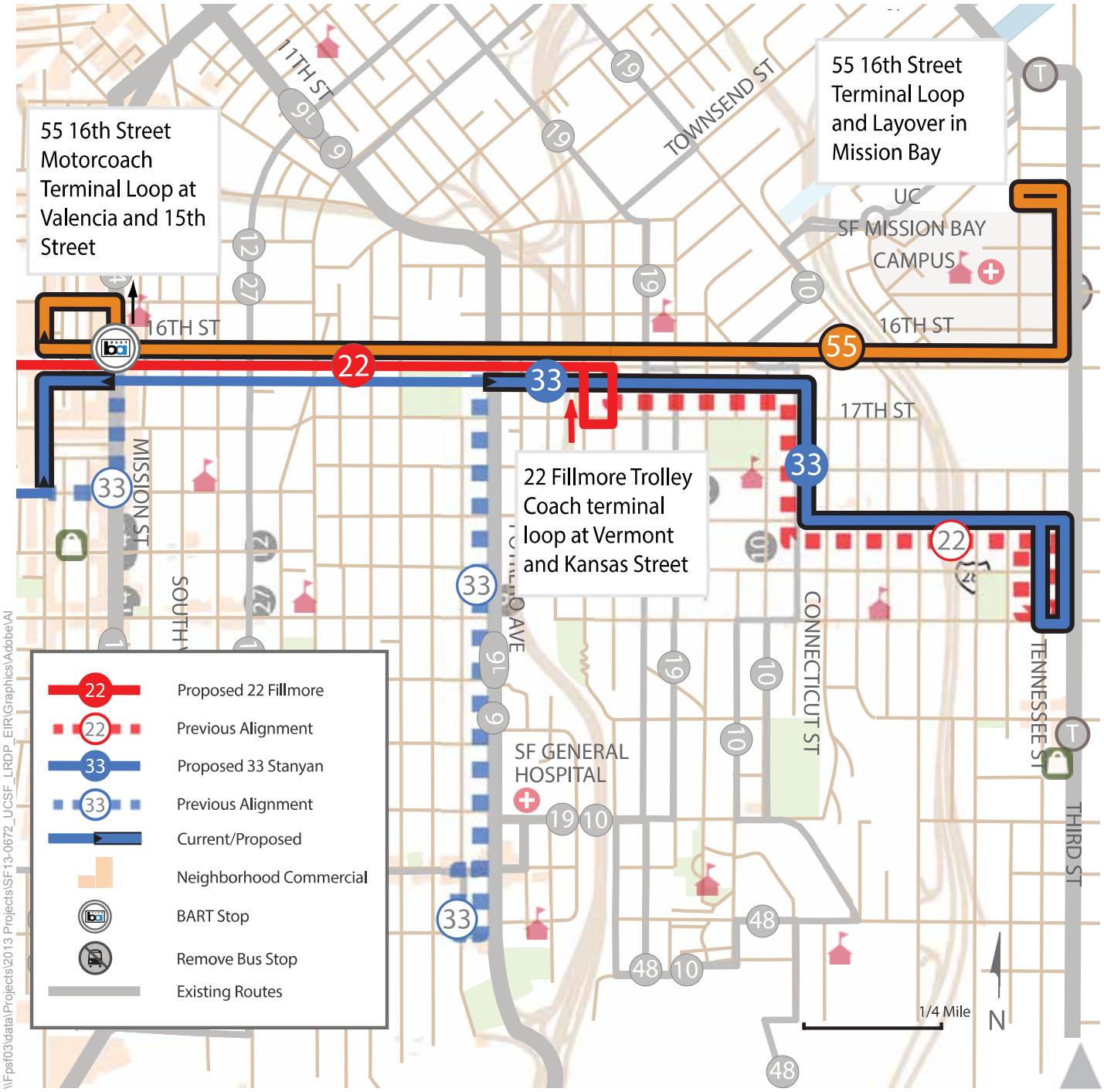


Figure 2-10

Muni Line '55' Interim Service Proposal

TABLE 2-14: REGIONAL TRANSIT OPERATIONS - MISSION BAY

Route	AM Peak Weekday Headways (7AM-9AM)[1]	PM Peak Weekday Headways (4PM-6PM)[1]	Hours of Operation	Areas Served by Route	Nearest Stop Location	Distance to Campus Site
Caltrain Local	-	-	4:30AM-12:01AM (IB) 4:55AM-1:32AM (OB)	San Francisco, San Jose	Fourth / King	0.6 miles
Caltrain Limited-Stop	10-20	20-60	5:50AM-8:00PM (IB) 6:11AM-8:19PM (OB)	San Francisco, San Jose	Fourth / King	0.6 miles
Caltrain Baby Bullet	10-40	20-40	5:45AM-7:24PM (IB) 6:57AM-7:39PM (OB)	San Francisco, San Jose	Fourth / King	0.6 miles
BART	5-15	5-15	4:00AM-12:00AM (IB/OB)	East Bay, San Francisco, San Mateo County	16th / Mission	1.5 miles
AC Transit	15-20	15-20	12:00AM-12:00AM(IB/OB)	East Bay, San Francisco	Beale between Folsom / Howard	1.5 miles
SamTrans Route 292	10-15	20	3:55AM-2:28AM (IB) 4:30AM-12:00AM (OB)	San Mateo County, SFO, San Francisco	Potrero / 24th	1.3 miles
GGT commuter and basic bus routes	15-90	15-90	4:01AM-12:41AM (IB) 5:06AM-2:28AM (OB)	North Bay, San Francisco	Seventh / Folsom	1.1 miles

Notes:

1. Headway in minutes.

Source: Caltrain, BART, AC Transit, SamTrans, GGT; Prepared by Fehr & Peers, 2013.

2.4.3.3 UCSF Shuttle System

Table 2-15 summarizes the UCSF shuttle routes serving the campus site. Shuttles to and from the Mission Bay campus site stop at shuttle zones along Fourth Street in front of the Koret Quad and in front of the parking lot located near Campus Way, as shown on **Figure 2-9**. These stops are designated by UCSF Transportation Services and reviewed/approved by SFMTA. UCSF shuttles were not observed to interfere with Muni operations at the Mission Bay campus site.

UCSF shuttle stop at Mission Bay campus site.

TABLE 2-15: UCSF SHUTTLES - MISSION BAY				
Route	**Campuses Served**	**Hours of Operation**	**Headways (minutes)[1]**	**Average Weekday Boardings**
Gold	Parnassus-Mt. Zion-Mission Bay-SFGH	5:45 AM – 9:25 PM	15/20	924
Blue	Parnassus-SFGH-Mission Bay-Mt. Zion	5:35 AM – 8:47 PM	15/20	996
Grey	Parnassus-Mission Bay	6:30 AM – 10:00 PM	20	1,470
Red	Mission Bay-MCB-16th BART	5:55 AM – 7:45 PM	10/15	808
Green	Mission Bay-China Basin-654 Minnesota	6:25 AM – 6:40 PM	15	499

Notes:

1. Multiple values indicate variability in headways during the day.

Sources: UCSF Campus Life Services Transportation, Routes & Timetables, 2014; Ridership data from *UCSF Shuttle Operations Study, Final Report*, January 2014, prepared by Nelson Nygaard.

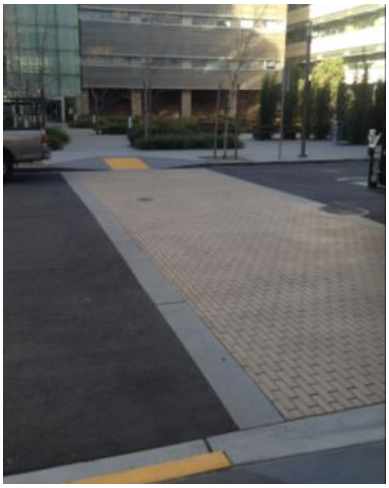
2.4.3.4 Mission Bay Transportation Management Association

The Mission Bay Transportation Management Association (MBTMA), formed several years ago in conformance with mitigation measures identified in the Mission Bay Plan SEIR, provides two shuttle bus route services (east and west) between Mission Bay and the Powell Street BART Station and the Fourth/King Caltrain Station; they are free of charge and open to all employees, residents, and visitors to the Mission Bay Area and the China Basin building at 185 Berry Street. The west route serves Seventh and Owens streets, while the east route serves Fourth Street and Mission Bay Boulevard; both operate at 15-minute intervals from 7:00 to 10:00 AM and 3:45 to 8:15 PM.

2.4.4 Pedestrian Circulation

Approximately six percent of those traveling to and from the campus site walk.

Due to the developing nature of the Mission Bay neighborhood, pedestrian volumes are currently relatively low surrounding the campus site. Pedestrian activity is generally higher towards the center of the campus site along Fourth Street and the many pedestrian alleyways and plazas such as Gene Friend Way and Campus Way. Pedestrian counts indicate that approximately 240 pedestrians cross at Fourth Street and Campus Way during the AM and PM peak hours. Pedestrian activity is also higher around transit hubs such as the UCSF shuttle stop on Fourth Street south of Gene Friend Way and the T Third Street light rail stops on Third Street at Gene Friend Way.



Decorative mid-block crosswalks decrease pedestrian walking distances on large blocks

Within the campus site area, sidewalks generally exist on both sides of the street in most locations, and are generally 12 to 15 feet wide. There are sidewalks gaps along roadway frontages of the campus site that are currently under construction including the south site of 16th Street between Seventh and Third streets and the west side of Third Street between 16th and Mariposa streets. These sidewalk gaps will be closed upon completion of construction of the adjacent buildings. All intersections surrounding the

campus site include standard painted crosswalks and directional curb ramps. Pedestrian median refuges are provided along Fourth Street to slow traffic and reduce the pedestrian exposure time while crossing the street. Pedestrian signals with count down timers are provided at all signalized intersections. In addition, to the on-street pedestrian facilities, there are numerous public pedestrian alleyways and plazas that reduce the size of the city blocks for pedestrians. This provides a fine-grained pedestrian oriented network and reduces pedestrian walking distances throughout the campus site.

2.4.5 Bicycle Circulation

The topography within and around the Mission Bay campus site is flat, which facilitates easy bicycle travel. Approximately seven percent of those traveling to and from the campus site bike. This is approximately three times greater than the bicycling mode share throughout San Francisco. Several bikeways run within the vicinity of the campus site, as shown in **Figure 2-11**.

The following bicycle facilities are located within or near the Mission Bay campus site:

King Street is part of San Francisco Bike Route Five and is a short east-west bike route that travels in front of AT&T Park between Second and Third streets with Class II bicycle lanes. The bike lane ends mid-way between Second and Third streets and turns into a Class III facility with sharrow markings. The route ends at Third Street.

16th Street is part of San Francisco Bike Route 40 and is an east-west bike route that extends from Terry A Francois Boulevard to Kansas Street. Between Third Street and Kansas Street, 16th Street has Class II bicycle lanes in both directions. Between Terry A Francois Boulevard and Third Street, 16th Street is currently designated as a Class III bicycle facility, and will be upgraded to a Class II facility as a part of the Mission Bay South Infrastructure Plan.

Figure 2-11

Existing Bicycle Facilities-
Mission Bay

Mariposa Street is part of San Francisco Bike Routes 7 and 23 and is an east-west bike route that extends from Illinois Street to Mississippi Street as a Class III bicycle facility with sharrow markings. At its eastern terminus, Mariposa Street connects to the Class II bicycle lanes on Terry A Francois Boulevard, while on its western terminus it connects to the Class II bicycle lanes that continue north on Mississippi Street.

Third Street is part of San Francisco Bike Route 5 and is a short north-south bike route that extends from King Street to Terry A Francois Boulevard and is designated as a Class III bicycle facility with sharrows. At its southern terminus, Third Street connects to the Class II bicycle lanes on Terry A Francois Boulevard.

Fourth Street is a north-south bike route that extends from Berry Street to 16th Street. Fourth Street is designated as a Class III bicycle facility as it crosses Mission Creek until Channel Street, south of which it has Class II bicycle lanes. The Fourth Street bikes lanes provide the primary bicycle access through the Mission Bay campus site.

Seventh Street is part of San Francisco Bike Route 23 and is a north-south bike route that extends from Brannan Street to 16th Street with Class II bicycle lanes.

Bike lanes on Fourth Street through the center of Mission Bay campus site.

Mississippi Street is part of San Francisco Bike Route 23 and is a north-south bike route that extends from 16th Street to Mariposa Street with Class II bicycle lanes.

Mission Bay Drive is a east-west bike route that extends from the Mission Bay Circle to Seventh Street. It is designated as a Class II bicycle facility that provides bicycle access across the Caltrain tracks into the Mission Bay campus site. The *San Francisco Bike Plan* (June 2009) ("Bike Plan") includes a planned bikeway near/along Mission Creek between Fourth Street and Harrison Street, which is listed as a long-term project in the Bike Plan.

Bicycle counts indicate the most popular bicycling route through the campus site is Fourth Street, where between 40 and 50 bicyclists were observed during the AM and PM peak hours. Campus Way is also a popular connection into the campus site from 16th Street with 10-20 bicyclists observed crossing Owens Street at Campus Way during the AM and PM peak hours.

Bicycle racks are provided throughout the Mission Bay Campus Site in front of campus buildings, on-street, and within the Community Center garage on Owens Street. Popular bicycle parking locations such as the gym were observed to be nearly fully occupied during a site visit in February 2014. In an effort to increase bike parking here at the Mission Bay Campus Site to meet the growing demand, while also taking into account the feedback received from bicyclists, UCSF has since redesigned and expanded the bike parking throughout the campus site. This included new racks that double the amount of bike parking available in each area of installation, while providing equal access to all bicycle frame shapes and sizes.

2.4.6 Loading Conditions

Commercial loading zone on Nelson Rising Lane.

The Mission Bay campus site has both service vehicle and passenger loading. There are six off-street service vehicle loading facilities serving the existing uses on the campus site, and summarized in **Table 2-16** and shown in **Figure 2-12**. Passenger and service vehicles may also load on-street at marked zones on Fourth Street, Nelson Rising Lane, Mission Bay Boulevard South, and adjacent to the Gladstone Institutes building.

Based on 2010 monthly security data, the Helen Diller Cancer Research building receives approximately 100 deliveries each month, resulting in approximately three to four deliveries per day. The four loading spaces are sufficient for existing operations. On occasion, the Rutter Center requires deliveries of materials for special events, but on average this is no more than one additional truck delivery per day of the event, which is accommodated in the existing loading spaces. Daily deliveries are typical for the Café and laundry services for the recreation center, resulting in a minimum of three deliveries per day. The two loading spaces are sufficient for existing operations.

The loading area at Genentech Hall, receives approximately 20 deliveries each day for Genentech Hall and the adjacent Byers Hall. The six parcel spaces are comprised of four dock spaces and two small delivery van spaces. Based on the existing delivery operations, the six spaces are sufficient for current operations.

In general, existing loading areas provide a sufficient amount of space for passenger and vehicle loading based on feedback from UCSF Facilities Services. No delivery vehicles were observed double parking or using other facilities. Some passenger loading vehicles used empty metered parking spots for pick-up and/or drop-off because of proximity to destination.

Future loading areas may be provided at the Research CUP/EH&S Building. The Third Street Garage may include some loading spaces which are currently used for permit parking and UCPD emergency supplies. Mission Hall is not anticipated to include an off-street loading area. UCSF Facility Services assume Campus Lane, an adjacent private street, will be marked with loading areas similar to the on-street loading zones on Nelson Rising Lane.

TABLE 2-16: PASSENGER AND VEHICLE LOADING INFORMATION- MISSION BAY

Building / Location	Loading Areas (Passenger or Vehicle)	# Vehicle Loading Spaces and Type	# Passenger Loading Spaces
Smith Cardiovascular Research	Vehicle	4 parcel/truck spaces	--
Helen Diller Cancer Research	Vehicle	4 parcel/truck spaces	--
Sandler Neurosciences Center	Vehicle	2 parcel/truck spaces	--
Mission Bay Housing	Vehicle (Compactors Only[1])	--	--
Rutter Center	Vehicle	2 parcel/truck spaces	--
Genentech Hall	Vehicle	6 parcel/truck spaces	--
On-Street Fourth Street	Vehicle/Passenger	75 feet (3 spaces)	100 feet (4 spaces)
On-Street Nelson Rising Lane	Vehicle/Passenger	260 feet (10 spaces)	220 feet (10 spaces)
On-Street Mission Bay Boulevard South	Passenger	--	80 feet (4 spaces)
On-Street Adjacent to Gladstone Institutes building	Vehicle	100 feet (4 spaces)	--

Notes:

1. Vehicle loading used for compactors, loading area prohibits passenger and delivery vehicles.

Source: UCSF, 2013

Figure 2-12

Existing Parking and Loading Locations-Mission Bay

2.4.7 Parking Conditions

2.4.7.1 On-Street Parking

Most on-street parking provided in the vicinity of the Mission Bay campus site is regulated with a combination of two-hour, four-hour and unlimited time meters; exceptions include portions of Terry François Boulevard, Mission Bay Boulevard North and South, 16th Street, and Mariposa Street. Parking limits are generally in effect between 9 AM and 6 PM, with longer hours (until 10 PM). Parking is prohibited on 16th Street, west of Third Street; in addition, portions of Mariposa and Illinois Streets have baseball game-day-only tow-away parking prohibitions.

Mission Bay experiences a high parking utilization on most streets, including those with lower time limits. The streets which are surrounded by finished construction and occupied buildings have low parking availability, especially on weekday days. On other streets where parking demand is managed by two-hour time limits, too few of the parking spaces are used, which is an inefficient use of the existing parking supply. SFMTA through its SFPark program is implementing changes to the parking rates and time limits in the Mission Bay and Dogpatch neighborhoods to better manage and operate the existing on-street parking supply.

Table 2-17 summarizes the on-street parking supply and occupancy from parking surveys conducted along 16th Street, Mission Bay Boulevard, Fourth Street, Mission Rock Street, China Basin Street and Terry A. François Boulevard, in August 2011 and September 2013 on weekday mid-morning (9 to 11 AM), midday (1:30 to 3 PM) and late evening (6:30 to 8 PM) periods, including during an evening baseball game at AT&T Park. Overall street parking occupancy during the mid-morning is 48 percent and 89 percent during the midday period, while the late evening period occupancy is 61 percent during a baseball game, and 24 percent on a no-event day. Although, as expected, the street parking occupancy in the late evening is higher when a game takes place at AT&T Park, it is not as high as during the midday, which represents the peak parking demand period.

TABLE 2-17: MISSION BAY EXISTING ON-STREET PARKING SUPPLY AND OCCUPANCY [1]

Street Location	Overall Supply (spaces)	Occupancy			
		Mid-Morning [2]	Midday	Late Evening	Late Evening with SF Giants Game
T. François Blvd, from MB Blvd to 16th St	144	55%	88%	16%	40%
Fourth St, bet. Mission Rock St & 16th St	71	30%	89%	8%	77%
Mission Rock St, from Third St to Fourth St	25	49%	84%	20%	72%
China Basin St, from Third St to Fourth St	57	22%	88%	32%	53%
MB Blvd, from T. François Blvd to Fourth St	73	53%	92%	47%	84%
16th St, east of Third St	40	90%	90%	35%	68%
Total	**410**	**48%**	**89%**	**24%**	**61%**

Notes:

1. Data collected in September 2013, except as noted.
2. Data collected by SFMTA in August 2011.

Source: Adavant Consulting, Fehr & Peers, SFMTA

2.4.7.2 Off-Street Parking

The Mission Bay campus site currently has almost 1,600 parking spaces located in the 1630 Third Street Garage, the Community Center Garage (1675 Owens Street), and in three surface parking lots. They all offer a combination of public, patient, and UCSF-only permitted parking spaces. Additional off-street public parking is available nearby at the 1670 Owens Street Garage (about 800 spaces) and at the 450 South Street Garage (approximately 1,400 spaces), both owned by Alexandria Real Estate, Inc.

Table 2-18 summarizes the off-street parking supply and occupancy from parking surveys conducted in March and September 2013 on weekday morning (6:30 to 8:30 AM), midday (11:30 AM to 1:30 PM), and evening (3:30 to 5:30 PM) periods. Parking occupancy was also collected at two of the parking facilities during the late evening (6:30 to 8 PM) during an evening baseball game at AT&T Park.

TABLE 2-18: MISSION BAY EXISTING OFF-STREET PARKING SUPPLY AND OCCUPANCY [1]

Parking Facility	Overall Supply (spaces)	Occupancy			
		Morning	Midday	Evening	Late Evening with SF Giants Game
UCSF Facilities					
1630 Third Street Garage	732	43%	92%	68%	76%
Community Center (1675 Owens St) Garage	593	30%	78%	66%	--
Surface Parking Lots [2]	254	55%	81%	65%	--
Total UCSF Facilities	**1,579**	**40%**	**85%**	**67%**	**76%**
Other Parking Facilities					
450 South Street Garage	1,400	4%	77%	26%	18%
1670 Owens Street Garage	800	6%	22%	17%	--
Total Other Parking Facilities	**2,200**	**5%**	**57%**	**23%**	**18%**
All Facilities	**3,779**	**19%**	**69%**	**41%**	**38%**

Notes:

1. Data collected in March and September 2013.
2. Includes the west side of Block 23, the Orthopedic Institute west of Owens St, and the Child Care Center. Mostly reserved to UCSF faculty, staff and patients.

Source: Adavant Consulting, Fehr and Peers, UCSF

Overall off-street parking occupancy during the morning period is 19 percent and 69 percent during the midday period, while the overall occupancy in the evening is 41 percent. The overall parking occupancy at the UCSF parking facilities is substantially higher than at the other garages, reaching 85 percent at midday, the peak parking demand period. An occupancy above 90 percent, such as at the Third Street garage, typically represents that the facility has reached its effective capacity. Similar to the street parking occupancy conditions described in the previous section, the off-street parking occupancy in the late evening when a game takes place at AT&T Park is not as high as during the midday period.

2.5 MOUNT ZION CAMPUS SITE

2.5.1 Roadway Facilities

The Mount Zion campus site is located at the crossroads of San Francisco between the more modestly-scaled neighborhoods of the Richmond District to the west and more downtown-scaled areas to the east. As such, the roadways serving the campus site are primarily east-west corridors – Geary Boulevard, Pine Street, and Bush Street. Primary north-south access to the campus site is provided via Divisadero Street. The primary vehicular entrances to parking and loading areas for the campus site are located along Sutter Street and Post Street between Broderick Street and Divisadero Street, along Geary Boulevard between Divisadero Street and Scott Street, and along Scott Street between Geary Boulevard and Post

Street. Approximately 60 percent of those traveling to and from the campus site drive alone, are dropped off, or carpool/vanpool. The street network providing access to the Mount Zion campus site is shown in **Figure 2-2**.

2.5.1.1 Regional Access

Regional access to the Mount Zion campus site is provided by several major regional freeways, as discussed below.

I-80 is a six-lane freeway located approximately two miles southeast of the campus site and connects San Francisco to the East Bay and other points east via the San Francisco-Oakland Bay Bridge. I-80 connects to U.S. 101 east of the Mount Zion campus site.

U.S. 101 is an eight-lane freeway located approximately one mile east of the Mount Zion campus site. U.S. 101 connects San Francisco with the peninsula and the South Bay to the south and with the North Bay to the north via the Golden Gate Bridge. U.S. 101 connects to I-80 east of the campus site. Within the northern part of San Francisco, U.S. 101 operates on surface streets (i.e., Van Ness Avenue and Lombard Street). Van Ness Avenue and Lombard Street are part of the Citywide Pedestrian Network outlined in the Transportation Element of the *San Francisco General Plan* and are located one mile east and one mile north of the campus site, respectively.

2.5.1.2 Local Access

Local access to the Mount Zion campus site is provided by an urban street grid network. Key local roadways through the campus site are discussed in detail below and defined according to roadway classifications identified in the San Francisco General Plan Transportation Element.

Geary Boulevard is a six-lane east-west arterial that extends from Gough Street to 48th Avenue. The City classifies this arterial as a Major Arterial, a Neighborhood Commercial Street, and a Primary Transit Important Street. From Steiner Street to Baker Street (within the campus area) the roadway has a center median with foliage. On-street parking is provided on both sides of the street within the vicinity of the campus site. The 38 Geary, 38L Geary Limited, and Golden Gate Transit bus lines operate in both directions along Geary Boulevard, while the NX Judah Express operates only in the westbound direction during weekday peaks.

Pine Street is a three-lane, one-way westbound roadway that extends from Market Street to Presidio Avenue. The City classifies this roadway as a Major Arterial. It is also designated as part of the Neighborhood Pedestrian Street network between Scott Street and Divisadero Street. Pine Street is the westbound component of the Pine/Bush Street one-way couplet. On-street parking is provided on both sides of the street. The 1AX California A Express, 31AX Balboa A Express, 31BX Balboa B Express, 38AX Geary A Express, and 38BX Geary B Express bus lines utilize Pine Street to travel from Market Street to northwestern San Francisco neighborhoods.

Bush Street is a three-lane, one-way eastbound roadway that extends from Davis Street to Presidio Avenue. The City classifies this roadway as a Major Arterial. It is also designated as part of the Neighborhood Pedestrian Street network between Scott Street and Divisadero Street. Bush Street is the eastbound component of the Pine/Bush Street one-way couplet. On-street parking is provided on both sides of the street. The 1AX California A Express, 31AX Balboa A Express, 31BX Balboa B Express, 38AX

Geary A Express, 38BX Geary B Express, and NX Judah Express bus lines utilize Bush Street to travel from northwestern San Francisco neighborhoods to Market Street.

Divisadero Street is a four-lane north-south roadway that extends from Marina Boulevard to 14th Street. The City classifies this roadway as a Major Arterial between Pine Street and Lombard Street, a Secondary Arterial between Castro Street and California Street, and a Secondary Transit and Neighborhood Commercial Street between Haight Street and California Street. On-street parking is provided on both sides of the street. The 24 Divisadero bus line operates in both directions along Divisadero Street between Jackson Street and Waller Street, providing transit service between Pacific Heights and Bayview.

Sutter Street is a two-lane east-west roadway that travels from Market Street to Presidio Avenue. The City classifies this roadway as a Transit Conflict and a Secondary Transit Preferential Street. It is also designated as part of the Neighborhood Pedestrian Street network between Scott Street and Divisadero Street. On-street parking is provided on both sides of the street. The 2 Clement bus line operates in both directions along Sutter Street within the campus site, but only travels westbound on Sutter Street between Laguna Street and Market Street.

Post Street is a two-lane east-west Local Street that extends from Market Street to Presidio Avenue. On-street parking is provided on both sides of the street. The City classifies this roadway as a Secondary Transit Preferential Street. It is also designated as part of the Neighborhood Pedestrian Street network between Piece Street and Divisadero Street. Post Street is part of Bike Route 16 and has Class II bicycle lanes in both directions between Presidio Avenue and Steiner Street, west of which turns into a Class III bicycle route.

Pierce Street is a two-lane north-south Local Street that extends from Clay Street to Post Street. On-street parking is provided on both sides of the street**.**

Scott Street is a two-lane north-south Local Street that extends from Marina Boulevard to Duboce Avenue. On-street parking is provided on both sides of the street, with 45-degree parking on the southbound side of Scott Street between Sutter Street and Post Street.

Broderick Street is a two-lane north-south Local Street that extends from Marina Boulevard to Waller Street. On-street parking is provided on both sides of the street, with parking at 90-degrees between Sutter Street and Post Street. Broderick Street is designated as a Class III bicycle route between Clay Street and Post Street.

2.5.2 Intersection Operating Conditions

The following 16 campus site area intersections were selected for analysis through consultation with UCSF Campus Planning and San Francisco Planning Department staff. These study intersections are shown in **Figure 2-2**.

45. Pine Street/Divisadero Street
46. Bush Street/Broderick Street
47. Bush Street/Divisadero Street
48. Bush Street/Scott Street
49. Bush Street/Pierce Street
50. Sutter Street/Broderick Street
51. Sutter Street/Divisadero Street
52. Sutter Street/Scott Street
53. Sutter Street/Pierce Street
54. Post Street/Broderick Street
55. Post Street/Divisadero Street
56. Post Street/Scott Street
57. Post Street/Pierce Street
58. Geary Boulevard/Broderick Street
59. Geary Boulevard/Divisadero Street
60. Geary Boulevard/Scott Street

Figure 2-13A and **Figure 2-13B** display the existing AM and PM peak hour traffic volumes, lane configurations and traffic controls at each of the 16 study intersections. Intersection turning movement counts at the study intersections were collected in May 2013 on mid-week and non-holiday days when schools were in session. Intersection turning movement count sheets are provided **in Appendix D**.

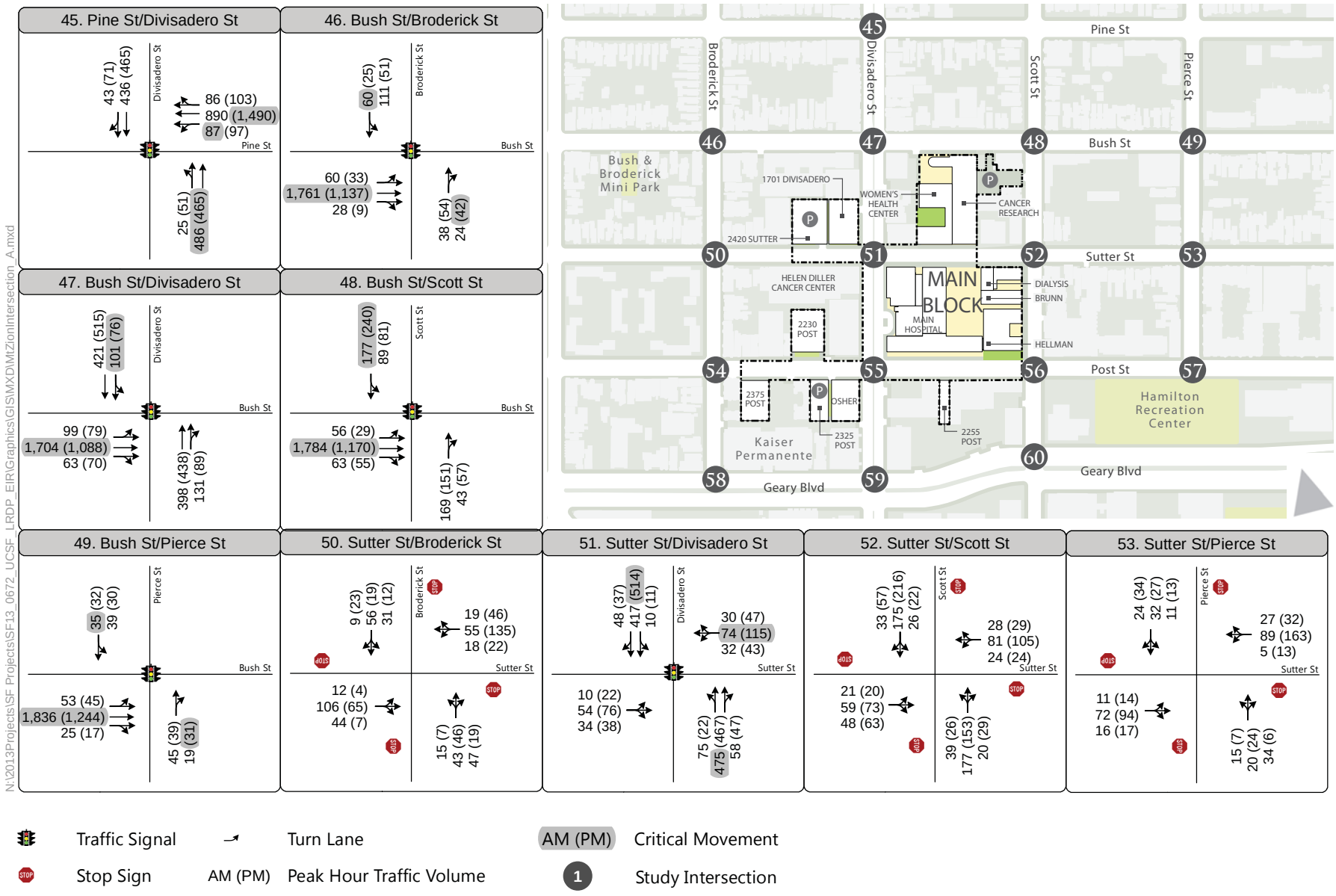


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Figure 2-13A

Existing Intersection Lane Configurations, Traffic Control, and Volumes-Mount Zion

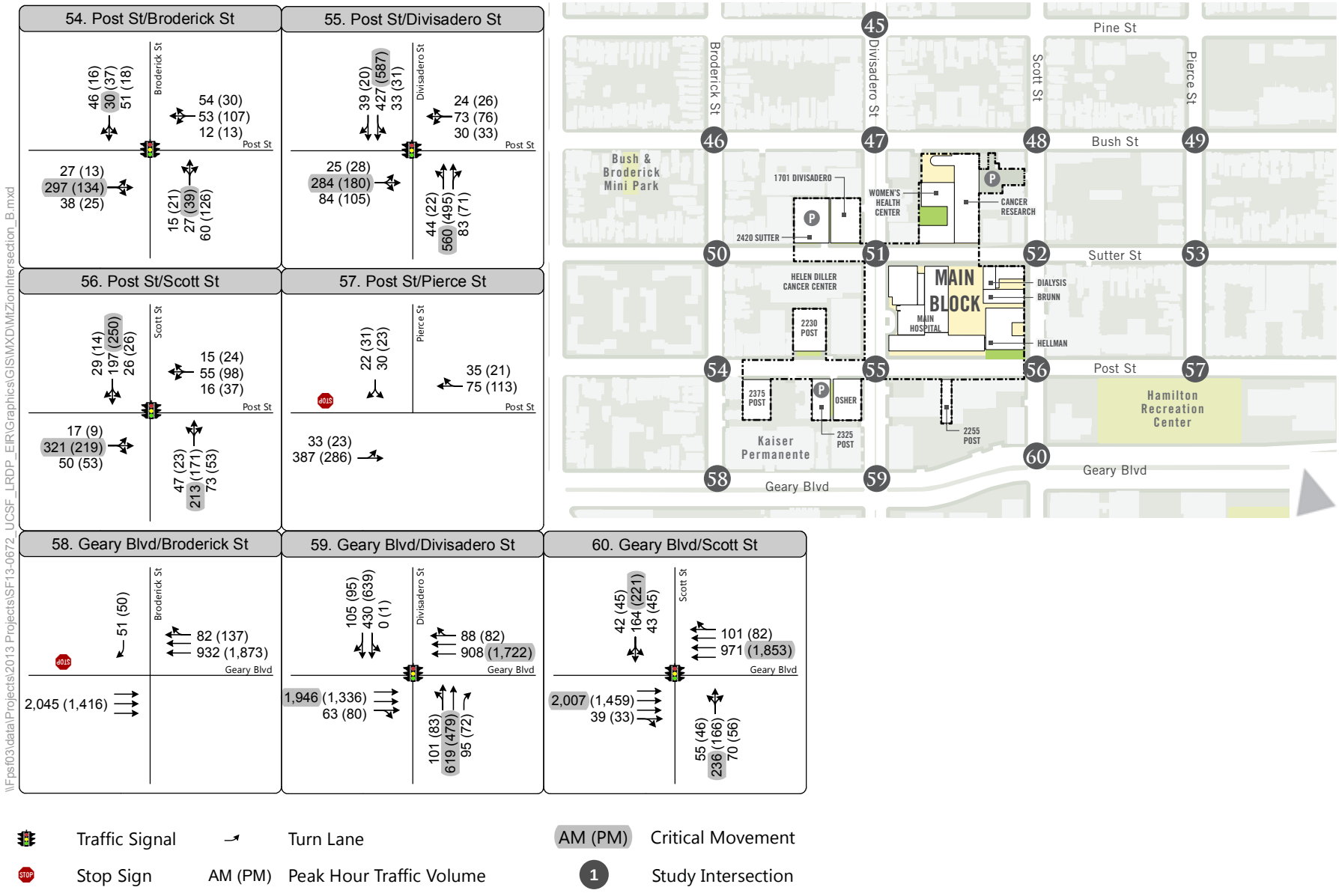

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Figure 2-13B

Existing Intersection Lane Configurations, Traffic Control, and Volumes-Mount Zion

As shown in **Table 2-19**, all of the study intersections operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours.

TABLE 2-19: EXISTING PEAK HOUR INTERSECTION LEVEL OF SERVICE - MOUNT ZION

Intersection	Traffic Control[1]	Peak Hour	Vehicle Delay[2] (seconds)	LOS[3]
45. Pine Street / Divisadero Street	Signal	AM PM	14 32	B C
46. Bush Street / Broderick Street	Signal	AM PM	17 11	B B
47. Bush Street / Divisadero Street	Signal	AM PM	48 18	D B
48. Bush Street / Scott Street	Signal	AM PM	30 17	C B
49. Bush Street / Pierce Street	Signal	AM PM	30 15	C B
50. Sutter Street / Broderick Street	AWS	AM PM	<10 / <10 <10 / <10	A / A A / A
51. Sutter Street / Divisadero Street	Signal	AM PM	12 12	B B
52. Sutter Street / Scott Street	AWS	AM PM	10 / 11 11 / 12	B / B B / B
53. Sutter Street / Pierce Street	AWS	AM PM	<10 / <10 <10 / <10	A / A A / A
54. Post Street / Broderick Street	Signal	AM PM	14 12	B B
55. Post Street / Divisadero Street	Signal	AM PM	17 14	B B
56. Post Street / Scott Street	Signal	AM PM	17 15	B B
57. Post Street / Pierce Street	SSS	AM PM	12 11	B B
58. Geary Boulevard / Broderick Street	SSS	AM PM	15 17	B C
59. Geary Boulevard / Divisadero Street	Signal	AM PM	34 30	C C
60. Geary Boulevard / Scott Street	Signal	AM PM	21 20	C B

Notes:

1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For an unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates unacceptable operations per UCSF LOS standards

Source: Fehr & Peers, 2014.

2.5.3 Transit Network

The Mount Zion campus site is well-served by public transit, both local and regional. Local service is provided by Muni bus lines. Regional service is provided by BART, AC Transit, Golden Gate Transit, SamTrans, and Caltrain. UCSF supplements Muni transit service with its own shuttle system that provides direct connections to UCSF-operated facilities throughout San Francisco. In many cases, these shuttles provide a direct transit alternative between two campus sites that would otherwise require a transfer between two or more Muni routes. Approximately 25 percent of those traveling to and from the campus site use public transit, while another six percent rely on UCSF shuttles to get to and from the campus site. **Figure 2-14** presents the transit routes in the vicinity of the campus site.

2.5.3.1 San Francisco Muni

Table 2-20 presents the Muni routes serving the campus site within a quarter-mile walk and **Table 2-21** presents the peak hour muni ridership for these routes.

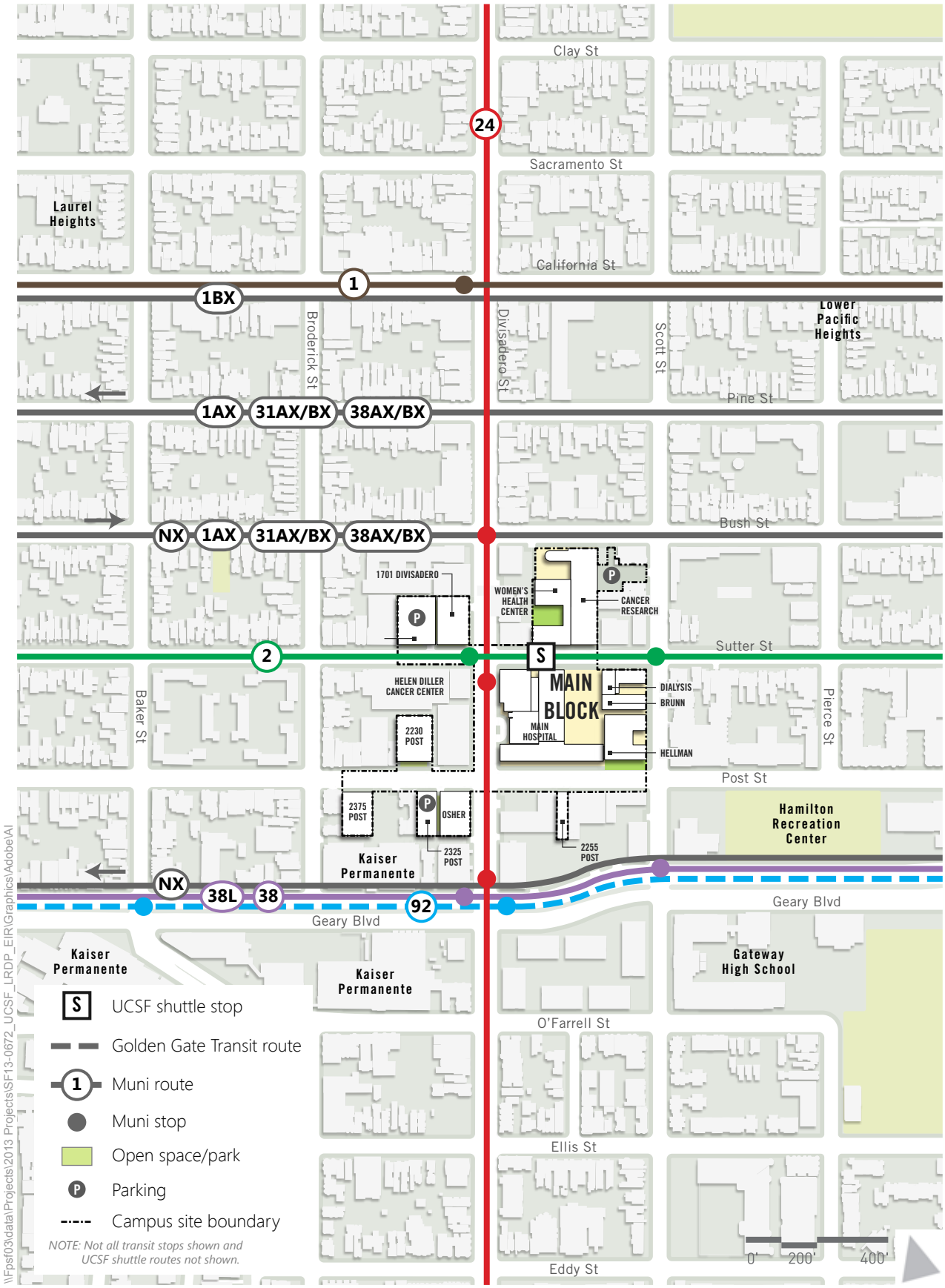


Figure 2-14

Existing Transit Service-Mount Zion

TABLE 2-20: LOCAL MUNI OPERATIONS - MOUNT ZION

Route	AM Peak Weekday Headways (7-9AM)[1]	PM Peak Weekday Headways (4-6PM)[1]	Hours of Operation	Neighborhoods Served by Route	Nearest Stop Location	Distance to Campus Site (feet)
1 – California	7	7	4:45AM – 1:30AM	Financial District, Richmond District	California Street / Divisadero Street	1,200
2 – Clement	12	12	5:00AM – 8:00PM	Financial District, Richmond District	Sutter Street / Divisadero Street	0
24 - Divisadero	10	10	2:00AM – 2:00AM	Pacific Heights, Bayview	Sutter Street / Divisadero Street	0
38 – Geary	6.5	6.5	2:00AM – 2:00AM	Financial District, Richmond District	Geary Boulevard / Divisadero Street	700
38L – Geary Limited	5.5	5.5	6:00AM – 8:45PM	Financial District, Richmond District	Geary Boulevard / Divisadero Street	700

Notes:

1. Headway in minutes.

Source: SF Muni, 2013; SFMTA, Fall 2011; prepared by Fehr & Peers, 2013.

TABLE 2-21: PEAK HOUR MUNI RIDERSHIP - MOUNT ZION				
Route	**AM Peak Ridership at MLP[1] (Inbound / Outbound)**	**AM Peak Capacity Utilization at MLP[1] (Inbound / Outbound)**	**PM Peak Ridership at MLP[1] (Inbound / Outbound)**	**PM Peak Capacity Utilization at MLP[1] (Inbound / Outbound)**
1 – California	857 583	79% 54%	600 909	56% 84%[2]
2 – Clement	245 120	78% 38%	170 260	54% 83%[3]
24 - Divisadero	270 144	71% 38%	174 276	46% 73%
38 – Geary	230 195	49% 41%	352 450	47% 64%
38L – Geary Limited	818 644	80%[4] 63%	556 862	54% 84%[5]

Notes:

1. Maximum load point, which is the point at which the route has the maximum number of passengers relative to capacity, is identified for those lines operating above or near 85 percent.
2. MLP located at California Street/Presidio Avenue.
3. MLP located at Sutter Street/Mason Street.
4. MLP located at Geary Boulevard/Laguna Street.
5. MLP located at Geary Street/Van Ness Avenue.

Source: SF Muni, 2013; SFMTA, Fall 2011; prepared by Fehr & Peers, 2013.

2.5.3.1.1 Recent and Proposed Changes to Transit Service

The following changes are proposed by the TEP for lines in the vicinity of the Mount Zion campus site:

- **1 California** – The TEP proposes changes to PM peak headways east of Presidio Avenue from 7 to 6 minute headways.
- **2 Clement** – The TEP proposes supplemental trolley coach service added between Downtown (Sansome/Market streets) and Presidio Avenue. Peak period route headways would be reduced from 12 to 7.5 minutes.
- **24 Divisadero** – The TEP proposes reducing peak period headways from 10 to 9 minutes.

In addition, although not included in the TEP, the 38 Geary/38L Geary Limited would be converted to a Bus Rapid Transit (BRT) line, with reduced stops and reduced headways which will be specified in the Geary Corridor Bus Rapid Transit Project currently underway. The project alternatives propose implementing transit improvements in the Geary corridor with high-frequency (i.e. headways every five minutes or less during peark period times), BRT-branded bus service operating on physically demarcated, bus-only lanes from 34th Avenue to Market Street. The bus-only lanes would be differentiated from other lanes by colored pavement, signage, buffers, and street markings. Creating these bus-only lanes would involve converting one existing mixed-flow traffic lane (or general-use lane) on Geary Boulevard to a bus-only lane from 34th Avenue to Gough Street. From Van Ness Avenue to Market Street, where buses currently operate on Geary Boulevard in the westbound direction and on O'Farrell Street in the eastbound

direction, enhanced markings and signage have been applied to make the existing bus-only lanes more conspicuous and self-enforcing. Other enhancements would be deployed as well, including transit signal priority (TSP), specialized BRT-branded bus vehicles, and distinctive BRT-branded stations.

2.5.3.2 Regional Transit Service

Table 2-22 presents the regional transit routes serving the Mount Zion campus site and route characteristics as of November 2013, including service frequencies during the weekday morning and evening peak periods, hours of operations and neighborhoods served.

AC Transit, SamTrans, Caltrain, and BART riders would transfer to Muni to access the Mount Zion campus site. Golden Gate Transit riders would be able to walk to the nearest stop, located at Geary Boulevard and Divisadero Street approximately 700 feet from the campus site.

TABLE 2-22: REGIONAL TRANSIT OPERATIONS - MOUNT ZION

Route	AM Peak Weekday Headways (7AM-9AM)[1]	PM Peak Weekday Headways (4PM-6PM)[1]	Hours of Operation	Areas Served by Route	Nearest Stop Location	Distance to Campus Site
Caltrain Local	-	-	4:30 AM-12:01 AM (IB) 4:55 AM-1:32 AM (OB)	San Francisco, San Jose	Fourth and King	2.7 miles
Caltrain Limited-Stop	10-20	20-60	5:50 AM-8:00 PM (IB) 6:11 AM-8:19 PM (OB)	San Francisco, San Jose	Fourth and King	2.7 miles
Caltrain Baby Bullet	10-40	20-40	5:45 AM-7:24 PM (IB) 6:57 AM-7:39 PM (OB)	San Francisco, San Jose	Fourth and King	2.7 miles
BART	5-15	5-15	4:00 AM-12:00 AM (IB/OB)	East Bay, San Francisco, San Mateo County	Civic Center	1.5 miles
AC Transit	15-20	15-20	12:00 AM-12:00 AM(IB/OB)	East Bay, San Francisco	Beale between Folsom and Howard	2.7 miles
SamTrans Route 292	10-15	20	3:55 AM-2:28 AM (IB) 4:30 AM-12:00 AM (OB)	San Mateo County, SFO, San Francisco	Mission and First	2.5 miles
GGT commuter and basic bus routes	15-90	15-90	4:01 AM-12:41 AM (IB) 5:06 AM-2:28 AM (OB)	North Bay, San Francisco	Geary and Divisadero	700 feet

Notes:

1. Headway in minutes.

Source: Caltrain, BART, AC Transit, SamTrans, GGT; Prepared by Fehr & Peers, 2013.

2.5.3.3 UCSF Shuttle System

Table 2-23 summarizes the UCSF shuttle routes serving the campus site. Shuttles to and from the Mount Zion campus site stop at a shuttle loading zone located midblock on Sutter Street between Divisadero Street and Scott Street (as shown in **Figure 2-13**). These stops are designated by UCSF Transportation Services and reviewed/approved by SFMTA. UCSF shuttles were not observed to interfere with Muni operations at the Mount Zion campus site.

TABLE 2-23: UCSF SHUTTLES - MOUNT ZION

Route	Campuses Served	Hours of Operation	Headways (minutes)[1]	Average Weekday Boardings (2012)
Gold	Parnassus-Mt. Zion-Mission Bay-SFGH	5:45 AM – 9:25 PM	15/20	924
Blue	Parnassus-SFGH-Mission Bay-Mt. Zion	5:35 AM – 8:47 PM	15/20	996
Black	Parnassus-Mt. Zion-Laurel Heights	6:30 AM – 7:50 PM	20	781
Tan	Parnassus-Laurel Heights-Mt. Zion	6:50 AM – 7:45 PM	20	651
Purple	Parnassus (Library)-3360 Geary-Mt. Zion-3360 Geary	6:15 AM – 6:38 PM	45	171

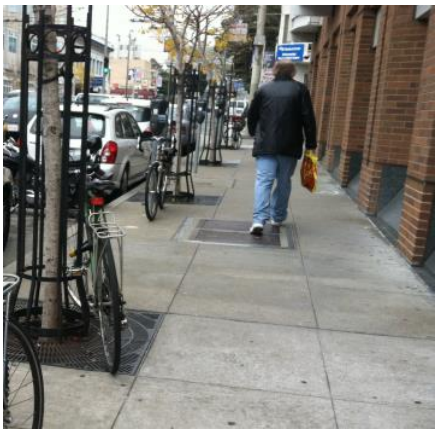
Notes:
1. Multiple values indicate variability in headways during the day.

Sources: UCSF Campus Life Services Transportation, Routes & Timetables, 2014; Ridership data from *UCSF Shuttle Operations Study, Final Report*, January 2014, prepared by Nelson Nygaard.

2.5.4 Pedestrian Circulation

Approximately six percent of those traveling to and from the campus site walk.

Pedestrian activity is high around the campus site, particularly along Divisadero Street between Geary Boulevard and Bush Street. Pedestrian counts indicate that the highest pedestrian activity occurs along Divisadero Street at Geary Boulevard and Sutter Street, with over 900 total pedestrians counted crossing each of those intersections during the AM and PM peak hours. Pedestrian volumes are generally lower on Post, Bush, and Pine streets, and fall to less than 100 pedestrians on most crosswalks on other north-south streets parallel to Divisadero Street. Besides the campus site itself, the many ground level shops, restaurants and services in the area attract foot traffic.



Sidewalks with street trees and other pedestrian amenities surround the Mount Zion campus site

Within the campus site area, sidewalks generally exist on both sides of the street in most locations, and are generally 11 to 15 feet wide. Continental crosswalks are provided at the intersections of Divisadero Street/Bush Street and Divisadero Street/Sutter Street, while standard crosswalks are provided at other intersections surrounding the campus site. Curb ramps are generally provided at all intersections in the vicinity of the

campus site. Pedestrian signals are present at signalized intersections surrounding the campus site with the exception of the signalized intersection of Divisadero Street/Sutter Street.

2.5.5 Bicycle Circulation

Approximately three percent of those traveling to and from the Mount Zion campus site use a bicycle. This is consistent with the bicycling mode share throughout San Francisco. Several bikeways run within the vicinity of the campus site, as shown in **Figure 2-15**.

The following bicycle facilities are located within or near the Mount Zion campus site:

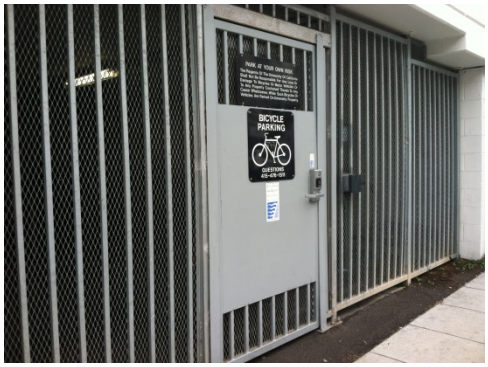
Post Street is part of San Francisco Bike Route 16, an east-west bike route extending from Van Ness Avenue to Presidio Avenue. Between Van Ness Avenue and Steiner Street, Post Street is designated as a Class III bicycle route with sharrows. From Steiner Street to Presidio Avenue, Post Street has Class II bicycle lanes in both directions.

Clay Street is part of San Francisco Bike Route 10, an east-west bike route that extends from the Embarcadero to Cherry Street via Broadway Street, Pacific Avenue, Webster Street, and Clay Street. Between the Embarcadero and Columbus Avenue, Bike Route 10 is a Class III route with sharrows, while the rest of the route is Class III but with no sharrows.

The SF Bike Plan does not include any short- or long-term improvements in the study area.

Bicycle counts indicate the most popular bicycling route through the campus site is Post Street, where between 40 and 70 bicyclists were counted during the AM and PM peak hours. Fewer than 10 bicyclists were counted on most other streets during the AM and PM peak hours in the study area.

Short-term bicycle parking is provided in "u-racks" in front of UCSF buildings on Sutter, Divisadero, and Post streets, and within the 2230 Post Street garage. Secure bicycle parking is provided in a bicycle cage in the 2325 Post Street and 2420 Sutter Street garages. Bicycle parking was observed to be less than half full at most short-term and secure bicycle parking locations.



Secure bicycle parking cage at 2325 Post Street

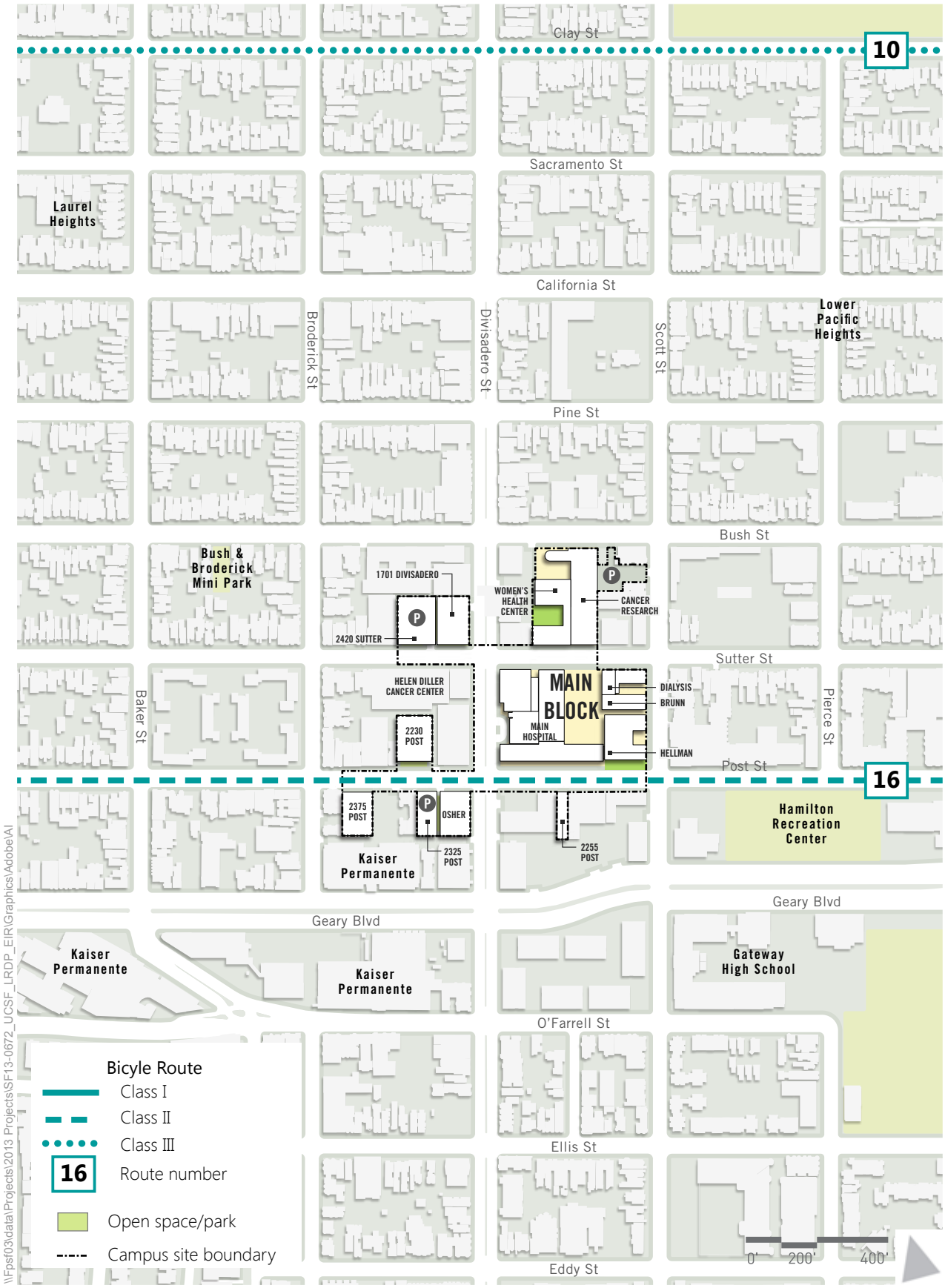


Figure 2-15

Existing Bicycle Facilities-Mount Zion

2.5.6 Loading Conditions

The Mount Zion campus site has both service vehicle and passenger loading. There are three off-street service vehicle loading facilities serving the existing uses on the campus site, and summarized in **Table 2-24** and shown in **Figure 2-16**. Passenger and service vehicles may also load on-street in marked zones on Sutter Street, Post Street, and Scott Street.

The off-street loading dock at the building on Sutter Street between Divisadero and Scott streets receives approximately 20 deliveries a day, not including additional deliveries made by catering, food services, waste management and other contractors. The loading area fronting the Scott Street facility serves passenger vehicles, emergency vehicles, and a valet service. Based on field observations, the loading area appears to currently be at capacity, as multiple passenger vehicles were seen occupying metered parking spots. Valet service, which frequently turns over during peak periods is also offered from a driveway loop in front of the hospital fronting Divisadero Street. Existing vehicle and most passenger loading areas provide sufficient amount of space for existing demand.

TABLE 2-24: PASSENGER AND VEHICLE LOADING INFORMATION - MOUNT ZION

Building / Location	Loading Areas (Passenger or Vehicle)	# Vehicle Loading Spaces and Type	# Passenger Loading Spaces
Sutter Street (between Divisadero and Scott)	Vehicle	3 parcel/truck space	--
2330 Post Street	Vehicle	1 parcel/truck spaces	--
Cancer Research	Vehicle	3 parcel/truck spaces	--
Hospital Driveway Loop (Divisadero Street)	Passenger	--	75 feet (3 spaces)
On-Street Sutter Street	Passenger	--	60 feet (2.5 spaces)
On-Street Post Street	Vehicle/Passenger	60 feet (1-2 spaces)	130 feet (6 spaces)
On-Street Scott Street	Passenger	--	75 feet (3 spaces)

Source: UCSF, 2013

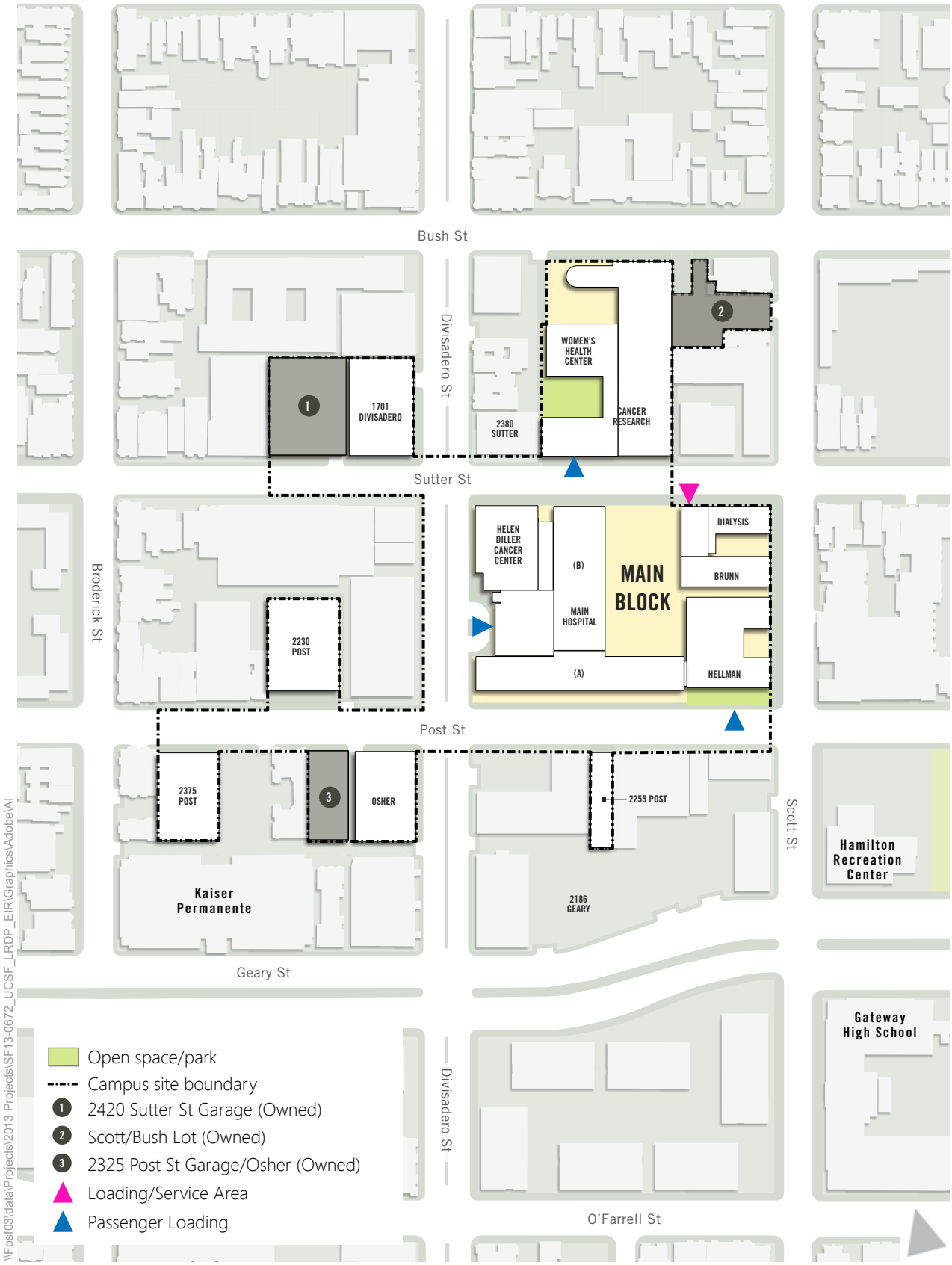


Figure 2-16

Existing Parking and Loading Locations-Mount Zion

2.5.7 Parking Conditions

2.5.7.1 On-Street Parking

The majority of the streets in the vicinity of the Mount Zion campus site are within the "G" Residential Parking Permit area (generally bounded by Broadway, Polk Street, Post Street, and Presidio Avenue), which restrict on-street parking Monday through Friday, to a two-hour period between the hours of 8 AM and 6 PM Metered parking with 30-minute and one-hour time limits is provided along Divisadero Street and on portions of Post and Sutter streets on one to two blocks to the east and west of Divisadero Street.

Table 2-25 summarizes the on-street parking supply and utilization from a parking survey conducted in March 2014 of approximately 1,240 spaces within the area generally bounded by Pine Street to the north, Geary Boulevard to the south, Baker Street to the west, and Pierce Street to the east. Parking occupancies throughout the mid-morning (10 AM to noon), midday (noon to 2 PM), and evening (6 to 8 PM) periods are very similar, close to 90 percent (i.e., very close to their effectively capacity). Most of the available parking during the peak parking demand periods is at non-metered spaces subject to residential permit parking restrictions, or at spaces subject to daytime passenger loading/unloading regulations. Overall, on-street metered parking is typically at capacity.

2.5.7.2 Off-Street Parking

There are three UCSF-managed and six public parking facilities in the vicinity of the Mount Zion campus site, providing a combined total of about 1,160 parking spaces. In addition, there are several private customer-only parking facilities that serve other medical office building in the area. The public parking facilities typically close in the late evening (e.g., at about 9 PM) and are not generally available for residential parking.

The UCSF-managed parking facilities include:

- 1701 Divisadero Street garage, located at the northwest corner of Divisadero and Sutter streets, under a medical office building. It provides 156 marked spaces for parking by UCSF permit holders only. Vehicle access is via a single driveway (entry and exit) at Sutter Street.
- 2420 Sutter Street garage, located between Divisadero and Broderick streets, consists of one level of underground parking and six levels of above-ground parking. Vehicle entry/exit is provided off of Sutter Street and also connects underground to the 1701 Divisadero Street garage. It provides 172 public parking spaces and 56 UCSF permit-holders only spaces. If needed, attendant parking can increase the capacity of the garage by approximately 20 vehicles.
- 2325 Post Street garage, located between Divisadero and Broderick streets, consists of a two-level above-ground parking structure. Vehicle entry/exit to the ground level (20 spaces) is provided off of Post Street, while vehicular access to the upper level (29 spaces) is provided off of Garden Street.
- Bush Street surface lot, located at the southwest corner of Bush and Scott Streets, provides 20 UCSF permit holders only spaces. It has two vehicle access points, at Bush Street (entry only) and at Scott Street (exit only).

TABLE 2-25: MOUNT ZION EXISTING ON-STREET PARKING SUPPLY AND OCCUPANCY [1]

Street Location	Overall Supply (spaces)	Occupancy [2]		
		Mid-Morning	Midday	Evening
North-South Streets				
Pine St, from Baker St to Steiner St	91	88%	81%	89%
Bush St, from Baker St to Steiner St	91	93%	88%	103%
Sutter St, from Baker St to Steiner St	54	56%	69%	83%
Post St, from Baker St to Steiner St	74	92%	96%	96%
Geary Blvd, from Baker St to Steiner St	67	91%	87%	85%
Pine St, from Baker St to Steiner St	86	85%	86%	94%
Total North-South Streets	**463**	**86%**	**85%**	**93%**
East-West Streets				
Baker St, from Pine St to Geary Blvd	149	83%	87%	88%
Broderick St, from Pine St to Geary Blvd	168	92%	91%	95%
Divisadero St, from Pine St to Geary Blvd	147	103%	101%	99%
Scott St, from Pine St to Post St	162	95%	102%	93%
Pierce St, from Pine St to Geary Blvd	151	74%	73%	46%
Total East-West Streets	**777**	**89%**	**91%**	**84%**
Total All Streets	**1,240**	**88%**	**89%**	**88%**

Notes:

1. Data collected in March 2014.
2. Values over 100% indicated illegal parking, such as double parked vehicles or vehicles stopped at a fire hydrant.

Source: Adavant Consulting.

The general public parking facilities include:

- 1635 Divisadero Street garage, located between Divisadero and Broderick streets, has approximately 430 marked spaces; attendant parking on the upper levels can increase the total capacity of the garage by approximately 50 vehicles. It has two vehicle access points, at Sutter Street (entry and exit) and at Post Street (exit only).
- 2355 Post Street surface lot, located on the south side of the street between Divisadero and Broderick streets. It has approximately 30 marked spaces, and can provide 37 additional spaces with attendant parking.
- 2186 Geary Boulevard surface lot located on the north side of Geary Boulevard between Divisadero and Scott Street. It has 70 marked spaces and can provide 25 additional spaces with attendant parking.
- 2120 Geary Boulevard surface lot, located on the north side of Geary Boulevard between Divisadero and Scott streets, serves an adjacent medical office building and provides general

public parking. It has 30 marked spaces and can provide 16 additional spaces with attendant parking.

- 1515 Scott Street surface lot, located at the northwest corner of Geary Boulevard and Scott Street, serves an adjacent medical office building and provides general public parking. It has 35 marked spaces and can provide 10 additional spaces with attendant parking. There are two access points, at Scott Street and Geary Boulevard.
- 2300 Sutter Street garage, located on the west side of the street, between Bush and Sutter streets. It provides 23 public parking spaces on the first floor of the garage.

Table 2-26 summarizes the off-street parking supply and occupancy from parking surveys conducted at UCSF-owned and public parking facilities in February and March 2014, on weekday mid-morning (10 AM to noon), midday (noon to 2 PM), and evening (4 to 6 PM) periods.

TABLE 2-26: MOUNT ZION EXISTING OFF-STREET PARKING SUPPLY AND OCCUPANCY [1]

Parking Facility	Overall Supply (spaces)	Occupancy		
		Mid-Morning	Midday	Evening
UCSF Facilities				
1701 Divisadero St & 2420 Sutter St Garages	384	84%	81%	24%
2325 Post St Garage	49	95%	95%	45%
Bush St Surface Lot	20	60%	60%	45%
Total UCSF Facilities	**453**	**84%**	**81%**	**27%**
Other Parking Facilities				
1635 Divisadero St Garage	430	90%	81%	17%
2355 Post St Surface Lot	67 [2]	100%	97%	36%
2186 Geary Blvd Surface Lot	95 [2]	87%	80%	14%
2120 Geary Blvd Surface Lot	46 [2]	100%	100%	17%
1515 Scott Surface Lot	45 [2]	91%	91%	42%
2300 Sutter St Garage	23	78%	78%	closed
Total Other Parking Facilities	**706**	**91%**	**84%**	**20%**
All Facilities	**1,159**	**88%**	**83%**	**23%**

Notes:

1. Data collected in February and March 2014.
2. Supply includes attendant parking spaces.

Source: Adavant Consulting, UCSF

Overall off-street parking occupancy during the mid-morning period is 88 percent and 83 percent during the midday period, while the overall occupancy in the evening is 23 percent. The overall peak parking occupancy at the UCSF-managed parking facilities is generally lower than at the other facilities. During mid-morning, the peak parking demand period, the UCSF parking facilities near the Mount Zion campus

site operate at about 84 percent of their capacity, while the non-UCSF facilities operate at 91 percent. An occupancy above 90 percent typically represents that the facility has reached its effective capacity.

2.6 MISSION CENTER

2.6.1 Roadway Facilities

The Mission Center campus site is located in the Mission neighborhood. Approximately 52 percent of those traveling to and from the campus site drive alone, are dropped off, or carpool/vanpool. The primary north-south corridors are Mission Street, Howard Street/South Van Ness Avenue, Folsom Street, Harrison Street, and Bryant Street. Primary east-west routes to the campus are 10th Street, 13th/Division Street, and 16th Street. The primary vehicular entrances to parking and loading areas for the campus site are located along Harrison Street between 14th Street and 15th Street and along 15th Street between Harrison Street and Folsom Street. The street network providing access to the Mission Center campus site is shown in **Figure 2-2**.

2.6.1.1 Regional Access

Regional access to the Mission Center campus site is provided by several major regional freeways, as discussed below.

I-80 is a six-lane freeway located approximately half a mile northeast of the campus site and connects San Francisco to the East Bay and other points east via the San Francisco-Oakland Bay Bridge. I-80 connects to U.S. 101 east of the Mission Center campus site. Access to I-80 is provided via the on- and off-ramps at Harrison Street at Eighth and Fifth streets.

U.S. 101 is an eight-lane freeway located one block north of the Mission Center campus site. U.S. 101 connects San Francisco with the peninsula and the South Bay to the south and with the North Bay to the north via the Golden Gate Bridge. Within the northern part of San Francisco, U.S. 101 operates on surface streets (i.e., Van Ness Avenue and Lombard Street). Van Ness Avenue and Lombard Street are part of the Citywide Pedestrian Network outlined in the Transportation Element of the *San Francisco General Plan*. Access to the campus site is provided at South Van Ness Avenue and Mission Street several blocks west of Mission Center.

2.6.1.2 Local Access

Local access to the Mission Center campus site is provided by an urban street grid network. Key local roadways near the campus site are discussed in detail below and defined according to roadway classifications identified in the San Francisco General Plan Transportation Element.

Mission Street is a four-lane roadway that extends from The Embarcadero to A Street in Daly City. The City of San Francisco classifies this roadway as a Primary Transit Oriented street. On-street parking is provided on both sides of the street. The 14 Mission and 14L Mission Limited Muni bus lines operate on Mission Street between The Embarcadero and San Jose Avenue; the 49 Mission/Van Ness bus line operates on Mission Street between South Van Ness Avenue and Ocean Avenue; and the 33 Stanyan operates on Mission Street between 16th Street and 18th Street. SamTrans Routes KX, 292, and 397 also

operate along Mission Street between the Temporary Transbay Terminal and 10th Street. Several Golden Gate Transit basic and commute bus routes operate on Mission Street between the Temporary Transbay Terminal and Eighth Street.

Howard Street/South Van Ness Avenue is a two to four-lane roadway that extends from The Embarcadero (as Howard Street) to Cesar Chavez Street (as South Van Ness Avenue), with Howard Street merging into South Van Ness Avenue just north of 13th Street. In addition, Howard Street operates as a southbound one-way street between Fremont Street and 11th Street. The City classifies this roadway as a Major Arterial. On-street parking is provided on both sides of the street. SamTrans Route 397 operates on Howard Street/South Van Ness Avenue between 10th Street and Cesar Chavez Street. Several Golden Gate Transit basic and commute bus routes operate on Howard Street between First Street and Eighth Street.

Folsom Street is a three to four-lane roadway that extends from The Embarcadero to Ripley Street. In addition, Folsom Street operates as a northbound one-way street north of 11th Street. The City classifies this roadway as a Major Arterial east of 13th Street and a Local Street west of 13th Street. On-street parking is provided on both sides of the street. The 12 Folsom/Pacific bus line operates on Folsom Street between Second Street and Cesar Chavez Street. Several Golden Gate Transit basic and commute bus routes operate on Folsom Street between Fremont Street and Seventh Street. Folsom Street is designated as a Class II bicycle facility between 11th Street and 19th Street, but only has a northbound bike lane between 11th Street and 14th Street.

Harrison Street is a three to four-lane roadway that extends from The Embarcadero to Cesar Chavez Street. The City classifies this roadway as a Secondary Transit street north of 11th Street (which transitions into a Primary Transit Important street until Fourth Street), a Major Arterial street between 11th and 13th streets, and a Local Street south of 13th Street. In addition, Harrison Street operates as a southbound one-way street between Third Street and 10th Street. On-street parking is provided on both sides of the street. The 12 Folsom/Pacific, 27 Bryant, and 47 Van Ness bus lines operate on Harrison Street between Fifth and 11th streets. Harrison has Class II bicycle lanes between 11th and 23rd streets, after which the street transitions into a Class III bicycle route.

Bryant Street is a two to four-lane roadway that extends from The Embarcadero to Cesar Chavez Street. In addition, Bryant Street operates as a northbound one-way street between Second and 13th streets. The City classifies this roadway as a Secondary Transit street north of 11th Street (which transitions into a Primary Transit Important street until Third Street), a Major Arterial street between 11th Street and 13th Street, and a Local Street south of 13th Street. On-street parking is provided on both sides of the street. The 27 Bryant bus line operates on Bryant Street between Fifth Street and Cesar Chavez Street, while the 47 Van Ness bus line operates between 13th Street and Fourth Street.

10th Street is a four-lane, one-way eastbound roadway that extends from Division Street to Market Street. The City classifies this roadway as a Major Arterial. On-street parking is provided on both sides of the street. San Mateo transit (SamTrans) operates on 10th Street between Mission Street and Division Street.

13th/Division Street is a six-lane roadway that extends from Bryant Street to Mission Street underneath the US101 Central Freeway. The City classifies this roadway as a Major Arterial. On-street parking is provided on both sides of the street.

16th Street is a four-lane roadway that extends from Third Street to Castro Street. The City classifies this roadway as a Primary Transit-Oriented street. On-street parking is provided on both sides of the street.

The 22 Fillmore bus line operates on 16th Street between Kansas Street and Church Street, while the 33 Stanyan bus line operates between Potrero Avenue and Mission Street.

11th Street is a two-lane roadway that extends from Bryant Street to Market Street. On-street parking is provided on both sides of the street. The City classifies this roadway as a Secondary Transit street. On-street parking is provided on both sides of the street. The 9 San Bruno and 9L San Bruno Limited bus lines operate along the entirety of 11th Street, while the 47 Van Ness bus line operates on 11th Street between Mission Street and Bryant Street. 11th Street has Class II bicycle lanes along its entire length.

14th Street is a two-lane Local Street that extends from Harrison Street to Buena Vista Terrace and operates one-way eastbound between Market Street and Folsom Street. On-street parking is provided on both sides of the street. 14th Street is designated as a Class III bicycle route with sharrows between Harrison and Folsom streets.

15th Street is a two-lane Local Street that extends from Harrison Street to Roosevelt Way and operates one-way westbound between South Van Ness Avenue and Guerrero Street. On-street parking is provided on both sides of the street.

17th Street is a two-lane Local Street that extends from Pennsylvania Street to Stanyan Street. On-street parking is provided on both sides of the street. Near the campus site, 17th Street has Class II bicycle lanes in both directions.

Florida Street is a two-lane Local Street that extends from Division Street to 16th Street. On-street parking is provided on both sides of the street, with parking at 90-degrees between Division Street and 15th Street on the eastern side of the street.

Alabama/Treat/Division Street is a two-lane Local Street that extends from Bryant to 16th Streets. Both sides of the street provide on-street parking, with parking at 90-degrees between 15th and 16th streets on the eastern side of the street.

Shotwell Street is a two-lane Local Street that extends from 14th to 16th streets. On-street parking is provided on both sides of the street.

2.6.2 Intersection Operating Conditions

The following 15 campus area intersections were selected for analysis through consultation with UCSF Campus Planning and San Francisco Planning Department staff. These study intersections are shown in **Figure 2-2**.

61. 13th Street/South Van Ness Avenue
62. 13th Street/Folsom Street
63. 13th Street/Harrison Street
64. 10th Street/Bryant Street
65. 14th Street/South Van Ness Avenue
66. 14th Street/Folsom Street
67. 14th Street/Harrison Street
68. 15th Street/South Van Ness Avenue
69. 15th Street/Folsom Street
70. 15th Street/Harrison Street
71. 16th Street/Mission Street
72. 16th Street/South Van Ness Avenue
73. 16th Street/Folsom Street
74. 16th Street/Harrison Street
75. 16th Street/Bryant Street

Figure 2-17A and **Figure 2-17B** displays the existing AM and PM peak hour traffic volumes, lane configurations and traffic controls at each of the 15 study intersections. Intersection turning movement counts at the study intersections were collected in May 2013 on mid-week and non-holiday days when schools were in session. Intersection turning movement count sheets are provided in **Appendix D**.

As shown in **Table 2-27**, 14 of the 15 study intersections operate at an acceptable level of service (LOS D or better) during the AM peak hour and all 15 operate at an acceptable level of service during the PM peak hour.

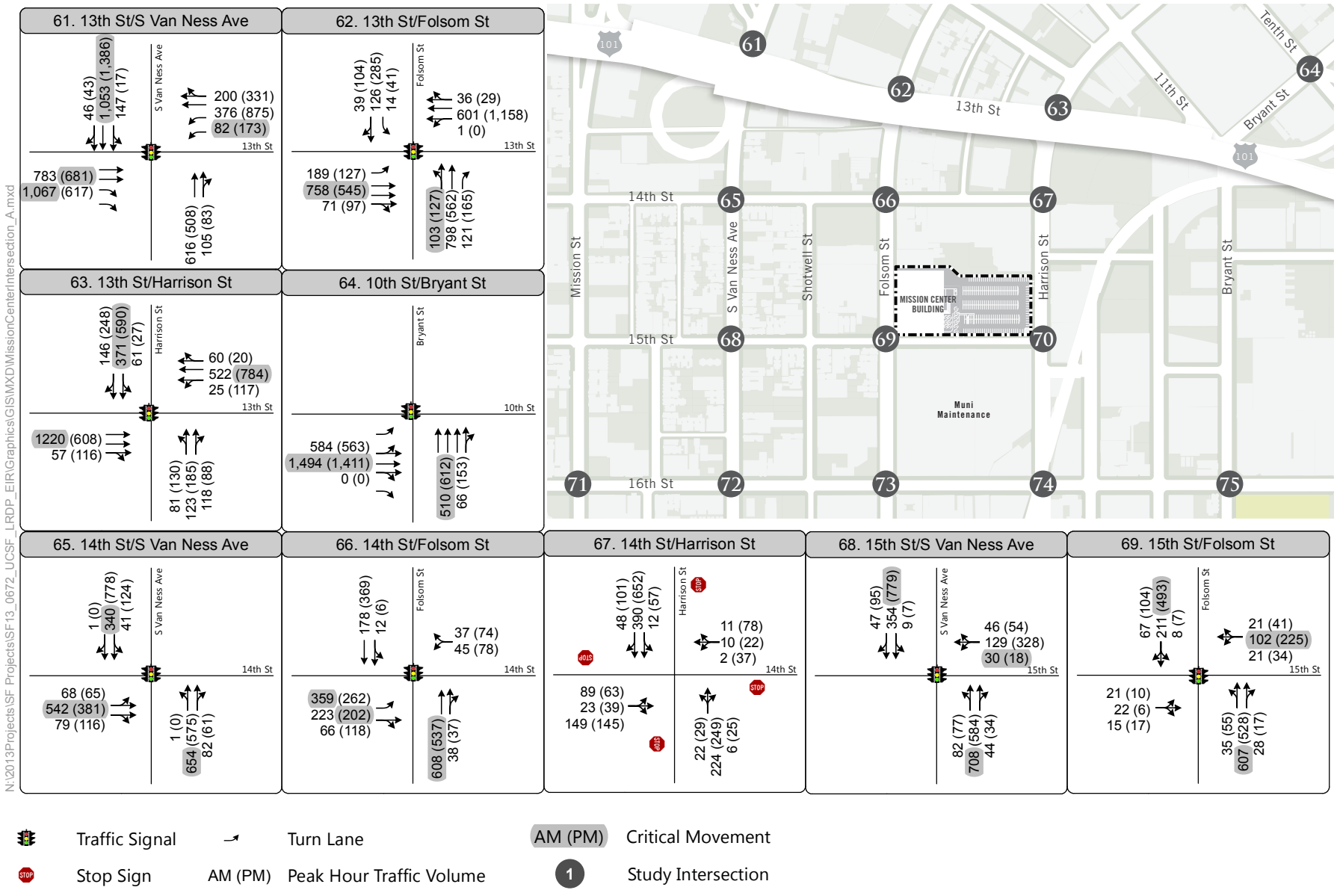


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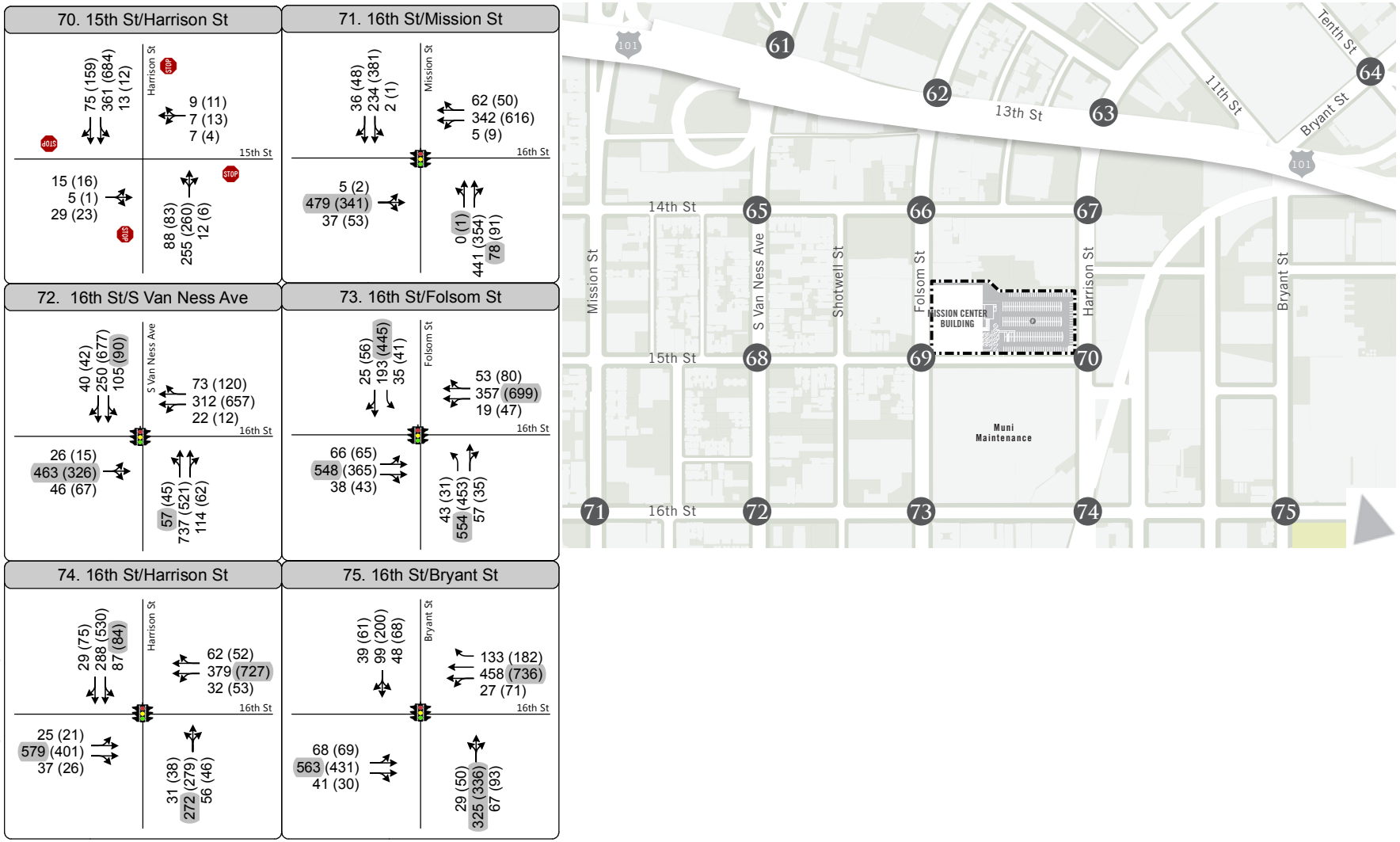
Figure 2-17A

Existing Intersection Lane Configurations, Traffic Control, and Volumes- Mission Center



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Traffic Signal — Turn Lane — AM (PM) Critical Movement

Stop Sign — AM (PM) Peak Hour Traffic Volume — 1 Study Intersection

Figure 2-17B

Existing Intersection Lane Configurations, Traffic Control, and Volumes- Mission Center

TABLE 2-27: EXISTING PEAK HOUR INTERSECTION LEVEL OF SERVICE - MISSION CENTER

Intersection	Traffic Control[1]	Peak Hour	Vehicle Delay[2] (seconds)	LOS[3]
61. 13th Street / South Van Ness Avenue	Signal	AM PM	**71** 30	**E** C
62. 13th Street / Folsom Street	Signal	AM PM	26 29	C C
63. 13th Street / Harrison Street	Signal	AM PM	16 19	B B
64. Tenth Street / Bryant Street	Signal	AM PM	14 16	B B
65. 14th Street / South Van Ness Avenue	Signal	AM PM	15 16	B B
66. 14th Street / Folsom Street	Signal	AM PM	16 15	B B
67. 14th Street / Harrison Street	AWS	AM PM	11 / 12 20 / 24	B / B C / C
68. 15th Street / South Van Ness Avenue	Signal	AM PM	15 18	B B
69. 15th Street / Folsom Street	Signal	AM PM	12 29	B C
70. 15th Street / Harrison Street	AWS	AM PM	10 / 12 14 / 15	B / B B / C
71. 16th Street / Mission Street	Signal	AM PM	26 16	C B
72. 16th Street / South Van Ness Avenue	Signal	AM PM	37 20	D B
73. 16th Street / Folsom Street	Signal	AM PM	38 28	D C
74. 16th Street / Harrison Street	Signal	AM PM	21 30	C C
75. 16th Street / Bryant Street	Signal	AM PM	20 35	C D

Notes:

1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For an unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates unacceptable operations per UCSF LOS standards

Source: Fehr & Peers, 2014.

As shown in **Table 2-27**, the following intersection operates unacceptably (LOS E) during the AM or PM peak hours:

- 13th Street and South Van Ness Avenue (Intersection #61) operates at LOS E during the AM peak hour due to the high volume of southbound traffic on South Van Ness Avenue.

2.6.3 Transit Network

The Mission Center campus site is well-served by public transit, both local and regional. Local service is provided by Muni bus lines. Regional service is provided by BART, AC Transit, Golden Gate Transit, SamTrans, and Caltrain. UCSF supplements Muni transit service with its own shuttle system that provides direct connections to UCSF-operated facilities throughout San Francisco. In many cases, these shuttles provide a direct transit alternative between two campus sites that would otherwise require a transfer between two or more Muni routes. Approximately 25 percent of those traveling to and from the campus site use public transit, while another 13 percent rely on UCSF shuttles to get to and from the campus site. **Figure 2-18** presents the transit routes in the vicinity of the campus site.

2.6.3.1 San Francisco Muni

Table 2-28 presents the Muni routes serving the campus site within an approximately quarter-mile walk and **Table 2-29** presents the peak hour muni ridership for these routes.

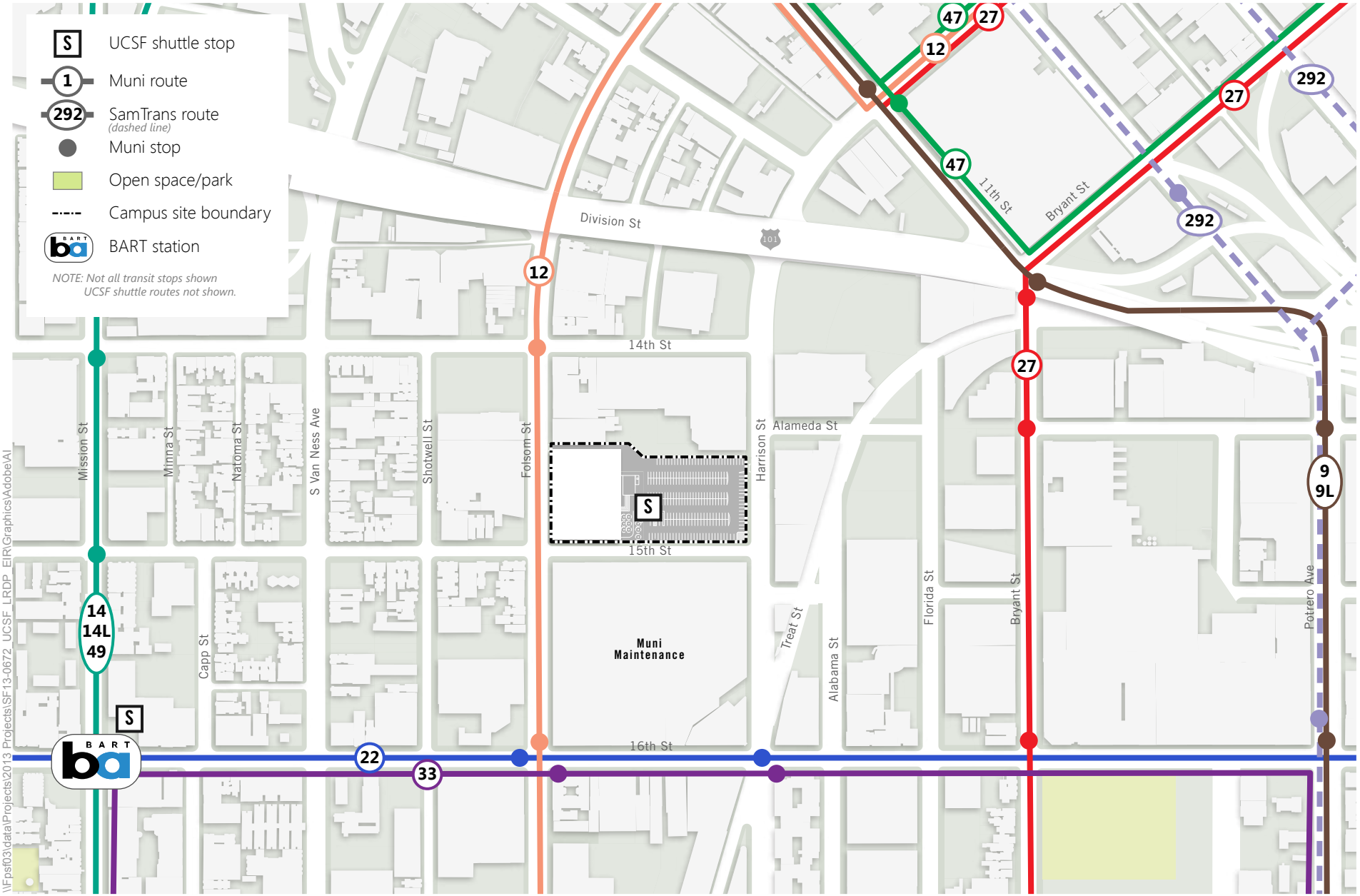


Figure 2-18

Existing Transit Service-
Mission Center

TABLE 2-28: LOCAL MUNI OPERATIONS - MISSION CENTER

Route	AM Peak Weekday Headways (7-9AM)[1]	PM Peak Weekday Headways (4-6PM)[1]	Hours of Operation	Neighborhoods Served by Route	Nearest Stop Location	Distance to Campus Site (feet)
9 – San Bruno	12	12	5:00 AM – 1:30 AM	Financial District, Visitacion Valley	Harrison Street / 11th Street	1,300
9L – San Bruno Limited	12	12	6:30 AM – 6:30 PM	Financial District, Visitacion Valley	Harrison Street / 11th Street	1,300
12 – Folsom/Pacific	20	20	5:30 AM – 12:00 AM	Nob Hill, Mission District	Folsom Street / 14th Street	0
14 – Mission	8	8	3:30 AM – 2:30 AM	Financial District, Crocker	Mission Street / 14th Street	1,600
14L – Mission Limited	9	9	6:00 AM – 7:00 PM	Financial District, Crocker	Mission Street / 16th Street	1,700
22 – Fillmore	9	8	2:00 AM – 2:00 AM	Marina District, Dogpatch	Folsom Street / 16th Street	900
27 – Bryant	15	15	5:15 AM – 1:00 AM	Nob Hill, Mission District	Bryant Street / Alameda Street	1,200
33 – Stanyan	15	15	5:15 AM – 1:15 AM	Inner Richmond, Potrero Hill	Folsom Street / 16th Street	900
47 – Van Ness	10	10	6:00 AM – 1:15 AM	Fisherman's Wharf, South of Market	Harrison Street / 11th Street	1,300
49 – Mission/Van Ness	8	8	4:45 AM – 1:00 AM	Marina District, Balboa Park	Mission Street / 14th Street	1,600

Notes:

1. Headway in minutes.

Source: SF Muni, 2013; SFMTA, Fall 2011; prepared by Fehr & Peers, 2013.

TABLE 2-29: PEAK HOUR MUNI RIDERSHIP - MISSION CENTER				
Route	**AM Peak Ridership at MLP[1] (Inbound / Outbound)**	**AM Peak Capacity Utilization at MLP[1] (Inbound / Outbound)**	**PM Peak Ridership at MLP[1] (Inbound / Outbound)**	**PM Peak Capacity Utilization at MLP[1] (Inbound / Outbound)**
9 – San Bruno	225 175	71% 56%	180 215	57% 68%
9L – San Bruno Limited	240 115	76% 37%	140 200	44% 63%
12 – Folsom/Pacific	123 144	65% 76%	135 126	71% 67%
14 – Mission	370 220	39% 23%	232 360	31% 48%
14L – Mission Limited	487 180	78% 29%	293 427	47% 68%
22 – Fillmore	293 287	70% 68%	323 308	68% 65%
27 – Bryant	132 140	52% 56%	160 116	63% 46%
33 – Stanyan	140 128	56% 51%	156 132	62% 52%
47 – Van Ness	294 276	78% 73%	276 258	73% 68%
49 – Mission/Van Ness	345 285	49% 40%	353 375	50% 53%

Notes:

1. Maximum load point, which is the point at which the route has the maximum number of passengers relative to capacity.

Source: SF Muni, 2013; SFMTA, Fall 2011; prepared by Fehr & Peers, 2013.

2.6.3.1.1 Recent and Proposed Changes to Transit Service

The following changes are proposed by the TEP for lines in the vicinity of the Mission Center campus site:

- **9L San Bruno Limited** – The TEP proposes changes to AM peak headways from 12 to 10 minute headways.
- **12 Folsom/Pacific** – The TEP proposes that the 12 Folsom/Pacific line be discontinued, though many portions of the discontinued line would still be served by rerouting the 27 Bryant line and the introduction of a new line, the 11 Downtown Connector.
- **14L Mission Limited** – The TEP proposes changes to AM and PM peak headways from 9 to 7.5 minute headways.
- **22 Fillmore** – The TEP proposes rerouting the 22 Fillmore to continue along 16th Street, creating new connections to Mission Bay from the Mission neighborhood. The proposed route change would add transit to 16th Street between Kansas Street and Third Street and Third Street between

16th Street and Mission Bay Boulevard North. The TEP also proposes to change the AM peak period headway, reducing from 9 minute to 6 minute headways.

Additionally, the SFMTA has proposed two transit enhancement treatment visions for 16th Street, of which one or a combination of the two will be selected by the SFMTA Board prior to implementation. The treatments are referred to as the Moderate and Expanded Alternatives in the TEP EIR. The Moderate Alternative proposes a number of physical changes to the portion of the rerouted 22 Fillmore in the vicinity of the Mission Bay campus site including, but not limited to, new transit stops, relocated transit stops, and transit bulbs (approximately 45 feet in length), as well as new traffic signals at Connecticut and Missouri streets. The Expanded Alternative includes the features listed for the Moderate Alternative as well as the conversion of a lane of mixed-flow lane of traffic to a transit-only lane along 16th Street in both directions both within and in the vicinity of the campus site as well as the prohibition of left turns at Bryant, Potrero (westbound only), Utah, San Bruno, Kansas, Rhode Island, De Haro, Carolina, Wisconsin, Arkansas, Connecticut, and Missouri streets. Both alternatives would reduce peak period headways; AM would be reduced from 9 to 6 minutes, PM peak headways would be reduced from 8 to 5.5 minutes, and midday headways would be reduced from 10 to 7.5 minutes. The stated purpose of both alternatives is to make the 22 Fillmore more frequent, reliable, and effective along 16th Street.

Prior to the extension of the 22 Fillmore into Mission Bay via either the Moderate or Expanded Alternative, which both require the extension of overhead wire, the SFMTA proposes to implement a temporary motor coach service to coincide with the opening of the Phase One Medical Center at Mission Bay between the campus site and the 16th Street BART Station for an initial service phase. The preliminary name for this interim service is the Muni line '55' which is shown in **Figure 2-10**. The route would follow 16th Street between Mission Street to Third Street and Third Street from 16th Street to Mission Bay Boulevard North. The preliminarily proposed locations for new bus stops for this service in the vicinity of the campus site are on 16th Street at Fourth Street (both directions) and on Third Street just south of Mission Bay Boulevard South (southbound direction). The operating hours and service frequencies of the proposal have not yet been made public at the time of publication of this document.

- **33 Stanyan** – The TEP proposes two alignment changes. First, the line would be rerouted to Valencia Street between 16th and 18th streets to alleviate transit congestion on Mission Street. Second, the line would continue along 16th Street to Connecticut Street, south to 18th Street, east to Third Street, south to 20th Street, and west to Tennessee Street to replace the segment of the 22 Fillmore that is proposed to be discontinued. The TEP also proposes reducing peak period headways from 15 to 12 minutes.
- **47 Van Ness** – The TEP proposes changes to AM and PM peak headways from 10 to 7.5 minute headways. The TEP also proposes two alignment changes. First, the line would terminate at the intersection of Van Ness Avenue and North Point Street, which would discontinue service on portions of North Point, Stockton, Beach, and Powell streets. Second, the southern portion of the line would operate along Division and Townsend streets instead of Bryant and Harrison streets to provide a faster connection to the Caltrain station at Fourth and King streets and better connections to commercial and residential centers along 13th and Division streets. This second

realignment would discontinue service on portions of Mission, 11th, Harrison, Bryant, Fifth, and Fourth streets.

2.6.3.2 Regional Transit Service

Table 2-30 presents the regional transit routes serving the Mission Center campus site and route characteristics as of November 2013, including service frequencies during the weekday morning and evening peak periods, hours of operations and neighborhoods served.

Golden Gate Transit, AC Transit, SamTrans, Caltrain, and BART riders would transfer to Muni to access the Mission Center campus site.

TABLE 2-30: REGIONAL TRANSIT OPERATIONS - MISSION CENTER

Route	AM Peak Weekday Headways (7AM-9AM)[1]	PM Peak Weekday Headways (4PM-6PM)[1]	Hours of Operation	Areas Served by Route	Nearest Stop Location	Distance to Campus Site
Caltrain Local	-	-	4:30 AM-12:01 AM (IB) 4:55 AM-1:32 AM (OB)	San Francisco, San Jose	Fourth and King	1.3 miles
Caltrain Limited-Stop	10-20	20-60	5:50 AM-8:00 PM (IB) 6:11 AM-8:19 PM (OB)	San Francisco, San Jose	Fourth and King	1.3 miles
Caltrain Baby Bullet	10-40	20-40	5:45 AM-7:24 PM (IB) 6:57 AM-7:39 PM (OB)	San Francisco, San Jose	Fourth and King	1.3 miles
BART	5-15	5-15	4:00 AM-12:00 AM (IB/OB)	East Bay, San Francisco, San Mateo County	16th Street and Mission	1,700 feet
AC Transit	15-20	15-20	12:00 AM-12:00 AM(IB/OB)	East Bay, San Francisco	Beale between Folsom and Howard	2.1 miles
SamTrans Route 292	10-15	20	3:55 AM-2:28 AM (IB) 4:30 AM-12:00 AM (OB)	San Mateo County, SFO, San Francisco	Mission and Seventh	1.3 miles
GGT commuter and basic bus routes	15-90	15-90	4:01 AM-12:41 AM (IB) 5:06 AM-2:28 AM (OB)	North Bay, San Francisco	Folsom and Eighth	0.6 miles

Notes:

1. Headway in minutes.

Source: Caltrain, BART, AC Transit, SamTrans, GGT; Prepared by Fehr & Peers, 2013.

2.6.3.3 UCSF Shuttle System

Table 2-31 summarizes the routes serving the campus site, which includes some of the shuttle routes provided by UCSF. Shuttles to and from the Mission Center campus site stop in the parking lot located adjacent to the Mission Center building, entering from Harrison Street and exiting onto 15th Street.

TABLE 2-31: UCSF SHUTTLES TO MISSION CENTER CAMPUS SITE - MISSION CENTER

Route	Campuses Served	Hours of Operation	Headways (minutes)[1]	Average Weekday Boardings (2012)
Lime	Parnassus-BDC-MCB	6:05 AM – 8:31 PM	15	732
Red	Mission Bay-MCB-16th Street BART	5:55 AM – 7:45 PM	10/15	808
Yellow	16th Street BART-MCB-2300 Harrison-SFGH-2300 Harrison	6:07 AM – 8:23 PM	15	403

Notes:
1. Multiple values indicate variability in headways during the day.

Sources: UCSF Campus Life Services Transportation, Routes & Timetables, 2014; Ridership data from *UCSF Shuttle Operations Study, Final Report*, January 2014, prepared by Nelson Nygaard.

2.6.4 Pedestrian Circulation

Traveling to and from the campus site via walking is a relatively small travel mode for many UCSF Mission Center employees and students. Approximately three percent of those traveling to and from the campus site walk, although those using Muni or BART arrive to the campus site via foot as well.

Most intersections surrounding the Mission Center campus site were observed to have 50 to 100 pedestrians crossing at most crosswalks. The highest pedestrian volumes were observed on 16th Street, with 400 to 600 pedestrians observed at Bryant Street, and steadily increasing pedestrian traffic proceeding west on 16th Street to a peak of over 2,000 pedestrians at Mission and 16th streets near the BART station.

Sidewalks surrounding the Mission Center Campus Site.

Within the campus site area, sidewalks exist on both sides of the street in most locations, and are generally 11 to 15 feet wide. Standard crosswalks are provided at most intersections surrounding the campus site; however, no crosswalks are striped across 14th Street at the T-intersection with Trainor Street, nor across Harrison Street at the T-intersection with Alameda Street. Curb ramps are generally provided at most intersections and pedestrian signals are present at signalized intersections in the campus site vicinity.

2.6.5 Bicycle Circulation

The topography at and around the Mission Center campus site is relatively flat, which facilitates easy bicycle travel. Approximately six percent of those traveling to and from the campus site ride bikes, which is approximately double the bicycling mode share throughout San Francisco. Several bikeways run within the project vicinity, as shown in **Figure 2-19**.

The following bicycle facilities are located near the Mission Center campus site:

11th Street is part of San Francisco Bike Routes 25 and 30, an east-west bike route that extends from Market Street to 13th Street with Class II bicycle lanes.

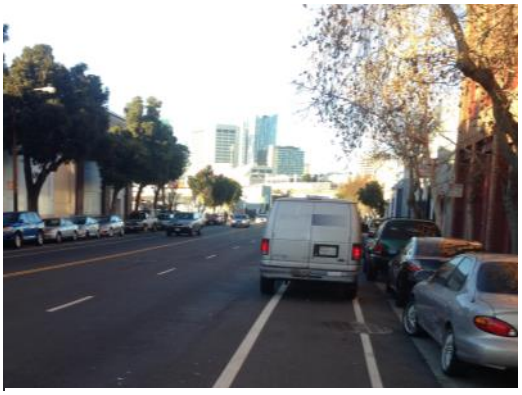
13th Street/Division is part of Bike Route 36, an east-west bike route that extends from Townsend Street to Bryant Street with Class II physically-separated bike lanes between Brannan Street and Townsend Street.

14th Street is part of Bike Routes 30 and 36, an east-west bike route that extends from Harrison Street to Market Street with a Class II bicycle lane and Class III sharrows.

17th Street is part of Bike Routes 25 and 40, an east-west bike route that extends from Kansas Street to Market Street with Class II bicycle lanes between Kansas Street and Church Street. Between Church Street and Market Street, 17th Street is designated as a Class III bicycle route, but does not have shared-lane markings.

Harrison Street is part of Bike Routes 25, 33, and 36, a north-south bike route that extends from 11th Street to Cesar Chavez Street. From 11th Street to 23rd Street, the route has Class II bicycle lanes. South of 23rd Street to Cesar Chavez, the route is designated as a Class III bicycle facility with no shared-lane markings.

Folsom Street is part of Bike Route 30, a north-south bike route that extends from 11th Street to 19th Street as a Class II route. However, the segment of Folsom between 11th Street and 14th Street has a single, northbound bike lane.



Bike lanes on Folsom Street are often blocked by double parking vehicles.

The SF Bike Plan includes planned short-term improvements to Bicycle Route 25 on Howard Street and Route 40 on 17th Street. Improvements to Howard Street include bicycle lanes from Ninth Street to 11th Street. Improvements to 17th Street include bicycle lanes between Market Street and Corbett Avenue.

The streets surrounding the campus site serve as popular bicycle routes connecting the Mission neighborhood with Downtown San Francisco. Bicycle routes connecting to downtown such as Harrison, Folsom, and 14th streets all see over 200 bicyclists during the AM peak hours. These routes are slightly less traveled in the PM peak hour, but still generally exceed 50 to 100 bicyclists. Other popular streets for bicycling include Division Street and 16th Street, which is not a signed bicycle route, but sees between 20 and 40 bicyclists during the AM and PM peak hours.

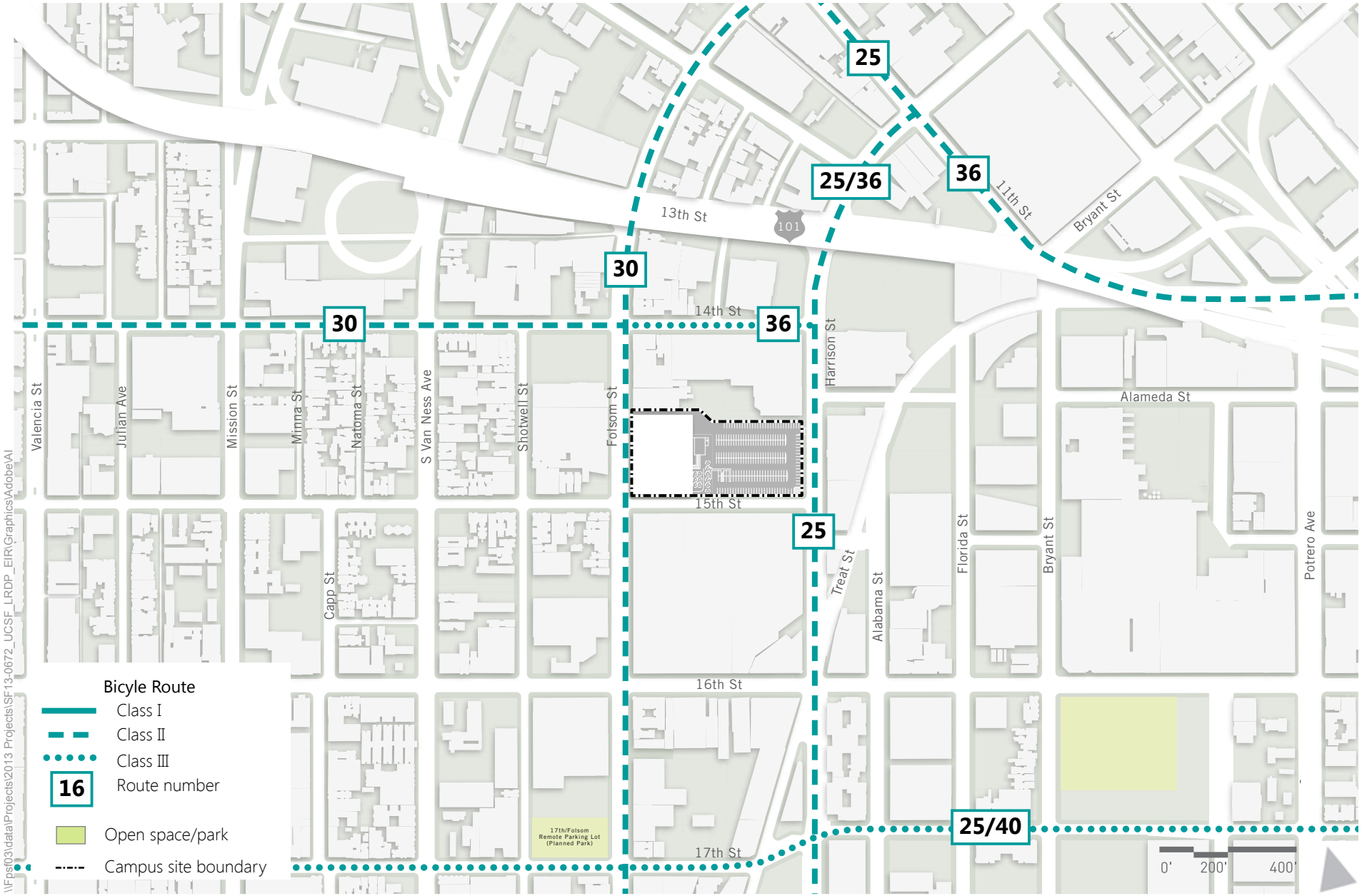


Figure 2-19

Existing Bicycle Facilities-
Mission Center

Bicycle racks are provided adjacent to the main entrance to the Mission Center Building. In an effort to increase bike parking and respond to feedback received from bicyclists, UCSF has recently redesigned and expanded the bike parking with new user-friendly racks.

2.6.6 Loading Conditions

The Mission Center campus site has both service vehicle and passenger loading. There are two off-street service vehicle loading facilities serving the existing uses on the campus site, and summarized in **Table 2-32** and shown in **Figure 2-20**. Marked zones for passenger and service vehicles are unavailable on adjacent streets, with most passenger loading occurring within the parking lot, adjacent to the building.

The Mission Center building receives approximately 12 deliveries per day in the designated off-street loading area. Additional parcel deliveries are made at the front of the building on Folsom Street, sometimes, which have been observed to block the northbound bicycle lane due to the lack of a curbside loading zone. Existing vehicle loading areas are sufficient for existing demand, although a curbside loading zone on Folsom Street, adjacent to the building, would improve conditions for bicyclists whom may have their path blocked due to vehicles loading in the northbound bicycle lane. This potential loading zone is discussed further in Section 4.5.4.

TABLE 2-32: PASSENGER AND VEHICLE LOADING INFORMATION - MISSION CENTER

Building / Location	Loading Areas (Passenger or Vehicle)	# Vehicle Loading Spaces and Type	# Passenger Loading Spaces
Mission Center Parking Lot	Vehicle	2 parcel/truck spaces	70 feet (3 spaces)

Source: UCSF, 2013

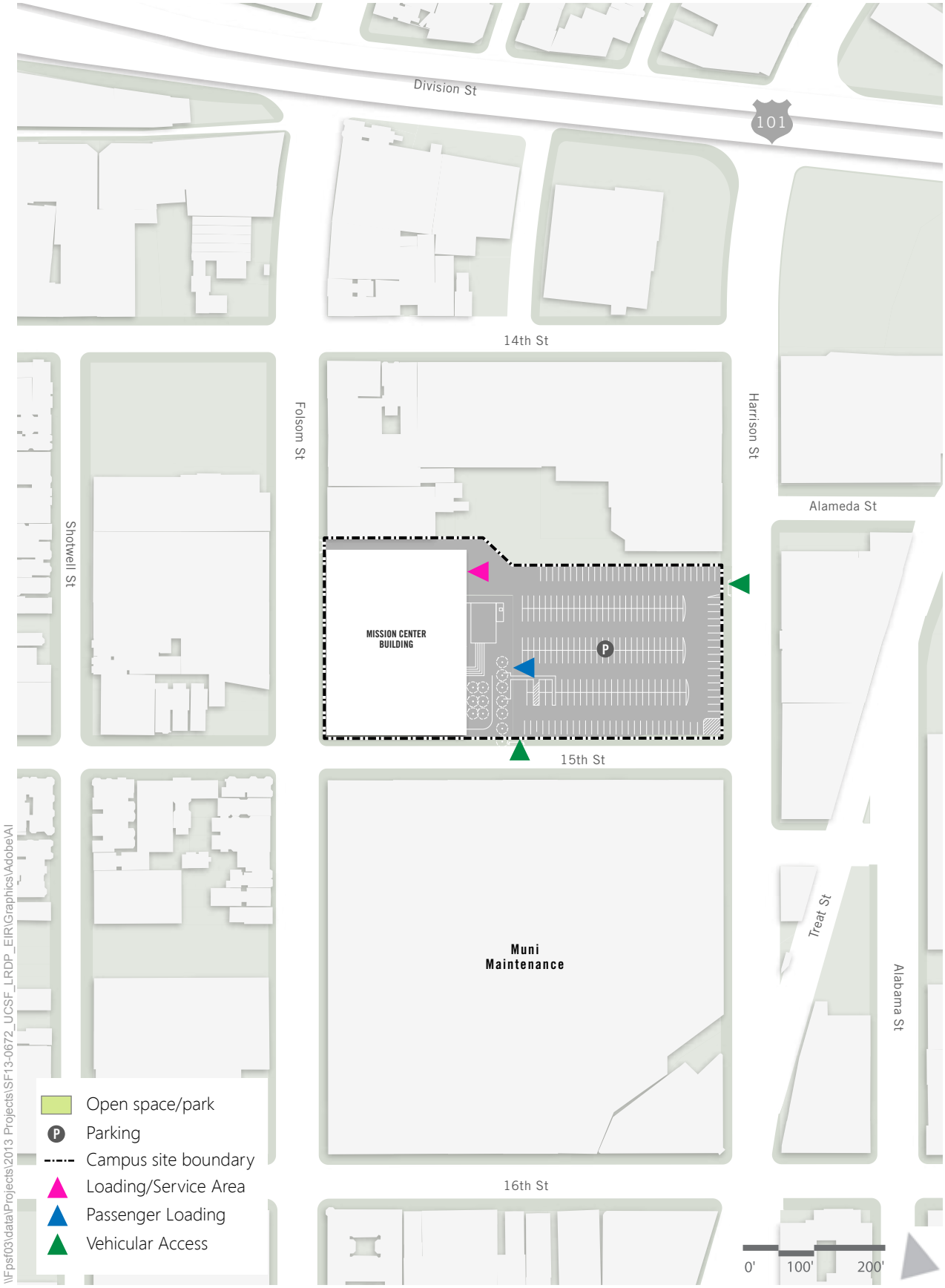


Figure 2-20

Existing Parking and Loading Locations-Mission Center

2.6.7 Parking Conditions

2.6.7.1 On-Street Parking

The majority of the on-street parking spaces in the vicinity of the Mission Center campus site are generally unrestricted. On-street parking on South Van Ness Avenue is limited to a one-hour period between the hours of 8 AM and 6 PM. Overnight parking is prohibited along Alameda, Alabama and portions of Treat streets west of Harrison Street.

Table 2-33 summarizes the on-street parking supply and utilization from a parking survey conducted by SFMTA in May and October 2012 of approximately 890 spaces, within the area generally bounded by 13th Street to the north, 17th Street to the south, South Van Ness Avenue to the west, and Harrison Street /Alabama Streets to the east.

TABLE 2-33: MISSION CENTER EXISTING ON-STREET PARKING SUPPLY AND OCCUPANCY [1]

Street Location	Overall Supply (spaces)	Occupancy		
		Mid-Morning	Midday	Evening
North-South Streets				
South Van Ness Av, from 13th St to 17th St	126	87%	86%	85%
Shotwell St, from 14th St to 17th St	114	97%	96%	89%
Folsom St, from 13th St to 17th St	124	98%	98%	76%
Harrison St, from 13th St to 17th St	117	98%	95%	72%
Treat St, from 15th St to 17th St	70	93%	97%	73%
Alabama St, from 15th St to Alameda St	45	96%	89%	71%
Total North-South Streets	**596**	**95%**	**93%**	**79%**
East-West Streets				
14th St, from So. V. Ness Av to Harrison St	66	97%	97%	89%
15th St, from So. V. Ness Av to Alabama St	99	96%	98%	80%
16th St, from So. V. Ness Av to Harrison St	59	95%	86%	73%
17th St, from So. V. Ness Av to Harrison St	67	97%	99%	82%
Total East-West Streets	**291**	**96%**	**96%**	**81%**
Total All Streets	**887**	**95%**	**94%**	**79%**

Notes:

1. Data collected in May and October 2012.

Source: Adavant Consulting, SFMTA.

Parking occupancies throughout the mid-morning (10 AM to noon) and midday (noon to 2 PM), periods are very similar, at 95 percent (i.e., at their effective capacity); parking utilization in the evening (6:30 Pm to 8 PM) period is about 80 percent.

2.6.7.2 Off-Street Parking

The Mission Center campus site provides 224 marked parking spaces at an adjacent surface lot on the east side of the building. The vast majority (207) of the spaces are reserved for UCSF permit-holders, with 17 spaces available for general paid parking. There are two access points, at Harrison and 15th streets.

Additional non-UCSF owned public parking is available at nearby facilities, including a surface lot at 3111 17th Street at the northwest corner of 17th and Folsom streets (220 spaces), a surface lot at 24 Florida Street near Treat Street (139 spaces), and a surface lot at 1550 Bryant Street near 15th Street, with access off Florida Street (41 spaces). **Table 2-34** summarizes the off-street parking supply and occupancy from parking surveys conducted at these facilities in February, during the weekday mid-morning (10 AM to noon), midday (noon to 2 PM), and evening (4 to 6 PM) periods.

TABLE 2-34: MISSION CENTER SITE EXISTING OFF-STREET PARKING SUPPLY AND OCCUPANCY

Parking Facility	Overall Supply (spaces)	Occupancy [1]		
		Mid-Morning	Midday	Evening
UCSF Facilities				
Mission Center Surface Lot (1855 Folsom St)	224	84%	86%	23%
Other Parking Facilities				
3111 17th Street Surface Lot	220	78%	75%	38%
24 Florida St Surface Lot	139	94%	96%	54%
1550 Bryant St Surface Lot	41	120%	124%	66%
Total Other Parking Facilities	**400**	**88%**	**88%**	**46%**
All Facilities	**624**	**86%**	**87%**	**38%**

Notes: Data collected in February 2014.

1. Values above 100% indicate attendant parking.

Source: Adavant Consulting

Overall off-street parking occupancy during the mid-morning period is 86 percent and 87 percent during the midday period, while the overall occupancy in the evening is 38 percent. The overall peak parking occupancy at the UCSF surface parking lot is slightly lower than at the other facilities. During mid-morning, the peak parking demand period, the parking lot at the Mission Center campus site operates at 86 percent of its capacity, while the other facilities have a combined utilization of 88 percent.

3 TRAVEL DEMAND ANALYSIS

This chapter describes the vehicle, pedestrian, bicycle, and transit travel demand that would be generated by the proposed 2014 LRDP, based on factors developed from extensive surveys conducted at existing UCSF facilities over the past few years. The impact of new travel associated with the 2014 LRDP was estimated using a four-step process: trip generation, mode split, trip distribution, and trip assignment.

In the first step, the number of person trips generated by the 2014 LRDP was estimated on a daily, AM and PM peak hour basis. Next, the person trips were assigned to different modes of travel; automobile, transit, UCSF shuttle, bicycles, etc. Then, the geographic distribution of the trip origins and destinations was predicted. Finally, project trips for each mode were assigned to specific streets, UCSF routes and transit lines along the transportation network. The results of this four-step process are described in the following sections. In addition to the travel demand generated by the 2014 LRDP, this chapter also summarizes its expected parking, commercial loading, and construction-related travel demands.

The 2014 LRDP proposes various levels of growth at each campus site through the plan horizon year of 2035. Some known projects, such as Phase Two Medical Center at Mission Bay, are currently projected to occur between 2035 and 2040, after the 2014 LRDP horizon year, but have been incorporated into the travel demand estimates presented in this document. As such, the transportation analysis represents a conservative approach as it includes development five years past the 2014 LRDP horizon, to the year 2040.

Table 3-1 summarizes the existing and estimated average daily population growth by campus site by 2040. These population assumptions are different than those presented in the 2014 LRDP document. In addition to accounting for the 2035/2040 population increases described above, they include a certain level of population double-counting as well. Faculty and staff that would be present at two campus sites on the same day are counted twice, once at each location, as they would generate trips at both sites. In addition, a 10 percent reduction factor has been applied to all staff, to account for those who might be absent from each campus site due vacation, illness, or working elsewhere.[8]

As shown in **Table 3-1**, each campus site is expected to increase in weekday daily population through the LRDP horizon year/2040 with the highest growth expected at the Mission Bay site. In total, the four campus sites are expected to grow their combined average weekday daily population by approximately 20,250 people, a 71 percent increase.

[8] The 10 percent average employee absentee rate is based on information provided by UCSF; the 1996 UCSF LRDP estimated an employee absentee rate of 11 percent.

TABLE 3-1: SUMMARY OF GROWTH IN AVERAGE DAILY POPULATION BY CAMPUS SITE [1]			
Campus Site	**Existing (2011/2012)**	**Future (2035/2040) [2]**	**Growth**
Parnassus Heights	17,596	18,662	1,066 (6%)
Mission Bay	5,671	22,839	17,169 (303%)
Mount Zion	4,452	5,990	1,538 (35%)
Mission Center	780	1,260	480 (62%)
Total	***28,499***	***48,752***	***20,253 (71%)***

Notes:

1. Average weekday daily population for the four main campus sites only; includes the following groups: staff, patients and their visitors, other visitors, child care staff and children, and residents. Faculty and staff that would be present at two campus sites on the same day are counted twice, once at each location, as they would generate trips at both sites.
2. The data shown in this table reflects the future average weekday daily population through the LRDP horizon year (2035) for the Parnassus Heights, Mount Zion, and Mission Center campus sites, and year 2040 for the Mission Bay campus site.

Source: UCSF, Adavant Consulting, 2014

Travel demand characteristics and forecasts for the UCSF campus sites were developed by Adavant Consulting and its assumptions have been reviewed by the UCSF Campus Planning staff. **Appendix F** shows detailed tables of the summaries below.

3.1 TRIP GENERATION

Travel demand estimates for the four campus sites are based on the current and projected average number of physicians, staff and visitors, child care, residents, etc., at each campus site on a typical weekday. Forecasting the net new travel demand involves estimating the number of trips generated by the LRDP at each campus site, less trips associated with the existing uses on-site.

The following sections describe trip generation resources, person trip generation rates, person trip generation estimates, and the estimation of existing and future person trips at each campus site.

3.1.1 Trip Generation Resources

Medical, academic, and clinical facilities as well as residential housing generate travel demand in unique ways, depending on their location, specialties, and surrounding land uses. In order to forecast travel demand for the campus sites, the following UCSF-specific data sources were obtained and processed:

- UCSF Mount Zion Transportation Surveys, 1992, 1999
- UCSF Parnassus Heights Transportation Surveys, 1992, 1999
- UCSF 1996 LRDP FEIR, 1997
- UCSF 1996 LRDP Amendment #1 FSEIR, 2002
- UCSF Survey of Residents at Aldea and Avenue Housing, 2013
- UCSF Transportation Services, Annual Commuter Surveys for 2012 and 2013

In addition to the UCSF-specific data sources, the following documents were also consulted:

- Institute of Transportationg Engineers (ITE), *Trip Generation Report* (9th Edition), 2012
- San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, 2002

Further, the number of persons entering and exiting key UCSF buildings at the Mission Bay and Parnassus Heights campus sites was recorded over a two-day period in October 2013 in order to refine and validate the travel demand assumptions.

3.1.2 Population Assumptions and Trip Generation Rates

Typical weekday, as well as weekday AM and PM peak hour person trip generation rates were developed through an iterative process for each population group, based on the number of people arriving and departing each campus site gathered from the surveys. The conditions for the development of these trip rates were:

- Reflect logical travel journeys to/from and within the campus site for each population type (staff, patients and visitors, other visitors, etc.);
- Have the same value across all campus sites for each land use type (hospital, research/office, residential);
- Produce results that are in line with those obtained from the staff, patient and visitor surveys and data collection efforts previously conducted at the campus sites; and
- Result in overall trip generation rates that are comparable to those shown in other transportation studies of similar facilities, from previous UCSF studies, or obtained from other recognized sources.

Estimates for staffing and patient and visitor levels for a typical weekday were provided by UCSF Campus Planning staff and are based on the types and intensities of services proposed to be located at each campus site according to the LRDP. The population groups include the following:

Staff: Staff includes faculty, physicians, fellows, residents, nurses, nurse practitioners, postdocs, and students. It also includes "visiting" faculty, physician researchers, etc. who are not based at that specific campus site, but come to it occasionally for teaching, patients' visits, to perform surgery, or to research. The four campus sites currently have approximately 17,000 staff members combined (including some double counting as described above) on a typical weekday. There would be an increase in the total number of staff members of approximately 29,100 individuals on a typical weekday by 2035/2040.

Patients and Visitors: The patients and visitors group includes inpatients, visitors to the inpatients, and outpatients and their companions. There are currently a total of approximately 8,000 existing patients and visitors to the Parnassus Heights, Mission Bay and Mount Zion campus sites on a typical weekday. There would be an increase of approximately 13,700 total patients and visitors on a typical weekday by 2035/2040 on a typical weekday.

Other Visitors: This population group includes community center visitors (at Parnassus Heights and Mission Bay), staff visitors, vendors, and service providers. There are approximately 1,720 existing visitors

in this group at the four campus sites, which would increase to approximately 2,570 visitors by 2035/2040 on a typical weekday.

Child care: This population group at the Parnassus Heights and Mission Bay campus sites includes child care staff and child care children. There are currently approximately 230 child care staff and children, which would increase to approximately 390 through 2035/2040 on a typical weekday. For travel demand purposes, child care children generate person and vehicle trips under the drop-off mode of travel.

Residential: The residential population at the Parnassus Heights and Mission Bay campus sites includes on-campus residents (contract holders, spouses, and children), visitors to the residents, vendors and residential service providers. There are approximately 1,540 existing residents at the two campus sites, which would increase to approximately 2,970 residents through 2035/2040 on a typical weekday.

The resultant existing and future average population assumptions for a typical weekday at each campus site are summarized in **Table 3-2** by population group.

TABLE 3-2: EXISTING AND FUTURE AVERAGE DAILY POPULATION ESTIMATES ON A TYPICAL WEEKDAY BY CAMPUS SITE AND POPULATION GROUP [1]

Population Group	Existing Population (2012/2013)	Future Population(2035/2040) [1]	Growth
Parnassus Heights			
Staff	10,701	11,161	460
Patients and Visitors	5,269	5,396	127
Other Visitors	920	920	0
Child care	118	143	25
Residential	588	1,043	455
Sub-Total	**17,596**	**18,662**	**1,066**
Mission Bay			
Staff	3,743	14,297	10,554
Patients and Visitors	260	4,983	4,723
Other Visitors	610	1,390	780
Child care	107	245	138
Residential	951	1,924	973
Sub-Total	**5,671**	**22,839**	**17,169**
Mount Zion			
Staff	1,845	2,485	640
Patients and Visitors	2,477	3,335	858
Other Visitors[1]	130	170	40
Sub-Total	**4,452**	**5,990**	**1,538**
Mission Center			
Staff	720	1,170	450
Other Visitors	60	90	30
Sub-Total	**780**	**1,260**	**480**
Four Campus Sites			
Staff	17,009	29,113	12,104
Patients and Visitors	8,006	13,714	5,708
Other Visitors	1,720	2,570	850
Child care	225	388	163
Residential	1,539	2,967	1,428
Grand Total	**28,499**	**48,752**	**20,253**

Notes:

1. Faculty and staff that would be present at two campus sites on the same day are counted twice, once at each location, as they would generate trips at both sites.
2. The data shown in this table reflects the future average weekday daily population through the LRDP horizon year (2035) for the Parnassus Heights, Mount Zion and Mission Center campus sites, and year 2040 for the Mission Bay campus site.

Source: UCSF, Adavant Consulting, 2014

3.1.3 Trip Generation Estimates

The daily trip generation rates and additional number of total person trips (including internal to each campus site) expected by 2040 at each campus site are summarized in **Table 3-3**. The daily person trip rates presented in the table for staff patients and visitors were originally developed for the UCSF LRDP FEIR (1997), while the daily person trip rates for the residential uses have been obtained from Table 3-2, (p. 3-12) of the UCSF LRDP Amendment #1 FSEIR (2002). These rates were verified against field video counts taken at representative residential, research and medical office buildings at the Parnassus and Mission Bay campus sites and found to be appropriate for use in the evaluation of the 2014 LRDP. The daily person trip rate for child care represents a weighted average of staff (2.23 daily person trips per employee) and children (2.00 daily person trips per child).

Table 3-3 shows that in total, the four campus sites are expected to generate approximately 46,000 new person trips on a typical weekday, which represents an increase of approximately 72 percent over current values.

TABLE 3-3: NEW DAILY PERSON TRIPS BY CAMPUS SITE AND POPULATION GROUP

Population Group	Population Change (Existing through 2035/2040) [1]	Daily Person Trip Rate [2]	Additional Daily Person Trips (Existing through 2035/2040) [1]
Parnassus Heights			
Staff	460	2.23	1,026
Patients and Visitors	127	2.00	254
Other Visitors	0	2.00	0
Child care	25	2.04	50
Residential	455	3.79	1,725
Sub-Total	***1,066***	***2.86***	***3,055***
Mission Bay			
Staff	10,554	2.23	23,536
Patients and Visitors	4,723	2.00	9,446
Other Visitors	780	2.00	1,560
Child care	138	2.04	282
Residential	973	3.97	3,864
Sub-Total	***17,169***	***2.25***	***38,688***
Mount Zion			
Staff	640	2.23	1,427
Patients and Visitors	858	2.00	1,716
Other Visitors	40	2.00	80
Child care	0	-	0
Residential	0	-	0
Sub-Total	***1,538***	***2.10***	***3,223***
Mission Center			

TABLE 3-3: NEW DAILY PERSON TRIPS BY CAMPUS SITE AND POPULATION GROUP			
Population Group	**Population Change (Existing through 2035/2040) [1]**	**Daily Person Trip Rate [2]**	**Additional Daily Person Trips (Existing through 2035/2040) [1]**
Staff	450	2.23	1,004
Patients and Visitors	0	-	0
Other Visitors	30	2.00	60
Child care	0	-	0
Residential	0	-	0
Sub-Total	***480***	***2.22***	***1,064***
Four Campus Sites			
Staff	12,104	2.23	26,992
Patients and Visitors	5,708	2.00	11,416
Other Visitors	850	2.00	1,700
Child care	163	2.04	332
Residential	1,428	3.91	5,589
Grand Total	***20,253***	***2.27***	***46,029***

Notes:

1. The data shown reflects the future daily trips through the LRDP horizon year (2035) for the Parnassus Heights, Mount Zion, and Mission Center campus sites, and year 2040 for the Mission Bay campus site. Faculty and staff that would be present at two campus sites on the same day are counted twice, once at each location, as they would generate trips at both sites.
2. The daily person-trip rates shown in this table represent the average value for each population group as a whole. Separate trip generation rate assumptions were developed for each category within the groups (e.g., faculty, physicians, residents etc. within staff), which are shown in **Appendix F**.

Source: Adavant Consulting, 2014

3.1.4 Net New External Vehicle Person Trips

As shown in **Table 3-3**, proposed projects at the four campus sites through 2035/2040 would yield approximately 46,000 additional daily person trips. This value reflects the total number of additional person trips that would be generated by the 2014 LRDP; they have not been adjusted to subtract trips associated with the existing land uses at the campus sites and internal trips expected to occur within each campus site. An internal trip is an origin-destination pair within the same site (e.g. a researcher at the Parnassus Heights campus site traveling from her office to the Millberry Union to eat lunch and returning back to her office afterwards).

Thus, the number of internal trips within each campus site needs to be assessed, such that they are subtracted from the total in order to determine the number of net new external person trips that would be generated by each campus site. The proportion of trips occurring within a campus site will be different for each population group. Using information from previous transportation analyses and surveys of UCSF campus sites, it has been assumed that trips internal to each site would represent 10 percent of all the staff (including child care staff) daily trips, 50 percent of the child care children daily trips (i.e. at least half of the children have a parent working on site), and 10 to 70 percent of the residents daily trips (depending on the campus and the resident population type). All patient, visitor, and vendor daily trips are assumed

to be external (one trip end inside and the other outside the campus site). **Appendix F** presents the application of the internal trip rates.

Table 3-4 summarizes the net new daily trip generation external to each campus as proposed by the 2014 LRDP (Those trips that do not have both trip ends within the same campus site). As shown in the table, conservatively, no internal person trips were assumed to occur within the Mount Zion and Mission Center campus sites given their smaller size.

TABLE 3-4: EXISTING AND FUTURE DAILY INTERNAL AND EXTERNAL PERSON TRIPS

Population Group	Existing (2012/2013) Daily Person Trips		2035/2040 Daily Person Trips [1]		Net New Daily Person Trips	
	Internal	External	Internal	External	Internal	External
Parnassus Heights						
Staff	2,386	21,477	2,489	22,400	103	923
Patients and Visitors	0	10,538	0	10,792	0	254
Other Visitors	0	1,840	0	1,840	0	0
Child care	104	136	125	165	21	29
Residential	1,085	1,104	2,088	1,825	1,004	722
Sub-Total	***3,575***	***35,095***	***4,702***	***37,022***	***1,127***	***1,928***
Mission Bay						
Staff	835	7,512	3,188	28,695	2,354	21,182
Patients and Visitors	0	520	0	9,966	0	9,446
Other Visitors	0	1,220	0	2,780	0	1,560
Child care	90	128	210	290	120	162
Residential	667	3,161	3,132	4,560	2,465	1,399
Sub-Total	***1,591***	***12,542***	***6,530***	***46,291***	***4,939***	***33,749***
Mount Zion						
Staff	0	4,114	0	5,541	0	1,427
Patients and Visitors	0	4,954	0	6,670	0	1,716
Other Visitors	0	260	0	340	0	80
Sub-Total	***0***	***9,328***	***0***	***12,551***	***0***	***3,223***
Mission Center						
Staff	0	1,606	0	2,609	0	1,004
Other Visitors	0	120	0	180	0	60
Sub-Total	***0***	***1,726***	***0***	***2,789***	***0***	***1,064***
Total Campus Sites						
Staff	3,221	34,709	5,677	59,245	2,456	24,536
Patients and Visitors	0	16,012	0	27,428	0	11,416
Other Visitors	0	3,440	0	5,140	0	1,700
Child care	194	264	335	455	141	191
Residential	1,752	4,265	5,220	6,385	3,469	2,120

Total	***5,167***	***58,690***	***11,233***	***98,654***	***6,066***	***39,963***

Note:
1. The data shown reflects the future daily person trips through the LRDP horizon year (2035) for the Parnassus Heights, Mount Zion, and Mission Center campus sites, and year 2040 for the Mission Bay campus site.

Source: Adavant Consulting, 2014

Table 3-4 shows that the through 2035/2040, the four campus sites would generate about 39,960 net new external person trips per day.

3.2 PERSON TRIPS FOR MISSION BAY SITE IN 2015

An interim trip generation assessment was also conducted at the Mission Bay campus site only for the year 2015, when Phase One Medical Center and the Mission Hall projects, currently under construction, are expected to open. The population and person trip increases at the Mission Bay site by 2015 are summarized in **Table 3-5**.

TABLE 3-5: 2012/13 TO 2015 DAILY POPULATION AND PERSON TRIP GROWTH AT THE MISSION BAY CAMPUS SITE BY POPULATION GROUP

Population Group	Average Daily Population Growth (2012/13 to 2015)	Additional Daily Person Trips by 2015		
		Internal	External	Total
Mission Bay				
Staff	2,405	536	4,826	5,363
Patients and Visitors	2,127	0	4,254	4,254
Other Visitors	170	0	340	340
Child care	0	0	0	0
Residential	0	0	0	0
Total Mission Bay	***4,702***	***536***	***9,420***	***9,957***

Source: UCSF, Adavant Consulting, 2014

As shown in the table, with the opening of Phase One Medical Center and Mission Hall by 2015, there would be an increase in population of approximately 4,700 individuals, which represents an increase of 9,420 external daily person trips.

3.3 TRAVEL MODE SPLIT

Travel mode split is the relative proportioning of LRDP-generated trips to various travel modes. Modes of travel categories include automobile, transit, walking and other, where other includes bicycle, motorcycle, and taxi. An average vehicle occupancy factor was applied to the number of automobile person trips to determine the number of vehicle trips.

Travel mode split and average vehicle occupancy assumptions for each campus site were based on information collected by UCSF and its transportation planning consultants, as described in Section 3.1.1. The methodology estimates the future modal share based on the current modal splits for each campus by population type, which take into account the transit accessibility, UCSF shuttle service, parking availability, and TDM measures being provided at each campus site; this approach is consistent with the travel demand methodologies established by the SF Planning Department.

Table 3-6 summarizes the external person trips percentages by mode of travel for each campus site. As shown in the table, the majority of Parnassus Heights campus site trips arrive or depart by taking public transit or the UCSF shuttle service. A majority of Mission Bay campus site trips are drive alone, followed by public transit, and the UCSF shuttle service. The majority of Mount Zion and Mission Center campus sites trips arrive or depart by driving alone, followed by travel by public transit.

TABLE 3-6: EXTERNAL TRIPS MODE OF TRAVEL ASSUMPTIONS[1]

Population Group	Drive Alone	Drop-Off/Taxi	Carpool/ Vanpool	Public Transit	UCSF Shuttle	Bike / Motorcycle	Walk	All Modes
Parnassus Heights								
Staff	4%	2%	1%	18%	32%	16%	28%	100%
Patients and Visitors	24%	17%	14%	42%	0%	1%	1%	100%
Other Visitors	54%	8%	4%	20%	0%	1%	13%	100%
Child care	9%	70%	3%	8%	5%	2%	3%	100%
Residential	24%	4%	0%	17%	47%	3%	4%	100%
Total	**14%**	**6%**	**2%**	**21%**	**33%**	**9%**	**15%**	**100%**
Mission Bay								
Staff	33%	2%	6%	22%	22%	8%	8%	100%
Patients and Visitors	45%	5%	14%	26%	2%	1%	7%	100%
Other Visitors	71%	4%	9%	11%	0%	1%	4%	100%
Child care	9%	72%	2%	7%	7%	2%	1%	100%
Residential	37%	0%	1%	15%	36%	5%	7%	100%
Total	**38%**	**3%**	**8%**	**22%**	**16%**	**5%**	**8%**	**100%**
Mount Zion								
Staff	37%	4%	8%	26%	12%	6%	8%	100%
Patients and Visitors	39%	7%	23%	25%	0%	1%	5%	100%
Other Visitors	63%	4%	14%	15%	0%	2%	4%	100%
Total	**39%**	**6%**	**16%**	**25%**	**5%**	**3%**	**6%**	**100%**
Mission Center								
Staff	43%	1%	5%	27%	13%	7%	4%	100%
Other Visitors	100%	0%	0%	0%	0%	0%	0%	100%
Total	**46%**	**1%**	**5%**	**26%**	**13%**	**6%**	**3%**	**100%**

Notes:

1. Mode of travel percentages assumed for future travel conditions; percentages might not add up to 100% due to rounding.

Source: Adavant Consulting, 2014

Table 3-7 shows the external daily person trips by mode of travel as well as the number of daily vehicle trips for each campus site, which have been obtained by applying the percentages shown in **Table 3-7** to the external person trips described in Section 3.1.4.

TABLE 3-7: NEW DAILY EXTERNAL TRIPS BY MODE OF TRAVEL

Population Group	Daily Person Trips								Daily Vehicle Trips [1]
	Drive Alone	Drop-Off/Taxi	Carpool / Vanpool	Public Transit	UCSF Shuttle	Bike / Motor cycle	Walk	All Modes	
Parnassus Heights									
Staff	40	15	9	165	294	146	254	923	93
Patients and Visitors	62	42	36	107	0	3	4	254	17
Other Visitors	0	0	0	0	0	0	0	0	0
Child care	3	20	1	2	1	0	1	29	44
Residential	170	29	2	126	342	21	32	722	251
Total	**274**	**107**	**48**	**400**	**637**	**171**	**291**	**1,928**	**405**
Mission Bay (by 2015)									
Staff	1,639	57	195	914	874	510	637	4,826	1,893
Patients and Visitors	1,874	213	595	1,147	60	43	323	4,254	1,877
Other Visitors	244	12	29	36	0	5	14	340	280
Total	**3,757**	**282**	**819**	**2,097**	**934**	**557**	**974**	**9,420**	**4,051**
Mission Bay (by 2040)									
Staff	6,960	340	1,209	4,624	4,601	1,671	1,778	21,182	8,429
Patients and Visitors	4,274	472	1,293	2,462	144	94	706	9,446	4,457
Other Visitors	1,112	56	134	168	0	22	67	1,560	1,282
Child care	14	116	3	12	12	3	2	162	248
Residential	512	4	10	206	499	66	102	1,399	558
Total	**12,872**	**988**	**2,649**	**7,472**	**5,256**	**1,856**	**2,656**	**33,749**	**14,974**

TABLE 3-7: NEW DAILY EXTERNAL TRIPS BY MODE OF TRAVEL

Population Group	Daily Person Trips								Daily Vehicle Trips [1]
	Drive Alone	Drop-Off/Taxi	Carpool / Vanpool	Public Transit	UCSF Shuttle	Bike / Motor cycle	Walk	All Modes	
Mount Zion									
Staff	534	54	109	369	165	82	114	1,427	688
Patients and Visitors	662	125	397	429	0	17	86	1,716	544
Other Visitors	50	3	11	12	0	1	3	80	60
Total	**1,246**	**182**	**516**	**810**	**165**	**100**	**203**	**3,223**	**1,292**
Mission Center									
Staff	430	10	49	275	135	68	37	1,004	479
Other Visitors	60	0	0	0	0	0	0	60	60
Total	**490**	**10**	**49**	**275**	**135**	**68**	**37**	**1,064**	**539**

Notes:

1. Vehicle trips are calculated based on the following formula: Drive Alone trips + (Drop-off trips x 2) + (Carpool trips / 2) + (Vanpool trips / 10) + (UCSF Shuttle / 15).

Source: Adavant Consulting, 2014

3.4 TRIP DISTRIBUTION

Project-generated person trips were assigned to San Francisco and regional origins/destinations, including the four San Francisco Superdistricts (northeast, northwest, southeast, and southwest quadrants of the City), the East Bay, the North Bay, and the South Bay, as well as areas outside the Bay Area region. Information collected by UCSF as part of their ongoing surveys of employees, patients, visitors and residents were used in this analysis.

The information includes origin/destination data by campus and by specific population group, including faculty, medical residents and nurses, students, staff, patients and visitors, vendors and services, and housing residents; the existing geographical trip distribution was used in the travel demand analysis; this approach is consistent with the travel demand methodologies established by the SF Planning Department. The following sections describe the trip distribution percentages by campus site, the detailed trip distributions by population group are presented in **Appendix F**.

3.4.1 Parnassus Heights

Table 3-4 shows approximately 1,930 new daily external trips to be attracted/generated by the Parnassus Heights campus site. These additional external person trips are distributed locally and regionally as described above. The resulting trip distribution percentages are shown in **Table 3-8**.

TABLE 3-8: PARNASSUS HEIGHTS CAMPUS SITE – 2040 PEAK HOUR TRIP DISTRIBUTION BY POPULATION GROUP[1]

Population Group	Staff	Patient and Visitors	Other Visitors [3]	Child care	Residential	All Population Groups Combined
San Francisco						
Superdistrict 1 / Northeast Quadrant	11%	43%	0%	11%	24%	19%
Superdistrict 2 / Northwest Quadrant	14%	3%	0%	14%	10%	11%
Superdistrict 3 / Southeast Quadrant	31%	17%	0%	31%	46%	39%
Superdistrict 4 / Southwest Quadrant	10%	4%	0%	10%	11%	10%
Outside of San Francisco						
East Bay	6%	22%	0%	6%	3%	5%
North Bay[2]	-2%	-1%	0%	-2%	2%	0%
South Bay	30%	13%	0%	30%	3%	16%
Out of Region[2]	0%	-1%	0%	0%	1%	0%
Total	***100%***	***100%***	***0%***	***100%***	***100%***	***100%***

Notes:

1. Trip distribution accounts for external trips only.
2. Negative trip distribution percentage occurs because the net peak hour trips origin/destination is less than the existing conditions.
3. No additional "Other Visitor" external trips would be generated/attracted to the Parnassus Heights campus site as part of the LRDP.

Source: Adavant Consulting, 2014

As shown in **Table 3-8**, most staff, patient and visitors, child care and resident trips come from Superdistrict 1, the Northeast quadrant of San Francisco, and Superdistrict 3, the Southeast quadrant. **Figure 3-1** shows general directions of approach and departure of LRDP-generated trips, based on the percentages presented in **Table 3-8**.

Figure 3-1

2040 Net New Trip Distribution-
Parnassus Heights

3.4.2 Mission Bay

As noted in **Table 3-4**, Phase One Medical Center and the Mission Hall projects at the Mission Bay campus site would generate 9,420 net new external daily person trips. Those trips are distributed regionally, with the resulting trip distribution percentages for the 2015 year are shown below in **Table 3-9**.

TABLE 3-9: MISSION BAY CAMPUS SITE – 2015 PEAK HOUR TRIP DISTRIBUTION BY POPULATION GROUP[1]

Population Group	Staff	Patient and Visitors	Other Visitors	Child care [2]	Residential [2]	All Population Groups Combined
San Francisco						
Superdistrict 1 / Northeast Quadrant	8%	22%	16%	0%	0%	13%
Superdistrict 2 / Northwest Quadrant	10%	7%	11%	0%	0%	9%
Superdistrict 3 / Southeast Quadrant	22%	9%	11%	0%	0%	17%
Superdistrict 4 / Southwest Quadrant	7%	20%	19%	0%	0%	11%
Outside of San Francisco						
East Bay	12%	15%	14%	0%	0%	13%
North Bay	8%	7%	8%	0%	0%	8%
South Bay	33%	12%	15%	0%	0%	26%
Out of Region	0%	8%	6%	0%	0%	3%
Total	***100%***	***100%***	***100%***	***0%***	***0%***	***100%***

Notes:

1. Trip distribution accounts for external trips only.
2. No new child care or residential external person trips would be generated by 2015.

Source: Adavant Consulting, 2014

As shown above, a majority of net peak hour trips come from the South Bay, while a sizeable portion of staff, patients and visitors, and other visitors come from the Northeast and Southwest quadrants of San Francisco. UCSF staff does not anticipate net new trips generated from child care or residents by 2015. **Figure 3-2** shows general directions of approach and departure of LRDP-generated trips, based on the percentages presented in **Table 3-9**.

Figure 3-2

2015 Net New Trip Distribution-Mission Bay

Table 3-4 indicates that the 2014 LRDP would generate approximately 33,750 net new external daily person trips at the Mission Bay site by 2040. Due to the different mix in population growth between 2015 and 2040, the trip distribution for the project trips in 2015 differs slightly from that of year 2040. **Table 3-10** shows the year 2040 trip distribution which includes the net new trips between the existing and year 2040.

TABLE 3-10: MISSION BAY CAMPUS SITE – 2040 PEAK HOUR TRIP DISTRIBUTION BY POPULATION GROUP[1]

Population Group	Staff	Patient and Visitors	Other Visitors	Child care	Residential	All Population Groups Combined
San Francisco						
Superdistrict 1 / Northeast Quadrant	7%	22%	16%	7%	44%	11%
Superdistrict 2 / Northwest Quadrant	8%	7%	11%	8%	5%	8%
Superdistrict 3 / Southeast Quadrant	19%	9%	10%	19%	38%	18%
Superdistrict 4 / Southwest Quadrant	6%	20%	19%	6%	6%	9%
Outside of San Francisco						
East Bay	14%	15%	14%	14%	3%	13%
North Bay	9%	7%	8%	9%	1%	9%
South Bay	37%	12%	15%	37%	3%	30%
Out of Region	0%	8%	7%	0%	0%	2%
Total	***100%***	***100%***	***100%***	***100%***	***100%***	***100%***

Notes:

1. Trip distribution accounts for external trips only,

Source: Adavant Consulting, 2014

As shown in **Table 3-10**, a majority of staff and Child care trips would come to/from the South Bay and Superdistrict 3, the Southeast quadrant of San Francisco. Most patients and visitors and other visitors are from Superdistricts 1 and 4, the Northeast and Southwest quadrants of San Francisco, with a sizeable amount coming from the East Bay and South Bay areas. A majority of residential trips are distributed to Superdistricts 1 and 3, the Northeast and Southeast quadrants of the City, with few residents traveling outside of San Francisco. **Figure 3-3** shows general directions of approach and departure of LRDP-generated trips, based on the percentages presented in **Table 3-10**.

Figure 3-3

2040 Net New Trip Distribution-Mission Bay

3.4.3 Mount Zion

Table 3-4 shows approximately 3,220 additional external person trips at the Mount Zion campus site by 2040. These new external trips have been distributed regionally as previously described. The resulting trip distribution percentages are shown in **Table 3-11**.

TABLE 3-11: MOUNT ZION CAMPUS SITE – 2040 PEAK HOUR TRIP DISTRIBUTION BY POPULATION GROUP[1]

Population Group	Staff	Patient and Visitors	Other Visitors	All Population Groups Combined
San Francisco				
Superdistrict 1 / Northeast Quadrant	4%	34%	24%	10%
Superdistrict 2 / Northwest Quadrant	18%	25%	20%	19%
Superdistrict 3 / Southeast Quadrant	8%	10%	12%	8%
Superdistrict 4 / Southwest Quadrant	8%	16%	15%	9%
Outside of San Francisco				
East Bay	21%	3%	12%	18%
North Bay	13%	3%	10%	11%
South Bay	28%	10%	3%	25%
Out of Region[2]	0%	-1%	4%	0%
Total	***100%***	***100%***	***100%***	***100%***

Notes:

1. Trip distribution accounts for external trips only,
2. Negative trip distribution percentage occurs because the net peak hour trips origin/destination is less than the existing conditions.

Source: Adavant Consulting, 2014

As shown above, a majority of staff would come from outside of San Francisco, with almost 30-percent arriving from the South Bay. Unlike staff, most patients, visitors and other visitors are distributed within San Francisco. **Figure 3-4** shows general directions of approach and departure of LRDP-generated trips, based on the percentages presented in **Table 3-11**.

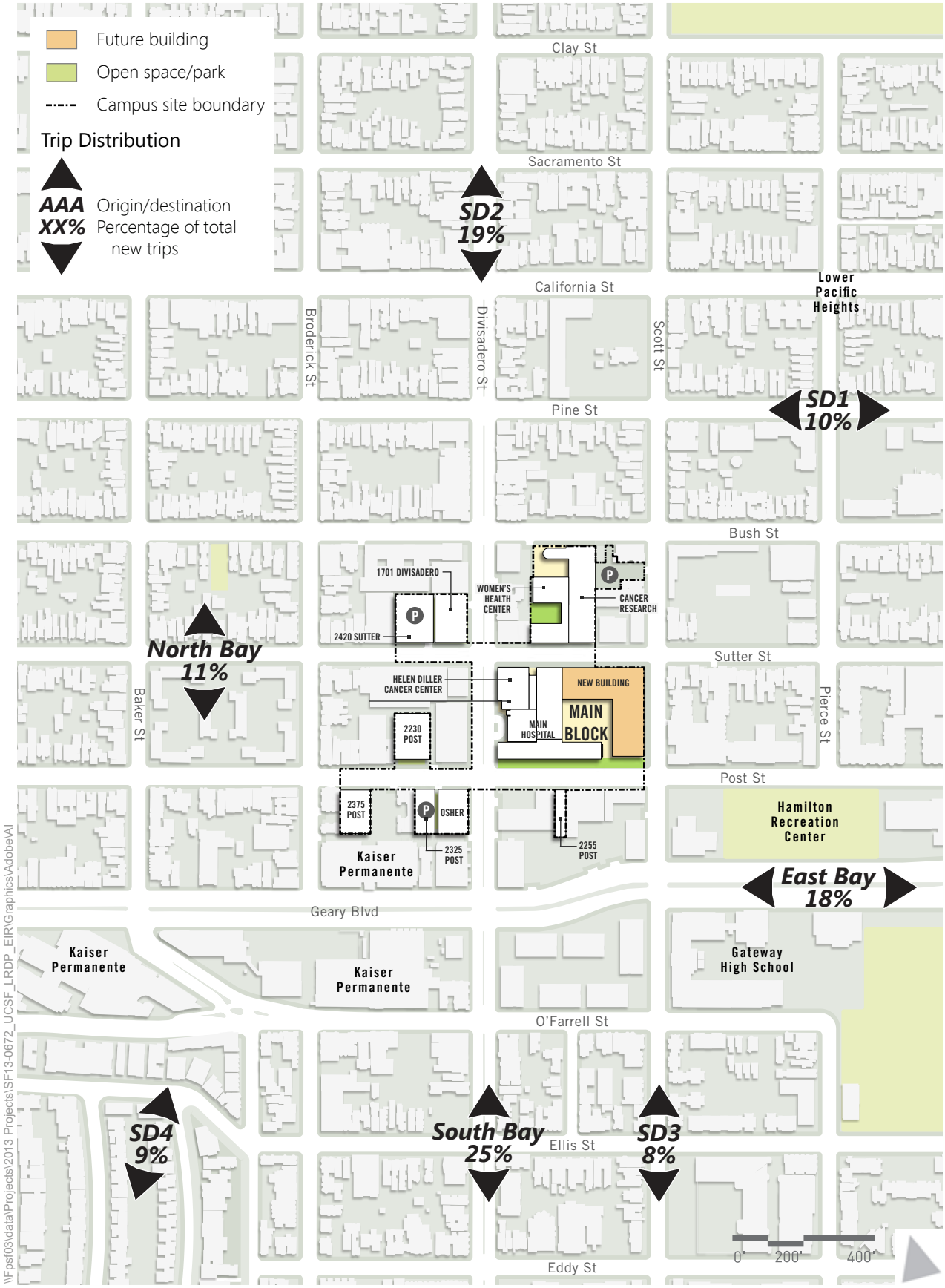


Figure 3-4

2040 Net New Trip Distribution-Mount Zion

3.4.4 Mission Center

Table 3-4 shows 1,064 external trips at the Mission Center campus site. These external trips have been distributed regionally as previously described in the document. The resulting trip distribution percentages are summarized in **Table 3-12**.

TABLE 3-12: MISSION CAMPUS SITE – 2040 PEAK HOUR TRIP DISTRIBUTION BY POPULATION GROUP[1]

Population Group	Staff	Other Visitors	All Population Groups Combined
San Francisco			
Superdistrict 1 / Northeast Quadrant	8%	16%	8%
Superdistrict 2 / Northwest Quadrant	10%	11%	10%
Superdistrict 3 / Southeast Quadrant	22%	11%	22%
Superdistrict 4 / Southwest Quadrant	7%	19%	8%
Outside of San Francisco			
East Bay	16%	14%	16%
North Bay	5%	8%	6%
South Bay	30%	15%	28%
Out of Region	2%	6%	2%
Total	***100%***	***100%***	***100%***

Notes:

1. Trip distribution accounts for external trips only,

Source: Adavant Consulting, 2014

As shown in **Table 3-12** approximately half of the staff and other visitors are distributed in San Francisco while the remaining half is distributed outside of the City. **Figure 3-5** shows general directions of approach and departure of LRDP-generated trips, based on the percentages presented in **Table 3-12**.

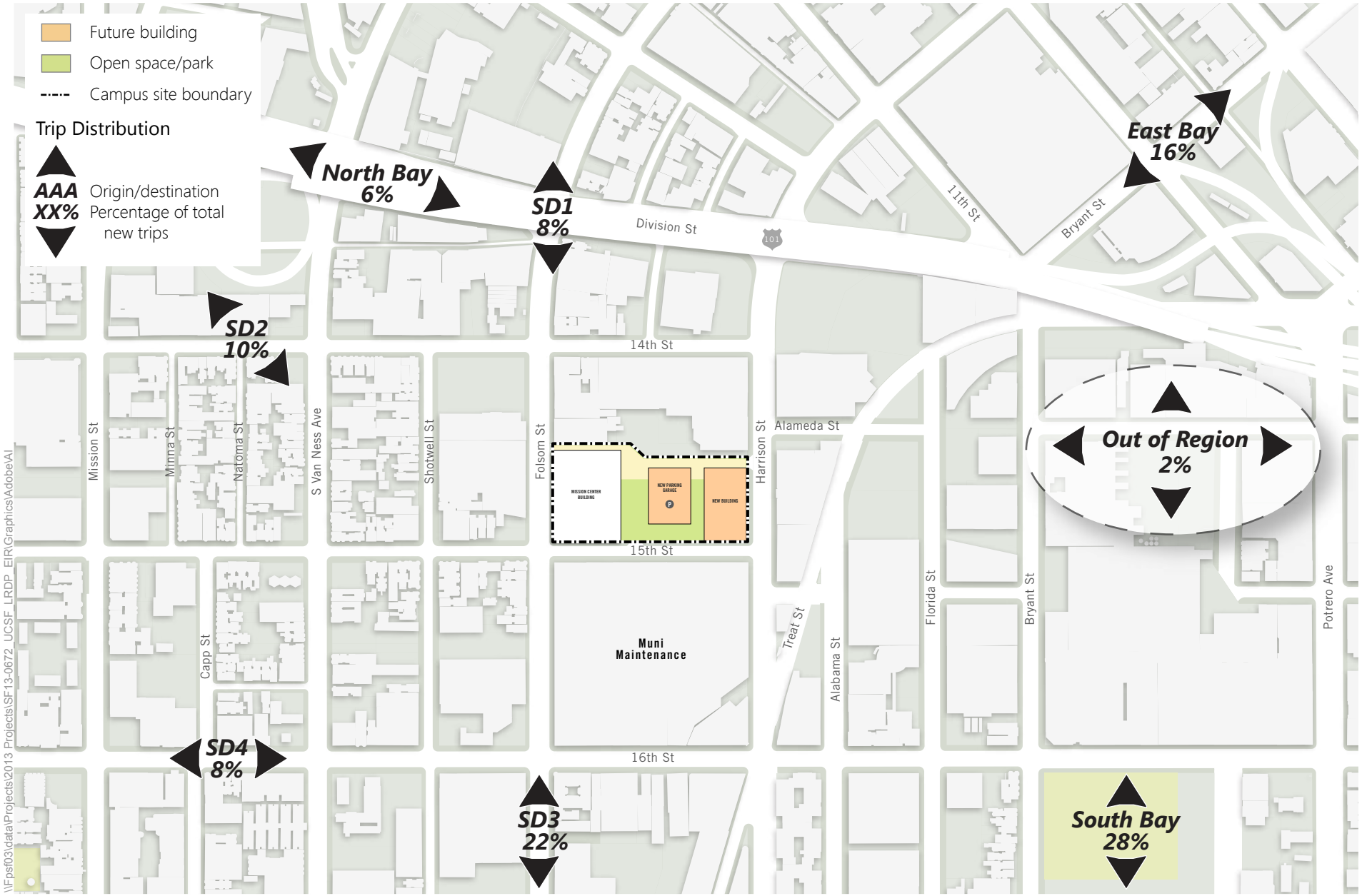


Figure 3-5

2040 Net New Trip Distribution-
Mission Center

3.5 PEAK HOUR TRIP GENERATION

The AM and PM peak hour trips were then estimated by applying appropriate peak hour factors to the daily trips presented in Table 3-13. The peak hour trips were, in turn, allocated as inbound or outbound to each campus site, depending on the time period. The peak hour assumptions differ slightly by campus site according to field survey data, and are summarized in **Table 3-13**.

TABLE 3-13: AM AND PM PEAK HOUR % OF DAILY TRAVEL ASSUMPTIONS FOR EXTERNAL TRIPS

Population Group	AM Peak Hour			PM Peak Hour		
	% of Daily	% Inbound	% Outbound	% of Daily	% Inbound	% Outbound
Parnassus Heights						
Staff	18.1%	97.6%	2.4%	15.0%	4.3%	95.7%
Patients and Visitors	12.6%	84.4%	15.6%	11.8%	20.0%	80.0%
Other Visitors	15.7%	82.7%	17.3%	6.8%	17.6%	82.4%
Child care	48.2%	64.3%	35.7%	48.2%	35.7%	64.3%
Residential	15.5%	18.8%	81.3%	15.7%	77.9%	22.1%
Total	16.9%	67.7%	32.3%	15.3%	35.6%	64.4%
Mission Bay						
Staff	21.9%	99.9%	0.1%	19.4%	2.7%	97.3%
Patients and Visitors	11.5%	78.5%	21.5%	8.5%	23.2%	76.8%
Other Visitors	16.2%	82.6%	17.4%	7.1%	16.4%	83.6%
Child care	42.6%	58.0%	42.0%	42.6%	42.0%	58.0%
Residential	12.0%	16.7%	83.3%	16.4%	76.9%	23.1%
Total	18.4%	92.7%	7.3%	15.8%	9.8%	90.2%
Mount Zion						
Staff	19.8%	100.0%	0.0%	17.0%	5.0%	95.0%
Patients and Visitors	23.7%	60.1%	39.9%	5.2%	50.0%	50.0%
Other Visitors	11.3%	44.4%	55.6%	8.8%	28.6%	71.4%
Total	21.7%	76.1%	23.9%	10.5%	17.4%	82.6%
Mission Center						
Staff	22.6%	100.0%	0.0%	21.8%	3.2%	96.8%
Other Visitors	18.3%	81.8%	18.2%	6.7%	0.0%	100.0%
Total	22.4%	99.2%	0.8%	21.0%	3.1%	96.9%

Source: Adavant Consulting, 2014

3.6 PEAK HOUR TRIP ASSIGNMENT

External project trips summarized in **Table 3-4** are then assigned to specific modes and routes that LRDP-generated AM and PM peak hour trips would likely take to and from each campus site. Vehicle trips are

assigned to roadways and intersection turning movements according to the trip distribution percentages identified in the previous section. Similarly, transit trips are assigned to specific transit service providers and routes using the trip distribution and mode split percentages from the tables above based on the most direct transit route to and from their origin or destination.

The subsections below describe the peak hour vehicle and transit trip assignments for the four major campus sites.

3.6.1 Parnassus Heights

The Parnassus Heights campus site would generate 1,927 net new external daily person trips of which 405 would be vehicle trips and 1,037 would be transit (public transit plus UCSF shuttle bus service) riders. Approximately 17 percent of daily trips would be expected to occur during the AM peak hour and about 15 percent during the PM peak hour. **Table 3-14** shows the AM and PM peak hour new vehicle trips by population group, **Table 3-15** shows the AM and PM peak hour additional transit trips by transit service provider, and **Table 3-16** shows the AM and PM peak hour pedestrian and bicycle trips.

TABLE 3-14: PARNASSUS HEIGHTS CAMPUS SITE – EXISTING TO 2035 NEW PEAK HOUR VEHICLE TRIPS[1]

Population Group	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Staff	18	4	22	2	21	23
Patients and Visitors	6	0	6	1	3	4
Other Visitors	0	0	28	0	0	0
Child care	11	10	21	10	10	20
Residential	14	32	46	32	13	45
Total	***49***	***46***	***95***	***45***	***47***	***92***

Notes:

1. Peak hour trips account for external trips only. Includes UCSF shuttle vehicles.

Source: Adavant Consulting, 2014

TABLE 3-15: PARNASSUS HEIGHTS CAMPUS SITE – EXISTING TO 2035 NEW PEAK HOUR TRANSIT TRIPS[1]

Transit Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
SF Muni	45	12	57	18	39	57
BART	12	1	13	2	10	12
AC Transit	1	0	1	0	1	1
Caltrain	1	0	1	0	1	1
SamTrans	1	0	1	0	1	1
Golden Gate Transit	2	0	2	0	2	2
UCSF Shuttle	60	57	117	48	46	94
Total	***122***	***70***	***192***	***68***	***100***	***168***

Notes:

1. Peak hour trips account for external trips only. Some transit users may use multiple transit modes on a single trip (e.g. BART+Muni, AC Transit+Muni, Muni+UCSF Shuttle, etc.). The table accounts for the total number of trips on each system, therefore transfer trips are counted multiple times.

Source: Adavant Consulting, Fehr & Peers, 2014

TABLE 3-16: PARNASSUS HEIGHTS CAMPUS SITE – EXISTING TO 2035 NEW PEAK HOUR WALK AND BICYCLE TRIPS[1]

Mode	AM Peak Hour	PM Peak Hour
Walk	36	33
Bicycle	17	15
Total	***53***	***48***

Notes:

1. Peak hour trips account for external trips only. Accounts for pedestrians or bicyclists walking/biking as their main mode of travel to the campus site.

Source: Adavant Consulting, 2014

As shown in **Table 3-14**, approximately 95 new vehicle trips would occur during the AM and PM peak with approximately half entering and half exiting the site. **Table 3-15** shows approximately 190 new transit riders in the AM peak hour and 170 new transit riders in the PM peak hour. A majority of transit users would be expected to travel to/from the campus site by Muni and the UCSF shuttle bus service. **Table 3-16** shows approximately 50 new pedestrians and bicyclists are expected during the AM and PM peak hour.

3.6.2 Mission Bay

The Mission Bay campus site would generate 9,420 net new external daily person trips by 2015 (completion of Phase One Medical Center and Mission Hall projects) of which 4,051 would be vehicle trips and 1,491 would be transit (public transit plus UCSF shuttle bus service) riders. Approximately 18 percent of daily trips would occur during the AM peak hour and about 16-percent during the PM peak hour. **Table 3-17** shows the 2015 AM and PM peak hour additional vehicle trips by population group, **Table**

3-18 shows the AM and PM peak hour new transit trips by transit service provider, and **Table 3-19** shows AM and PM peak hour walk and bicycle trips.

TABLE 3-17: MISSION BAY CAMPUS SITE – EXISTING TO 2015 NEW PEAK HOUR VEHICLE TRIPS[1]

Population Group	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Staff	407	15	422	17	297	314
Patients and Visitors	167	46	213	38	120	158
Other Visitors	39	8	47	3	17	20
Child care	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Total	**613**	**69**	**682**	**58**	**434**	**492**

Notes:

1. Peak hour trips account for external trips only. Includes UCSF shuttle vehicles.

Source: Adavant Consulting, 2014

TABLE 3-18: MISSION BAY CAMPUS SITE – EXISTING TO 2015 NEW PEAK HOUR TRANSIT TRIPS[1]

Transit Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
SF Muni	208	19	227	17	160	178
BART	155	13	168	13	123	136
AC Transit	22	2	25	2	19	21
Caltrain	36	3	39	3	28	31
SamTrans	6	1	7	1	5	5
Golden Gate Transit	7	1	8	1	5	6
Other	19	2	21	2	15	17
UCSF Shuttle	188	3	191	6	161	167
Total	***641***	***44***	***685***	***44***	***516***	***561***

Notes:

1. Peak hour trips account for external trips only. Some transit users may use multiple transit modes on a single trip (e.g. BART+SF Muni, AC Transit+SF Muni, SF Muni+UCSF Shuttle, etc.). The table accounts for the total number of trips on each system, therefore transfer trips are counted multiple times.

Source: Adavant Consulting, 2014

TABLE 3-19: MISSION BAY CAMPUS SITE – EXISTING TO 2015 NEW PEAK HOUR WALK AND BICYCLE TRIPS[1]

Mode	AM Peak Hour	PM Peak Hour
Walk	315	244
Bicycle	276	214
Total	***591***	***458***

Notes:

1. Peak hour trips account for external trips only. Accounts for pedestrians or bicyclists walking/biking as their main mode of travel to the campus site.

Source: Adavant Consulting, 2014

As shown in **Table 3-17**, approximately 610 new vehicles are estimated to arrive and 70 vehicles are estimated to depart, totaling about 680 new vehicle trips during the AM peak hour. There are an estimated 60 vehicles estimated to arrive and 430 vehicles estimated to depart during the PM peak hour, totaling approximately 490 additional vehicles at the campus site. **Table 3-18** shows that approximately 690 and 560 new transit riders would arrive or depart the campus site during the AM and PM peak hour, respectively. A majority of transit users at the Mission Bay campus site are expected to use SF Muni, BART, and the UCSF shuttle bus service. **Table 3-19** shows approximately 590 new pedestrians and bicyclists during the AM and approximately 460 new pedestrians and bicyclists during the PM peak hour.

By the year 2040, the Mission Bay campus site would generate 33,749 net new external daily trips of which 14,974 would be vehicle trips and 12,728 would be transit trips. Approximately 18-percent of daily trips would occur during the AM peak hour and about 16-percent during the PM peak hour. **Table 3-20** shows the year 2040 AM and PM peak hour additional vehicle trips by population group, **Table 3-21** the AM and PM peak hour new transit trips by transit service provider, and **Table 3-22** shows the AM and PM peak hour walk and bicycle trips.

TABLE 3-20: MISSION BAY CAMPUS SITE – EXISTING TO 2040 NEW PEAK HOUR VEHICLE TRIPS[1]

Transit Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Staff	1,909	71	1,980	107	1,631	1,738
Patients and Visitors	389	108	497	88	277	365
Other Visitors	175	37	212	16	78	94
Child care	61	57	118	57	61	118
Residential	27	46	73	65	33	98
Total	**2,561**	**319**	**2,880**	**333**	**2,080**	**2,413**

Notes:

1. Peak hour trips account for external trips only. Includes UCSF shuttle vehicles.

Source: Adavant Consulting, 2014

TABLE 3-21: MISSION BAY CAMPUS SITE – EXISTING TO 2040 NEW PEAK HOUR TRANSIT TRIPS [1]

Transit Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
SF Muni	880	57	937	70	766	836
BART	692	38	730	48	610	658
AC Transit	103	5	108	7	88	96
Caltrain	147	9	155	11	132	143
SamTrans	25	1	26	2	23	25
Golden Gate Transit	26	2	28	2	23	25
Other	74	6	80	6	65	71
UCSF Shuttle	1,039	75	1,114	105	964	1,069
Total	***2,986***	***193***	***3,178***	***251***	***2,671***	***2,923***

Notes:

1. Peak hour trips account for external trips only. Some transit users may use multiple transit modes on a single trip (e.g. BART+SF Muni, AC Transit+SF Muni, SF Muni+UCSF Shuttle, etc.). The table accounts for the total number of trips on each system, therefore transfer trips are counted multiple times.

Source: Adavant Consulting, 2014

TABLE 3-22: MISSION BAY CAMPUS SITE – EXISTING TO 2040 NEW PEAK HOUR WALK AND BICYCLE TRIPS[1]

Mode	AM Peak Hour	PM Peak Hour
Walk	498	427
Bicycle	374	320
Total	***872***	***747***

Notes:

2. Peak hour trips account for external trips only. Accounts for pedestrians or bicyclists walking/biking as their main mode of travel to the campus site.

Source: Adavant Consulting, 2014

As shown in **Table 3-20**, approximately 2,560 vehicles are estimated to arrive and 320 vehicles are estimated to depart the campus site during the AM peak hour, totaling 2,880 new vehicle trips. There would be an estimated 330 vehicles arriving and 2,080 vehicles departing the campus site during the PM peak hour, totaling 2,410 new vehicles. By 2040, transit usage is expected to increase by about 3,180 and 2,920 riders during the AM and PM peak hour, respectively. Most transit riders would be expected to use SF Muni, BART, and the UCSF shuttle bus service. **Table 3-22** shows approximately 870 new pedestrians and bicyclists during the AM and approximately 750 new pedestrians and bicyclists during the PM peak hour.

3.6.2.1 LRDP Variant

Under the LRDP Variant, the Mission Bay campus site would generate slightly more vehicle trips than the LRDP. As shown in **Table 3-23**, approximately 2,620 new vehicles are estimated to arrive and 330 vehicles are estimated to depart, totaling about 2,950 new vehicle trips during the AM peak hour. There are an

estimated 340 vehicles estimated to arrive and 2,110 vehicles estimated to depart during the PM peak hour, totaling approximately 2,450 additional vehicles at the campus site. These represent increases of approximately two percent in the total number of vehicles generated by the LRDP Variant when compared to the LRDP during both the AM and PM peak hours. As shown in **Table 3-24,** the LRDP Variant is estimated to generate approximately 3,000 new transit trips during the AM peak hour and 3,000 new transit trips during the PM peak hour, a two to three percent increase when compared to the 2014 LRDP.

TABLE 3-23: MISSION BAY CAMPUS SITE – EXISTING TO 2040 LRDP VARIANT NEW PEAK HOUR VEHICLE TRIPS[1]

Population Group	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Staff	1,906	70	1,976	105	1,620	1,725
Patients and Visitors	448	124	572	100	320	420
Other Visitors	175	37	212	16	78	94
Child care	61	57	118	57	61	118
Residential	27	46	73	65	33	98
Total	**2,617**	**334**	**2,951**	**343**	**2,112**	**2,455**

Notes:

1. Peak hour trips account for external trips only. Includes UCSF shuttle vehicles.

Source: Adavant Consulting, 2014

TABLE 3-24: MISSION BAY CAMPUS SITE – EXISTING TO 2040 LRDP VARIANT NEW PEAK HOUR TRANSIT TRIPS [1]

Transit Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
SF Muni	908	64	972	75	787	862
BART	706	43	749	52	620	672
AC Transit	104	6	110	8	89	97
Caltrain	151	6	157	11	136	147
SamTrans	27	1	28	2	23	25
Golden Gate Transit	27	3	30	3	23	26
Other	78	5	83	7	66	73
UCSF Shuttle	1,068	81	1,149	114	985	1,099
Total	**3,069**	**209**	**3,278**	**272**	**2,729**	**3,001**

Notes:

1. Peak hour trips account for external trips only. Some transit users may use multiple transit modes on a single trip (e.g. BART+SF Muni, AC Transit+SF Muni, SF Muni+UCSF Shuttle, etc.). The table accounts for the total number of trips on each system, therefore transfer trips are counted multiple times.

Source: Adavant Consulting, 2014

The travel demand for other modes including walking and bicycling would be commensurate with the percentage increase, approximately two to three percent, in new peak hour vehicle and transit trips generated by the 2014 LRDP plan for the Mission Bay campus site.

3.6.3 Mount Zion

The Mount Zion campus site would generate 3,223 net new external person trips through the LRDP horizon year (2035) of which 1,292 would be vehicle trips and 975 would be transit trips. Approximately 22-percent of daily trips would occur during the AM peak hour and 11-percent during the PM peak hour. **Table 3-25** shows the new AM and PM peak hour vehicle trips at the Mount Zion campus site by population group, **Table 3-26** shows the new AM and PM peak hour transit trips by transit service provider, and **Table 3-27** shows the peak hour pedestrian and bicycle trips.

TABLE 3-25: MOUNT ZION CAMPUS SITE – EXISTING TO 2035 NEW PEAK HOUR VEHICLE TRIPS[1]

Population Group	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Staff	146	2	148	8	112	120
Patients and Visitors	84	56	140	12	12	24
Other Visitors	3	2	5	2	4	6
Child care	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Total	***233***	***60***	***293***	***22***	***128***	***150***

Notes:

1. Peak hour trips account for external trips only. Includes UCSF shuttle vehicles.

Source: Adavant Consulting, Fehr & Peers, 2014

TABLE 3-26: MOUNT ZION CAMPUS SITE – EXISTING TO 2035 NEW PEAK HOUR TRANSIT TRIPS[1]

Transit Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
SF Muni	127	39	166	13	71	84
BART	39	5	44	2	28	30
Caltrain	4	0	4	0	3	3
SamTrans	4	0	4	0	3	3
Golden Gate Transit	13	2	15	0	8	8
UCSF Shuttle	29	0	29	3	24	27
Total	***216***	***46***	***262***	***18***	***137***	***155***

Notes:

1. Peak hour trips account for external trips only. Some transit users may use multiple transit modes on a single trip (e.g. SF BART+SF Muni, AC Transit+SF Muni, SF Muni+UCSF Shuttle, etc.). The table accounts for the total number of trips on each system, therefore transfer trips are counted multiple times.

Source: Adavant Consulting, 2014

TABLE 3-27: MOUNT ZION CAMPUS SITE – EXISTING TO 2035 NEW PEAK HOUR WALK AND BICYCLE TRIPS[1]		
Mode	**AM Peak Hour**	**PM Peak Hour**
Walk	42	41
Bicycle	21	11
Total	***63***	***52***

Notes:

1. Peak hour trips account for external trips only. Accounts for pedestrians or bicyclists walking/biking as their main mode of travel to the campus site.

Source: Adavant Consulting, 2014

As shown in **Table 3-25**, approximately 230 vehicles are estimated to arrive and 60 vehicles are estimated to depart the campus site, totaling approximately 290 new vehicle trips during the AM peak hour. Approximately 20 new vehicles would arrive and about 130 vehicles would depart the campus site, totaling 150 new vehicles during the PM peak hour. As summarized in **Table 3-26**, it is estimated that approximately 260 and 160 new transit riders would arrive or depart the campus site during the AM and PM peak hours, respectively. A majority of transit users are expected to arrive/depart by SF Muni. **Table 3-27** shows approximately 60 new AM peak hour walk and bicycle trips and 50 new PM peak hour walk and bicycle trips.

3.6.4 Mission Center

The Mission Center campus site would generate 1,064 net new external trips through the LRDP horizon year (2035) of which 539 would be vehicle trips and 410 would be transit trips. Approximately 22-percent of daily trips would occur during the AM peak hour and about 21-percent during the PM peak hour. **Table 3-28** shows the new AM and PM peak hour vehicle trips by population group at the Mission Center campus site, **Table 3-29** shows the AM and PM peak hour new transit trips by transit service provider, and **Table 3-30** shows the AM and PM peak hour walk and bicycle trips.

TABLE 3-28: MISSION CENTER CAMPUS SITE – EXISTING TO 2035 NEW PEAK HOUR VEHICLE TRIPS[1]						
Population Group	**AM Peak Hour**			**PM Peak Hour**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Staff	109	2	111	5	100	105
Patients and Visitors	0	0	0	0	0	0
Other Visitors	9	2	11	0	4	4
Child care	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Total	***118***	***4***	***122***	***5***	***104***	***109***

Notes:

1. Peak hour trips account for external trips only. Includes UCSF shuttle vehicles.

Source: Adavant Consulting, Fehr & Peers, 2014

TABLE 3-29: MISSION CENTER CAMPUS SITE – EXISTING TO 2035 NEW PEAK HOUR TRANSIT TRIPS[1]

Transit Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
SF Muni	38	0	38	0	36	36
BART	24	0	24	1	23	24
Caltrain	6	0	6	0	6	6
SamTrans	2	0	2	0	2	2
Golden Gate Transit	4	0	4	0	4	4
UCSF Shuttle	31	0	31	1	28	29
Total	***105***	***0***	***105***	***2***	***99***	***101***

Notes:

1. Peak hour trips account for external trips only. Some transit users may use multiple transit modes on a single trip (e.g. BART+SF Muni, AC Transit+SF Muni, SF Muni+UCSF Shuttle, etc.). The table accounts for the total number of trips on each system, therefore transfer trips are counted multiple times.

Source: Adavant Consulting, 2014

TABLE 3-30: MISSION CENTER CAMPUS SITE – EXISTING TO 2035 NEW PEAK HOUR WALK AND BICYCLE TRIPS[1]

Mode	AM Peak Hour	PM Peak Hour
Walk	8	7
Bicycle	15	14
Total	***23***	***21***

Notes:

1. Peak hour trips account for external trips only. Accounts for pedestrians or bicyclists walking/biking as their main mode of travel to the campus site.

Source: Adavant Consulting, 2014

As shown in **Table 3-28**, 118 vehicles are estimated to arrive and 4 vehicles are estimated to depart the Mission Center campus site, totaling 122 new vehicle trips during the AM peak hour. There would be an estimated five vehicles arriving and 104 vehicles departing the campus site, totaling 109 new vehicles during the PM peak hour. **Table 3-29** shows that 105 and 101 new transit riders would arrive or depart the campus site during the AM and PM peak hour, respectively. A majority of transit users at the Mission Center campus site would be expected to use SF Muni, BART, or the UCSF bus shuttle service. **Table 3-30** shows approximately 20 new AM and PM peak hour walk and bicycle trips.

3.7 LOADING DEMAND

The *SF Guidelines* methodology for estimating commercial vehicle and freight loading demand is typically used to calculate the demand associated with new development projects in San Francisco. Daily truck trips

are calculated based on gross square-footage, a nine-hour day, and a 25-minute average stay. Average hourly demand can then be converted to a peak hour demand by applying peaking factors specified in the *SF Guidelines*. **Table 3-31** shows the calculated demand based on the gross square feet (GSF) estimates by 2035/2040.

TABLE 3-31: EXISTING AND FUTURE ESTIMATED OFF-STREET LOADING DEMAND (BASED ON SF GUIDELINES)[1]

Campus	Existing Demand		Future Demand [2]		Growth	
	Daily	Peak Hour	Daily	Peak Hour	Daily	Peak Hour
Parnassus Heights	1,722	100	1,753	101	31	2
Mission Bay	671	39	2,185	126	1,514	88
Mount Zion	566	33	673	39	106	6
Mission Center	133	8	175	10	42	2
Total	3,092	180	4,786	276	1,693	98

Notes:

1. Estimated loading demand based on existing and LRDP proposed GSF. Calculations based on *SF Guidelines*, Appendix D, Freight Delivery and Service Demand Methodology.
2. The data shown in this table reflects the future off-street loading demand through the LRDP horizon year (2035) for the Parnassus Heights, Mount Zion, and Mission Center campus sites, and year 2040 for the Mission Bay campus site.

Table 3-31 shows that all campus sites should anticipate an increase in daily and peak hour loading demand. However, since the campus sites are unique trip generators, wherein multiple complimentary land uses exist at each campus site, rather than a single land use (e.g. office, research, etc.), loading demand was estimated based on existing loading surveys conducted at the Parnassus Heights campus site and then applied to the other campus sites. Daily (7:00 AM to 7:00 PM) loading data was observed for three average weekdays in October 2013 at approximately half of the 54 loading spaces at the Parnassus Heights campus site. The survey recorded the arrival and departure time of each delivery/pick-up, thereby denoting the number of loading trips and duration of each trip. **Table 3-32** shows the results of the data collection efforts at the Parnassus Heights campus site.

TABLE 3-32: PARNASSUS HEIGHTS – EXISTING LOADING DEMAND[1]

Daily	AM Peak Hour	Average Loading Duration	Existing 1,000 GSF	Average Loading Trip per 1,000 GSF
337	56	30 minutes	3,956	0.09

Notes:

1. Daily and AM peak hour loading demand estimated using a factor calculated from data collected at 21 of the 54 loading spaces than factored up to account for all loading spaces.

Source: Fehr &Peers, 2013

Table 3-32 shows that the Parnassus Heights campus site receives on average 0.09 loading trips per 1,000 GSF, yielding 337 daily trips and 56 AM peak hour trips. Data collected noted that each loading space was occupied for an average of 30 minutes.

Using the empirical data shown in **Table 3-32**, a factor was applied to the *SF Guidelines* rates to calibrate the loading demand rates such that they match the existing data collected at the Parnassus Heights campus site. The factor derived from observations at the Parnassus Heights campus site was selected to apply to the other campus sites because the Parnassus Heights campus site represents the most established campus site with the largest diversity of uses. This factor tends to result in more specialized deliveries for specific uses, making this an inherently conservative analysis. **Table 3-33** summarizes the revised existing and future year off-street loading demand when the same factor is applied to the other campus sites. The estimates shown in **Table 3-33** more accurately reflect the existing loading demand at each campus site, and thus more accurately forecast both the future loading demand at each campus site, but also the loading demand associated with the 2014 LRDP projects in place at each campus site.

TABLE 3-33: EXISTING AND FUTURE ESTIMATED OFF-STREET LOADING DEMAND[1]

Campus	Existing Demand (2012/2013)		Future Demand (2035/2040) [2]		Growth	
	Daily	Peak Hour	Daily	Peak Hour	Daily	Peak Hour
Parnassus Heights	336	52	351	55	15	2
Mission Bay	220	34	497	77	277	43
Mount Zion	80	13	102	16	21	3
Mission Center	25	4	41	6	17	3
Total	662	103	992	154	330	51

Notes:

1. Estimated loading demand based on existing, LRDP proposed GSF, and loading data collected at Parnassus Heights.
2. The data shown in this table reflects the future off-street loading demand through the LRDP horizon year (2035) for the Parnassus Heights, Mount Zion, and Mission Center campus sites, and year 2040 for the Mission Bay campus site.

Source: Fehr & Peers, 2014

Table 3-33 results for the Parnassus Heights campus site are similar to the data collected and summarized in **Table 3-32**. **Table 3-33** shows that through 2035/2040, approximately two or three additional peak hour loading trips will be added to each campus site except at Mission Bay, which will generate approximately 40 new loading trips. The estimated increase in loading trips at Mission Bay is reasonable since it includes the new Phase One Medical Center and Mission Hall projects that will become operational in 2015, the 991,800 gross square feet of development being proposed by the 2014 LRDP, and the Phase Two Medical Center project planned to open sometime after 2035, which together would nearly triple the existing square footage at the campus site. The estimated increase in loading trips at the Mission Bay campus site under the LRDP Variant would likely increase by a similar amount to the vehicle and transit trips (approximately two to three percent increase) due to the introduction of clinical space, to that generated by the LRDP.

UCSF shuttles stop at loading zones located on city streets at the Parnassus Heights, Mission Bay, and Mount Zion campus sites. The shuttle loading zone is internal to the campus at the Mission Center campus site. The loading zones are white curb spaces that accommodate UCSF shuttles at the curbside. As part of existing observations documented in Chapter 2, loading demand of existing shuttle vehicles was observed to be accommodated within the existing loading zones. Per Section 1.2.6, UCSF Transportation Services audits shuttle vehicle loading and operations on a regular basis. In the event that UCSF identifies a need for an expanded or additional loading zone, they would apply to SFMTA for an expanded white

curb loading area for shuttle buses at a location that would not interfere with Muni vehicle passenger loading.

3.7.1 Passenger Loading Demand

In order to estimate passenger loading demand at each campus site, the drop-off/taxi service mode split and a portion of the carpool mode split percentages presented in **Table 3-6** was applied to the peak AM and PM peak hour person trips. **Table 3-34** summarizes the estimated passenger loading trips for the existing and 2035/2040 as well as both the delta and percent growth generated by the LRDP.

TABLE 3-34: EXISTING AND FUTURE ESTIMATED PASSENGER LOADING DEMAND[1]

Campus Site	Mode Split [2]	Existing Demand (2012/2013)		Future Demand (2035/2040) [3]		Growth		Percent Growth	
		AM	PM	AM	PM	AM	PM	AM	PM
Parnassus Heights	6.2%	368	333	388	351	20	18	*5%*	*5%*
Mission Bay	3.8%	88	75	324	278	236	203	*268%*	*271%*
Mount Zion	7.6%	154	74	207	100	53	26	*34%*	*35%*
Mission Center	1.5%	6	5	9	9	3	4	*50%*	*80%*
Total		*616*	*487*	*928*	*738*	312	251	*51%*	*52%*

Notes:

1. Peak hour trips account for external trips only.
2. Analysis assumes additional 10% of estimated carpool/vanpool use drop-off/passenger loading area before parking.
3. The data shown in this table reflects the future passenger loading demand through the LRDP horizon year (2035) for the Parnassus Heights, Mount Zion, and Mission Center campus sites, and year 2040 for the Mission Bay campus site.

Source: Adavant Consulting, 2014

Table 3-34 shows that the expected peak hour passenger loading demand will increase by approximately 5 percent at the Parnassus Heights campus site. The Mount Zion campus site is anticipated to increase its peak hour passenger loading demand by approximately 35 percent and the Mission Center campus site is anticipated to increase by approximately 50- to 80-percent. Passenger loading growth is anticipated to increase at the Mission Bay campus site by roughly threefold. The major contributor of the increase in anticipated passenger loading demand is the opening of Phases One and Two of the Medical Center at Mission Bay. The estimated increase in passenger loading trips at the Mission Bay campus site under the LRDP Variant would likely increase by a similar amount to the vehicle and transit trips (approximately two to three percent increase) due to the introduction of clinical space, to that generated by the LRDP.

3.8 PARKING DEMAND

Parking demand estimates for the four campus sites were calculated based on the current and projected population (physicians, staff and visitors, child care, residents, etc.) information at each campus site, as well as the expected mode of travel to/from each campus site, as described in Section 3.4.

Thus, forecasting the net new parking demand of the LRDP involves estimating the number of daily parked vehicles generated by the LRDP at each campus site, less the current demand at each campus site. The number of daily parked vehicles includes all vehicles arriving at each campus site, but excluding taxis, UCSF shuttle buses, and those who drop-off or pick up staff, patients, or visitors.

The resulting increases in daily vehicle parking for a typical weekday at each campus site are summarized in **Table 3-35** by population group.

Table 3-35 shows that in total, the four campus sites are expected to generate approximately 7,600 new daily parked vehicles on a typical weekday, which represents an increase of approximately 76 percent over current values. Over 85 percent of the additional daily parked vehicles would occur at the Mission Bay campus site. The increase in parked vehicles from existing conditions includes Phase One Medical Center and Mission Hall at the Mission Bay campus site (approximately 1,780 vehicles), which are not part of the 2014 LRDP growth.

The number of daily parked vehicles is then adjusted in order to estimate the peak parking space demand, as different vehicles would occupy the same parking space during the day in many instances, for example, in the case of staff, patients or visitors arriving for different work shifts or medical appointments throughout the day. Thus, the peak parking space demand ratios are equal (one vehicle parks in a space all day) or less (multiple vehicles park in the same space throughout the day) than one, depending on the population group.

TABLE 3-35: EXISTING AND FUTURE DAILY VEHICLE PARKING ESTIMATES ON A TYPICAL WEEKDAY BY CAMPUS SITE AND POPULATION GROUP

Population Group	Existing Daily Vehicle Parking (2012/13)	Future Daily Vehicle Parking (2035/2040) [1]	Growth
Parnassus Heights			
Staff	3,602	3,623	21
Patients and Visitors	1,502	1,502	0
Other Visitors	510	510	0
Child care	6	8	2
Residential	218	435	217
Sub-Total	***5,838***	***6,078***	***240***
Mission Bay			
Staff	1,138	4,861	3,723
Patients and Visitors	73	1,948	1,875
Other Visitors	422	1,007	585
Child care	7	15	8
Residential	396	797	401
Sub-Total	***2,036***	***8,628***	***6,592***
Mount Zion			
Staff	814	1,098	284
Patients and Visitors	757	962	205
Other Visitors	92	119	27
Sub-Total	***1,663***	***2,179***	***516***
Mission Center			
Staff	361	587	226
Other Visitors	60	90	30
Sub-Total	***421***	***677***	***256***
Four Campus Sites			
Staff	5,915	10,169	4,254
Patients and Visitors	2,332	4,412	2,080
Other Visitors	1,084	1,726	642
Child care	13	23	10
Residential	614	1,232	618
Grand Total	***9,958***	***17,562***	***7,604***

Note:

1. The data shown in this table reflects the future number of daily parked vehicles through the LRDP horizon year (2035) for the Parnassus Heights, Mount Zion, and Mission Center campus sites, and year 2040 for the Mission Bay campus site.

Source: Adavant Consulting, 2014

The peak parking space demand ratios used in the analysis are summarized in **Table 3-36** by population group. They have been derived from previous parking studies conducted at the UCSF campus sites, including the 2008 Medical Center at Mission Bay EIR and the 1996 LRDP EIR.

TABLE 3-36: PEAK PARKING SPACE DEMAND RATES BY POPULATION GROUP

Population Group	Peak Parking Space Demand Rate
Staff	0.85
Patients	0.30
Visitors	0.40
Vendors and Services	0.60
Residents	1.00

Source: UCSF, Adavant Consulting, 2014

Table 3-37 provides an estimate of the additional number of parking spaces that would be occupied at each campus site during the peak parking demand period, typically from mid-morning until early afternoon, as a result of the LRDP. In total, the four campus sites are expected to generate a peak demand of approximately 5,200 new parking spaces on a typical weekday. Over 85 percent of the additional demand for parking spaces (about 4,470) would occur at the Mission Bay campus site. The estimated increase in parking demand at the Mission Bay campus site under the LRDP Variant would likely increase by a similar amount to the vehicle and transit trips (approximately two to three percent increase) due to the introduction of clinical space, to that generated by the LRDP.

TABLE 3-37: PEAK PARKING DEMAND ON A TYPICAL WEEKDAY BY CAMPUS SITE AND POPULATION GROUP

Population Group	Increase in Parking Space Demand by 2035/2040 [1]				
	Parnassus Heights	Mission Bay	Mount Zion	Mission Center	Four Campus Sites
Staff	19	3,165	241	192	3,617
Patients and Visitors	-4	643	55	0	694
Other Visitors	0	278	13	14	305
Child care	2	7	0	0	9
Residential	208	378	0	0	586
Total	***225***	***4,471***	***309***	***206***	***5,211***

Note:

1. The data shown in this table reflects the future peak parking demand through the LRDP horizon year (2035) for the Parnassus Heights, Mount Zion, and Mission Center campus sites, and year 2040 for the Mission Bay campus site.

Source: Adavant Consulting, 2014

An interim parking demand assessment was also conducted at the Mission Bay campus site only for the year 2015, when Phase One Medical Center project and Mission Hall are expected to open. The increase in

daily vehicle parking and peak parking demand at the Mission Bay campus site by 2015 are summarized in **Table 3-37** for each population group.

TABLE 3-38: INTERIM YEAR 2015 DAILY VEHICLE PARKING AND PEAK PARKING DEMAND GROWTH ON A TYPICAL WEEKDAY AT THE MISSION BAY SITE BY POPULATION GROUP

Population Group	Daily Vehicle Parking Growth (Number of Vehicles)	Increase in Peak Parking Demand (Number of Parking Spaces)
Mission Bay		
Staff	861	732
Patients and Visitors	788	265
Other Visitors	128	62
Child care	0	0
Residential	0	0
Total Mission Bay	***1,777***	***1,059***

Source: UCSF, Adavant Consulting, 2014

As shown in the table, with the opening of Phase One Medical Center and the completion of Mission Hall by 2015 would be an increase of approximately 1,780 daily parked vehicles on a typical weekday, which represents an increase in peak parking demand of about 1,060 spaces.

3.9 CONSTRUCTION DEMAND

Implementation of the LRDP would occur using a coordinated, phased construction schedule that would preserve UCSF's operations during the construction period. The construction will occur in phases beginning with Phase One Medical Center at Mission Bay, scheduled to open in 2015, and through the LRDP horizon year in 2035. The sections below describe the estimated construction schedule and construction truck demand per workday. The type of truck will vary per the construction project but could include a combination of hauler, excavation, materials delivery, cement, and/or smaller, more specialized trucks for specific functions.

A discussion regarding the coordination of construction of LRDP projects with the construction of non-UCSF development projects within the vicinity of the campus sites follows in Section 4.8.5.

3.9.1 Parnassus Heights

The Parnassus Heights campus site construction schedule is described in **Table 3-39**. Construction is anticipated to begin in 2015 with implementation of the cushioning actions and conclude by 2036 with the demolition of the Koret Vision Research Building. Generally, each project anticipates no more than 10 truck trips per workday; however some projects, such as the renovation of UC Hall and construction of the New Hospital Addition, may require up to 20 to 30 truck trips on average through the duration of the project.

TABLE 3-39: PARNASSUS HEIGHTS PROPOSED CONSTRUCTION ESTIMATES			
Construction Project	**Project Completed By**	**GSF**	**Average Range of Truck Trips per Workday[1]**
Demolish Laboratory of Radiobiology	2020	18,200	1-5
Demolish Medical Research 4 Building	2020	12,100	1-5
Demolish the Surge Building	2020	11,400	1-5
Demolish the Woods Building	2020	3,900	1-5
Build Housing on Fifth and Parnassus Site	2020	48,400	1-5
Renovate/Reuse UC Hall - Phase One	2020	74,700	1-20
Parnassus Avenue Streetscape – Phase One	2020	--	1-5
Parnassus Avenue Streetscape – Phase Two	2025	--	1-5
Demolish the LPPI Building and Two Support Buildings	2031	107,200	1-20
Construct the New Hospital Addition	2031	308,000	1-30
Renovate and Convert Millberry Union Towers to Housing	2036	46,600	1-10
Demolish the Environmental Health and Safety Building	2036	6,200	1-5
Demolish the Proctor Building	2036	9,000	1-5
Build Housing on Proctor Site	2036	30,400	1-5
Renovate Moffitt Hospital	2036	--	1-10
Renovate/Reuse UC Hall - Phase Two	2036	68,300	1-10
Demolish the Koret Vision Research Building	2036	43, 00	1-10

Notes:

1. Average number of truck trips will range through each phase of the project.

Source: UCSF, 2014

3.9.2 Mission Bay

The Mission Bay campus site construction schedule is described in **Table 3-40**. Construction is anticipated to begin in 2016 with construction of Block 15 and the Surcharging Project on Block 14. Construction is estimated to go beyond the LRDP horizon year with construction of Phase Two Medical Center. With the exception of Phase Two Medical Center and development of Block 15, most construction projects will generate no more than approximately 40 truck trips per workday through the duration of construction. Construction of Block 15 and Phase Two Medical Center is anticipated to generate up to 50 and 90 truck

trips per workday, respectively. Phase One Medical Center is not included in the table, as it is nearing completion at the time of publication.

The estimated range of average truck trips per day and the duration of the construction period would be the same at the Mission Bay campus site under the LRDP Variant as that generated by the LRDP, as the same square footage of space is proposed to be developed under both scenarios.

TABLE 3-40: MISSION BAY PROPOSED CONSTRUCTION DATA[1]			
Construction Project	**Project Completed By**	**GSF**	**Average Range of Truck Trips per Workday[1]**
Block 15 housing	2020	418,200	10-50
Block 33	2020	275,000	10-30
Block 33/34 Parking Garage	2020	167,500	10-30
Phase 1B Cancer Outpatient Building	2020	124,500	5-15
Surcharging- Blocks 15 & 18	2020	42,700	10-30
Block 23A	2025	232,200	10-30
Block 34	2025	225,000	10-30
Block 18 – Garage Phase 1	2025	271,000	10-30
Block 16	2031	289,000	10-40
Block 25B	2031	323,000	10-40
Block 18 – Research/Office Building	2036	193,000	10-30
Block 18 – Garage Phase 2	2036	271,000	10-30
Phase Two Medical Center	2036	793,500	20-90

Notes:

1. Average number of truck trips will range through each phase of the project.

Source: UCSF, 2014

3.9.3 Mount Zion

The Mount Zion campus site construction schedule is described in **Table 3-41**. Construction is anticipated to begin in 2015 with the renovation and reuse of the existing hospital and conclude by 2020 with the demolition or retrofit of Building "N" (2255 Post Street). Generally, each project anticipates no more than 15 truck trips per workday, however the construction of a new medical office and/or research building will require up to 30 truck trips through the duration of construction, which is approximately two years.

TABLE 3-41: MOUNT ZION PROPOSED CONSTRUCTION DATA			
Construction Project	**Project Completed By**	**GSF**	**Average Number of Truck Trips per Workday**
Renovate and reuse existing hospital	2020	50,000	1-10
Demolish the Hellman, Harold Brunn Institute and the Dialysis Center Buildings	2020	85,000	1-15
Construct additional parking	2020	78,000	1-10
Construct a new medical office and/or research building(s)	2020	257,000	10-30
Demolish or retrofit the "N" building (2255 Post Street)	2020	7, 500	1-5
Source: UCSF, 2014			

3.9.4 Mission Center

The Mission Center campus site construction schedule is described in **Table 3-42**. Construction is anticipated to begin in 2022 with the new parking structure and end in 2025 with the completion of the new building fronting Harrison Street and 15th Street. Both projects anticipate no more than 15 truck trips per workday through the duration of construction. As noted earlier, development of this new building is to occur only if additional program space is determined to be needed in the future, and if and when funding becomes available.

TABLE 3-42: MISSION CENTER PROPOSED CONSTRUCTION DATA			
Construction Project	**Project Completed By**	**GSF**	**Average Number of Truck Trips per Workday**
New Parking	2025	96,000	1-15
New Building	2025	100,000	1-15
Source: UCSF, 2014			

4 TRANSPORTATION IMPACT ANALYSIS

This chapter presents the assessment of transportation impacts resulting from the 2014 LRDP. The impacts are grouped into eight areas: traffic, transit, pedestrians, bicyclists, loading, emergency vehicle access, parking, and transportation-related construction impacts. Transportation conditions were assessed for Existing plus LRDP. Future year analysis under Year 2015 conditions for the Mission Bay campus site and Year 2040 conditions for all campus sites are presented in Chapter 5.

4.1 SIGNIFICANCE CRITERIA

Below is a list of significance criteria used by UCSF to assess whether the 2014 LRDP would result in significant impacts to the transportation network. These criteria are organized by transportation mode to facilitate the transportation impact analysis.

4.1.1 Traffic

Signalized Intersections – a significant impact would occur if:

- LRDP traffic causes intersection LOS D or better to deteriorate to LOS E or F.
- LRDP traffic causes intersection LOS E to deteriorate to LOS F.
- LRDP increases traffic by five percent on critical movements[9] operating at LOS E or F of an intersection operating at LOS E or F under Existing conditions.

Unsignalized Intersections – a significant impact would occur if:

- LRDP traffic causes the LOS at the worst approach to deteriorate from LOS D or better to LOS E or F and Caltrans signal warrants would be met.
- LRDP traffic causes Caltrans signal warrants to be met when the worst approach is already operating at LOS E or F.
- LRDP adds traffic to an intersection that operates at LOS E or F under Existing conditions and makes a considerable contribution (five percent on critical approaches[10] operating at LOS E or F) to the worsening of the average delay per vehicle and Caltrans signal warrants would be met.

Cumulative – a significant impact would occur if:

- LRDP would make a considerable contribution to the deterioration of intersection conditions (LOS E or F) if LRDP-generated traffic contributes five percent or more to the critical movements operating at LOS E or F under Cumulative conditions.

[9] The critical movement is the one whose signal phase requires more green time to serve its demand volume than the concurrent movement's signal phase.
[10] The critical approach is when a critical movement is a single shared movements lane.

4.1.2 Transit

The LRDP would have a significant effect on the environment if project demand for public transit causes the need for development or expansion of mass transit facilities, the development of which would cause significant environmental impacts.

4.1.3 Pedestrians and Bicycles

The LRDP would have a significant effect on the environment if it would cause a substantial conflict among autos, bicyclists, pedestrians, and transit vehicles.

4.1.4 Loading

The LRDP would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, or if it created potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.

4.1.5 Parking

LRDP-generated parking demand that is not met by the project is not considered significant.

4.1.6 Construction

Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

4.2 TRAFFIC IMPACTS

The net new vehicle trip estimates for the 2014 LRDP developed in Chapter 3 were added to Existing peak hour intersection volumes to represent Existing Plus LRDP conditions. Vehicle trips are assigned to routes using trip distribution percentages and routes to and from the trip end. The sections below describe the estimated peak hour vehicle trips going to and from each campus site and the 2014 LRDP's impacts on study intersections.

Consistent with the significance criteria presented in Section 4.1, the LRDP was determined to have a significant impact at an intersection if LRDP-generated trips would cause an intersection operating at LOS D or better under Existing conditions to operate at LOS E or LOS F, or intersection operating at LOS E under Existing conditions to deteriorate to LOS F conditions. At intersections that operate at LOS E or LOS F under Existing conditions, and would continue to operate at LOS E or LOS f under Existing Plus LRDP conditions, the increase in project vehicle trips were reviewed to determine whether the increase would contribute considerably to critical movements operating at LOS E or LOS F.

4.2.1 Parnassus Heights

Existing Plus LRDP conditions peak hour turning movement volumes for the Parnassus Heights campus site are shown on **Figure 4-1A**, **4-1B, 4-1C,** and **4-1D**. **Table 4-1** presents intersection levels of service and delay for the AM and PM peak hours for the Existing and Existing Plus LRDP scenarios.

It should be noted that at some of the study intersections, the average delay per vehicle would remain the same (e.g., Judah Street/Ninth Avenue). Using the HCM methodology, the level of service is calculated based on an average of the total vehicular delay per approach, weighted by the number of vehicles at each approach. Increases in traffic volumes at an intersection usually result in increases in the overall intersection delay. However, if there are increases in the number of vehicles at movements with low delays, the average weighted delay per vehicle may remain the same or decrease. At side-street stop controlled intersections (SSSC), the average delay of the worst-operating stop controlled movement is shown, rather than the average delay of the intersection as a whole. At all all-way stop controlled intersections (AWSC), both the average delay of the worst-operating stop controlled movement and the average delay of the intersection as a whole are shown.

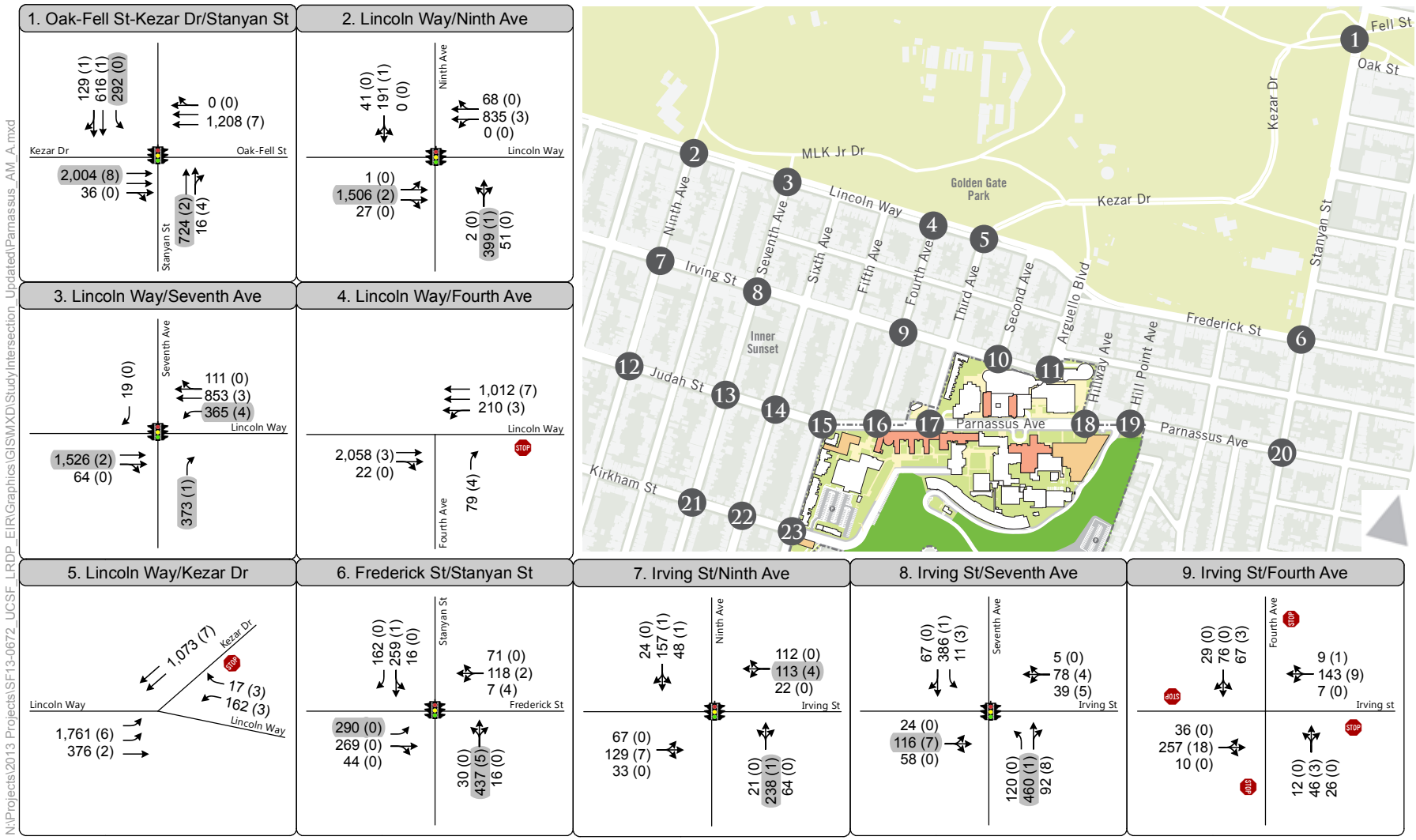


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Figure 4-1A

Existing and LRDP AM Intersection Lane Configurations, Traffic Control, and Volumes- Parnassus Heights

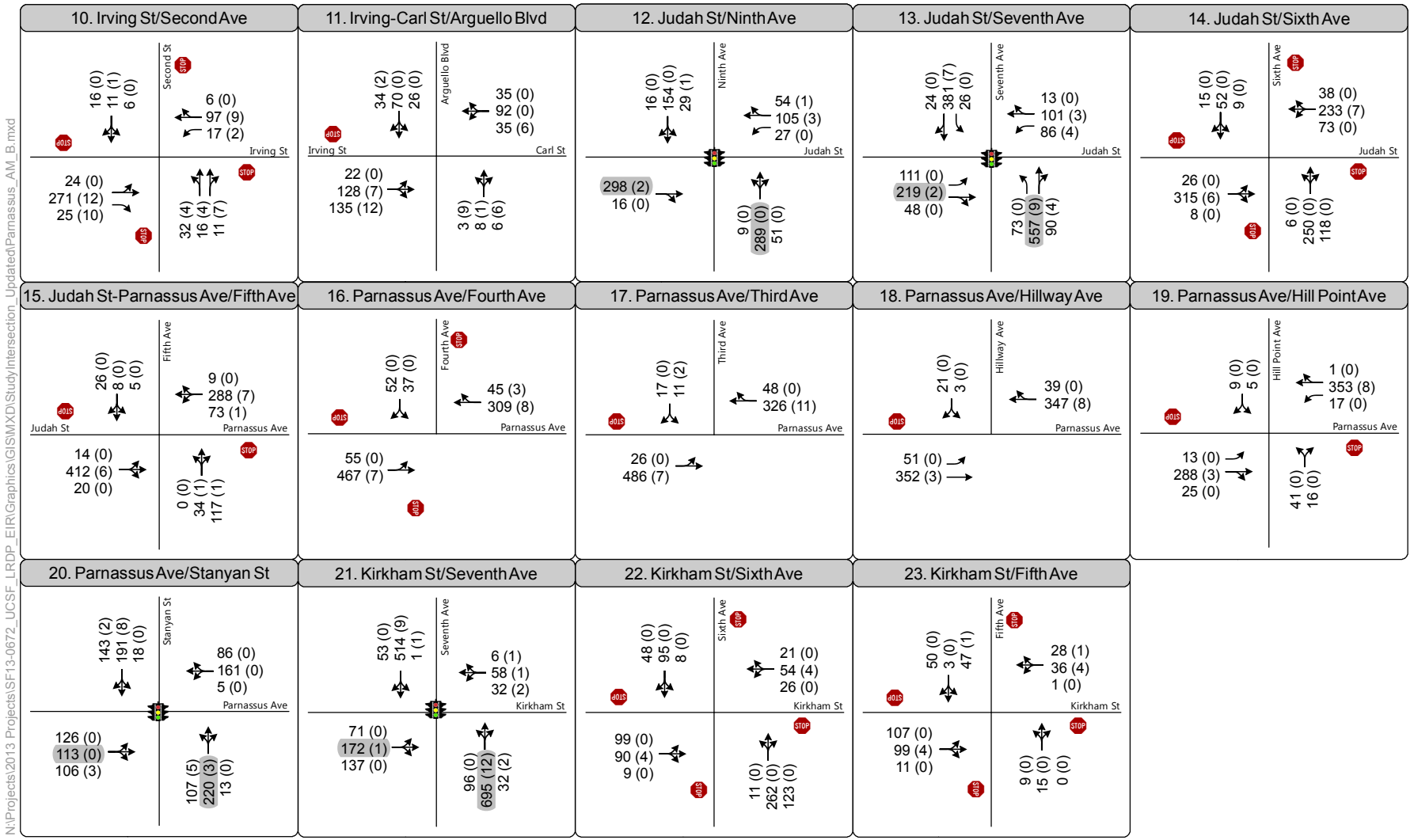

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Figure 4-1B

Existing and LRDP AM Intersection Lane Configurations, Traffic Control, and Volumes- Parnassus Heights

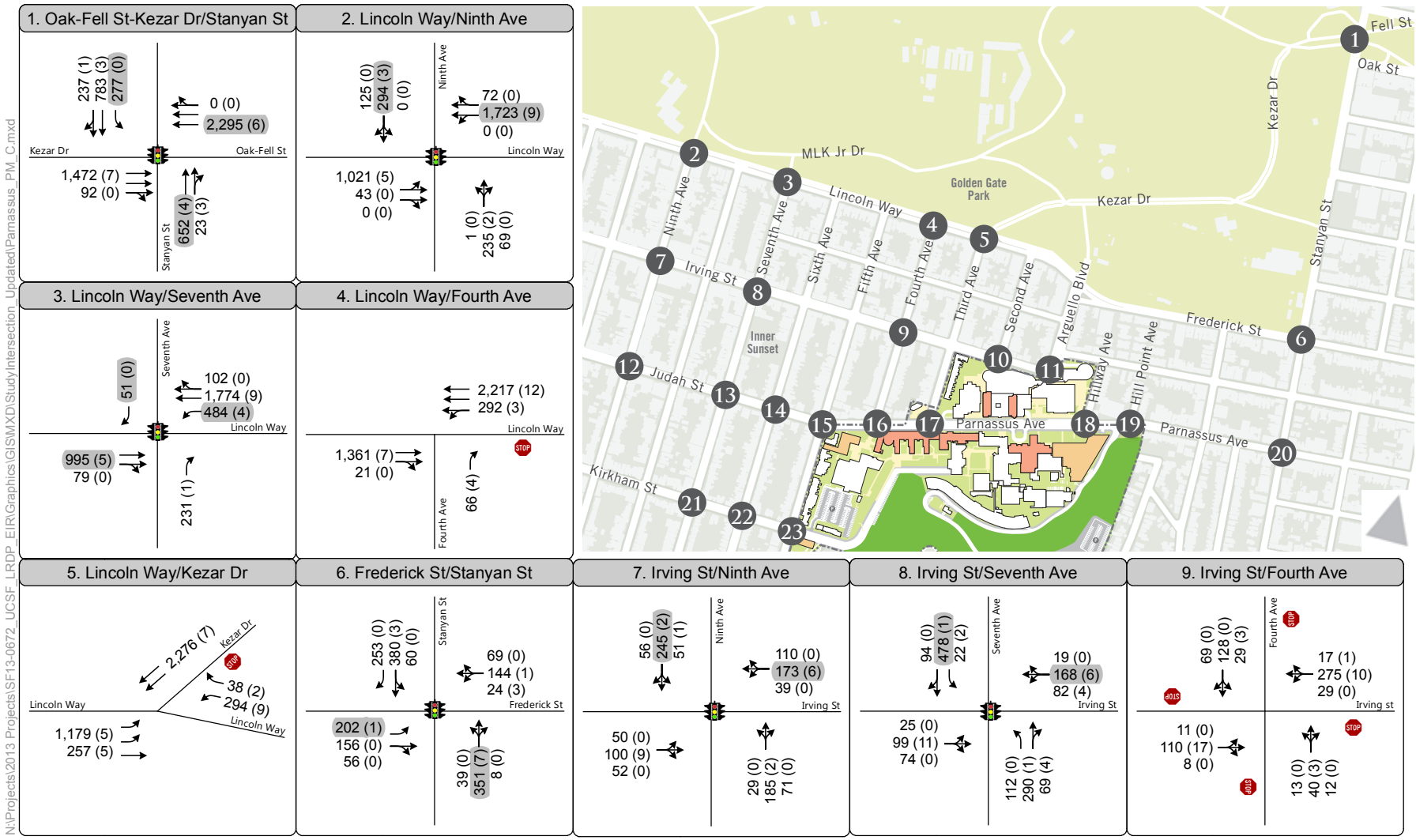

Figure 4-1C

Existing and LRDP PM Intersection Lane Configurations, Traffic Control, and Volumes- Parnassus Heights

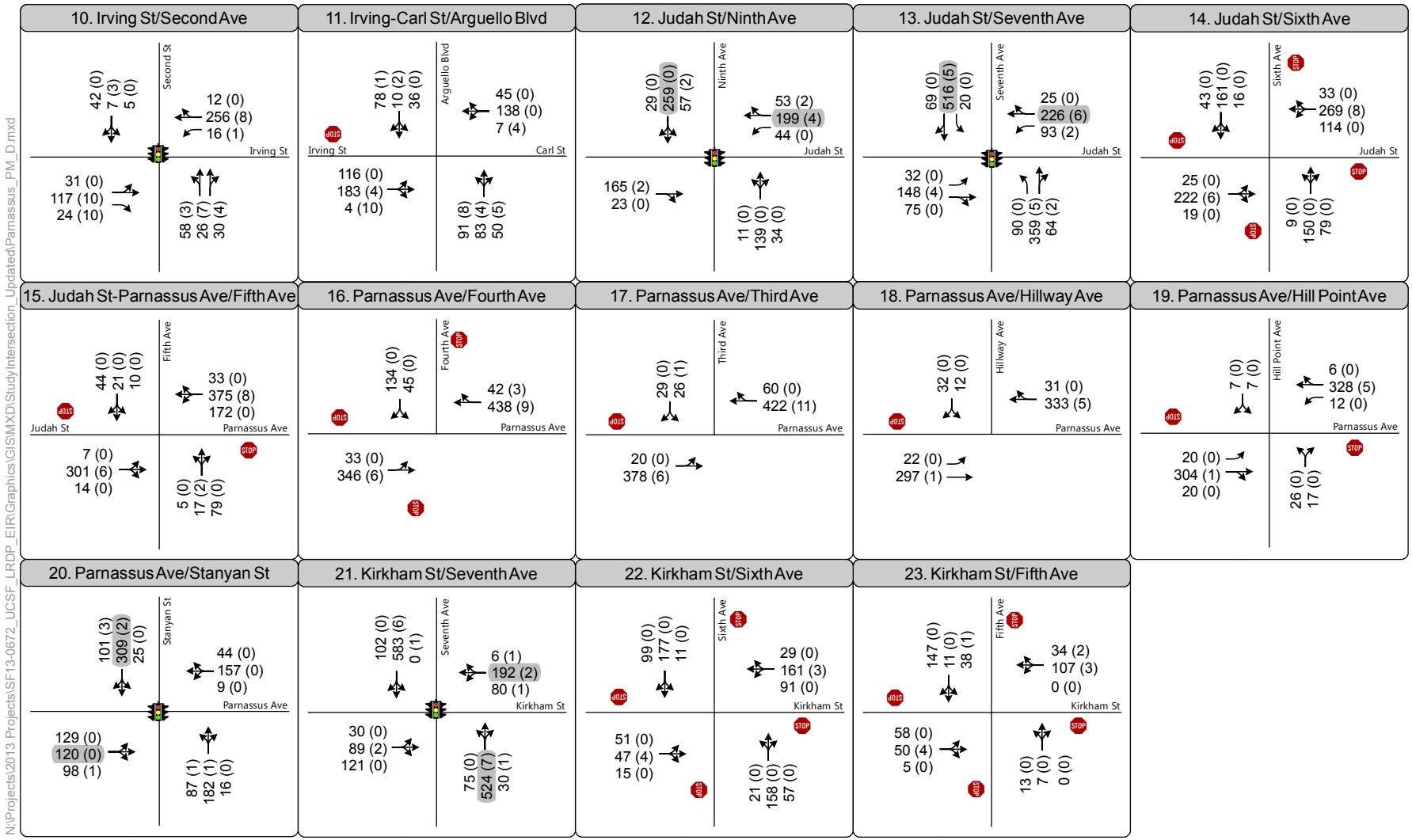

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Figure 4-1D

Existing and LRDP PM Intersection Lane Configurations, Traffic Control, and Volumes- Parnassus Heights

TABLE 4-1: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - PARNASSUS HEIGHTS

Intersection	Traffic Control[1]	Peak Hour	Existing		Existing Plus LRDP	
			Vehicle Delay[2] (seconds)	LOS[3]	Vehicle Delay[2] (seconds)	LOS[3]
1. Oak Street-Fell Street-Kezar Drive / Stanyan Street	Signal	AM	45	D	45	D
		PM	**58**	**E**	**59**	**E**
2. Lincoln Way / Ninth Avenue	Signal	AM	39	D	39	D
		PM	**65**	**E**	**67**	**E**
3. Lincoln Way / Seventh Avenue	Signal	AM	32	C	32	C
		PM	39	D	40	D
4. Lincoln Way / Fourth Avenue	SSS	AM	**>50**	**F**	**>50**	**F**
		PM	23	C	24	C
5. Lincoln Way-Kezar Drive / Third Avenue	SSS	AM	24	C	24	C
		PM	29	D	29	D
6. Fredrick Street / Stanyan Street	Signal	AM	26	C	27	C
		PM	24	C	24	C
7. Irving Street / Ninth Avenue	Signal	AM	17	B	17	B
		PM	20	B	20	B
8. Irving Street / Seventh Avenue	Signal	AM	24	C	24	C
		PM	25	C	26	C
9. Irving Street / Fourth Avenue	AWS	AM	11 / 12	B / B	11 / 12	B / B
		PM	11 / 12	B / B	11 / 12	B / B
10. Irving Street / Second Avenue	AWS	AM	10 / 11	B / B	10 / 11	B / B
		PM	11 / 12	B / B	11 / 12	B / B
11. Irving Street / Arguello Boulevard	SSS	AM	15	B	15	B
		PM	27	D	31	D
12. Judah Street / Ninth Avenue	Signal	AM	15	B	15	B
		PM	16	B	16	B
13. Judah Street / Seventh Avenue	Signal	AM	32	C	34	C
		PM	25	C	25	C
14. Judah Street / Sixth Avenue	AWS	AM	17 / 18	C / C	17 / 18	C / C
		PM	17 / 22	C / C	17 / 23	C / C
15. Judah Street-Parnassus Avenue / Fifth Avenue	SSS	AM	22	C	23	C
		PM	**42**	**E**	**44**	**E**
16. Parnassus Avenue / Fourth Avenue	AWS	AM	15 / 18	B / C	15 / 18	B / C
		PM	19 / 23	C / C	20 / 25	C / D
17. Parnassus Avenue / Third Avenue	SSS	AM	17	C	18	C
		PM	20	C	21	C
18. Parnassus Avenue / Hillway Avenue	SSS	AM	13	B	13	B
		PM	15	C	15	B
19. Parnassus Avenue / Hill Point Avenue	SSS	AM	17	C	17	C
		PM	16	C	16	C
20. Parnassus Avenue / Stanyan Street	Signal	AM	41	D	42	D
		PM	29	C	29	C
21. Kirkham Street / Seventh Avenue	Signal	AM	**70**	**E**	**74**	**E**
		PM	30	C	31	C
22. Kirkham Street / Sixth Avenue	AWS	AM	13 / 16	B / C	13 / 16	B / C
		PM	13 / 14	B / B	13 / 15	B / B

TABLE 4-1: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - PARNASSUS HEIGHTS

Intersection	Traffic Control[1]	Peak Hour	Existing		Existing Plus LRDP	
			Vehicle Delay[2] (seconds)	LOS[3]	Vehicle Delay[2] (seconds)	LOS[3]
23. Kirkham Street / Fifth Avenue	AWS	AM PM	<10 / <10 <10 / <10	A / A A / A	<10 / <10 <10 / <10	A / A A / A

Notes:
1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates unacceptable operations per UCSF LOS standards

Source: Fehr & Peers, 2014.

In general, the addition of LRDP-generated traffic would result in small changes in the average delay per vehicle at the study intersections, and all study intersections would continue to operate at the same service levels as under Existing conditions. As presented in Chapter 2, 18 of the 23 study intersections operate at acceptable levels of service (LOS D or better) under both AM and PM peak hour conditions under Existing conditions. These 18 intersections would continue to operate acceptably under Existing Plus LRDP conditions; therefore, the Proposed LRDP Project would have a ***less-than-significant impact*** at these 18 intersections.

The following five intersections operate at unacceptable levels of service (LOS E or F) under Existing conditions, and would continue to operate at the same LOS under Existing Plus LRDP conditions:

- Intersection #1: Oak Street – Fell Street – Kezar Drive / Stanyan Street (PM)
- Intersection #2: Lincoln Way / Ninth Avenue (PM)
- Intersection #4: Lincoln Way / Fourth Avenue (AM)
- Intersection #15: Judah Street – Parnassus Avenue / Fifth Avenue (PM)
- Intersection #21: Kirkham Street / Seventh Avenue (AM)

Each of these intersections operated unacceptably under Existing conditions; therefore, the LRDP's contribution to each intersection's critical movements was identified to determine if the LRDP had a significant impact at each intersection.

The Oak Street – Fell Street – Kezar Drive/Stanyan Street (Intersection #1) signalized intersection operates at LOS E in the PM peak hour under Existing and Existing Plus LRDP conditions. The critical northbound through movement operates at LOS F during the PM peak. The LRDP would add four vehicle trips to the critical northbound through movement, which represents a one percent increase from Existing conditions. While this movement is expected to operate at LOS F under Existing Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movements at the intersection – southbound left and westbound through – are expected to operate at acceptable levels of service and not

receive an increase in vehicular traffic of five percent or more. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The Lincoln Way/Ninth Avenue (Intersection #2) signalized intersection operates at LOS E in the PM peak hour under Existing and Existing Plus LRDP conditions. The critical southbound through movement operates at LOS E during the PM peak. The LRDP would add three vehicle trips to this critical movement, which represents a one percent increase from Existing conditions. The other critical movement at the intersection – the westbound through – is expected to operate at LOS F and the LRDP would add five vehicle trips, which represents less than one percent increase from Existing conditions. While these movements are expected to operate unacceptably under Existing Plus LRDP conditions, the LRDP's contribution would not be considered significant. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The Lincoln Way/Fourth Avenue (Intersection #4) unsignalized intersection operates at LOS F in the AM peak hour under Existing and Existing Plus LRDP conditions. The westbound left turn movement operates at LOS F during the AM peak. The LRDP would add three vehicle trips to this critical movement, which represents a one percent increase from Existing conditions. While the westbound left turn is expected to operate at LOS F under Existing Plus LRDP conditions, the LRDP's contribution would not be considered significant. In addition, the increase in traffic does not warrant a signal according to the Caltrans signal warrant for unsignalized intersections in urban areas (Warrant 3). Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The Judah Street – Parnassus Avenue/Fifth Avenue (Intersection #15) unsignalized intersection operates at LOS E in the PM peak hour under Existing and Existing Plus LRDP conditions. The southbound approach (one shared left, right, and through lane) operates at LOS E during the PM peak. The LRDP would add no vehicle trips to the southbound approach; therefore, the LRDP's contribution would not be considered significant. In addition, the increase in traffic does not warrant a signal according to the Caltrans signal warrant for unsignalized intersections in urban areas (Warrant 3). Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The Kirkham Street/Seventh Avenue (Intersection #21) signalized intersection operates at LOS E in the AM peak hour under Existing and Existing Plus LRDP conditions. The critical northbound through movement operates at LOS F during the AM peak. The LRDP would add 12 vehicle trips to the critical northbound through movement, which represents a two percent increase from Existing conditions. While the northbound through movement is expected to operate at LOS F under Existing Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movement at the intersection – the eastbound through – is also expected to operate at LOS F and the LRDP would add one vehicle trip, which represents less than one percent increase from Existing conditions. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

4.2.2 Mission Bay

Existing Plus LRDP conditions peak hour turning movement volumes for the Mission Bay campus site are shown on **Figures 4-2A** , **4-2B**, **4-2C**, and **4-2D**. **Table 4-2** presents intersection levels of service and delay for the AM and PM peak hours for the Existing and Existing Plus LRDP scenarios. The Existing Plus LRDP conditions reflects modifications to the lane geometries and signal timing plans proposed by both the LRDP and foreseeable (funded) infrastructure improvements for several study intersections

surrounding and within the Mission Bay campus site. These modifications are assumed to be in place in early 2015 and are also assumed in the Existing Plus LRDP conditions traffic analysis:

- 16th Street / Third Street – Addition of one through lane on the westbound approach of Third Street.
- 16th Street / Fourth Street – Addition of a northbound leg to provide access to UCSF Medical Center and conversion of the existing three-leg intersection into a four lane intersection. The new northbound approach will include one left turn pocket and one shared through/right turn lane. The eastbound approach will be reconfigured to have one left turn pocket, one through lane, and one shared through/right turn lane. The westbound approach will be reconfigured to have one left turn pocket, one through lane, and one shared through/right turn lane.
- 16th Street / Owens Street – Extension of Owens Street south of 16th Street to connect with Mariposa Street, converting the existing three-leg intersection into a four-leg intersection. The new northbound approach will include one left turn pocket, one through lane, and one shared through/right turn lane. The eastbound approach will be reconfigured to include one left turn pocket, one through lane, and one shared through/right turn lane. The westbound approach will be reconfigured to include one left turn pocket, one through lane, and one shared through/right turn lane.
- Mariposa Street / Third Street – Addition of one through lane in the eastbound direction on Mariposa Street. Addition of one westbound left turn pocket and the conversion of the shared through/left turn lane to a through lane only.
- Mariposa Street / Fourth Street – Signalization and addition of a southbound leg to provide access to the UCSF Medical Center, widening of Mariposa Street, and conversion of the existing three-leg intersection into a four-leg intersection. The new southbound approach will include one left turn pocket and one shared through/right turn lane. The westbound approach will be reconfigured to include one left turn pocket, one through lane, and one shared through/right turn lane. The eastbound approach will be reconfigured to include one left turn pocket, one through lane, and one shared through/right turn lane.
- Mariposa Street / I-280 Northbound Off-Ramp – Extension of Owens Street south of 16th Street to the intersection of Mariposa Street / I-280 Off-Ramp to convert the existing three-leg intersection into a four leg intersection. The new southbound approach will include two right turn lanes. The westbound approach will be reconfigured to include two through lanes and one shared through/right turn lane. The northbound approach will be reconifigured to include one left turn pocket, one through lane, and one shared through/right turn lane. The eastbound approach will be reconfigured to include one shared through/left turn lane and one through lane.
- Mariposa Street / I-280 Southbound On-Ramp – Signalization of this intersection to operate in conjunction with the Northbound Off-Ramp. The eastbound approach will be reconfigured to include a shared through/right turn lane and one right turn lane. The westbound approach will be reconfigured to include an additional westbound left turn lane.

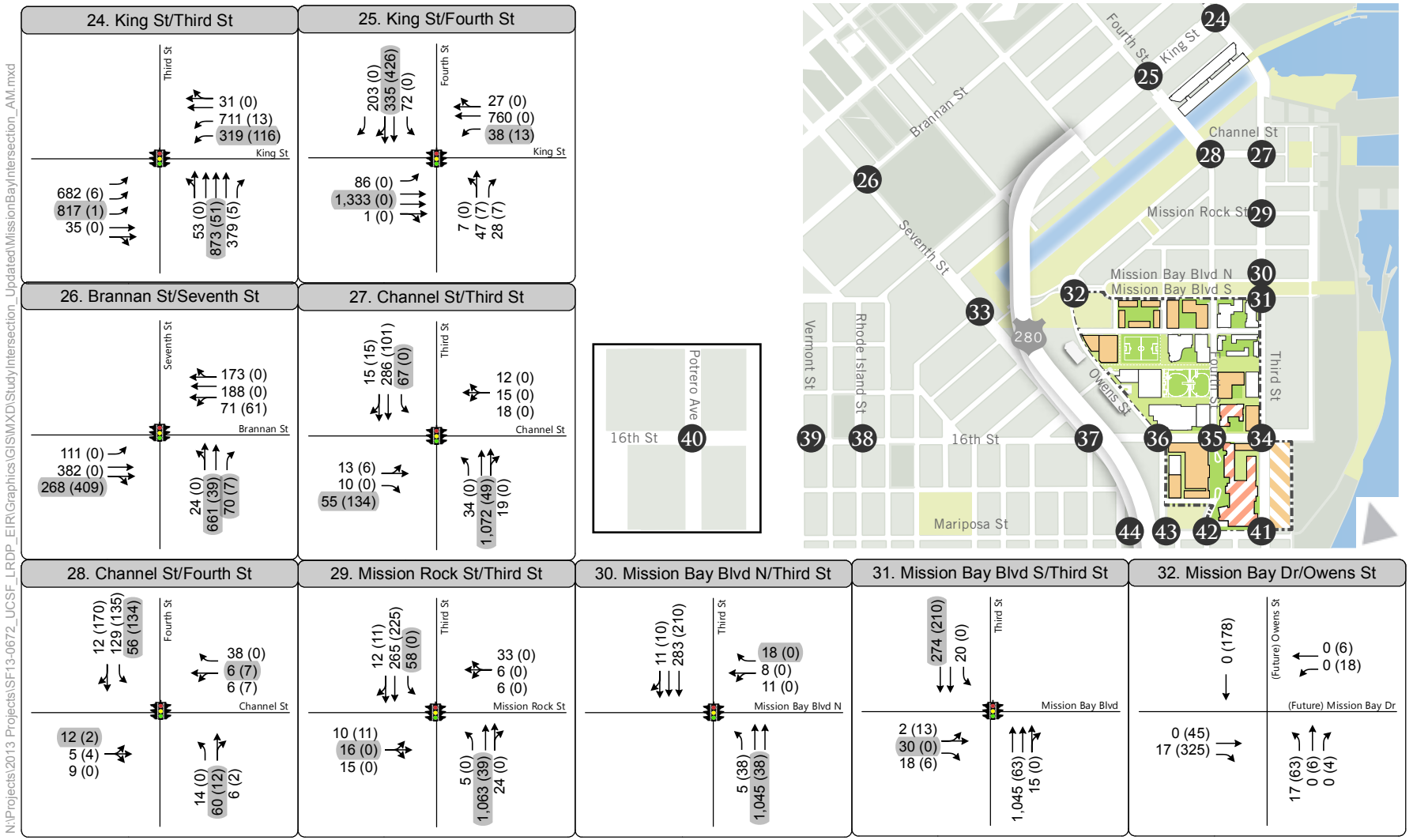


Figure 4-2A

Existing and LRDP AM Intersection Lane Configurations, Traffic Control, and Volumes- Mission Bay

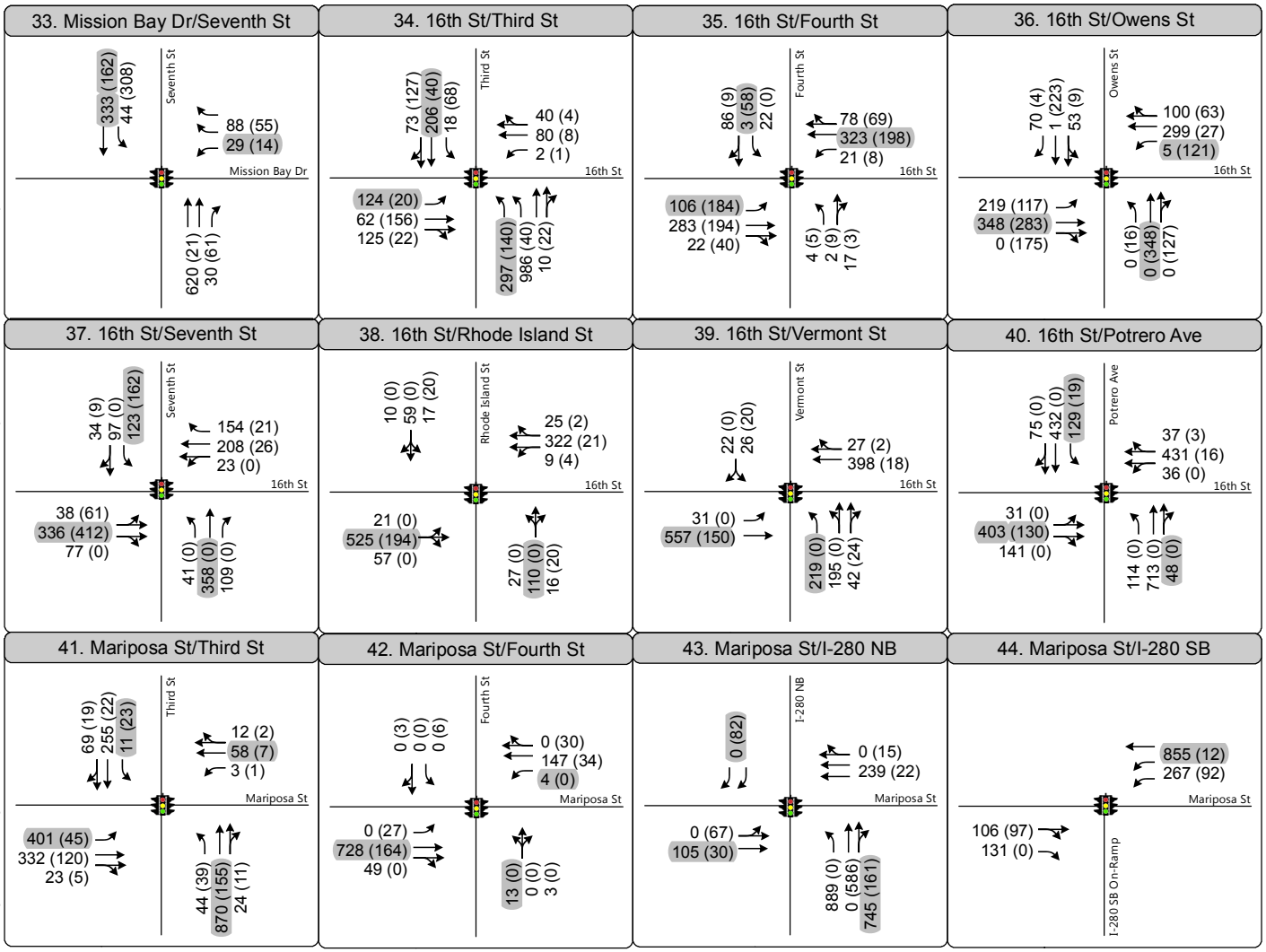


Figure 4-2B

Existing and LRDP AM Intersection Lane Configurations, Traffic Control, and Volumes- Mission Bay

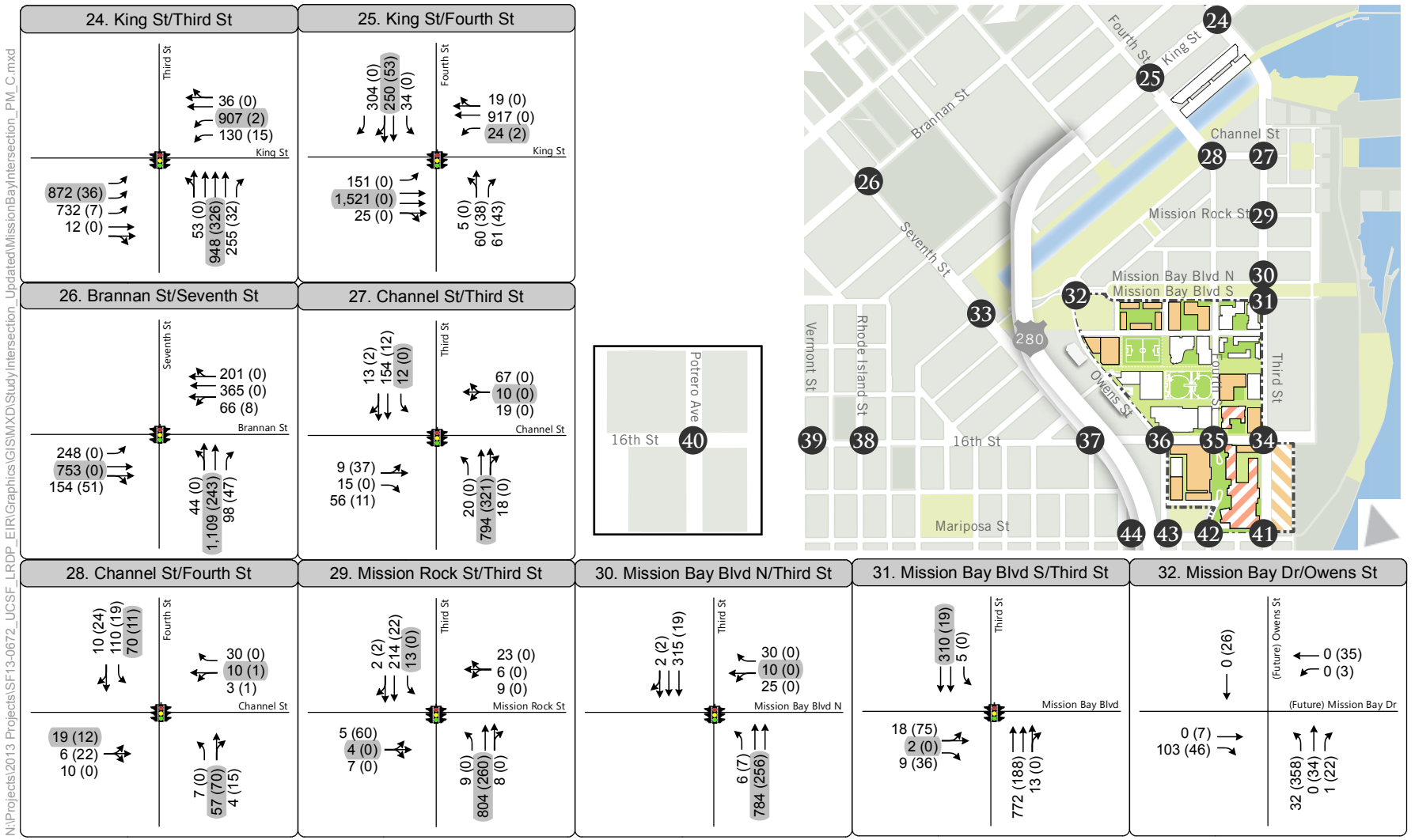
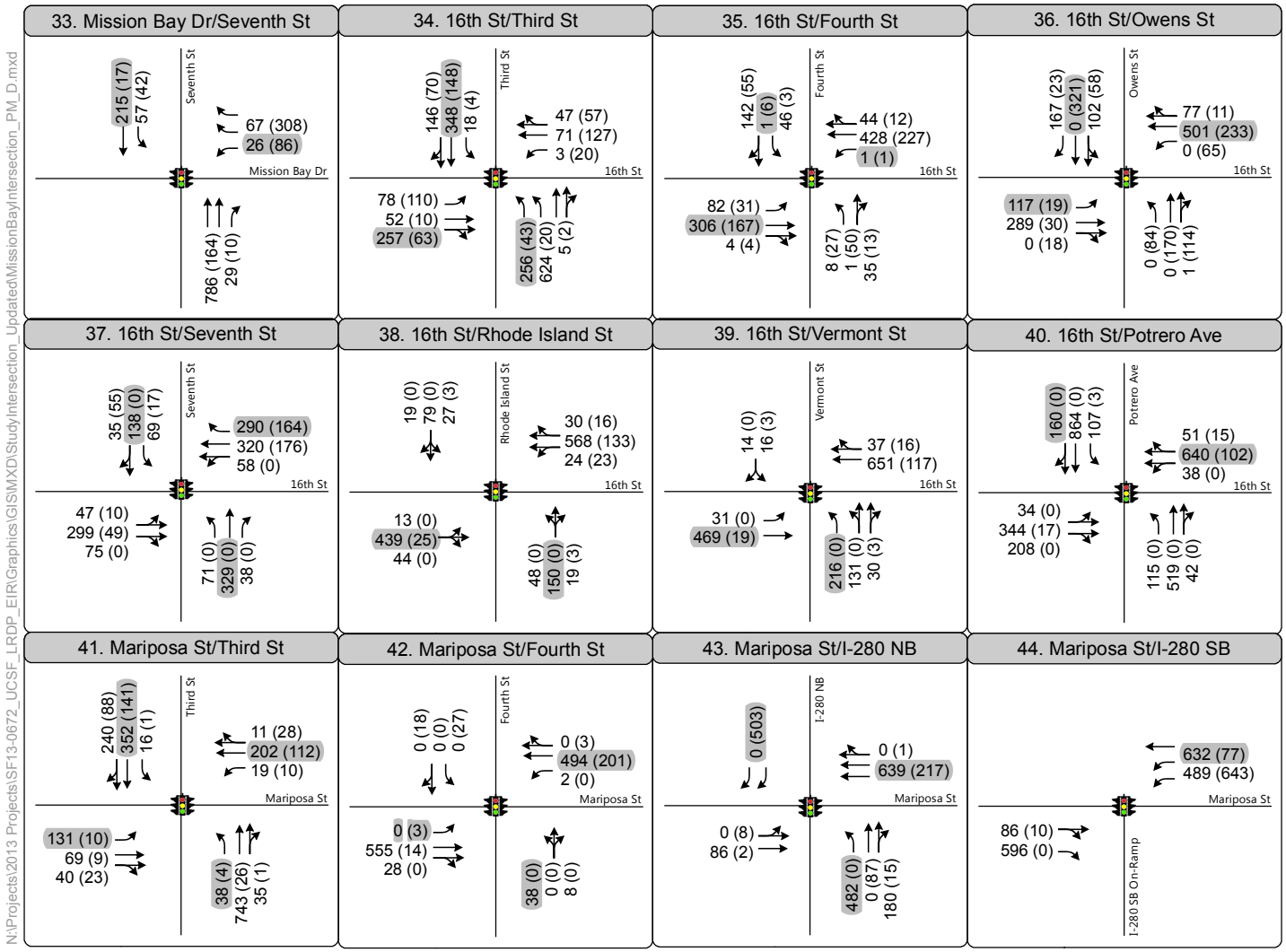


Figure 4-2C

Existing and LRDP PM Intersection Lane Configurations, Traffic Control, and Volumes- Mission Bay



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Traffic Signal | Turn Lane | Existing (LRDP Added) | Peak Hour Traffic Volume

Stop Sign | 1 Study Intersection | Existing (LRDP Added) | Critical Movement

Figure 4-2D

Existing and LRDP PM Intersection Lane Configurations, Traffic Control, and Volumes-Mission Bay

TABLE 4-2: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MISSION BAY

Intersection	Traffic Control[1]	Peak Hour	Existing		Existing Plus LRDP	
			Vehicle Delay[2] (seconds)	LOS[3]	Vehicle Delay[2] (seconds)	LOS[3]
24. King Street / Third Street	Signal	AM	46	D	53	D
		PM	**70**	**E**	**73**	**E**
25. King Street / Fourth Street	Signal	AM	43	D	44	D
		PM	53	D	53	D
26. Brannan Street / Seventh Street	Signal	AM	14	B	26	C
		PM	25	C	53	D
27. Channel Street / Third Street	Signal	AM	40	D	44	D
		PM	30	C	48	D
28. Channel Street / Fourth Street	Signal	AM	23	C	26	C
		PM	16	B	17	B
29. Mission Rock Street / Third Street	Signal	AM	37	D	39	D
		PM	29	C	41	D
30. Mission Bay Boulevard North / Third Street	Signal	AM	17	B	19	B
		PM	16	B	17	B
31. Mission Bay Boulevard South / Third Street	Signal	AM	23	C	23	C
		PM	20	B	22	C
32. Mission Bay Boulevard / Owens Street	Roundabout	AM	<10	A	<10	A
		PM	<10	A	<10	A
33. Mission Bay Boulevard / Seventh Street	Signal	AM	20	B	34	C
		PM	22	C	37	D
34. 16th Street / Third Street	Signal	AM	36	D	49	D
		PM	31	C	35	D
35. 16th Street / Fourth Street	Signal	AM	26	C	42	D
		PM	27	C	30	C
36. 16th Street / Owens Street	Signal	AM	32	C	23	C
		PM	30	C	32	C
37. 16th Street / Seventh Street	Signal	AM	43	D	53	D
		PM	44	D	46	D
38. 16th Street / Rhode Island Avenue	Signal	AM	15	B	33	C
		PM	13	B	13	B
39. 16th Street / Vermont Avenue	Signal	AM	19	B	42	D
		PM	15	B	16	B
40. 16th Street / Potrero Avenue	Signal	AM	27	C	43	D
		PM	35	C	53	D
41. Mariposa Street / Third Street	Signal	AM	52	D	51	D
		PM	28	C	40	D
42. Mariposa Street / Fourth Street	Signal	AM	<10	A	20	B
		PM	11	B	19	B
43. Mariposa Street / I-280 Northbound Ramp	Signal	AM	**73**	**E**	34	C
		PM	31	C	33	C
44. Mariposa Street / I-280 Southbound Ramp	SSS[5]	AM	**>50**	**F**	<10	A
		PM	**>50**	**F**	14	B

TABLE 4-2: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MISSION BAY

Intersection	Traffic Control[1]	Peak Hour	Existing		Existing Plus LRDP	
			Vehicle Delay[2] (seconds)	LOS[3]	Vehicle Delay[2] (seconds)	LOS[3]

Notes:

1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For an unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates unacceptable operations per UCSF LOS standards
5. Intersection is signalized under Existing Plus LRDP condition

Source: Fehr & Peers, 2014.

In general, the addition of LRDP-generated traffic would result in small changes in the average delay per vehicle at most study intersections, with the exception of those that serve as major access points on 16th Street. Most study intersections would continue to operate at the same service levels as under Existing conditions. As presented in Chapter 2, 18 of the 21 study intersections operate at acceptable levels of service (LOS D or better) under both AM and PM peak hour conditions under Existing conditions. These 18 intersections would continue to operate acceptably under Existing Plus LRDP conditions. Therefore, the LRDP would have a ***less-than-significant impact*** at these 18 intersections.

The reconfiguration of Mariposa Street/I-280 Northbound Ramp (Intersection #43) and signalization and reconfiguration of Mariposa Street/I-280 Southbound Ramp (Intersection #44) would result in an improvement at these intersections from unacceptable levels of service (LOS E or F) to acceptable levels of service (LOS D or better) between Existing conditions and Existing Plus LRDP conditions. Therefore, the LRDP would have a ***less-than-significant impact*** at these two intersections.

King Street / Third Street (Intersection #24) would operate at unacceptable levels of service (LOS E or F) during the PM peak hour under Existing conditions, and would continue to operate at the same LOS under Existing Plus LRDP conditions; therefore, the LRDP's contribution to the critical movements was identified to determine if the LRDP caused a significant impact at the intersection.

The King Street / Third Street (Intersection #24) signalized intersection operates at LOS E in the PM peak hour under Existing and Existing Plus LRDP conditions. The critical eastbound left turn movement operates at LOS F during the PM peak. The LRDP would add 36 vehicle trips to the critical eastbound left turn movement, which represents a four percent increase from Existing conditions. The other critical movements at this intersection – northbound through and westbound through – operate at LOS C and E, respectively, during the PM peak. Since the northbound through movement is expected to operate at LOS C, the LRDP's contribution would not be considered significant. The LRDP would add two vehicle trips to the westbound through, which is an increase of less than one percent. While this critical movement is expected to operate at LOS E under Existing Plus LRDP conditions, the LRDP's contribution would not be considered significant. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

4.2.2.1 LRDP Variant

Traffic conditions associated with the LRDP Variant would be similar to those described above for the LRDP. **Table 4-3** presents intersection levels of service and delay for the AM and PM peak hours for the Existing and Existing Plus LRDP Variant. Similar to the Existing Plus LRDP scenario, the Existing Plus LRDP Variant conditions reflects modifications to the lane geometries and signal timing plans proposed by both the LRDP and foreseeable (funded) infrastructure improvements for several study intersections surrounding and within the Mission Bay campus site, as discussed above.

TABLE 4-3: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MISSION BAY

Intersection	Traffic Control[1]	Peak Hour	Existing		Existing Plus LRDP		Existing Plus LRDP Variant	
			Vehicle Delay[2] (sec)	LOS[3]	Vehicle Delay[2] (sec)	LOS[3]	Vehicle Delay[2] (sec)	LOS[3]
24. King Street / Third Street	Signal	AM	46	D	53	D	53	D
		PM	**70**	**E**	**73**	**E**	**73**	**E**
25. King Street / Fourth Street	Signal	AM	43	D	44	D	44	D
		PM	53	D	53	D	53	D
26. Brannan Street / Seventh Street	Signal	AM	14	B	26	C	28	C
		PM	25	C	53	D	54	D
27. Channel Street / Third Street	Signal	AM	40	D	44	D	44	D
		PM	30	C	48	D	49	D
28. Channel Street / Fourth Street	Signal	AM	23	C	26	C	28	C
		PM	16	B	17	B	17	B
29. Mission Rock Street / Third Street	Signal	AM	37	D	39	D	39	D
		PM	29	C	41	D	41	D
30. Mission Bay Boulevard North / Third Street	Signal	AM	17	B	19	B	19	B
		PM	16	B	17	B	17	B
31. Mission Bay Boulevard South / Third Street	Signal	AM	23	C	23	C	23	C
		PM	20	B	22	C	22	C
32. Mission Bay Boulevard / Owens Street	Roundabout	AM	<10	A	<10	A	<10	A
		PM	<10	A	<10	A	<10	A
33. Mission Bay Boulevard / Seventh Street	Signal	AM	20	B	34	C	34	C
		PM	22	C	37	D	37	D
34. 16th Street / Third Street	Signal	AM	36	D	49	D	49	D
		PM	31	C	35	D	35	D
35. 16th Street / Fourth Street	Signal	AM	26	C	42	D	42	D
		PM	27	C	30	C	30	C
36. 16th Street / Owens Street	Signal	AM	32	C	23	C	23	C
		PM	30	C	32	C	32	C
37. 16th Street / Seventh Street	Signal	AM	43	D	53	D	54	D
		PM	44	D	46	D	46	D
38. 16th Street / Rhode Island Avenue	Signal	AM	15	B	33	C	33	C
		PM	13	B	13	B	13	B
39. 16th Street / Vermont Avenue	Signal	AM	19	B	42	D	43	D
		PM	15	B	16	B	16	B
40. 16th Street / Potrero Avenue	Signal	AM	27	C	43	D	44	D
		PM	35	C	53	D	53	D
41. Mariposa Street / Third Street	Signal	AM	52	D	51	D	51	D
		PM	28	C	40	D	40	D
42. Mariposa Street / Fourth Street	Signal	AM	<10	A	20	B	20	B
		PM	11	B	19	B	19	B
43. Mariposa Street / I-280 Northbound Ramp	Signal	AM	**73**	**E**	34	C	36	D
		PM	31	C	33	C	34	C
44. Mariposa Street / I-280 Southbound Ramp	SSS[5]	AM	**>50**	**F**	<10	A	<10	A
		PM	**>50**	**F**	14	B	14	B

TABLE 4-3: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MISSION BAY

Intersection	Traffic Control[1]	Peak Hour	Existing		Existing Plus LRDP		Existing Plus LRDP Variant	
			Vehicle Delay[2] (sec)	LOS[3]	Vehicle Delay[2] (sec)	LOS[3]	Vehicle Delay[2] (sec)	LOS[3]

Notes:
1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For an unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates unacceptable operations per UCSF LOS standards
5. Intersection is signalized under Existing Plus LRDP condition

Source: Fehr & Peers, 2014.

In general, the addition of LRDP Variant-generated traffic would result in small changes in the average delay per vehicle at most study intersections, with the exception of those that serve as major access points on 16th Street. All the study intersections would continue to operate at the same service levels as under Existing Plus LRDP conditions. As presented in Chapter 2, 18 of the 21 study intersections operate at acceptable levels of service (LOS D or better) under both AM and PM peak hour conditions under Existing conditions. These 18 intersections would continue to operate acceptably under Existing Plus LRDP Variant conditions. Therefore, the LRDP Variant would have a ***less-than-significant impact*** at these 18 intersections.

4.2.3 Mount Zion

Existing Plus LRDP conditions peak hour turning movement volumes for the Mount Zion campus site are shown on **Figure 4-3A**, **4-3B**, **4-3C**, and **4-3D**. **Table 4-4** presents intersection levels of service and delay for the AM and PM peak hours for the Existing and Existing Plus LRDP scenarios.

The addition of LRDP-generated traffic would result in small changes in the average delay per vehicle at the study intersections, and all study intersections would continue to operate at the same service levels as under Existing conditions. During the AM and PM peak hours, all 16 of the study intersections would continue to operate at acceptable levels of service (LOS D or better) under Existing Plus LRDP conditions, therefore the LRDP would have a ***less-than-significant impact*** at these intersections.

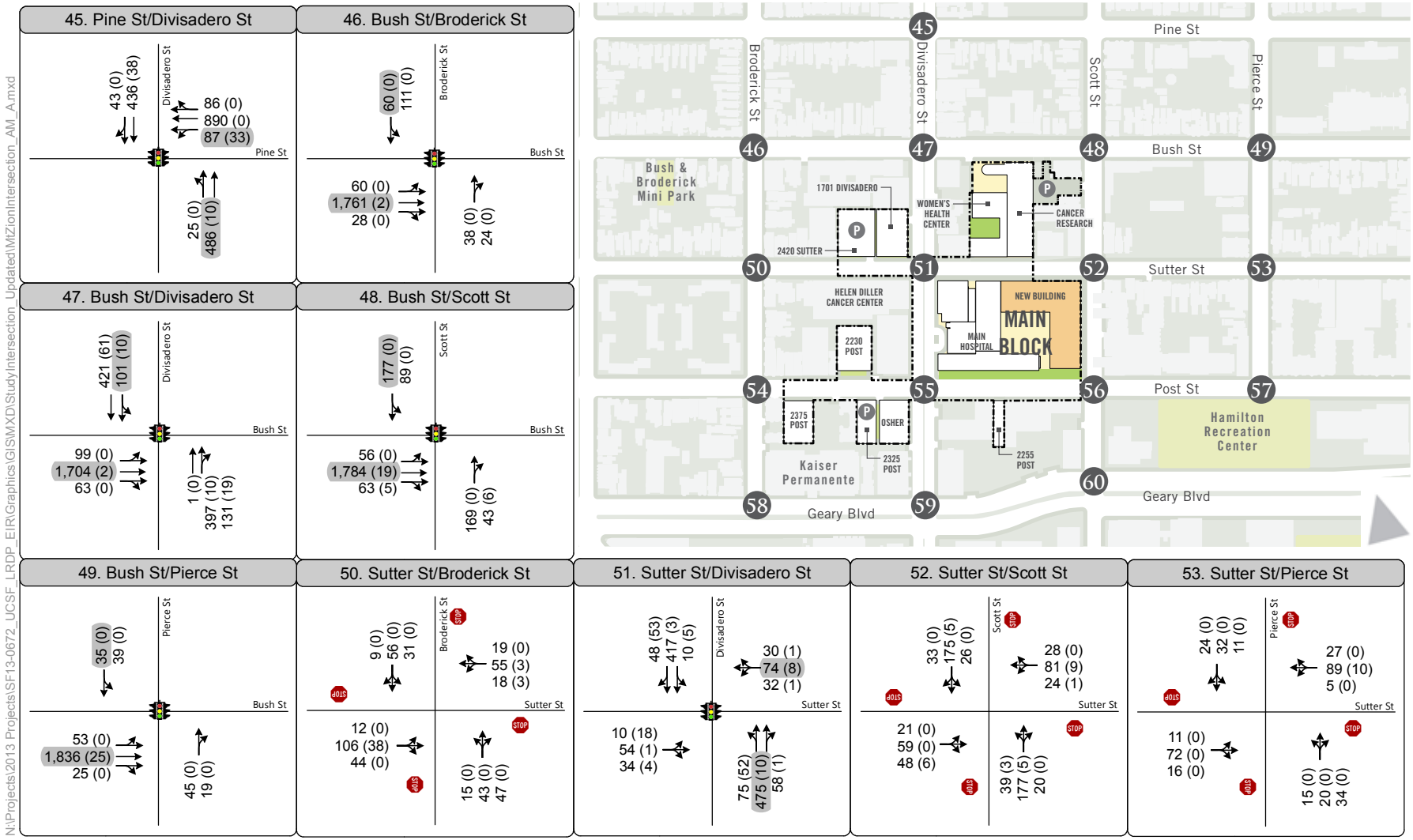

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Figure 4-3A

Existing and LRDP AM Intersection Lane Configurations, Traffic Control, and Volumes- Mount Zion

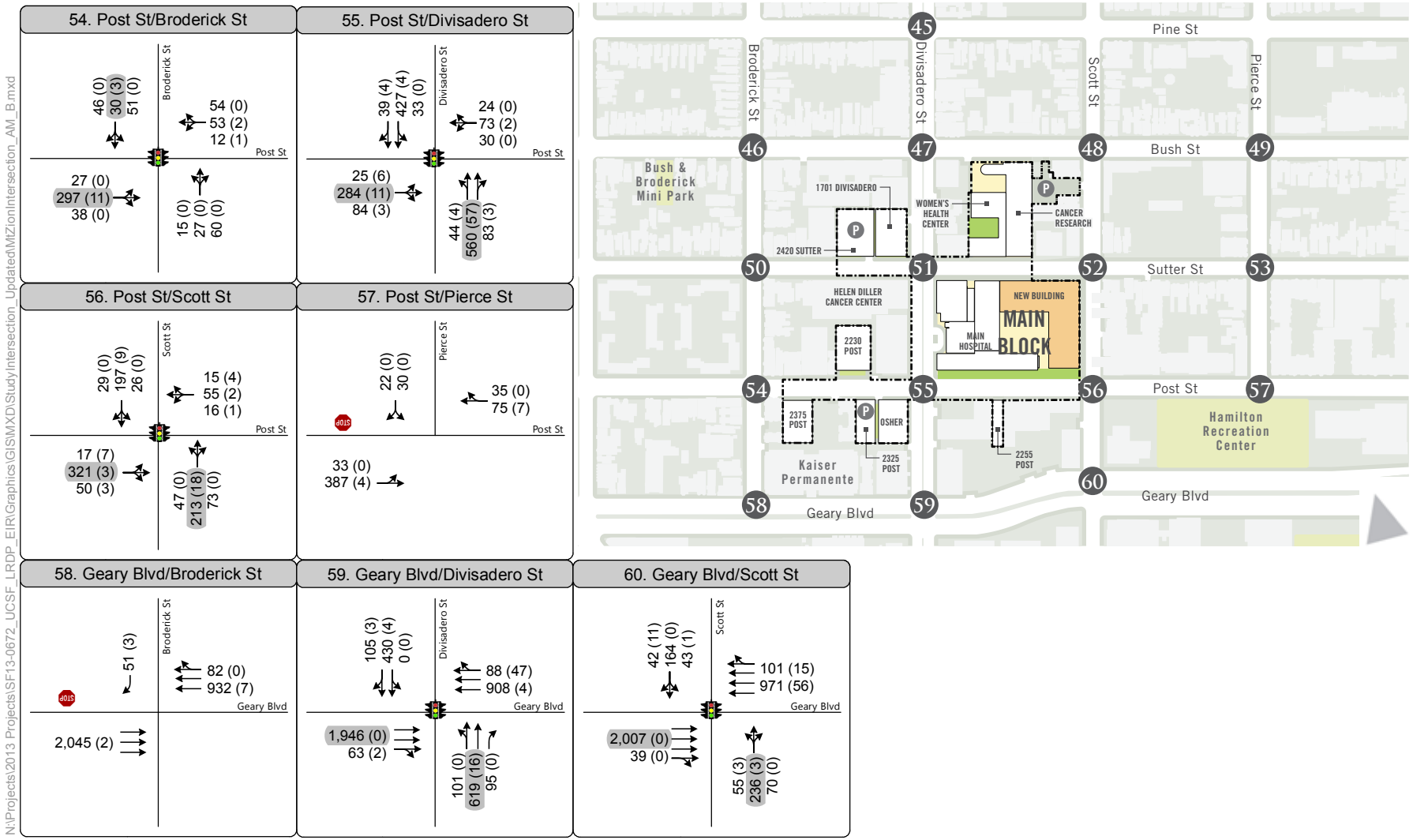

Figure 4-3B

Existing and LRDP AM Intersection Lane Configurations, Traffic Control, and Volumes- Mount Zion

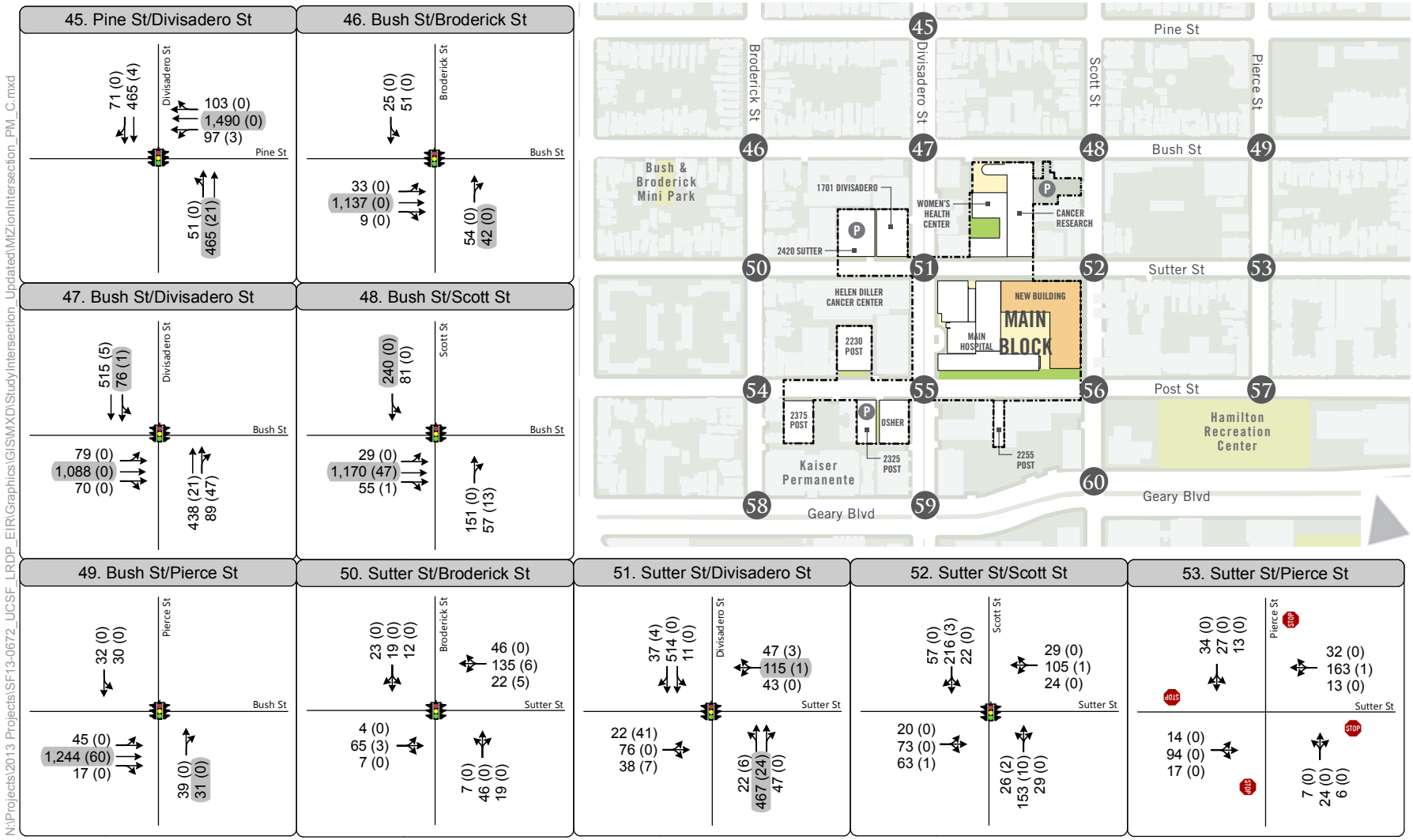

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Figure 4-3C

Existing and LRDP PM Intersection Lane Configurations, Traffic Control, and Volumes- Mount Zion

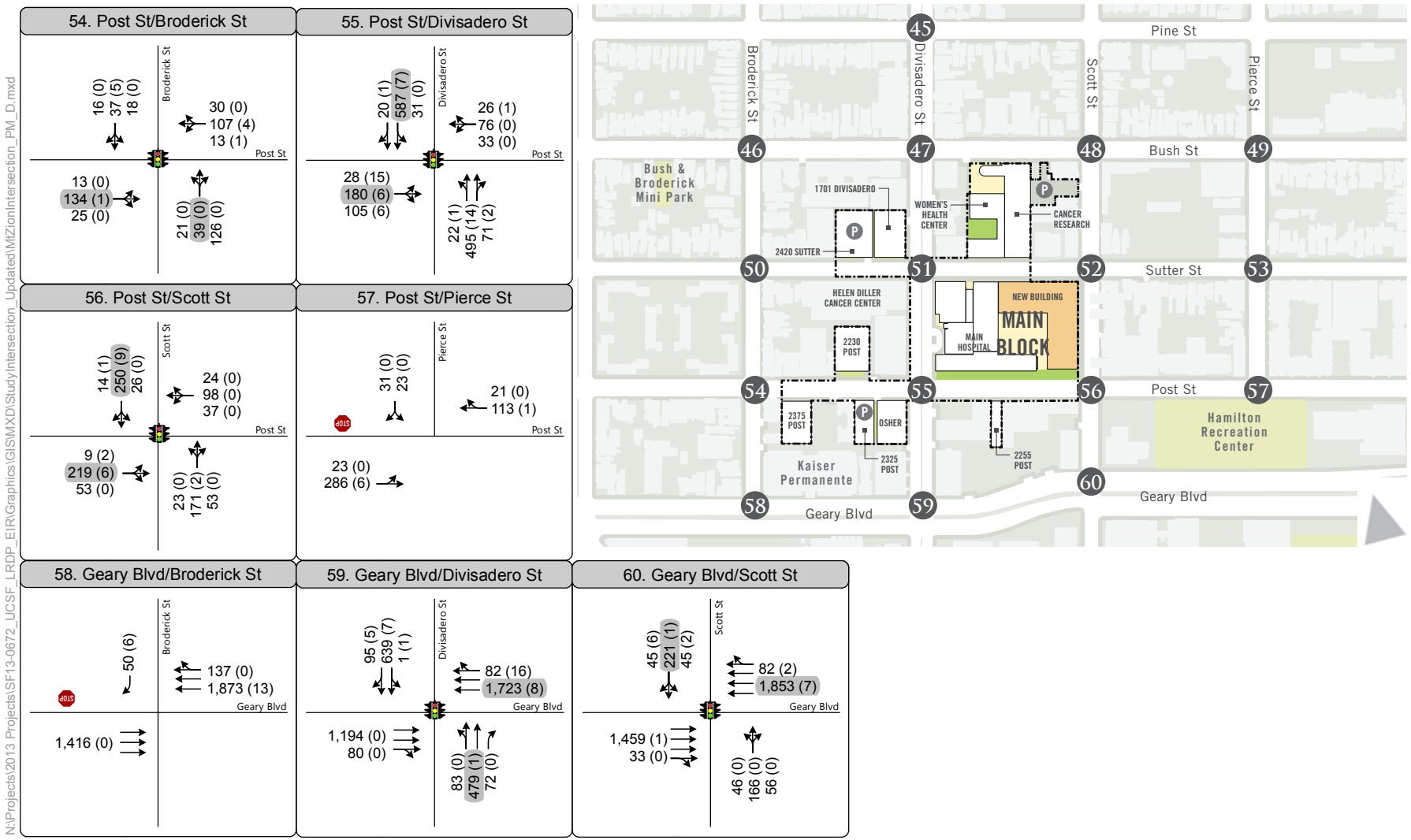

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Figure 4-3D

Existing and LRDP PM Intersection Lane Configurations, Traffic Control, and Volumes-Mount Zion

TABLE 4-4: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MOUNT ZION

Intersection	Traffic Control[1]	Peak Hour	Existing		Existing Plus LRDP	
			Vehicle Delay[2] (seconds)	LOS[3]	Vehicle Delay[2] (seconds)	LOS[3]
45. Pine Street / Divisadero Street	Signal	AM PM	14 32	B C	14 32	B C
46. Bush Street / Broderick Street	Signal	AM PM	17 11	B B	17 11	B B
47. Bush Street / Divisadero Street	Signal	AM PM	48 18	D B	48 20	D B
48. Bush Street / Scott Street	Signal	AM PM	30 17	C B	32 17	C B
49. Bush Street / Pierce Street	Signal	AM PM	30 15	C B	32 15	C B
50. Sutter Street / Broderick Street	AWS	AM PM	<10 / <10 <10 / <10	A / A A / A	<10 / <10 <10 / <10	A / A A / A
51. Sutter Street / Divisadero Street	Signal	AM PM	12 12	B B	13 13	B B
52. Sutter Street / Scott Street	AWS	AM PM	10 / 11 11 / 12	B / B B / B	10 / 11 11 / 12	B / B B / B
53. Sutter Street / Pierce Street	AWS	AM PM	<10 / <10 <10 / <10	A / A A / A	<10 / < 10 <10 / <10	A / A A / A
54. Post Street / Broderick Street	Signal	AM PM	14 12	B B	14 12	B B
55. Post Street / Divisadero Street	Signal	AM PM	17 14	B B	19 16	B B
56. Post Street / Scott Street	Signal	AM PM	17 15	B B	18 15	B B
57. Post Street / Pierce Street	SSS	AM PM	12 11	B B	12 11	B B
58. Geary Boulevard / Broderick Street	SSS	AM PM	15 17	B C	15 18	B C
59. Geary Boulevard / Divisadero Street	Signal	AM PM	34 30	C C	36 31	D C
60. Geary Boulevard / Scott Street	Signal	AM PM	21 20	C B	21 20	C B

Notes:

1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For an unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates unacceptable operations per UCSF LOS standards

Source: Fehr & Peers, 2014.

4.2.4 Mission Center

Existing Plus LRDP conditions peak hour turning movement volumes for the Mission Center campus site are shown on **Figure 4-4A**, **4-4B**, **4-4C**, and **4-4D**. **Table 4-5** presents intersection levels of service and delay for the AM and PM peak hours for the Existing and Existing Plus LRDP scenarios.

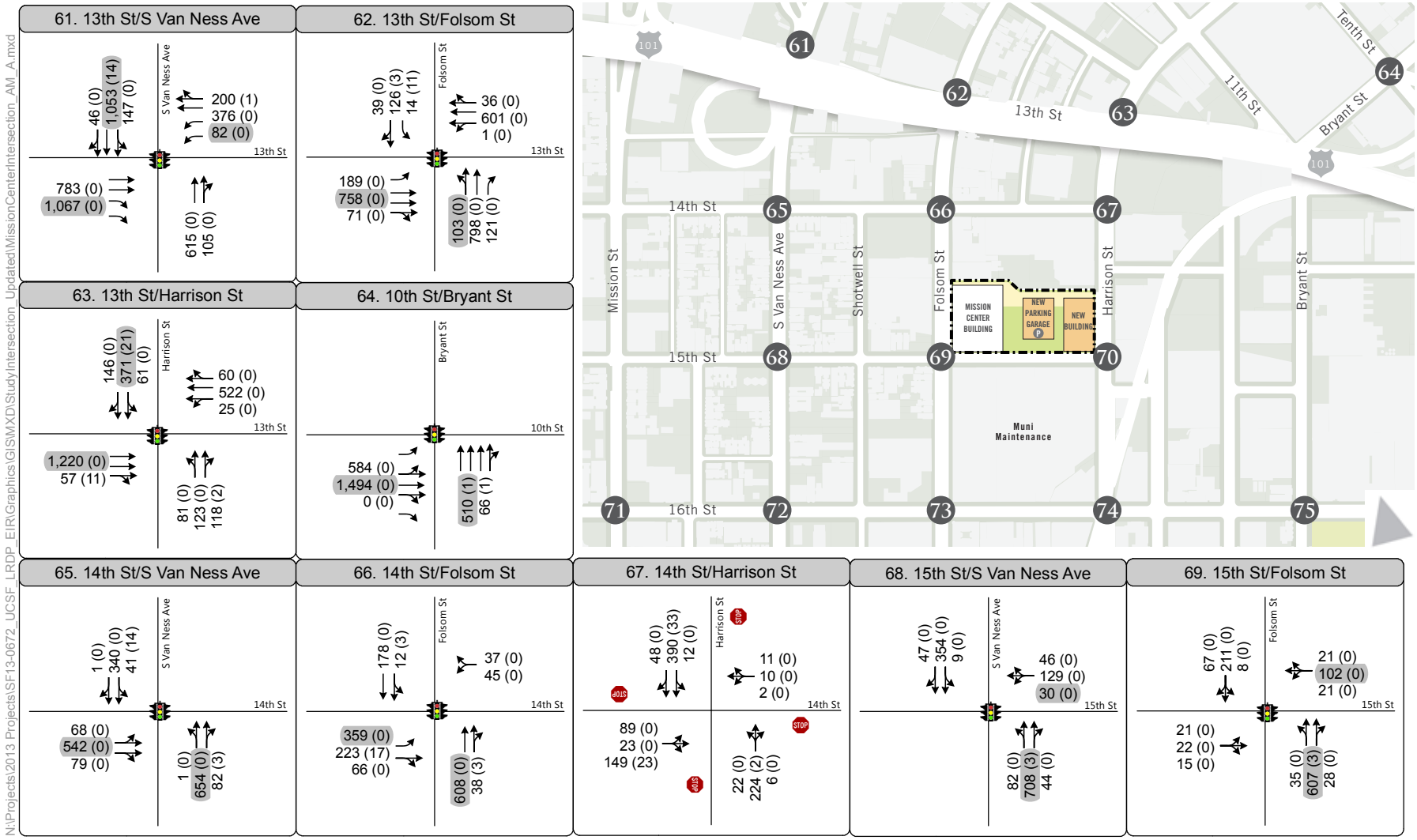
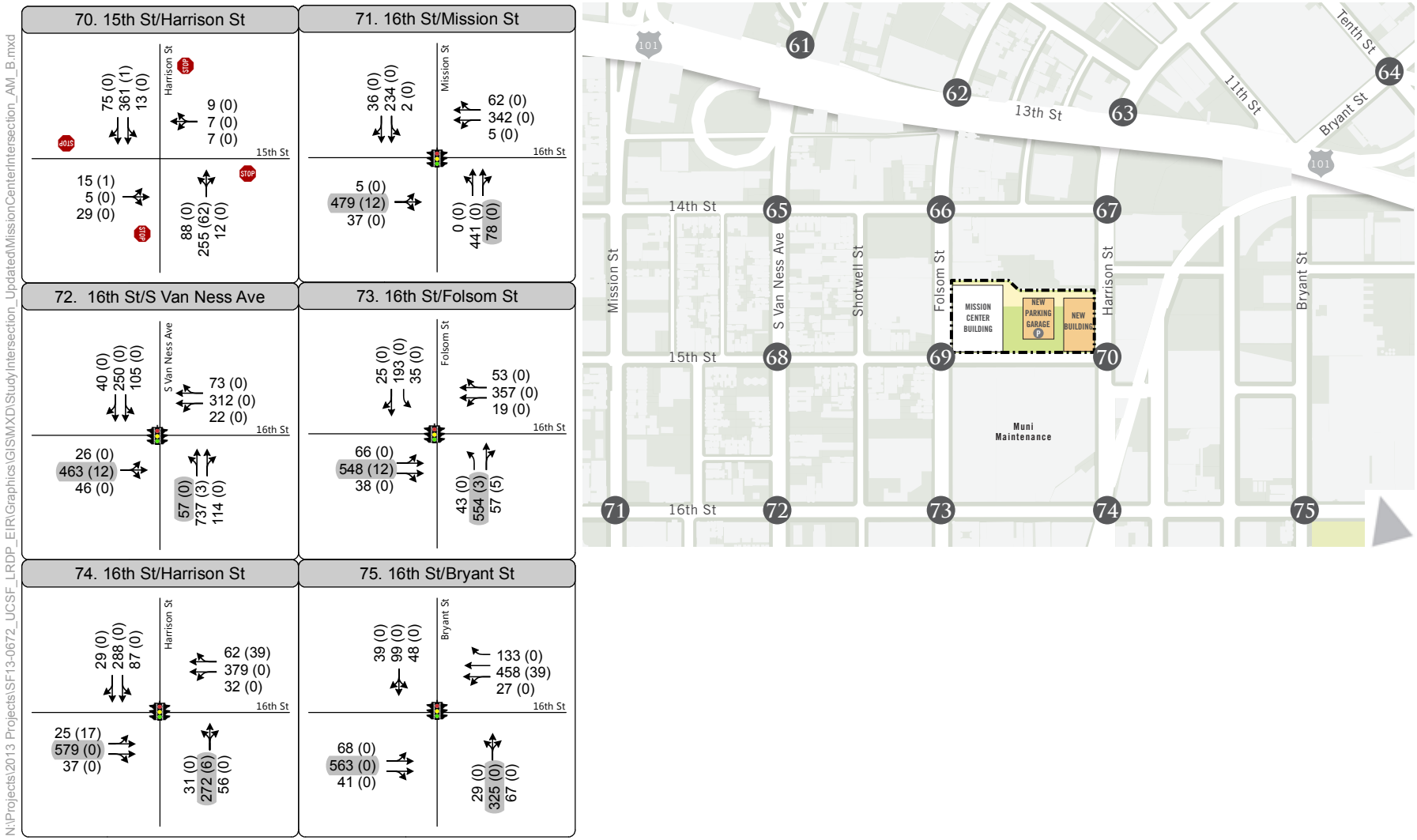


Figure 4-4A

Existing and LRDP AM Intersection Lane Configurations, Traffic Control, and Volumes- Mission Center



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Traffic Signal | Turn Lane | Existing (LRDP Added) | Peak Hour Traffic Volume

Stop Sign | 1 Study Intersection | Existing (LRDP Added) | Critical Movement

Figure 4-4B

Existing and LRDP AM Intersection Lane Configurations, Traffic Control, and Volumes- Mission Center

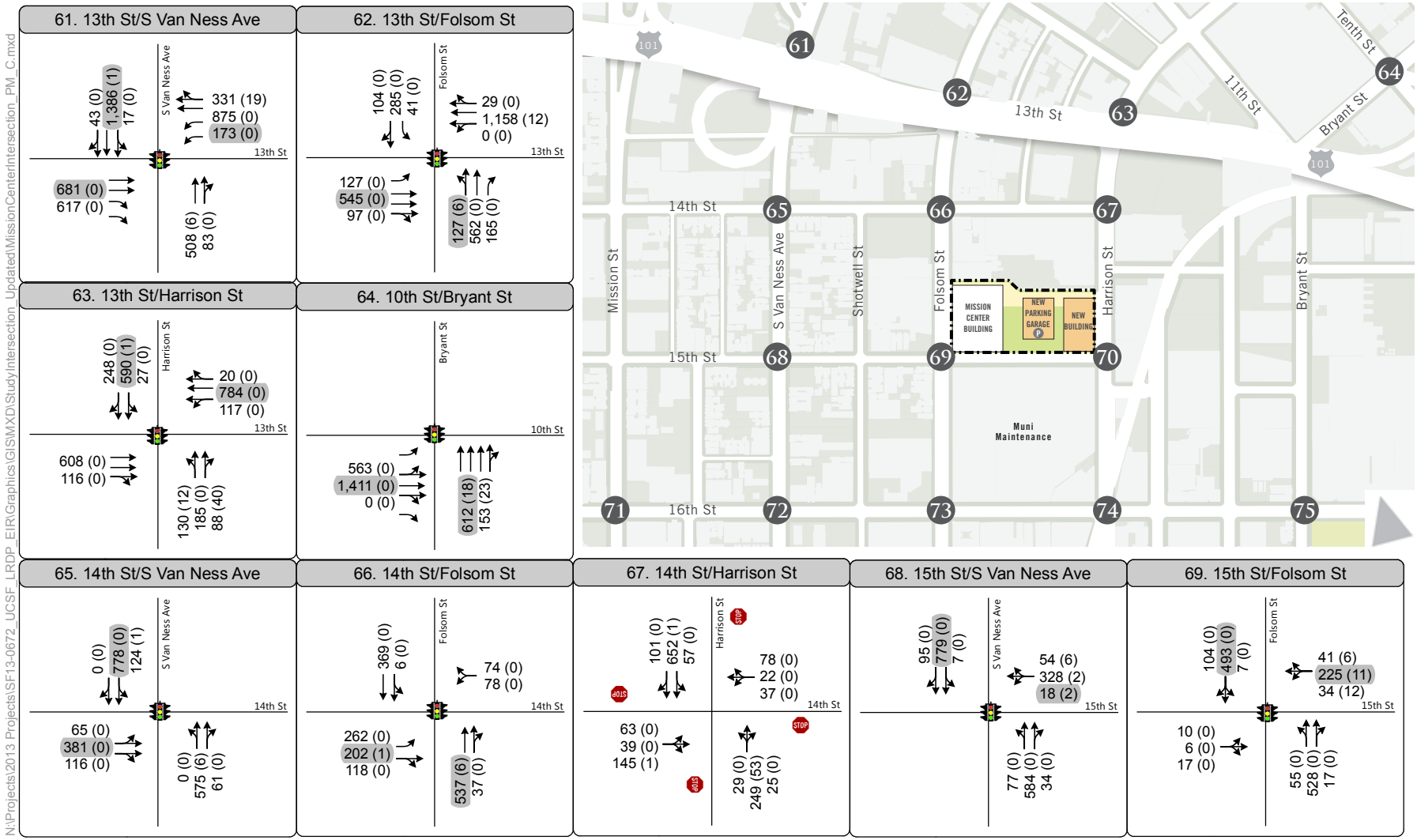

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Figure 4-4C

Existing and LRDP PM Intersection Lane Configurations, Traffic Control, and Volumes-Mission Center

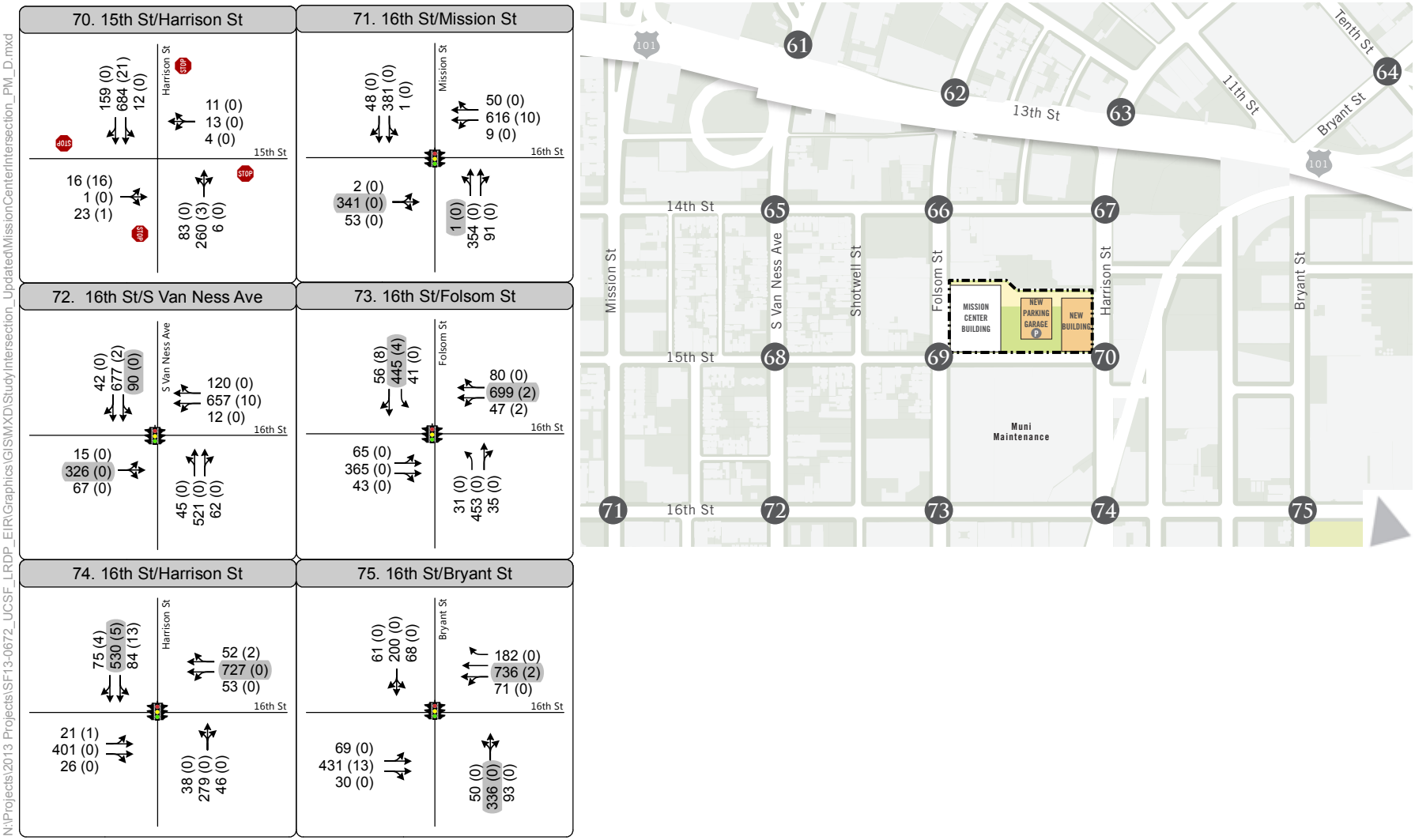

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Figure 4-4D

Existing and LRDP PM Intersection Lane Configurations, Traffic Control, and Volumes-Mission Center

TABLE 4-5: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MISSION CENTER

Intersection	Traffic Control[1]	Peak Hour	Existing		Existing Plus LRDP	
			Vehicle Delay[2] (seconds)	LOS[3]	Vehicle Delay[2] (seconds)	LOS[3]
61. 13th Street / South Van Ness Avenue	Signal	AM	**71**	**E**	**73**	**E**
		PM	30	C	31	C
62. 13th Street / Folsom Street	Signal	AM	26	C	26	C
		PM	29	C	29	C
63. 13th Street / Harrison Street	Signal	AM	16	B	17	B
		PM	19	B	19	B
64. Tenth Street / Bryant Street	Signal	AM	14	B	14	B
		PM	16	B	17	B
65. 14th Street / South Van Ness Avenue	Signal	AM	15	B	15	B
		PM	16	B	17	B
66. 14th Street / Folsom Street	Signal	AM	16	B	16	B
		PM	15	B	15	B
67. 14th Street / Harrison Street	AWS	AM	11 / 12	B / B	12 / 12	B / B
		PM	20 / 24	C / C	22 / 25	C / D
68. 15th Street / South Van Ness Avenue	Signal	AM	15	B	16	B
		PM	18	B	19	B
69. 15th Street / Folsom Street	Signal	AM	12	B	12	B
		PM	29	C	29	C
70. 15th Street / Harrison Street	AWS	AM	10 / 12	B / B	11 / 13	B / B
		PM	14 / 15	B / C	15 / 16	C / C
71. 16th Street / Mission Street	Signal	AM	26	C	28	C
		PM	16	B	16	B
72. 16th Street / South Van Ness Avenue	Signal	AM	37	D	39	D
		PM	20	B	20	B
73. 16th Street / Folsom Street	Signal	AM	38	D	40	D
		PM	28	C	29	C
74. 16th Street / Harrison Street	Signal	AM	21	C	21	C
		PM	30	C	37	D
75. 16th Street / Bryant Street	Signal	AM	20	C	20	C
		PM	35	D	35	D

Notes:

1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For an unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates unacceptable operations per UCSF LOS standards

Source: Fehr & Peers, 2014.

In general, the addition of LRDP-generated traffic would result in minor changes in the average delay per vehicle at the study intersections, and most study intersections would continue to operate at the same service levels as under Existing conditions.

As presented in Chapter 2, 14 of the 15 study intersections operate at acceptable levels of service (LOS D or better) under both AM and PM peak hour conditions under Existing conditions. These 14 intersections would continue to operate acceptably under Existing Plus LRDP conditions; therefore, the LRDP would have a ***less-than-significant impact*** at these 14 intersections.

The following intersection operates at unacceptable levels of service (LOS E or F) under Existing conditions, and would continue to operate at the same LOS under Existing Plus LRDP conditions:

- Intersection #61: 13th Street / South Van Ness Avenue (AM)

This intersection operated unacceptably under Existing conditions; therefore, the LRDP's contribution to the intersection's critical movements was identified to determine if the LRDP caused a significant impact at the intersection.

The 13th Street/South Van Ness Avenue (Intersection #61) signalized intersection operates at LOS E in the AM peak hour under Existing and Existing Plus LRDP conditions. The critical southbound through movement operates at LOS F during the AM peak. The LRDP would add 14 vehicle trips to the critical southbound through movement, which represents a one percent increase from Existing conditions. While the southbound through movement is expected to operate at LOS F under Existing Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movements at the intersection – eastbound right turn and westbound left turn – are not expected to receive an increase in vehicular traffic due to the LRDP. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

4.2.5 Summary of Traffic Impacts

No significant impacts are identified under Existing Plus LRDP conditions. The LRDP would not cause intersections operating acceptably (LOS D or better) under Existing conditions to degrade to unacceptable operations (LOS E or F) with the addition of LRDP-generated traffic. The LRDP would add traffic to intersections operating unacceptably under Existing conditions; however, LRDP-generated traffic would not increase traffic by five percent or more on critical movements operating at LOS E or F at these intersections. Therefore, the LRDP would have a ***less-than-significant impact*** to traffic operations.

4.3 TRANSIT IMPACTS

LRDP horizon project transit trips were estimated based on existing travel surveys of UCSF staff and visitors and available transit data as described in Chapter 3. Transit trips by transit mode are assigned to specific transit routes using the trip distribution percentages as shown in Chapter 3. The sections below describe the estimated AM and PM peak hour trips traveling to and from each campus site by transit route and provider.

As discussed in Section 4.1.2, the LRDP would have a significant effect on the environment if project demand for public transit causes the need for development or expansion of mass transit facilities, the development of which would cause significant environmental impacts. LRDP impacts on public transit are analyzed relative to this standard of significance. In addition, for informational purposes, the analysis of public transit impacts on Muni relative to the City of San Francisco's crowding standard of 85 percent is discussed below.

4.3.1 Parnassus Heights

The increase in Parnassus Heights campus site peak hour transit trips generated by the LRDP are described in **Table 4-6**. These net new peak hour transit trips are expected to use a combination of local and regional transit services and UCSF shuttle service.

TABLE 4-6: NET NEW PEAK HOUR TRANSIT TRIPS – PARNASSUS HEIGHTS

Transit Route	AM Peak Hour			PM Peak Hour		
	In	Out	Total[1]	In	Out	Total[1]
SF Muni						
6 Parnassus	3	1	4	1	3	4
36 Teresita	2	1	3	1	2	3
43 Masonic	5	2	7	3	3	6
44 O'Shaughnessy	4	2	6	2	4	6
66 Quintara	1	0	1	0	1	1
71/L Haight Noriega/Limited	3	2	5	4	3	7
N Judah	27	4	31	7	23	30
Sub-Total	**45**	**12**	**57**	**18**	**39**	**57**
BART						
Eastbound	4	0	4	1	4	5
Southbound	8	1	9	1	6	7
Sub-Total	**12**	**1**	**13**	**2**	**10**	**12**
AC Transit						
Eastbound	1	0	1	0	1	1
Sub-Total	**1**	**0**	**1**	**0**	**1**	**1**
Caltrain						
Southbound	1	0	1	0	1	1
Sub-Total	**1**	**0**	**1**	**0**	**1**	**1**
SamTrans						
Routes 292	1	0	1	0	1	1
Sub-Total	**1**	**0**	**1**	**0**	**1**	**1**
Golden Gate Transit						
Northbound	2	0	2	0	2	2
Sub-Total	**2**	**0**	**2**	**0**	**2**	**2**
UCSF Shuttle						
All Parnassus Heights Shuttles	60	57	117	48	46	94
Sub-total	**60**	**57**	**117**	**48**	**46**	**94**
Total	***122***	***70***	***192***	***68***	***100***	***168***

Notes:

1. Peak hour trips account for external trips only. Some transit users may use multiple transit modes on a single trip (e.g. BART+Muni, AC Transit+Muni, Muni+UCSF Shuttle, etc.). The table accounts for the total number of trips on each system, therefore transfer trips are counted multiple times.

Source: Adavant Consulting, 2014

As shown in **Table 4-6**, approximately 200 and 170 new transit trips are expected during the AM and PM peak hour, respectively. About 50 percent of transit users will use a UCSF shuttle and about 30-percent will use Muni to commute to and from the campus site, while the remaining transit riders will use BART, AC Transit, Caltrain, SamTrans, or Golden Gate Transit.

4.3.1.1 SF Muni

Existing Muni transit stops are located within a half-mile of the center of the campus site, with multiple stops located through the campus on Parnassus Avenue and adjacent to the campus site on Ninth Avenue, Irving Street and Lincoln Way. Major stop relocations adjacent to the campus site are not anticipated at this time. As part of the Parnassus Avenue Streetscape Plan, UCSF proposes that Muni consolidate the three transit stops on Parnassus Avenue into two transit stops in order to improve Muni's operating efficiency and provide more flexibility with respect to curb space allocation. As summarized in Chapter 2, the Transit Effectiveness Project (TEP) proposes to reduce headways for the following routes: 43 Masonic, 44 O'Shaughnessy, and 71/71L Haight-Noriega.

The Muni trips as assigned in **Table 4-6** were added to the load of the lines that serve the campus site at their maximum load point. **Table 4-7** shows the maximum load point and capacity utilization for the transit routes with the LRDP-generated transit trips added to them to reflect the Existing Plus LRDP scenario.

TABLE 4-7: TRANSIT CAPACITY UTILIZATION – PARNASSUS HEIGHTS

	Direction	Existing			Existing Plus LRDP		
		Pass. Load	Peak Hour Capacity	Capacity Util.	New Transit Trips	Pass. Load	Capacity Util.
AM Peak Hour							
6 – Parnassus	Inbound	270	378	71%	4	274	72%
	Outbound	109	344	32%	2	111	32%
16X – Noriega Express	Inbound	340	572	59%	0	340	59%
	Outbound	--	--	--	--	--	--
36 – Teresita	Inbound	42	90	47%	2	44	49%
	Outbound	50	90	56%	1	51	57%
43 – Masonic	Inbound	348	378	**92%**	7	355	**94%**
	Outbound	246	378	65%	3	249	66%
44 – O'Shaughnessy	Inbound	398	473	84%	3	401	84%
	Outbound	222	378	59%	1	223	59%
66 – Quintara	Inbound	45	135	33%	1	46	34%
	Outbound	48	135	36%	0	48	36%
71/ 71L – Haight-Noriega/Limited	Inbound	300	378	79%	6	306	81%
	Outbound	131	344	38%	3	134	39%
N – Judah	Inbound	1,792	1904	**94%**	22	1,814	**95%**
	Outbound	544	1904	29%	4	548	29%
PM Peak Hour							
6 – Parnassus	Inbound	156	378	41%	1	157	42%
	Outbound	252	378	67%	4	256	68%
16X – Noriega Express	Inbound	--	--	--	--	--	--
	Outbound	253	517	49%	0	253	49%
36 – Teresita	Inbound	62	90	69%	1	63	70%
	Outbound	30	90	33%	2	32	36%
43 – Masonic	Inbound	160	315	51%	4	164	52%
	Outbound	240	315	76%	6	246	78%
44 – O'Shaughnessy	Inbound	180	420	43%	2	182	43%
	Outbound	353	420	84%	3	356	84%
66 – Quintara	Inbound	18	135	13%	0	18	13%
	Outbound	48	135	36%	1	49	36%
71/ 71L – Haight-Noriega/Limited	Inbound	258	378	68%	4	262	69%
	Outbound	324	378	**86%**	4	328	**87%**
N – Judah	Inbound	880	1904	46%	5	885	46%
	Outbound	1,773	2131	83%	20	1,793	84%

Note: Pass. = Passenger ; Util. = Utilization

Bold: > % 85 Capacity Utilization

Source: Adavant Consulting, Fehr & Peers, 2014

The estimated number of LRDP-generated Muni trips is about a two-percent increase in ridership traveling to and from the Parnassus Heights campus site, which would not require the expansion of transit service or facilities. As shown in **Table 4-7**, the 43 Masonic Inbound and N Judah Inbound during the AM peak hour and the 71/71L – Haight-Noriega/Limited Outbound during the PM peak hour operate above 85 percent capacity utilization, which represents Muni's crowding standard. The LRDP adds 7, 22, and 4

new peak hour trips to these currently crowded lines, respectively, which are approximately two percent increases in demand or less, which are all within daily fluctuations in demand.

As described in Section 1.2.6, as a matter of course in managing campus operations, UCSF monitors transportation conditions at all campus sites, and, in relation to the proposed 2014 LRDP, would continue to do so in particular at the four UCSF campus sites where development is proposed. As the Parnassus Heights campus site develops, UCSF would monitor vehicle traffic conditions, transit operations, and shuttle ridership within and surrounding the campus site. This monitoring program would be informed by the annual UCSF Employee Transportation Survey, the existing UCSF shuttle program monitoring[11], UCSF staff, students, and patients and visitors, and campus site observations by Transportation Services staff, and ongoing coordination with SFMTA staff.

The results of the various monitoring efforts would be used to inform when and whether UCSF would:

- Implement additional TDM strategies that seek to minimize the number of single occupancy vehicle trips (SOV) generated by the LRDP;
- Revise UCSF Shuttle system operations; and/or
- Introduce or enhance campus-wide or specific measures to reduce conflicts with Muni service.

Should the need for additional shuttle service be triggered by increased ridership due to shifts in travel mode or demand generated by the LRDP, UCSF Transportation Services would first review that the additional service would not negatively affect Muni operations. Once implemented, the additional service would be monitored to the same standard as that identified above. Further, should conflicts between shuttle service and Muni service arise, UCSF Transportation Services would coordinate with SFMTA staff to resolve these conflicts and ensure UCSF shuttles do not negatively affect Muni operations. Additionally, none of the specific proposals of the LRDP would reduce access to or reconfigure transit stops in a way that would degrade transit service to the campus site; therefore the new transit trips generated by the LRDP would result in a ***less-than-significant impact***.

4.3.1.2 Regional Transit Service

UCSF staff, patrons and students are anticipated to continue to use BART, AC Transit, Caltrain, SamTrans, and Golden Gate Transit for regional transit service through the LRDP horizon year. Regional service stations are likely to remain at existing locations, over half a mile away, and can be accessed by other transit modes such as SF Muni and the UCSF shuttle.

Less than 20 additional regional transit trips are expected during each AM and PM peak hours. This increase would not require the expansion of regional transit service or facilities; therefore the new regional transit trips generated by the LRDP would result in a ***less-than-significant impact***.

[11] UCSF monitors its shuttle ridership demand by conducting monthly audits to capture boarding data, and the data is used to continually adjust shuttle operations to meet peak ridership demand. The monthly audits are conducted for one entire week (five business days) on all routes, throughout the entire day. In addition, UCSF conducts an annual UCSF Transportation Survey that is distributed to all members of our community. The data is used to measure and benchmark the efficacy of the existing TDM programs, and assist in designing new programs.

4.3.1.3 UCSF Shuttle

As part of the Parnassus Avenue Streetscape Plan, UCSF will reorganize UCSF shuttle operations by centralizing pick-up and drop-off locations. Existing shuttle stations located at the campus site gateways will be relocated to the center of the campus site on Parnassus Avenue, fronting the campus library in the westbound direction and the Clinical Sciences building in the eastbound direction. The LRDP does not propose specific changes to shuttle service headways, although UCSF Transportation Services may change headways based on shifting shuttle demand as LRDP projects are constructed and occupied at each respective campus site.

An additional approximately 120 AM peak hour shuttle person trips and 100 PM peak hour shuttle person trips, an approximately 15 percent increase during both peak hours are anticipated through the LRDP horizon year. This increased ridership would require an additional 5-7 shuttles during the AM and PM peak hours, an approximately 10-15 percent increase compared to the existing shuttles service at the Parnassus Heights campus site. As described in Section 4.3.1.1, UCSF Transportation Services would monitor shuttle conditions to ensure the shuttle loading zone would be adequate to accommodate the additional service and that the shuttle service would not conflict with Muni operations.

The increased shuttle trips would not require the expansion of UCSF shuttle service or facilities beyond what would be expected through the regular monitoring by UCSF Transportation Services, nor would the increased shuttle demand cause a substantial conflict among autos, bicyclists, pedestrians, and transit vehicles. Therefore, the new UCSF shuttle trips generated by the LRDP would result in a ***less-than-significant impact***.

4.3.2 Mission Bay

The increase in Mission Bay campus site peak hour transit trips generated by the LRDP are described in **Table 4-8**. These net new peak hour transit trips are expected to use a combination of local and regional transit services and UCSF shuttle service.

TABLE 4-8: NEW PEAK HOUR TRANSIT TRIPS – MISSION BAY

Transit Route	AM Peak Hour			PM Peak Hour		
	In	Out	Total[1]	In	Out	Total[1]
SF Muni						
T Third Street	569	44	614	55	483	538
10 Townsend	36	3	39	3	26	29
22 Fillmore	275	10	285	12	257	269
Sub-Total	**880**	**57**	**937**	**70**	**766**	**836**
BART						
Eastbound	224	16	240	19	202	221
Southbound	468	22	490	29	408	437
Sub-Total	**692**	**38**	**730**	**48**	**610**	**658**
AC Transit						
Eastbound	103	5	108	7	88	95
Sub-Total	**103**	**5**	**108**	**7**	**88**	**95**
Caltrain						
Southbound	147	9	156	11	132	143
Sub-Total	**147**	**9**	**156**	**11**	**132**	**143**
SamTrans						
Routes 292	25	1	26	2	23	25
Sub-Total	**25**	**1**	**26**	**2**	**23**	**25**
Golden Gate Transit						
Northbound	26	2	28	2	23	25
Sub-Total	**26**	**2**	**28**	**2**	**23**	**25**
Other						
Sub-Total	**74**	**6**	**80**	**6**	**65**	**72**
UCSF and MBTMA Shuttles						
All Mission Bay Shuttles	1,039	75	1,114	105	964	1,069
Total	**2,986**	**193**	**3,178**	**251**	**2,671**	**2,923**

Notes:

1. Peak hour trips account for external trips only. Some transit users may use multiple transit modes on a single trip (e.g. BART+Muni, AC Transit+Muni, Muni+UCSF Shuttle, etc.). The table accounts for the total number of trips on each system, therefore transfer trips are counted multiple times.

Source: Adavant Consulting, Fehr & Peers, 2014

As shown in **Table 4-8**, approximately 3,000 new transit trips are expected during the AM and PM peak hours. Approximately 30-percent of all transit trips, about 900 AM peak hour trips and 800 PM peak hour trips, will commute to and from the campus site by SF Muni and approximately 35-percent will use the UCSF and MBTMA shuttles. The remaining 35-percent of new transit trips will be on BART, AC Transit, Caltrain, SamTrans, and Golden Gate Transit.

4.3.2.1 SF Muni

As presented in **Table 2-12**, existing Muni stops are located within a half-mile to the campus site and are accessible by walking. As described in Chapter 2, the TEP proposes several changes on routes traversing through and within the vicinity of the Mission Bay campus site.

T Third Street: The TEP proposes to reduce the peak period headways of the T Third Street route from 9.5 minutes to 8.5 minutes.

10 Townsend: The TEP proposes to rename the 10 Townsend to the 10 Sansome, re-route service from Townsend Street through Mission Bay, and reduce headways during peak periods to every 6 minutes and midday headways to every 12 minutes.

22/55 Fillmore: The TEP proposes to re-route the 22 Fillmore by continuing its route on 16th Street between Kansas and Rhode Island Streets to the Mission Bay campus site and reduce headways to every 5.5 to 6 minutes during peak headways and every 7.5 minutes during the midday. As described in Section 2.4.3, prior to the extension of the 22 Fillmore into Mission Bay via either the Moderate or Expanded Alternative, the SFMTA proposes to implement a temporary motor coach service to coincide with the opening of Phase One Medical Center at Mission Bay between the campus site and the 16th Street BART Station for an initial service phase. The preliminary name for this interim service is the Muni line '55.' The route would follow 16th Street between Mission Street to Third Street and Third Street from 16th Street to Mission Bay Boulevard North.

The Muni trips as assigned in **Table 4-8** were added to the load of Muni lines that serve the campus site. Specifically, the Muni trips were added to capacity utilization of the lines at the maximum load point between the campus site and the point at which the line where riders transfer to/from regional transit (i.e. 16th Street BART – 22 Fillmore, Temporary Transbay Terminal – 10 Townsend, T Third Street – Embarcadero BART). **Table 4-9** and **Table 4-10** show the maximum load point and capacity utilization for the transit routes with the LRDP-generated transit trips added to them to reflect the Existing Plus LRDP scenario with and without the Muni line 55 route, which is anticipated to begin service to coincide with the opening of Phase One Medical Center at Mission Bay, and is thus considered in the analysis of the LRDP projects in place at the Mission Bay Campus Site. The analysis of ridership for the scenario including the Muni line 55 route was performed using existing ridership information and can be found in **Appendix F**.

TABLE 4-9: TRANSIT CAPACITY UTILIZATION (NO ROUTE 55) – MISSION BAY							
	Direction	Existing			Existing Plus LRDP		
		Pass. Load	Peak Hour Capacity	Capacity Util.	New Transit Trips	Pass. Load	Capacity Util.
AM Peak Hour							
T Third Street (to Downtown)	Inbound	428	714	60%	35	463	65%
	Outbound	346	833	42%	357	703	84%
T Third Street (South of Mission Bay)	Inbound	389	714	54%	213	602	84%
	Outbound	236	833	28%	9	245	29%
10 Townsend	Inbound	141	189	75%	3	144	76%
	Outbound	117	189	62%	36	153	81%
22 Fillmore[1]	Inbound	193	420	46%	5	198	47%
	Outbound	273	420	65%	208	481	**115%**
PM Peak Hour							
T Third Street (to Downtown)	Inbound	365	830	44%	297	662	80%
	Outbound	550	714	77%	40	590	83%
T Third Street (South of Mission Bay)	Inbound	263	830	32%	15	278	33%
	Outbound	316	714	44%	186	502	70%
10 Townsend	Inbound	123	189	65%	26	149	79%
	Outbound	171	189	**90%**	3	174	**92%**
22 Fillmore	Inbound	323	473	68%	215	538	**114%**
	Outbound	210	473	44%	7	217	46%

Note: Pass. = Passenger ; Util. = Utilization

Bold: > % 85 Capacity Utilization

1. The section of the 22 Fillmore south of the Mission Bay campus site is not included in this analysis because it does not connect to a regional transit hub.

Source: Adavant Consulting, Fehr & Peers, 2014

TABLE 4-10: TRANSIT CAPACITY UTILIZATION (WITH ROUTE 55) – MISSION BAY							
	Direction	Existing			Existing Plus LRDP		
		Pass. Load	Peak Hour Capacity[1]	Capacity Util.	New Transit Trips	Pass. Load	Capacity Util.
AM Peak Hour							
22/55 Fillmore	Inbound	193	704	27%	5	198	28%
	Outbound	273	704	39%	208	481	68%
PM Peak Hour							
22/55 Fillmore	Inbound	323	757	43%	215	538	71%
	Outbound	210	757	28%	7	217	29%

Note: Pass. = Passenger ; Util. = Utilization.

1. Peak Hour Capacity reflects the addition of 55 Route Service with AM and PM peak hour service frequencies of approximately four buses per hour.

Source: Adavant Consulting, Fehr & Peers, 2014

As shown in **Table 4-9**, once the estimated number of LRDP-generated Muni trips are added to the T Third Street and 10 Townsend, those Muni routes would still continue to operate satisfactorily according to Muni crowding standards (Note the 10 Inbound Townsend during the PM peak hour operated at greater than 85% capacity utilization, both with and without the LRDP-generated trips, but the LRDP does not contribute to crowding on the line in a significant way).

The 22 Fillmore would operate at greater than 85% capacity utilization with the addition of LRDP-generated trips, but as shown in **Table 4-10**, with the addition of the interim 55 Route, the combination of the 22 Fillmore and the 55 Route would operate at less than 85% capacity utilization during both the AM and PM peak hours.

The estimated number of LRDP-generated Muni trips traveling to and from the Mission Bay campus site would not require the expansion of transit service or facilities. Long-term funding for the 55 Route is uncertain. If Muni were to discontinue the service, UCSF would replace the transit capacity with shuttle service adequate to fill the gap in transit service. Thus, this analysis includes the 55 Route as a de facto permanent service.

As described in Section 1.2.6, as a matter of course in managing campus operations, UCSF monitors transportation conditions at all campus sites, and, in relation to the proposed 2014 LRDP, would continue to do so in particular at the four UCSF campus sites where development is proposed. Similar to the Parnassus Heights campus site, UCSF would monitor vehicle traffic conditions, transit operations, and shuttle ridership within and surrounding the Mission Bay campus site.

Should the need for additional shuttle service be triggered by increased ridership due to shifts in travel mode or demand generated by the LRDP, UCSF Transportation Services would first review that the additional service would not negatively affect Muni operations. Once implemented, the additional service would be monitored to the same standard as that identified above. Further, should conflicts between shuttle service and Muni service arise, UCSF Transportation Services would coordinate with SFMTA staff to resolve these conflicts and ensure UCSF shuttles do not negatively affect Muni operations. Additionally, none of the specific proposals of the LRDP would reduce access to or reconfigure transit stops in a way that would degrade transit service to the campus site; therefore the new transit trips generated by the LRDP would result in a ***less-than-significant impact***.

4.3.2.2 Regional Transit Service

In addition to Muni operations for travel within San Francisco, regional transit services such as BART, AC Transit, Caltrain, SamTrans, and Golden Gate Transit were considered for the analysis. Existing stations are located over a mile away and can access the Mission Bay campus site by Muni or UCSF and MBTMA shuttles. Major service changes are not anticipated in the near-term.

The number of new LRDP-generated regional transit trips would not require the expansion of regional transit service or facilities; therefore the new regional transit trips generated by the LRDP would result in a ***less-than-significant impact***.

4.3.2.3 UCSF and Mission Bay Transportation Management Association Shuttle Trips

The LRDP does not propose specific changes to shuttle service headways, although UCSF Transportation Services may change headways based on shifting shuttle demand as LRDP projects are constructed and occupied at each respective campus site and MBTMA may do the same as development occurs in the

Mission Bay area. With the opening of the Phase One Medical Center at Mission Bay, additional shuttle stops will be provided fronting the new hospital; however headways and service route changes are unanticipated at this time.

An additional approximately 1,110 AM peak hour shuttle person trips and 1,070 PM peak hour shuttle person trips, an approximately 90% and 185% increase in shuttle person trips during the AM and PM peak hours, respectively, are anticipated through the LRDP horizon year. This increased ridership would require approximately 70 new shuttles during the AM and PM peak hours to the Mission Bay Campus Site, which would represent a 160% increase in shuttle service to this campus site. As described in Section 4.3.2.1, UCSF Transportation Services would monitor shuttle conditions to ensure the shuttle loading zones would be adequate to accommodate the additional service and that the shuttle service would not conflict with Muni operations. If new shuttle loading zones within the Mission Bay Campus Site are required to accommodate this increased shuttle service, UCSF Transportation Services would work with the SFMTA to determine the appropriate locations for these stops and seek approval of these new stops.

The increased shuttle trips would not require the expansion of UCSF shuttle service or facilities beyond what would be expected through the regular monitoring by UCSF Transportation Services, nor would the increased shuttle demand cause a substantial conflict among autos, bicyclists, pedestrians, and transit vehicles. Therefore, the new UCSF shuttle trips generated by the LRDP would result in a ***less-than-significant impact***.

4.3.2.4 LRDP Variant

The increase in Mission Bay campus site peak hour transit trips generated by the LRDP Variant are described in **Table 4-11**. These net new peak hour transit trips are expected to use a combination of local and regional transit services and UCSF shuttle service.

TABLE 4-11: NEW PEAK HOUR TRANSIT TRIPS – MISSION BAY (LRDP VARIANT)

Transit Route	AM Peak Hour			PM Peak Hour		
	In	Out	Total[1]	In	Out	Total[1]
SF Muni						
T Third Street	597	51	648	60	499	559
10 Townsend	38	3	41	3	28	31
22 Fillmore	273	10	283	12	260	272
Sub-Total	**908**	**64**	**972**	**75**	**787**	**862**
BART						
Eastbound	232	20	252	21	207	228
Southbound	474	23	497	31	413	444
Sub-Total	**706**	**43**	**749**	**52**	**620**	**672**
AC Transit						
Eastbound	104	6	110	8	89	97
Sub-Total	**104**	**6**	**110**	**8**	**89**	**97**
Caltrain						
Southbound	151	6	157	11	136	147
Sub-Total	**151**	**6**	**157**	**11**	**136**	**147**
SamTrans						
Routes 292	27	1	28	2	23	25

Sub-Total	**27**	**1**	**28**	**2**	**23**	**25**
Golden Gate Transit						
Northbound	27	3	30	3	23	26
Sub-Total	**27**	**3**	**30**	**3**	**23**	**26**
Other						
Sub-Total	**78**	**5**	**83**	**7**	**66**	**73**
UCSF and MBTMA Shuttles						
All Mission Bay Shuttles	1,068	81	1,149	114	985	1,099
Total	**3,069**	**209**	**3,278**	**272**	**2,729**	**3,001**

Notes:

1. Peak hour trips account for external trips only. Some transit users may use multiple transit modes on a single trip (e.g. BART+Muni, AC Transit+Muni, Muni+UCSF Shuttle, etc.). The table accounts for the total number of trips on each system, therefore transfer trips are counted multiple times.

Source: Adavant Consulting, Fehr & Peers, 2014

As shown in **Table 4-11**, approximately 3,000 new transit trips are expected during the AM and PM peak hours. Approximately 30-percent of all transit trips, about 900 AM peak hour trips and 800 PM peak hour trips, will commute to and from the campus site by SF Muni and approximately 35-percent will use the UCSF and MBTMA shuttles. The remaining 35-percent of new transit trips will be on BART, AC Transit, Caltrain, SamTrans, and Golden Gate Transit.

4.3.2.4.1 SF Muni

Muni conditions associated with the LRDP Variant would be similar to those described above for the 2014 LRDP. The Muni trips as assigned in **Table 4-11** were added to the load of Muni lines that serve the campus site. Specifically, the Muni trips were added to capacity utilization of the lines at the maximum load point between the campus site and the point at which the line where riders transfer to/from regional transit (i.e. 16th Street BART – 22 Fillmore, Temporary Transbay Terminal – 10 Townsend, T Third Street – Embarcadero BART). **Table 4-12** and **Table 4-13** show the maximum load point and capacity utilization for the transit routes with the LRDP Variant-generated transit trips added to them to reflect the Existing Plus LRDP Variant scenario with and without the Muni line 55 route, which is anticipated to begin service to coincide with the opening of Phase One Medical Center at Mission Bay, and is thus considered in the analysis of the LRDP projects in place at the Mission Bay campus site. The analysis of ridership for the scenario including the Muni line 55 route was performed using existing ridership information and can be found in **Appendix F**.

TABLE 4-12: TRANSIT CAPACITY UTILIZATION (NO ROUTE 55) – MISSION BAY (LRDP VARIANT)

	Direction	Existing			Existing Plus LRDP Variant		
		Pass. Load	Peak Hour Capacity	Capacity Util.	New Transit Trips	Pass. Load	Capacity Util.
AM Peak Hour							
T Third Street (to Downtown)	Inbound	428	714	60%	41	469	66%
	Outbound	346	833	42%	380	726	**87%**
T Third Street (South of Mission Bay)	Inbound	389	714	54%	217	606	85%
	Outbound	236	833	28%	10	246	30%

10 Townsend	Inbound	141	189	75%	3	144	76%
	Outbound	117	189	62%	38	155	82%
22 Fillmore[1]	Inbound	193	420	46%	6	199	47%
	Outbound	273	420	65%	199	472	**112%**
PM Peak Hour							
T Third Street (to Downtown)	Inbound	365	830	44%	312	677	82%
	Outbound	550	714	77%	44	594	83%
T Third Street (South of Mission Bay)	Inbound	263	830	32%	16	279	34%
	Outbound	316	714	44%	187	503	70%
10 Townsend	Inbound	123	189	65%	28	151	80%
	Outbound	171	189	**90%**	3	174	**92%**
22 Fillmore	Inbound	323	473	68%	214	537	**114%**
	Outbound	210	473	44%	8	218	46%

Note: Pass. = Passenger ; Util. = Utilization

Bold: > % 85 Capacity Utilization

1. The section of the 22 Fillmore south of the Mission Bay campus site is not included in this analysis because it does not connect to a regional transit hub.

Source: Adavant Consulting, Fehr & Peers, 2014

TABLE 4-13: TRANSIT CAPACITY UTILIZATION (WITH ROUTE 55) – MISSION BAY (LRDP VARIANT)

	Direction	Existing			Existing Plus LRDP Variant		
		Pass. Load	Peak Hour Capacity[1]	Capacity Util.	New Transit Trips	Pass. Load	Capacity Util.
AM Peak Hour							
22/55 Fillmore	Inbound	193	704	27%	6	199	28%
	Outbound	273	704	39%	199	472	67%
PM Peak Hour							
22/55 Fillmore	Inbound	323	757	43%	214	537	71%
	Outbound	210	757	28%	8	218	29%

Note: Pass. = Passenger ; Util. = Utilization.

1. Peak Hour Capacity reflects the addition of 55 Route Service with AM and PM peak hour service frequencies of approximately four buses per hour.

Source: Adavant Consulting, Fehr & Peers, 2014

As shown in **Table 4-12,** once the estimated number of LRDP Variant-generated Muni trips are added to the 10 Townsend, this Muni route would still continue to operate satisfactorily according to Muni crowding standards (Note the 10 Inbound Townsend during the PM peak hour operated at greater than 85% capacity utilization, both with and without the LRDP Variant-generated trips, but the LRDP Variant does not contribute to crowding on the line in a significant way).

The T Third Street would operate at greater than 85% capacity utilization with the addition of LRDP Variant-generated trips under the AM peak hour in the outbound direction (towards UCSF). While this is not considered a significant impact per UCSF transit standards, this would exceed Muni's crowding standards. Therefore, the following Improvement Measure has been identified:

Improvement Measure IM-TR-1: Study and Implement Uses to Minimize Transit Trips on the Muni T Third Street Line

- Development of clinical uses on Blocks 33/34 is considered a "secondary use" under the Mission Bay South Redevelopment Plan, which requires findings by the Office of Community Investment and Infrastructure that the use is consistent with the Mission Bay South Redevelopment Plan. UCSF would continue to study the amount of clinical space proposed under the LRDP Variant, and would refine the proposal before bringing it forth to the City for approval. In refining the LRDP Variant, UCSF would consider reducing the size of the clinical facilities at Blocks 33/34 to a level that will reduce the transit ridership on the T Third Street to less than the Muni's capacity utilization of 85 percent.

The 22 Fillmore would operate at greater than 85% capacity utilization with the addition of LRDP Variant-generated trips, but as shown in **Table 4-13**, with the addition of the interim 55 Route, the combination of the 22 Fillmore and the 55 Route would operate at less than 85% capacity utilization during both the AM and PM peak hours.

The estimated number of LRDP Variant-generated Muni trips traveling to and from the Mission Bay campus site would not require the expansion of transit service or facilities. Long-term funding for the 55 Route is uncertain. If Muni were to discontinue the service, UCSF would replace the transit capacity with shuttle service adequate to fill the gap in transit service. Thus, this analysis includes the 55 Route as a de facto permanent service.

As described in Section 1.2.6, as a matter of course in managing campus operations, UCSF monitors transportation conditions at all campus sites, and, in relation to the proposed 2014 LRDP, would continue to do so in particular at the four UCSF campus sites where development is proposed. Similar to the Parnassus Heights campus site, UCSF would monitor vehicle traffic conditions, transit operations, and shuttle ridership within and surrounding the Mission Bay campus site.

Should the need for additional shuttle service be triggered by increased ridership due to shifts in travel mode or demand generated by the LRDP Variant, UCSF Transportation Services would first review that the additional service would not negatively affect Muni operations. Once implemented, the additional service would be monitored to the same standard as that identified for the 2014 LRDP above. Further, should conflicts between shuttle service and Muni service arise, UCSF Transportation Services would coordinate with SFMTA staff to resolve these conflicts and ensure UCSF shuttles do not negatively affect Muni operations. Additionally, none of the specific proposals of the LRDP Variant would reduce access to or reconfigure transit stops in a way that would degrade transit service to the campus site; therefore the new transit trips generated by the LRDP Variant would result in a ***less-than-significant impact***.

4.3.2.4.2 Regional Transit Service

Regional transit conditions associated with the LRDP Variant would be similar to those described above for the 2014 LRDP. Under the LRDP Variant, the Mission Bay campus site would generate slightly more regional transit trips than the 2014 LRDP. The increase in regional transit trips would be commensurate with the percentage increase in new peak hour vehicle trips generated by the 2014 LRDP plan for the Mission Bay campus site. The number of new LRDP Variant-generated regional transit trips would not require the expansion of regional transit service or facilities; therefore the new regional transit trips generated by the LRDP Variant would result in a ***less-than-significant impact***.

4.3.2.4.3 UCSF and Mission Bay Transportation Management Association Shuttle Trips

UCSF and MBTMA shuttle transit conditions associated with the LRDP Variant would be similar to those described above for the 2014 LRDP. Under the LRDP Variant, the Mission Bay campus site would generate slightly more shuttle trips than the LRDP. The increase in shuttle trips would be commensurate with the percentage increase in new peak hour vehicle trips generated by the 2014 LRDP plan for the Mission Bay campus site. The increased shuttle trips would not require the expansion of UCSF shuttle service or facilities beyond what would be expected through the regular monitoring by UCSF Transportation Services, nor would the increased shuttle demand cause a substantial conflict among autos, bicyclists, pedestrians, and transit vehicles. Therefore, the new UCSF shuttle trips generated by the LRDP Variant would result in a ***less-than-significant impact***.

4.3.3 Mount Zion

The increase in Mount Zion campus site peak hour transit trips generated by the LRDP are described in **Table 4-14**. These new peak hour transit trips are expected to use a combination of local and regional transit services and UCSF shuttle service.

TABLE 4-14: NET NEW PEAK HOUR TRANSIT TRIPS – MOUNT ZION

Transit Route	AM Peak Hour			PM Peak Hour		
	In	Out	Total[1]	In	Out	Total[1]
SF Muni						
1 California	5	2	7	0	2	2
2 Clement	14	7	21	3	5	8
24 Divisadero	25	10	35	4	13	17
38/L Geary/Limited	79	20	99	6	48	54
N Judah	4	0	4	0	3	3
Sub-Total	**127**	**39**	**166**	**13**	**71**	**84**
BART						
Eastbound	22	4	26	1	16	17
Southbound	17	1	18	1	12	13
Sub-Total	**39**	**5**	**44**	**2**	**28**	**30**
Caltrain						
Southbound	4	0	4	0	3	3
Sub-Total	**4**	**0**	**4**	**0**	**3**	**3**
SamTrans						
Routes 292	4	0	4	0	3	3
Sub-Total	**4**	**0**	**4**	**0**	**3**	**3**
Golden Gate Transit						
Northbound	13	2	15	0	8	8
Sub-Total	**13**	**2**	**15**	**0**	**8**	**8**
UCSF Shuttle						
All Mt. Zion Shuttles	29	0	29	3	24	27
Sub-Total	**29**	**0**	**29**	**3**	**24**	**27**
Total	***216***	***43***	***262***	***18***	***137***	***155***

Notes:

1. Peak hour trips account for external trips only. Some transit users may use multiple transit modes on a single trip (e.g. BART+Muni, AC Transit+Muni, Muni+UCSF Shuttle, etc.). The table accounts for the total number of trips on each system, therefore transfer trips are counted multiple times.

Source: Adavant Consulting, 2014

As shown in **Table 4-14**, approximately 260 and 160 net new transit trips are expected during the AM and PM peak hour, respectively. About 60-percent of transit users will use SF Muni and 20-percent will use BART to commute to and from the campus site, while the remaining 20-percent of transit users will use the UCSF shuttle, Caltrain, SamTrans or Golden Gate Transit.

4.3.3.1 SF Muni

As presented in **Table 4-15** existing Muni stops are located within a half-mile of the campus site and are accessible by walking. As described in Chapter 2, the TEP proposes several changes on routes traversing adjacent to and within the Mount Zion campus site. The 1 California, 2 Clement, and 24 Divisadero will reduce peak period headways and a supplemental trolley coach service will be added to the 2 Clement. The TEP does not propose any change to transit stop locations within the study area. In addition, Muni proposes to convert the 38 Geary/38L Geary Limited to Bus Rapid Transit (BRT), a transit service with high service frequencies that is proposed to begin service by 2020.

The Muni trips as assigned in **Table 4-14** were added to the load of the lines that serve the campus site at their maximum load point. **Table 4-15** shows the maximum load point and capacity utilization for the transit routes with the LRDP-generated transit trips added to them to reflect the Existing Plus LRDP scenario.

TABLE 4-15: TRANSIT CAPACITY UTILIZATION – MOUNT ZION

	Direction	Existing			Existing Plus LRDP		
		Pass. Load	Peak Hour Capacity	Capacity Util.	New Transit Trips	Pass. Load	Capacity Util.
AM Peak Hour							
1 – California	Inbound	857	1080	79%	5	862	80%
	Outbound	583	1080	54%	2	585	54%
2 – Clement	Inbound	245	315	78%	14	259	82%
	Outbound	120	315	38%	7	127	40%
24 - Divisadero	Inbound	270	378	71%	25	295	78%
	Outbound	144	378	38%	10	154	41%
38 – Geary	Inbound	230	470	49%	40	270	57%
	Outbound	195	470	41%	10	205	44%
38L – Geary Limited	Inbound	818	1025	80%	40	858	84%
	Outbound	644	1025	63%	10	654	64%
PM Peak Hour							
1 – California	Inbound	600	1080	56%	0	600	56%
	Outbound	909	1080	84%	2	911	84%
2 – Clement	Inbound	170	315	54%	3	173	55%
	Outbound	260	315	83%	5	265	84%
24 - Divisadero	Inbound	174	378	46%	4	178	47%

	Outbound	276	378	73%	13	289	76%
38 – Geary	Inbound	352	752	47%	3	355	47%
	Outbound	450	705	64%	24	474	67%
38L – Geary Limited	Inbound	556	1025	54%	3	559	55%
	Outbound	862	1025	84%	24	886	**86%**

Note: Pass. = Passenger ; Util. = Utilization
Bold: > % 85 Capacity Utilization
Source: Adavant Consulting, Fehr & Peers, 2014

The estimated number of LRDP-generated Muni trips is about a 35 percent increase in ridership traveling to and from the Mount Zion campus site, which would not require the expansion of transit service or facilities. As shown in **Table 4-15**, the LRDP-generated transit trips for the 38 Geary corridor were split evenly between the 38 Geary and the 38L Geary Limited Outbound during the PM peak hour, resulting in the 38 Geary Limited outbound operating above the 85 percent capacity utilization, which represents Muni's crowding standard. It should be noted that transit riders could choose to travel on either bus line, thus if one bus line is over 85 percent capacity utilization (38L Geary Limited) and a parallel transit line that serves the same stops and destinations is under capacity and could accommodate additional transit riders without going over 85 percent capacity utilization (38 Geary), this would not be considered significant. If the BRT were implemented, the transit capacity along the 38 Geary corridor would increase, which would in turn decrease the capacity utilization of this corridor.

As described in Section 1.2.6, as a matter of course in managing campus operations, UCSF monitors transportation conditions at all campus sites, and, in relation to the proposed 2014 LRDP, would continue to do so in particular at the four UCSF campus sites where development is proposed. Similar to the Parnassus Heights Campus Site, UCSF would monitor vehicle traffic conditions, transit operations, and shuttle ridership within and surrounding the Mount Zion Campus Site.

Should the need for additional shuttle service be triggered by increased ridership due to shifts in travel mode or demand generated by the LRDP, UCSF Transportation Services would first review that the additional service would not negatively affect Muni operations. Once implemented, the additional service would be monitored to the same standard as that identified above. Further, should conflicts between shuttle service and Muni service arise, UCSF Transportation Services would coordinate with SFMTA staff to resolve these conflicts and ensure UCSF shuttles do not negatively affect Muni operations. Additionally, none of the specific proposals of the LRDP would reduce access to or reconfigure transit stops in a way that would degrade transit service to the campus site; therefore the new transit trips generated by the LRDP would result in a ***less-than-significant impact***.

4.3.3.2 Regional Transit Service

In addition to Muni service, Mount Zion campus site staff and patrons are anticipated to continue to travel using regional transit services such as BART, Caltrain, SamTrans, and Golden Gate Transit. Regional service stations are accessible from the Mount Zion campus site via Muni or UCSF shuttles, and Golden Gate Transit riders can walk to the nearest stop, located on Geary Boulevard and Divisadero Street.

Less than 70 additional regional transit trips are expected during each AM and PM peak hours. This increase would not require the expansion of regional transit service or facilities; therefore the new regional transit trips generated by the LRDP would result in a ***less-than-significant impact***.

4.3.3.3 UCSF Shuttle

UCSF shuttle service operations summarized in Chapter 2 will continue to serve the Mount Zion campus site. The LRDP does not propose specific changes to shuttle service headways, although UCSF Transportation Services may change headways based on shifting shuttle demand as LRDP projects are constructed and occupied at each respective campus site.

An additional approximately 30 AM and PM peak hour shuttle person trips, an approximately 40 percent increase during both peak hours are anticipated through the LRDP horizon year.

This increased ridership would require an additional two shuttles during the AM and PM peak hours to the Mount Zion Campus Site. As described in Section 4.3.3.1, UCSF Transportation Services would monitor shuttle conditions to ensure the shuttle loading zone would be adequate to accommodate the additional service and that the shuttle service would not conflict with Muni operations.

The increased shuttle trips would not require the expansion of UCSF shuttle service or facilities beyond what would be expected through the regular monitoring by UCSF Transportation Services, nor would the increased shuttle demand cause a substantial conflict among autos, bicyclists, pedestrians, and transit vehicles. Therefore, the new UCSF shuttle trips generated by the LRDP would result in a ***less-than-significant impact***.

4.3.4 Mission Center

The increase in Mission Center campus site peak hour transit trips generated by the LRDP are described in **Table 4-16**. These net new peak hour transit trips are expected to use a combination of local and regional transit services and UCSF shuttle service.

TABLE 4-16: NET NEW PEAK HOUR TRANSIT TRIPS – MISSION CENTER

Transit Route	AM Peak Hour			PM Peak Hour		
	In	Out	Total[1]	In	Out	Total[1]
SF Muni						
9/L San Bruno/Limited	2	0	2	0	2	2
12 Folsom/Pacific	10	0	10	0	9	9
14/L Mission/Limited	2	0	2	0	2	2
22 Fillmore	7	0	7	0	6	6
27 Bryant	3	0	3	0	3	3
33 Stanyan	6	0	6	0	6	6
47 Van Ness	7	0	7	0	7	7
49 Mission/Van Ness	1	0	1	0	1	1
Sub-Total	**38**	**0**	**38**	**0**	**36**	**36**
BART						
Eastbound	12	0	12	0	12	12
Southbound	12	0	12	1	11	12
Sub-Total	**24**	**0**	**24**	**1**	**23**	**24**
Caltrain						
Southbound	6	0	6	0	6	6
Sub-Total	**6**	**0**	**6**	**0**	**6**	**6**
SamTrans						
Route 292	2	0	2	0	2	2
Sub-Total	**2**	**0**	**2**	**0**	**2**	**2**
Golden Gate Transit						
Northbound	4	0	4	0	4	4
Sub-Total	**4**	**0**	**4**	**0**	**4**	**4**
UCSF Shuttle						
All Mission Center Shuttles	31	0	31	1	28	29
Sub-Total	**31**	**0**	**31**	**1**	**28**	**29**
Total	***105***	***0***	***105***	***2***	***99***	***101***

Notes:

1. Peak hour trips account for external trips only. Some transit users may use multiple transit modes on a single trip (e.g. BART+Muni, AC Transit+Muni, Muni+UCSF Shuttle, etc.). The table accounts for the total number of trips on each system, therefore transfer trips are counted multiple times.

Source: Adavant Consulting, 2014

As shown in **Table 4-16**, approximately 100 net new transit trips are expected during the AM and PM peak hour. About 35-percent of transit users will use SF Muni, 30 percent will use UCSF shuttles, and 25-percent will use BART to commute to and from the campus site, while the remaining 10-percent of transit users will use AC Transit, Caltrain, SamTrans, or Golden Gate Transit.

4.3.4.1 SF Muni

As presented in **Table 2-28**, existing Muni stops are located within a half-mile of the campus site and are accessible by walking. As described in Chapter 2, the TEP proposes several changes on routes adjacent to the Mission Center campus site. The 9L San Bruno Limited, 14/14L Mission Limited, and 22 Fillmore will reduce peak period headways. The 12 Folsom/Pacific will be discontinued though a majority of the route will be served by rerouting the 27 Bryant and the new 11 Downtown Connector. In addition to increasing peak period headways, the 22 Fillmore will be rerouted to continue along 16th Street, connecting to Mission Bay. The TEP does not propose any change to transit stop locations within the study area.

The Muni trips as assigned in **Table 4-16** were added to the load of the lines that serve the campus site at their maximum load point. **Table 4-17** shows the capacity utilization for the transit routes with the LRDP-generated transit trips added to them to reflect the Existing Plus LRDP scenario.

TABLE 4-17: TRANSIT CAPACITY UTILIZATION – MISSION CENTER

	Direction	Existing			Existing Plus LRDP		
		Pass. Load	Peak Hour Capacity	Capacity Util.	New Transit Trips	Pass. Load	Capacity Util.
AM Peak Hour							
9 – San Bruno	Inbound	225	315	71%	1	226	72%
	Outbound	175	315	56%	0	175	56%
9L – San Bruno Limited	Inbound	240	315	76%	1	241	77%
	Outbound	115	315	37%	0	115	37%
12 – Folsom/Pacific	Inbound	123	189	65%	10	133	70%
	Outbound	144	189	76%	0	144	76%
14 – Mission	Inbound	370	940	39%	1	371	39%
	Outbound	220	940	23%	0	220	23%
14L – Mission Limited	Inbound	487	627	78%	1	488	78%
	Outbound	180	627	29%	0	180	29%
22 – Fillmore	Inbound	293	420	70%	7	300	71%
	Outbound	287	420	68%	0	287	68%
27 – Bryant	Inbound	132	252	52%	3	135	54%
	Outbound	140	252	56%	0	140	56%
33 – Stanyan	Inbound	140	252	56%	6	146	58%
	Outbound	128	252	51%	0	128	51%
47 – Van Ness	Inbound	294	378	78%	7	301	80%
	Outbound	276	378	73%	0	276	73%
49 – Mission/Van Ness	Inbound	345	705	49%	1	346	49%
	Outbound	285	705	40%	0	285	40%
PM Peak Hour							
9 – San Bruno	Inbound	180	315	57%	0	180	57%
	Outbound	215	315	68%	1	216	69%
9L – San Bruno Limited	Inbound	140	315	44%	0	140	44%
	Outbound	200	315	63%	1	201	64%
12 – Folsom/Pacific	Inbound	135	189	71%	0	135	71%
	Outbound	126	189	67%	9	135	71%
14 – Mission	Inbound	232	752	31%	0	232	31%

TABLE 4-17: TRANSIT CAPACITY UTILIZATION – MISSION CENTER

	Direction	Existing			Existing Plus LRDP		
		Pass. Load	Peak Hour Capacity	Capacity Util.	New Transit Trips	Pass. Load	Capacity Util.
14L – Mission Limited	Outbound	360	752	48%	1	361	48%
	Inbound	293	627	47%	0	293	47%
	Outbound	427	627	68%	1	428	68%
22 – Fillmore	Inbound	323	473	68%	0	323	68%
	Outbound	308	473	65%	6	314	66%
27 – Bryant	Inbound	160	252	63%	0	160	63%
	Outbound	116	252	46%	3	119	47%
33 – Stanyan	Inbound	156	252	62%	0	156	62%
	Outbound	132	252	52%	6	138	55%
47 – Van Ness	Inbound	276	378	73%	0	276	73%
	Outbound	258	378	68%	7	265	70%
49 – Mission/Van Ness	Inbound	353	705	50%	0	353	50%
	Outbound	375	705	53%	1	376	53%

Note: Pass. = Passenger ; Util. = Utilization

Bold: > % 85 Capacity Utilization

Source: Adavant Consulting, Fehr & Peers, 2014

The estimated number of LRDP-generated Muni trips represents less than five percent increase in ridership on any Muni line in the vicinity of the Mission Center campus site, which would not require the expansion of transit service or facilities. As described in Section 1.2.6, as a matter of course in managing campus operations, UCSF monitors transportation conditions at all campus sites, and, in relation to the proposed 2014 LRDP, would continue to do so in particular at the four UCSF campus sites where development is proposed. Similar to the Parnassus Heights Campus Site, UCSF would monitor vehicle traffic conditions, transit operations, and shuttle ridership within and surrounding the Mission Center Campus Site.

Should the need for additional shuttle service be triggered by increased ridership due to shifts in travel mode or demand generated by the LRDP, UCSF Transportation Services would first review that the additional service would not negatively affect Muni operations. Once implemented, the additional service would be monitored to the same standard as that identified above. Further, should conflicts between shuttle service and Muni service arise, UCSF Transportation Services would coordinate with SFMTA staff to resolve these conflicts and ensure UCSF shuttles do not negatively affect Muni operations. Additionally, none of the specific proposals of the LRDP would reduce access to or reconfigure transit stops in a way that would degrade transit service to the campus site; therefore the new transit trips generated by the LRDP would result in a ***less-than-significant impact***.

4.3.4.2 Regional Transit Service

In addition to Muni service, Mission Center staff, patrons and students are anticipated to continue to use BART, AC Transit, Caltrain, SamTrans, and Golden Gate Transit for regional transit service through the LRDP horizon year. Regional service stations are likely to remain at existing locations, over half a mile away, and can be accessed by other transit modes such as SF Muni and the UCSF shuttle and by walking in the case of the 16th Street BART.

Less than 40 additional regional transit trips are expected during each AM and PM peak hours. This increase would not require the expansion of regional transit service or facilities; therefore the new regional transit trips generated by the LRDP would result in a ***less-than-significant impact***.

4.3.4.3 UCSF Shuttle

UCSF shuttle service operations summarized in Chapter 2 will continue to serve the Mission Center campus site. With the LRDP, the shuttle stop and loading area will be shifted to 15th Street, just east of the vehicle access point. The proposed shuttle loading areas should accommodate two shuttles loading at one time. The new shuttle stop would displace three on-street spaces with parking meters. The LRDP does not propose specific changes to shuttle service headways, although UCSF Transportation Services may change headways based on shifting shuttle demand as LRDP projects are constructed and occupied at each respective campus site.

An additional approximately 30 AM and PM peak hour shuttle person trips, an approximately 60 percent increase during both peak hours are anticipated through the LRDP horizon year. This increased ridership would require an additional two shuttles during the AM and PM peak hours to the Mission Bay Campus Site. As described in Section 4.3.4.1, UCSF Transportation Services would monitor shuttle conditions to ensure the shuttle loading zone would be adequate to accommodate the additional service and that the shuttle service would not conflict with Muni operations.

The increased shuttle trips would not require the expansion of UCSF shuttle service or facilities beyond what would be expected through the regular monitoring by UCSF Transportation Services, nor would the increased shuttle demand cause a substantial conflict among autos, bicyclists, pedestrians, and transit vehicles. Therefore, the new UCSF shuttle trips generated by the LRDP would result in a ***less-than-significant impact***.

4.4 PEDESTRIAN IMPACTS

LRDP horizon pedestrian trips were estimated based on existing travel surveys of UCSF staff and visitors as described in Chapter 3. Pedestrian trips generated by the four UCSF campus sites would include walk trips to and from nearby residences, commercial uses, and local and regional transit stops. The sections below describe the proposed modifications to pedestrian facilities surrounding the campus sites, estimated peak hour pedestrian trips, and potential conflicts to pedestrian circulation associated with each campus site.

As part of the LRDP, UCSF would design new buildings to ensure that the ground floor frontage and public realm elements do not impact the pedestrian environment. Buildings would be assessed based on their retail uses, useable open space, and active building entries to ensure they are oriented toward the sidewalk or pedestrian plazas to create a compelling public realm and promote walking as a form of travel.

4.4.1 Parnassus Heights

UCSF proposes a variety of improvements to pedestrian and transit facilities at the campus site. The *Parnassus Avenue Streetscape Plan* proposes to make crossing Parnassus Avenue safer and more convenient for pedestrians, reorganize and improve transit and UCSF shuttle operations, create more

usable outdoor space, and enhance the public realm. Specific improvements may include new paving, street furniture, lighting, and street trees, as well as sidewalk and crosswalk widening and better defined campus site gateways. The *Parnassus Avenue Streetscape Plan* also proposes to modify the existing UCSF shuttle stops from the gateways of the campus site to a central location fronting the campus library in the westbound direction and the Clinical Sciences Building in the eastbound direction. The improvements would occur in phases starting on the south side of Parnassus Avenue, at the west end at Fifth Avenue, and move through the core of the campus site and along the front of the New Hospital Addition, finishing at Medical Center Way. In addition to the *Streetscape Plan*, the LRDP proposes to construct new trails in the Mount Sutro Open Space Reserve.

The LRDP would add approximately 210 pedestrian trips to the surrounding streets (including 40 walk trips and 170 transit-access trips) during the AM peak hour and approximately 190 pedestrian trips (including 30 walk trips and 160 transit-access trips) during the PM peak hour.[12] Pedestrian trips would primarily use Parnassus Avenue and Carl-Irving Streets to travel to the surrounding residential neighborhoods or to the commercial areas in the Inner Sunset and Cole Valley. LRDP-generated transit trips will begin as pedestrian trips traveling to the nearest Muni or UCSF shuttle stops. Most transit riders would use the Muni and UCSF shuttle stops within the campus site on Parnassus Avenue and Carl Street. Other transit riders would walk along Parnassus Avenue or Irving Street to Muni stops on Ninth Avenue and Lincoln Way.

The *Parnassus Avenue Streetscape Plan* proposes to consolidate the existing Muni bus stops along Parnassus Avenue through the Parnassus Heights campus site. The bus stops would be consolidated from three stops in each direction between Fourth and Hillway avenues to two stops. At Fourth Avenue, the eastbound bus stop is proposed as a far-side stop with a 60 foot bus bulb. No modification is proposed for the existing westbound near-side stop. At Hillway Avenue, both the eastbound and westbound bus stops are proposed to be far-side stops with 60 foot bus bulbs. These changes would improve transit travel times through the campus by reducing the number of stops buses would need to make. Although these changes would require some pedestrians to potentially travel a slightly greater distance to reach a transit stop, they would not impact pedestrian access as the stop spacing would still be far below the established standards.[13]

The proposed UCSF shuttle stop changes would shift shuttle riders to the new shuttle stops located at the campus library in the westbound direction and the Clinical Sciences building in the eastbound direction. Proposed changes to buildings along Parnassus Avenue would likely shift some pedestrian traffic to the New Hospital Addition near Hillway Avenue and to the potential future housing at Parnassus and Fifth

[12] Transit access trips for the pedestrian impact discussion are calculated based on the daily trip generation presented in **Table 3-3** and the AM and PM peak hour percentage of daily trips presented in **Table 3-13**. These are different from the total transit trips presented in Section 4.3 as the transit impact analysis double counts the riders who use multiple transit modes on a single trip (e.g. BART+Muni, AC Transit+Muni, Muni+UCSF Shuttle, etc.).

[13] The SFMTA's stop spacing policy is that bus stops should be: between 800 and 1,000 feet on grades less than 10 percent; between 500 and 600 feet on grades between 10 and 15 percent; and between 300 and 400 feet on grades greater than 15 percent. The existing distance between the two stops is relatively small at approximately 500 feet. A pedestrian emerging from a building between these stops would have a maximum walking distance of approximately 250 feet. After the stop consolidation, the maximum walking distance to the Hillway Avenue stops would only increase to approximately 550 feet which is well within the established threshold. The stops to the east of the Hillway Avenue stops are approximately 600 feet away, but this distance would not be affected by the proposal.

avenues. The proposed streetscape plan would accommodate the new pedestrian trips generated by the LRDP in addition to the shifts in pedestrian traffic that would occur in the future. Overall, the LRDP would improve pedestrian accessibility on the campus site frontage through the *Parnassus Avenue Streetscape Plan* and new trails in the Reserve. The immediate area surrounding the Parnassus Heights campus site includes robust pedestrian facilities that provide access to nearby neighborhoods, commercial uses, and transit stops. The LRDP would not create substantial conflicts between pedestrians and autos, bicyclists, or transit vehicles. Therefore, the LRDP's impact to pedestrian circulation and facilities at the Parnassus Heights campus site would be ***less than significant***.

4.4.2 Mission Bay

The LRDP proposes the extension of several streets through the campus site including Nelson Rising Lane east of Fourth, Fifth, and Sixth streets south of Mission Bay Boulevard South, and Owens Street south of 16th Street. These streets would be designed with sidewalks, curb cuts, and crosswalks that minimize conflicts between vehicles and pedestrians and meet San Francisco's *Better Streets Plan* standards. In addition to these street extensions, UCSF is upgrading existing sidewalks along 16th Street and constructing a new public pedestrian plaza on Fourth Street between 16th and Mariposa streets in coordination with on-going construction. Beyond the campus site, no improvements to the pedestrian facilities in the area are proposed.

The LRDP would add approximately 2,840 pedestrian trips to the streets surrounding the Mission Bay campus site (including 500 walk trips and 2,340 transit-access trips) during the AM peak hour and approximately 2,440 pedestrian trips (including 430 walk trips and 2,010 transit-access trips) during the PM peak hour. The new pedestrian trips would be distributed throughout the North, South, and East Campuses, along the many roadways and pedestrian alleyways crossing through the campus site. Pedestrian trips leaving the campus site to residential and commercial destinations would primarily occur along 16th and Mariposa streets to the west, along Third and Minnesota streets to the south, and along Third, Fourth, and Seventh streets to the north. Muni transit riders would travel along Third Street to the T Third Street light rail line stops on Third Street and Gene Friend Way or Mariposa Street, and along 16th and Connecticut streets to the 22 Fillmore stop at 18th and Connecticut streets. Caltrain riders would travel north along Fourth Street to the station at Fourth and King streets. UCSF shuttle riders would stay within the campus site and use shuttle stops located on Fourth or Owens streets, MBTMA shuttle riders would walk to shuttle stops along Owens Street and Mission Bay Boulevard South.

As described in Section 4.3, the TEP proposes several changes on routes traversing through and within the vicinity of the Mission Bay campus site. The proposed Muni route 55 and changes to the 22 Fillmore would extend Muni service along 16th Street to proposed stops on 16th Street within the campus site. The TEP would change the 10 Townsend to the 10 Sansome and modify this route to travel through Mission Bay along Mission Bay Boulevard to Seventh Street. These proposed changes would shorten the walking distance for transit riders and reduce travel time to the transit stops for each of these routes. Although pedestrian volumes are currently relatively low due to the developing nature of the Mission Bay neighborhood, existing pedestrian facilities are designed to accommodate higher pedestrian volumes than the LRDP would generate in the future, including the 12 to 15 foot wide sidewalks and crosswalks.

The immediate area surrounding the Mission Bay campus site includes existing or proposed pedestrian facilities that provide access to nearby neighborhoods, commercial uses, and transit stops. The LRDP would not create substantial conflicts between pedestrians and autos, bicyclists, or transit vehicles.

Therefore, the LRDPs impact to pedestrian circulation and facilities at the Mission Bay campus site would be ***less than significant*.**

4.4.2.1 LRDP Variant

Pedestrian conditions associated with the LRDP Variant would be similar to those described above for the 2014 LRDP. Under the LRDP Variant, the Mission Bay campus site would generate slightly more pedestrian trips than the 2014 LRDP. The increase in pedestrian trips would be commensurate with the percentage increase in new peak hour vehicle trips generated by the 2014 LRDP plan for the Mission Bay campus site. The LRDP Variant does not propose changes to the pedestrian environment compared to the 2014 LRDP. Similar to the 2014 LRDP, the LRDP Variant would not create substantial conflicts between pedestrians and autos, bicyclists, or transit vehicles. Therefore, the LRDP Variant's impact to pedestrian circulation and facilities at the Mission Bay campus site would be *less than significant*. Mount Zion

The LRDP does not propose changes to pedestrian amenities or introduce new conflicts to the pedestrian network surrounding the Mount Zion campus site. Pedestrian access to the Mount Zion campus site would remain similar to the existing configuration. Overall, the LRDP would not change pedestrian accessibility on the campus site frontage. Further, the LRDP would not conflict with proposed changes to Geary Boulevard to accommodate BRT service.

The LRDP would add approximately 250 pedestrian trips to the streets surrounding the Mount Zion campus site (including 40 walk trips and 210 transit-access trips) during the AM peak hour and approximately 140 pedestrian trips (including 40 walk trips and 100 transit-access trips) during the PM peak hour. Pedestrian trips would primarily use Divisadero Street to access nearby commercial uses and distribute across the grid street network to access the surrounding residential neighborhoods in Pacific Heights and the Western Addition. LRDP-generated transit trips will begin as pedestrian trips traveling to the Muni and Golden Gate Transit stops on Divisadero Street, Sutter Street, Geary Boulevard, or California Street. Most pedestrians will travel along Divisadero Street to these transit stops including the proposed Geary BRT stop located at Geary Boulevard and Divisadero Street. The TEP does not propose any changes to transit stop locations within the study area. UCSF shuttle riders will walk to the stop located within the center of the campus site on Sutter Street between Divisadero and Scott streets. Existing pedestrian facilities adequately accommodate existing pedestrian volumes and overcrowding is not expected to occur due to the LRDP.

The immediate area surrounding the Mount Zion campus site includes robust pedestrian facilities that provide access to nearby neighborhoods, commercial uses, and transit stops. The LRDP would not create substantial conflicts between pedestrians and autos, bicyclists, or transit vehicles. Therefore, the LRDP's impact to pedestrian circulation and facilities at the Mount Zion campus site would be **less than significant**.

4.4.3 Mission Center

The LRDP does not propose changes to pedestrian amenities or introduce new conflicts to the pedestrian network surrounding the Mission Center campus site. Pedestrian access to the Mission Center campus site would remain similar to the existing configuration. Overall, the LRDP would not change pedestrian accessibility on the campus site frontage.

The LRDP would add approximately 100 pedestrian trips to the streets surrounding the Mission Center campus site (including 10 walk trips and 90 transit-access trips) during the AM peak hour and approximately 90 pedestrian trips (including 10 walk trips and 80 transit-access trips) during the PM peak hour. Pedestrian trips would primarily use 15th Street to access the surrounding street grid network and connect to residential and commercial neighborhoods in Mission and SoMa. LRDP-generated transit trips will begin as pedestrian trips traveling along 15th, 16th, Folsom, and Harrison streets to the nearest BART Station at 16th and Mission streets, and Muni bus routes on Mission Street, Folsom Street, 16th Street, or 11th Street.

The TEP would discontinue the 12 Folsom/Pacific and replace it with the 27 Bryant adjacent to the campus site. The TEP does not propose any change to transit stop locations within the study area. The LRDP proposes to relocate the current UCSF shuttle stop from the parking lot to the north side of 15th Street midblock. This relocated shuttle stop, and the UCSF shuttle riders, is not expected to hinder pedestrian mobility on 15th Street as the 15 foot wide sidewalks could handle the expected pedestrian traffic. Existing pedestrian facilities surrounding the Mission Center campus site adequately accommodate existing pedestrian volumes and overcrowding is not expected to occur due to the LRDP.

The immediate area surrounding the Mission Center campus site includes robust pedestrian facilities that provide access to nearby neighborhoods, commercial uses, and transit stops. The LRDP would not create substantial conflicts between pedestrians and autos, bicyclists, or transit vehicles. Therefore, the LRDP's impact to pedestrian circulation and facilities at the Mission Center campus site would be **less than significant**.

4.5 BICYCLE IMPACTS

LRDP horizon bicycle trips were estimated based on existing travel surveys of UCSF staff and visitors as described in Chapter 3. Bicycle trips generated by the four UCSF campus sites would include trips to and from nearby residences and commercial uses. The sections below describes the estimated peak hour bicycle trips, proposed bicycle parking expansion, and potential conflicts to bicycle circulation associated with each campus site.

4.5.1 Parnassus Heights

As discussed in Chapter 2, the area around the Parnassus Heights campus site has a number of streets with bicycle lanes and streets designated as bicycle routes, including Parnassus Avenue, Kirkham Street, Sixth Avenue, and Seventh Avenue. In addition, there are several Class I bicycle paths and Class III routes in nearby Golden Gate Park. The Parnassus Heights campus site is within convenient bicycling distance of residential and commercial areas in the Sunset, Richmond, and Haight neighborhoods and many other neighborhoods to the east via the Golden Gate Park Panhandle and "Wiggle" bicycle route. Within the campus site, The *Parnassus Avenue Streetscape Plan* proposes to convert the current Class III bicycle lane to a Class II bicycle lane on steep portion of Parnassus Avenue, from Fifth Avenue to Third Avenue. The SF Bike Plan does not include any short- or long-term improvements in the study area.

The LRDP is expected to increase bicycle demand in the area by approximately 20 new trips during both the AM and PM peak hours. These trips would primarily occur on designated bicycle facilities in addition to other popular routes such as Irving and Carl streets, which connect to surrounding neighborhoods through the San Francisco Bike Route network. The increased bicycle demand would be accommodated at the campus site through additional bicycle parking provided as a part of UCSF's TDM program. In the near-term, UCSF plans to add one new bicycle cage and 20 new bicycle racks at the Parnassus Heights Campus Site. This would increase bicycle parking capacity and generally improve bicycle conditions on the campus site.

The expected increase in bicycle traffic would not represent a level that adversely affects bicycle facilities on the campus site, nor would the LRDP create substantial conflicts between bicyclists and pedestrians, autos, or transit vehicles. Thus, the LRDP's impact to bicycle facilities and circulation at the Parnassus Heights campus site would be considered ***less than significant***.

4.5.2 Mission Bay

As discussed in Chapter 2, the area around the Mission Bay campus site has a number of streets with bicycle lanes and streets designated as bicycle routes, including King Street, 16th Street, Mariposa Street, Fourth Street, and Seventh Street. The Mission Bay campus site is within convenient bicycling distance of residential and commercial areas in the Mission, Potrero Hill, Dogpatch, South of Market, and other downtown San Francisco neighborhoods. The LRDP does not propose changes to the bicycle circulation network surrounding the Mission Bay campus site. The Bike Plan includes a planned bikeway near/along Mission Creek between Fourth Street and Harrison Street, which is listed as a long-term project in the Bike Plan. In addition, an expansion of the Bay Area Bike Share program is currently being evaluated and could include a new station at Fourth Street near Rock Hall on the Mission Bay campus site. The proposed implementation of this expansion is the fall of 2014.

The LRDP is expected to increase bicycle demand in the area by 276 new trips during the AM peak hour and 214 new trips during the PM peak hour. These trips would primarily occur on the designated bicycle facilities connecting to the campus site, which connect to surrounding neighborhoods through the San Francisco Bike Route network. The increased bicycle demand would be accommodated through the existing on-campus site parking supply in additional to new bicycle parking locations in future buildings and the potential Bay Area Bike Share station. In the near-term, UCSF plans to add one additional bicycle cage and 10 bicycle racks at the Mission Bay Campus Site. This would increase bicycle parking capacity and generally improve bicycle conditions on the campus site.

The expected increase in bicycle traffic would not represent a level that adversely affects bicycle facilities on the campus site, nor would the LRDP create substantial conflicts between bicyclists and pedestrians, autos, or transit vehicles. Thus, the LRDP's impact to bicycle facilities and circulation at the Mission Bay campus site would be considered ***less than significant***.

4.5.2.1 LRDP Variant

Bicycle conditions associated with the LRDP Variant would be similar to those described above for the 2014 LRDP. Under the LRDP Variant, the Mission Bay campus site would generate slightly more bicycle trips than the 2014 LRDP. The increase in bicycle trips would be commensurate with the percentage increase in new peak hour vehicle trips generated by the 2014 LRDP plan for the Mission Bay campus site. The LRDP Variant does not propose changes to the bicycle environment compared to the LRDP. Similar to the 2014 LRDP, the expected increase in bicycle traffic would not represent a level that adversely affects bicycle facilities on the campus site, nor would the LRDP Variant create substantial conflicts between bicyclists and pedestrians, autos, or transit vehicles. Thus, the LRDP Variant's impact to bicycle facilities and circulation at the Mission Bay campus site would be considered ***less than significant***.

4.5.3 Mount Zion

As discussed in Chapter 2, the area around the Mount Zion campus site has several streets with bicycle lanes and streets designated as bicycle routes, including Post Street and Clay Street. The Mount Zion campus site is within convenient bicycling distance of residential and commercial areas in the Western Addition, Pacific Heights, and other downtown San Francisco neighborhoods. The LRDP does not propose changes to the bicycle circulation network surrounding the Mount Zion campus site. The SF Bike Plan does not include any short- or long-term improvements in the study area.

The LRDP is expected to slightly increase bicycle demand in the area, including approximately 20 new trips during the AM peak hour and 10 new trips during the PM peak hour. These trips would primarily occur on the designated bicycle facilities connecting to the campus site, which connect to surrounding neighborhoods through the San Francisco Bike Route network. The increased bicycle demand would be accommodated through the existing on-campus site parking supply in addition to new bicycle parking provided as a part of UCSF's TDM program. In the near-term, UCSF plans to add eight additional bicycle racks at the Mount Zion Campus Site. This would increase bicycle parking capacity and generally improve bicycle conditions on the campus site.

The expected increase in bicycle traffic would not represent a level that adversely affects bicycle facilities on the campus site, nor would the LRDP create substantial conflicts between bicyclists and pedestrians, autos, or transit vehicles. Thus, the LRDP's impact to bicycle facilities and circulation at the Mount Zion campus site would be considered ***less than significant***.

4.5.4 Mission Center

As discussed in Chapter 2, the area around the Mission Center campus site has a number of streets with bicycle lanes and streets designated as bicycle routes, including Folsom Street, Harrison Street, 17th Street, 14th Street, and 11th Street. The Mission Center campus site is within convenient bicycling distance of residential and shopping areas in the Mission, South of Market, and other downtown San Francisco neighborhoods. The LRDP does not propose changes to the bicycle circulation network surrounding the Mission Center campus site. The SF Bike Plan includes planned short-term improvements to add bicycle lanes from Ninth Street to 11th Street for Bicycle Route 25 on Howard Street.

As noted in Section 2.6.6, parcel delivery vehicles occasionally block the northbound bicycle lane on Folsom Street in front of the Mission Center campus site due to the lack of a curbside loading zone. Folsom Street is a popular bicycle route to Downtown San Francisco and bicyclists currently must pass the loading vehicles in the vehicle travel lane. While this is not considered a significant impact, the following Improvement Measure has been identified:

Improvement Measure IM-TR-2: Add Curbside Loading Zone on Folsom Street

UCSF could work with the SFMTA to add a curbside loading zone on Folsom Street, adjacent to the existing Mission Center building. A 50 foot loading zone would require the removal of approximately two parking spaces on Folsom Street. This loading zone will improve conditions for bicyclists whom may have their path currently blocked due to vehicles loading in the northbound bicycle lane.

The LRDP is expected to slightly increase bicycle demand in the area, including approximately 15 new trips during both the AM and PM peak hours. These trips would primarily occur on the designated bicycle facilities connecting to the campus site, which connect to surrounding neighborhoods through the San Francisco Bike Route network. The increased bicycle demand would be accommodated through the existing on-site bike parking supply in addition to any new bicycle parking provided as a part of UCSF's TDM program. In the near-term, UCSF plans to add four new bicycle racks at the Mission Center Campus Site. This would increase bicycle parking capacity and generally improve bicycle conditions on the campus site.

The LRDP proposes to reconfigure vehicle access to the campus site by designating the Harrison Street driveway to inbound only and the 15th Street driveway to outbound only. This reconfigured access, in addition to the increase in vehicle trips described in Section 4.2, would increase the number of conflicts between vehicles and bicycles using the Harrison Street Class II bicycle lanes. As noted Section 2.6.5, Harrison Street adjacent to the campus site is a popular bicycling route to and from Downtown San Francisco. While this is not considered a significant impact, the following Improvement Measure has been identified:

Improvement Measure IM-TR-3: Implement High-Visibility Bicycle Lanes on Harrison Street

UCSF could work with the SFMTA to implement measures to increase the visibility of southbound bicyclists for vehicles entering the Mission Center campus site from Harrison Street. This could include implement high-visibility green skip striping across the conflict zone in front of the Mission Center campus site driveway along Harrison Street.

The expected increase in bicycle traffic would not represent a level that adversely affects bicycle facilities in the area. With the proposed Improvement Measures in place, the LRDP would not create substantial conflicts between bicyclists and pedestrians, autos, or transit vehicles. Thus, the LRDP's impact to bicycle facilities and circulation at the Mission Center campus site would be considered ***less than significant***.

4.6 LOADING IMPACTS

4.6.1 Commercial Loading

The San Francisco Planning Code requires that land uses, such as medical offices and hospitals, provide off-street loading spaces according to the following schedule shown in **Table 4-15**.

TABLE 4-18: SAN FRANCISCO PLANNING CODE LOADING REQUIREMENTS

Use or Activity	Gross Floor Area of Structure or Use (sq. ft.)	Number of Off-Street Freight Loading Spaces Required
Retail stores, wholesaling, manufacturing, live/work units in newly constructed structures, and all other uses primarily engaged in the handling of goods.	0 - 10,000	0
	10,001 - 60,000	1
	60,001 - 100,000	2
	over 100,000	3 plus 1 for each additional 80,000 sq. ft.
Offices, hotels, apartments, live/work units not included above, and all other uses not included above	0 - 100,000	0
	100,001 - 200,000	1
	200,001 - 500,000	2
	over 500,000	3 plus 1 for each additional 400,000 sq. ft.

Source: San Francisco Planning Code Section 152.1, Fehr & Peers, 2014

Loading supply was estimated based on the criteria above. **Table 4-19** shows the existing and future loading requirements from Table 152 of the San Francisco Planning Code Article 1.5, Section 150 for the four UCSF campus sites. As shown, the existing and proposed loading supply exceeds the code at each of the campus sites.

While **Table 4-19** shows that the existing loading supply does not meet the LRDP horizon year required loading supply, it should be noted that the UCSF campus sites are unique, and their loading demands, and thus supply should be monitored over time to ensure that an appropriate amount of supply is provided at each campus site.

The demand for loading spaces through the LRDP horizon year was described in Chapter 3, and was calculated based on surveys from the Parnassus Heights campus site and methods described in the SF Guidelines. It is expected that the estimated LRDP supply should be adequate for the estimated demand, however, as mentioned above, the campus sites are unique and should be monitored over time. Commercial loading conditions for the 2014 LRDP and LRDP Variant is considered a ***less-than-significant impact*** if UCSF continues to monitor loading operations and provide appropriate supply.

TABLE 4-19: EXISTING AND FUTURE LOADING REQUIREMENTS – ALL CAMPUSES

Campus	Loading Spaces (Truck/ Freight)	Building Size (Goods Handling)[1]	Building Size (Other)[1]	Off-Street Loading Requirements			Total Required Minus Existing Supply
				Goods Handling	Other	Total	
Existing							
Parnassus Heights	11	36,700	3,265,100	1	10	11	0
Mission Bay	8	46,825	1,879,875	1	7	8	0
Mount Zion	3	4,325	771,875	0	4	4	-1
Mission Center	2	2,025	288,675	0	2	2	0
Subtotal	24	89,875	6,205,525	2	23	25	-1
Future							
Parnassus Heights	11	35,230	3,440,247	1	11	12	-1
Mission Bay	8	64,228	4,576,152	2	14	16	-8
Mount Zion	3	4,325	944,424	0	5	5	-2
Mission Center	2	5,775	384,925	0	2	2	0
Subtotal	24	***109,558***	***9,345,748***	***3***	***32***	***35***	***-11***

Notes:

1. Assumes 25% of Campus Community is considered "Goods Handling" per San Francisco Planning Code Section 152.1. Remaining GSF uses "Other" criteria.

Source: UCSF, Fehr & Peers, 2014

4.6.2 Passenger Loading/Unloading

This section describes the LRDP passenger loading impacts. As presented in Chapter 3, the LRDP would add approximately 310 and 250 total passenger loading trips during the AM and PM peak hours, respectively at the four campus sites. This represents an approximate growth of 50-percent during the peak hours. **Figure 4-5** through **Figure 4-8** show the LRDP proposed parking and loading locations.

The SF Guidelines methodology in which peak hour loading arrivals is converted into passenger car equivalents, then compared to supply was used in order to determine whether additional loading areas were recommended at each campus site with the LRDP in place. The analysis, as summarized in **Table 4-20** relies on passenger loading demand at each campus site from **Table 3-34** and the existing passenger loading supply at each campus site, as presented in Chapter 2.

Figure 4-5

Proposed Parking & Loading Plan- Parnassus Heights

Figure 4-6

Proposed Parking and Loading Plan-Mission Bay

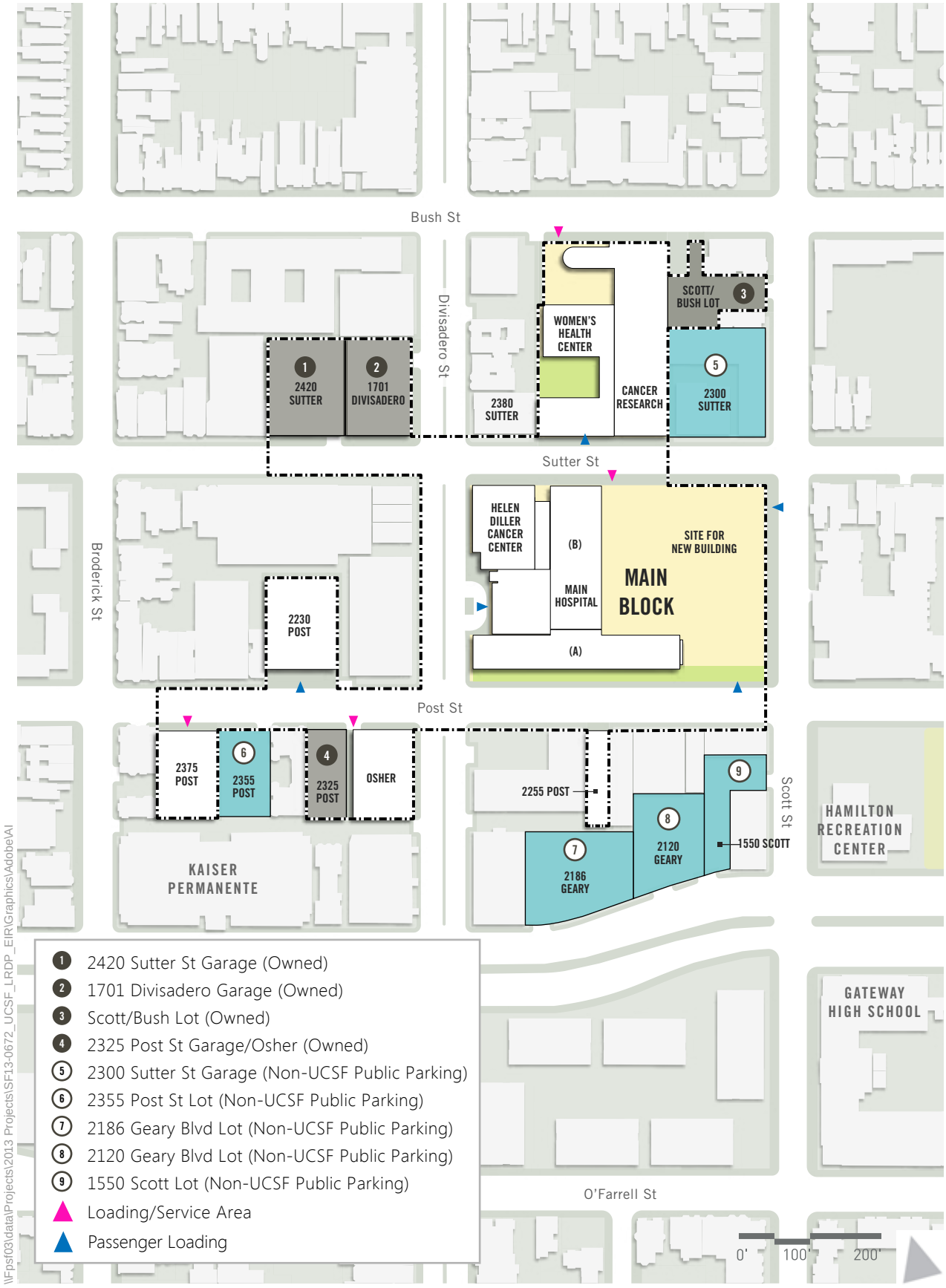


Figure 4-7

Proposed Parking & Loading Plan- Mount Zion

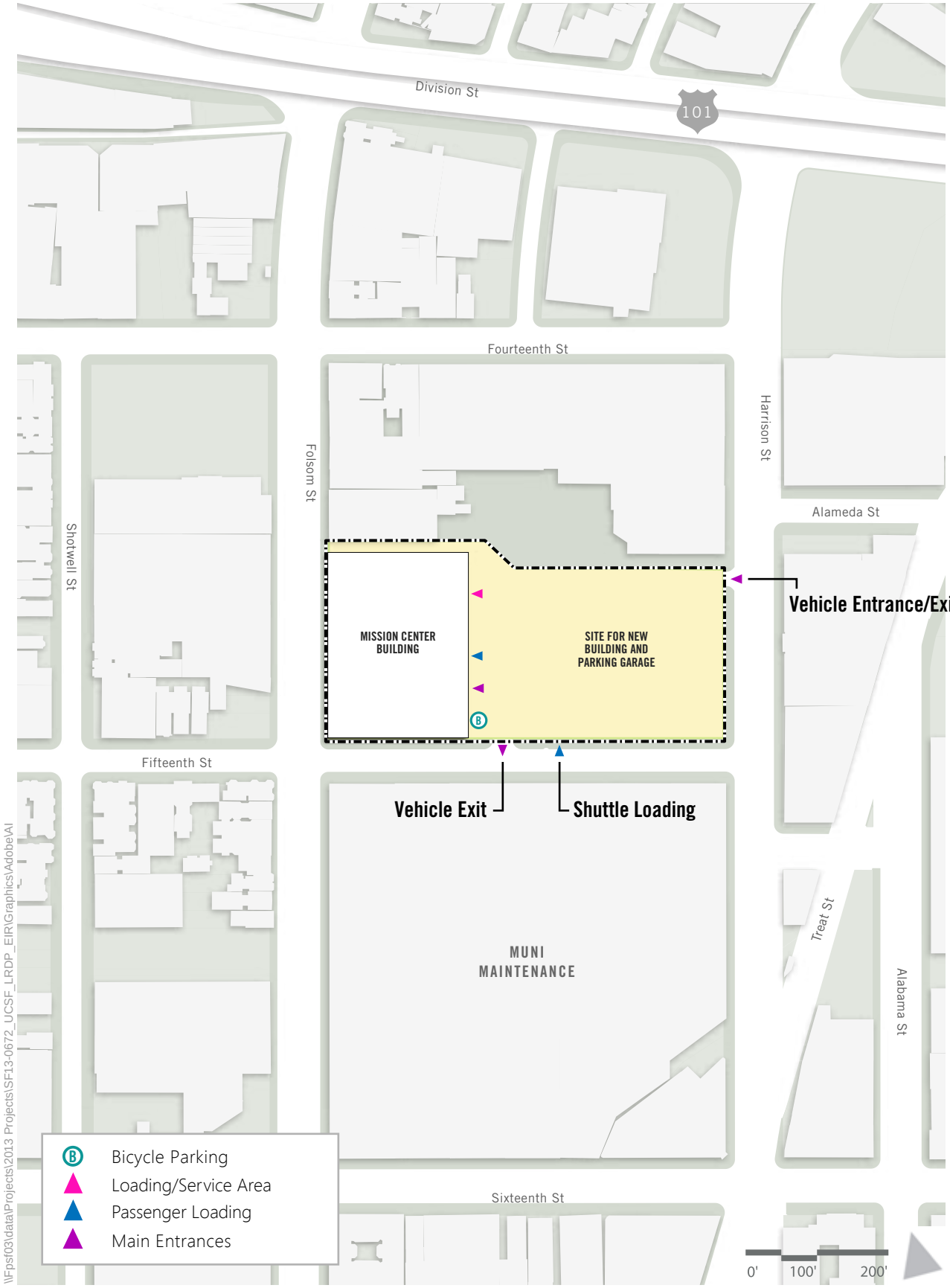


Figure 4-8

Proposed Parking & Loading Plan-
Mission Center

TABLE 4-20: ESTIMATED PASSENGER LOADING ZONE LENGTH

Campus Site	Existing Supply (feet)	Existing Demand[1] (feet)		LRDP Horizon Year Demand$_1$ (feet)		Delta (feet)		Additional Required Horizon Year Loading Supply	
		AM	PM	AM	PM	AM	PM	AM	PM
Parnassus Heights	340	460	416	485	439	**25**	**23**	***145***	***100***
Mission Bay	400	110	94	405	348	**295**	**254**	***5***	***0***[2]
Mount Zion	265	193	93	259	125	**66**	**33**	***0***	***0***
Mission Center	25	8	6	11	11	**4**	**5**	***0***	***0***
Total		*770*	*609*	*1160*	*923*	**390**	**315**	***150***	***100***

Notes:

1. Demand presented in feet based on methodology presented in *SF Guidelines*, Vehicular Space Needs for Hotel Guest Loading/Unloading Activities, Appendix D and observations of existing passenger loading activity at the campus sites.
2. Negative values presented as zero.

Source: Fehr & Peers, 2014

4.6.2.1 Parnassus Heights

As shown in **Table 4-20**, there is an existing deficit of passenger loading supply to accommodate the existing peak hour demand at the Parnassus Heights campus site. This finding is supported by observations made of very active loading areas that on occasion generate queues of vehicles awaiting entry. It should be noted that this deficit appears to be exacerbated during peak times by some vehicles not adhering to all peak hour parking and loading regulations. As part of the LRDP, the Streetscape Plan, which seeks to alleviate parking and loading congestion among other goals will be implemented. In addition to the *Parnassus Avenue Streetscape Plan*, as part of the New Hospital Addition, a new passenger loading loop, larger than the current Moffitt Loop and sized to compensate for the existing deficit of passenger loading supply, will be designed in coordination with UCSF Transportation Services. The loop will be provided off of Parnassus Avenue in front of the New Hospital Addition.

The combination of the *Parnassus Avenue Streetscape Plan* and new passenger loading loop at the New Hospital Addition will be sufficient to accommodate the estimated LRDP demand, therefore the LRDP's impact to passenger loading is considered ***less than significant***.

4.6.2.2 Mission Bay

Table 4-20 shows that the existing passenger loading supply is sufficient for the estimated LRDP loading needs during the PM peak hour and in need of an additional five feet to be sufficient for the AM peak hour. As part of the LRDP, additional passenger loading supply will be implemented in the form of driveway loops in front of the Women's, Cancer, and Children's Hospital on the south side of campus, as shown on **Figure 4-6**. As shown on the figure, visitors and patrons may access the new northern passenger loading loop from Sixteenth Street and the new southern passenger loading loop from Mariposa Street. As described in Chapter 2, existing loading areas provide a sufficient amount of space for passenger and vehicle loading.

The combination of the new passenger loading loops at the Women's, Cancer, and Children's Hospital and adequate existing supply will be sufficient to accommodate the estimated LRDP demand, therefore the LRDP's impact to passenger loading is considered ***less than significant***.

4.6.2.2.1 LRDP Variant

Passenger loading conditions associated with the LRDP Variant would be similar to those described above for the 2014 LRDP. Under the LRDP Variant, the Mission Bay campus site would generate slightly more passenger loading trips than the 2014 LRDP. The increase in passenger loading trips would be commensurate with the percentage increase in new peak hour vehicle trips generated by the 2014 LRDP plan for the Mission Bay campus site. If the LRDP Variant at the Mission Bay campus site moves forward to the design phase, passenger loading will be designed to accommodate the loading demand in a similar manner to other zones on the Mission Bay campus site. This passenger loading zone would be subject to review and coordination between the UCSF Transportation Services and the SFMTA. Therefore the LRDP Variant's impact to passenger loading is considered ***less than significant***.

4.6.2.3 Mount Zion

Table 4-20 shows that the existing passenger loading supply is sufficient for the estimated LRDP loading needs during both the AM and PM peak hours. This is despite an expected increase in peak demand of approximately 60 feet during the AM peak hour and 30 feet during the PM peak hour. As noted in the Section 2.5.6, the loading area fronting the Scott Street facility appears to currently be at capacity, as multiple passenger vehicles were seen occupying metered parking spots. While this is not considered a significant impact, the following Improvement Measure has been identified:

> **Improvement Measure IM-TR-4: Add Passenger Loading to Scott Street**
>
> UCSF could work with the SFMTA to add a curbside passenger loading zone on Scott Street. An additional 50 foot loading zone would require the removal of approximately three metered parking spaces on Scott Street. This loading zone will reduce overflow for passenger loading on Scott Street.

As development of the LRDP proceeds at the campus site, UCSF may work with the SFMTA to further increase the amount of passenger loading supply by converting existing on-street parking meter spaces to passenger loading supply based on need and conditions at the time of development. The existing supply will be sufficient to accommodate the estimated LRDP demand, therefore the LRDP's impact to passenger loading is considered ***less than significant***.

4.6.2.4 Mission Center

Table 4-20 shows that the existing passenger loading supply is sufficient for the estimated LRDP loading needs during both the AM and PM peak hours. This is despite a marginal expected increase in peak demand of approximately five feet during the AM and PM peak hours.

The existing supply will be sufficient to accommodate the estimated LRDP demand, therefore the LRDP's impact to passenger loading is considered ***less than significant***.

4.7 PARKING ANALYSIS

The 2014 LRDP parking demand was estimated based on information about existing parking utilization and travel surveys of UCSF staff and visitors as described in Chapter 3. The sections below describe the changes in parking supply and parking utilization for each campus site under the 2014 LRDP buildout.

4.7.1 Changes in Parking Supply

The 2014 LRDP calls for additional parking to be provided on campus sites at Parnassus Heights, Mission Bay, Mount Zion, and Mission Center, as warranted by the proposed development. The precise quantity of any new parking would be determined as projects are proposed. The following list describes the currently proposed changes in parking supply; a quantitative summary is presented in **Table 4-21**. As shown in the table, the number of parking spaces owned by UCSF at the four campus sites would increase by approximately 4,150 spaces (about 83 percent) by year 2040. The majority of the new parking spaces (3,800) would be provided at the Mission Bay campus site.

Parnassus Heights

- Upon demolition of the Laboratory of Radiobiology building, the remaining surface pad may be improved, then used for approximately 30 contractor-only spaces sometime between 2014 and 2019.
- Upon demolition of the MR 4 building, the remaining lot may be graded and improved and used for approximately 30 contractor-only spaces sometime between 2014 and 2019.
- About 20 parking spaces at the Surge surface lot would be converted from permit holder to contractor-only parking sometime between 2014 and 2019.
- Upon demolition of the Koret Vision building, the remaining surface pad may be improved, then used for approximately 30 contractor-only spaces sometime between 2031 and 2035.

Mission Bay

- The 621-space 10-level garage structure at Owens Street, south of 16th Street, would open for service to the public in February 2015, as Phase One Medical Center becomes operational.
- A new 429-space surface parking lot adjacent to the new Owens Street garage would also be built, which would also open in conjunction with the Phase One Medical Center.
- Approximately 160 existing surface parking spaces located in the North Campus would be eliminated as the existing parking lots are replaced by new buildings.
- A new parking garage would be built on Block 18B in the North Campus containing approximately 1,540 parking spaces. The ground floor of the garage would be sized to accommodate about 60 UCSF shuttle buses.
- About 500 new spaces would be provided within Blocks 33 and 34, east of Third Street.

- An expansion of the Owens Street garage would be constructed as part of the Phase Two Medical Center, sometime after 2035, to replace the 429-space Phase One surface lot that would be replaced by new hospital buildings, and to accommodate the additional expected demand. The new structure would be built to the south of the Phase One garage and is planned to be the same size and have the same capacity of the Phase One garage of 621 independently accessible spaces. However, for purposes of a conservative analysis, it is assumed that up to 1,300 spaces could be developed in Phase Two, to account for the potential for valet parking in both the existing and proposed structures.

Mount Zion

- A 185-space garage would be constructed as part of a new clinical and/or research building to be located on Scott Street, on the east side of the main block. The parking could be provided in the building, underground, or off-site.

Mission Center

- A new UCSF building would be constructed at the existing surface parking lot to the east of the existing Mission Center building. A five-story, approximately 96,000-gsf parking structure would also be built between the existing and new buildings, with up to 294 parking spaces.

TABLE 4-21: EXISTING AND FUTURE UCSF-OWNED PARKING SUPPLY BY CAMPUS SITE

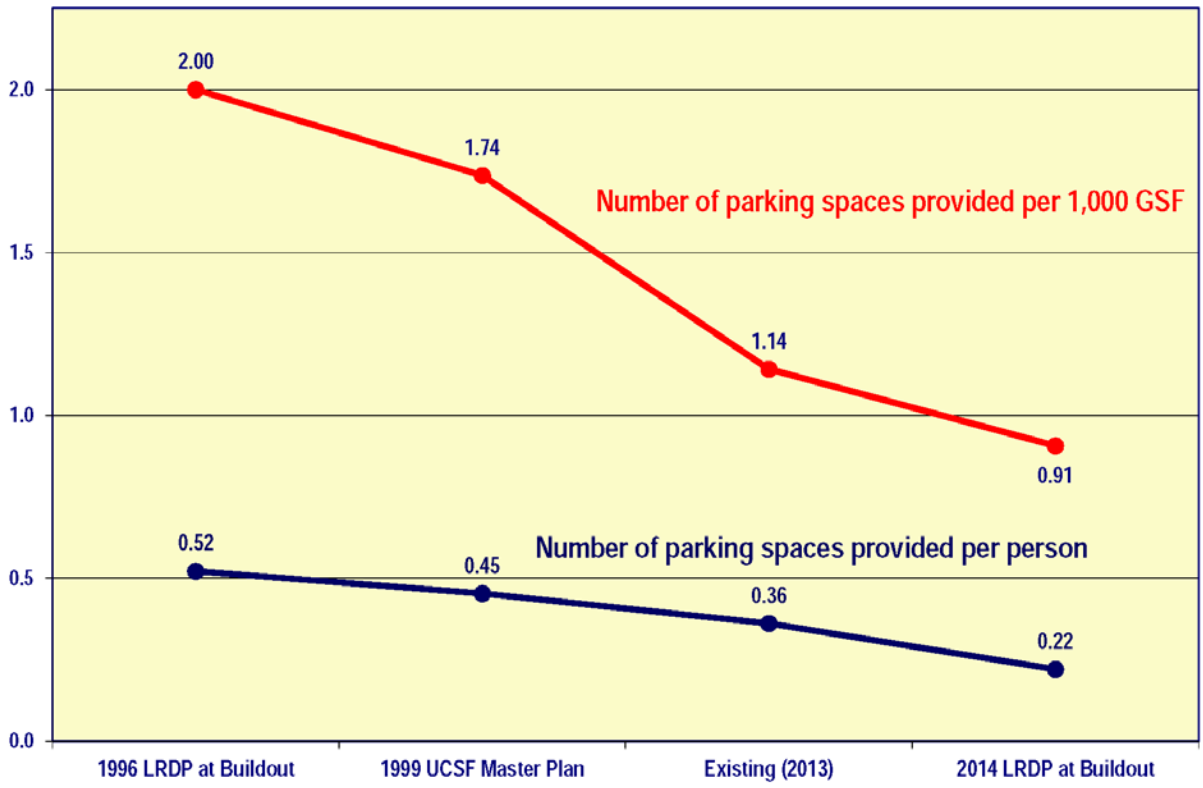
UCSF Parking Facilities	Existing Spaces (2012/2013)	New Spaces Proposed by 2015	Total Spaces by 2015	New Spaces Proposed between 2015 & 2040	Total Spaces by 2040
Parnassus Heights					
Millberry Union Garage	1,075	--	1,075	--	1,075
Med. Building 1 (ACC) Garage	1,007	--	1,007	--	1,007
Surface Spaces	646	--	646	90	736
Total Parnassus Heights	**2,728**	**--**	**2,728**	**90**	**2,818**
Mission Bay					
Community Center (1675 Owens St) Garage	593	--	593	--	593
1630 Third Street Garage	732	--	732	--	732
Surface Spaces North Campus	254	--	254	-161	93
Surface Spaces South Campus	--	429	429	-429	--
Owens Street Garage - Phase One	--	621	621	--	621
Owens Street Garage - Phase Two	--	--	--	1,300	1,300
Block 18 Garage	--	--	--	1,540	1,540
Blocks 33 and 34 Garage	--	--	--	500	500
Total Mission Bay	**1,579**	**1,050**	**2,629**	**2,750**	**5,379**
Mount Zion					
2420 Sutter Street Garage	228	--	228	--	228
1701 Divisadero Garage	156	--	156	--	156
2325 Post Street Garage	49	--	49	--	49
Surface Spaces	20	--	20	--	20
Scott Street Building Garage	--	--	--	185	185
Total Mount Zion	**453**	**--**	**453**	**185**	**638**
Mission Center					
Surface Spaces	224	--	224	-224	--
Mission Center Garage	--	--	--	294	294
Total Mission Center	**224**	**--**	**224**	**70**	**294**
Total Four Campus Sites	**4,984**	**1,050**	**6,084**	**3,095**	**9,129**

Source: UCSF, Adavant Consulting, 2014

As shown in **Table 4-21**, over 90 percent of the new parking spaces (3,800) to be provided as part of the 2014 LRDP by 2040 would be built at the Mission Bay campus site. This increase is directly related to the expected growth in staff, patients and visitors that would occur at that site. As previously described in **Table 3-1**, the weekday daily population through the LRDP horizon year/2040 at the Mission Bay campus

site would grow to approximately 22,840 people, over four times the current value. As indicated in **Table 4-21**, parking supply at the Mission Bay campus site is expected to grow at a lower rate than population, with overall future parking supply representing about 3.4 times the existing number of spaces currently provided on campus.

As shown in **Inset 4**, UCSF currently provides an average of 0.36 parking spaces per person or 1.14 parking spaces per 1,000 gross square feet of development. These values represent a reduction from previous plans such as the 1996 LRDP and the 1999 Mission Bay Campus Master Plan which called for higher parking supply ratios, based on the information about travel demand patterns that were available at the time. As shown in the figure, under the 2014 LRDP. UCSF would provide an average of 0.22 parking spaces per person or 0.91 parking spaces per 1,000 gross square feet of development, a 20 to 38 percent reduction over current values. These ratios are consistent with those presented in the Mission Bay South Design for Development plan, which calls for an average maximum parking supply ratio of approximately 1.3 spaces per 1,000 gross square feet of Commercial Industrial (including life sciences and biotechnology research) development.



Inset 4: UCSF Mission Bay Campus Site Average Parking Supply Ratios by Scenario

4.7.2 Year 2015 Parking Utilization at Mission Bay

Table 4-22 summarizes the existing and year 2015 off-street parking supply and occupancy at the UCSF parking facilities at the Mission Bay campus site.

TABLE 4-22: EXISTING AND 2015 OFF-STREET PARKING SUPPLY AND OCCUPANCY AT MISSION BAY

	Existing		LRDP Peak Parking Demand Growth (spaces) [3]	2015	
	Supply (spaces) [1]	Peak Parking Utilization [2]		Supply (spaces) [1]	Peak Parking Utilization [2]
Mission Bay	1,579	85%	1,059	2,629	91%

Notes:

1. Off-street parking spaces provided at UCSF garages and surface lots in Mission Bay.
2. Mid-morning to early afternoon, see **Table 2-18**.
3. Staff, patients and visitor demand.

Source: Adavant Consulting, 2014

As shown in **Table 4-22**, with the opening of Phase One Medical Center and the completion of the Mission Hall Building by 2015, the future parking utilization at the UCSF parking facilities would be below but close to of its maximum capacity, with a potential campus-wide surplus of about 230 spaces.

4.7.3 Year 2040 Parking Utilization

As described in the previous sections, the available on-street parking is well occupied at the four campus sites, and has therefore not been considered as a resource for the future parking utilization analysis, which has focused instead on the availability of off-street parking.

Table 4-23 summarizes the existing and future off-street parking supply and occupancy at the four major campus sites by 2040. The parking supply shown in the table represents the number of spaces managed by UCSF at each site, except for Mount Zion, where six privately owned public parking garages and surface lots nearby have also been added, as they have traditionally served the campus site's parking needs.

TABLE 4-23: EXISTING (20125/13) AND YEAR 2040 (FUTURE 2035/2040) OFF-STREET PARKING SUPPLY AND OCCUPANCY AT THE FOUR MAJOR CAMPUS SITES

Campus Site	Existing		LRDP Peak Parking Demand Growth (spaces) [3]	2040 [6]	
	Supply (spaces) [1]	Peak Parking Utilization [2]		Supply (spaces) [1]	Peak Parking Utilization [2]
Parnassus Heights	2,728	86%	225	2,818	99% [5]
Mission Bay	1,579	85%	4,471	5,379	108%
Mount Zion [4]	1,159	88%	309	1,344	99%
Mission Center	224	86%	206	294	135%
Total Four Campus Sites	**5,690**	**86%**	**5,211**	**9,835**	**104%**

Notes:

1. Off-street parking spaces provided at UCSF-owned facilities, except for the Mount Zion campus site as noted.
2. Mid-morning to early afternoon.
3. Staff, patients and visitor demand.
4. The parking supply and occupancy at the Mount Zion campus site includes approximately 700 spaces provided at six nearby public parking facilities, as shown in **Table 2-26**.
5. Reflects about 200 UCSF staff and faculty daily vehicles currently parking at the Kezar surface lot.
6. The data shown in this table reflects the future peak parking utilization for the LRDP horizon year (2035) for the Parnassus Heights, Mount Zion, and Mission Center campus sites and year 2040 for the Mission Bay campus site.

Source: Adavant Consulting, 2014

As shown in **Table 4-23** the future parking utilization at the Parnassus and Mount Zion campus sites would be at their physical capacity (99 percent utilization), while the utilization at the UCSF facilities at the Mission Bay and Mission Center campus sites would be above their maximum proposed physical capacity. The expected future parking demand (staff, patients and visitors, as applicable) at the Mission Bay and Mission Center campus sites would be approximately 430 and 100 spaces, above the future planned supply, respectively.

4.7.4 Parking Impacts

The parking demand at the Mission Bay and Mission Center campus sites by 2040 would result in a potential shortfall in parking supply of about 430 and 100 spaces, respectively. However, as part of the implementation of the 2014 LRDP or LRDP Variant at the Mission Bay campus site, UCSF would monitor parking demand at each phase of development and adjust parking supply as demand warrants. Should the demand for parking exceed on-site supply, priority for on-site parking where clinical activities occur would be given to patients, visitors and essential health care providers, and if necessary, UCSF could look to secure off-site parking to satisfy that demand. That additional parking supply could be provided on campus sites, if available, or elsewhere in the vicinity. All four campus sites are well served by the UCSF shuttle system and public transit. As the proposed 2014 LRDP projects develop, UCSF would continue to implement and improve its Travel Demand Management (TDM) program to educate faculty, staff, and students about alternative transportation and transit options in order to reduce auto usage and parking demand. Thus, the parking impacts under LRDP build-out would be ***less than significant***.

4.8 CONSTRUCTION IMPACTS

Implementation of the LRDP would occur using a coordinated, phased construction schedule that would preserve UCSF's operations during the construction period. The construction of LRDP projects will occur in phases beginning with the demolition of the Laboratory of Radiobiology at the Parnassus Heights campus site through to the construction of Phase Two Medical Center at the Mission Bay campus site.

The construction impact assessment for each campus site presented below is based on currently available information from UCSF, and professional knowledge of typical construction practices citywide. Prior to construction, as part of the construction application phase, UCSF and their construction contractor(s) would meet with the Department of Public Works ("DPW") and SFMTA staff to develop and review truck routing plans for demolition, disposal of excavated materials, materials delivery and storage, as well as staging for construction vehicles. For any work in the public right-of-way, the construction contractor would be required to meet the City of San Francisco's Regulations for Working in San Francisco Streets, (the Blue Book), including those regulations regarding sidewalk and lane closures, and would meet with SFMTA staff to determine if any special traffic permits would be required.[14] Prior to construction, the project contractor would coordinate with Muni's Street Operations and Special Events Office to coordinate construction activities and reduce any impacts to transit operations.

The sections below describe the estimated LRDP construction impacts by campus site.

4.8.1 Parnassus Heights

Construction of the LRDP projects at the Parnassus Heights campus site would occur in phases expected to begin in 2014 through the LRDP horizon year in 2035. The implementation of cushioning actions and demolition of the Laboratory of Radiobiology would begin in 2014. Much of the other demolition projects would occur between 2015 and 2017, then again between 2025 and 2034. The construction of additional housing on the Fifth Avenue and Parnassus Avenue site is expected to begin in 2017 and the construction of new housing on the Proctor site is anticipated to begin in 2031.

[14] The SFMTA Blue Book, 7th Edition, is available online through SFMTA (www.sfmta.com)

TABLE 4-24: PARNASSUS HEIGHTS PROPOSED CONSTRUCTION DATA			
Construction Project	**Construction Characteristics**		
	Gross Square Feet	**Housing Units**	**Housing Square Feet**
Projects Complete by 2020 (Construction 2015 through 2019)			
Demolish Medical Research 4 Building	12,100	--	--
Renovate/Reuse UC Hall- Phase One	--	105	74,000
Demolish Laboratory of Radiobiology	18,200	--	--
Build Housing on Fifth and Parnassus Site	--	45	48,400
Demolish the Woods Building	3,900	--	--
Demolish the Surge Building	11,400	--	--
Parnassus Avenue Streetscape Improvements - Phase One	--	--	--
Projects Complete by 2025 (Construction 2020 through 2024)			
Parnassus Avenue Streetscape Improvements - Phase Two	--	--	--
Projects Complete by 2031 (Construction 2025 through 2030)			
New Hospital Addition	308,000	--	--
Demolish the LPPI Building and Three Support Buildings	107,200	--	--
Projects Complete by 2036 (Construction 2031 through 2035)			
Demolish the Proctor Building	9,900	--	--
Build Housing on Proctor Site	--	32	30,400
Renovate Moffitt Hospital	--	--	--
Demolish the Koret Vision Research Building	--	--	43,100
Convert Millberry Union Towers to Housing	--	83	46,600
Renovate/Reuse UC Hall Phase Two	--	64	68,300
Demolish the Environmental Health and Safety Building	6,200	--	--

Source: UCSF, 2014

As discussed in Chapter 3 most construction projects will contribute 10 or less truck trips per workday. In some cases, a project will contribute 10 to 20 daily truck trips on average.

Some construction projects will result in a parking loss due to construction staging and/or restrictions and limit pedestrian access through the duration of construction; however project construction is temporary and will not result in a long term impact. The UC Hall renovation and construction of housing on Fifth and Parnassus avenues will require disrupting connectivity on the south side of Parnassus Avenue; therefore pedestrians will be directed to the north side of Parnassus Avenue to avoid conflicts with construction

work. The rest of the LRDP projects that require construction activities at the Parnassus Heights campus site will take place within the campus site and should not disrupt connectivity along Parnassus Avenue or other campus site perimeter streets.

It is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as impacts on local intersections or the transit network would be temporary in nature. Construction workers who drive to the construction sites and potential temporary parking restrictions along building frontages on Parnassus Avenue would cause a temporary increase in parking demand. Construction workers would park within nearby off-street parking facilities that currently have availability during the day (e.g., Kezar Stadium Parking Lot) or in satellite parking lots in which UCSF would temporary parking spaces. Additionally, the demolition of buildings accessed via Koret Way will increase the amount of contractor spaces at the campus site, as the building pads could be used as surface parking spaces.

UCSF would coordinate with various City departments such as SFMTA and DPW through the Transportation Advisory Staff Committee (TASC) to develop coordinated plans that would address construction-related vehicle routing and pedestrian movements adjacent to the construction area for the duration of construction. While construction of individual LRDP elements would by definition be temporary, the LRDP would require consideration of the effect of construction activities on existing and future transportation facilities (e.g. sidewalks, Muni service and facilities, roadways, bicycle routes, etc.) and existing and future adjacent land uses. Therefore, due to the need for on-going coordination and monitoring, the LRDP construction-related transportation impacts would be considered ***significant***.

Mitigation Measure TR-1a: Construction Coordination and Monitoring Measures

Traffic Control Plan for Construction – In order to reduce potential conflicts between construction activities and pedestrians, transit and autos during construction activities at the Parnassus Heights campus site, UCSF shall require construction contractor(s) to prepare a traffic control plan for major phases of project construction (e.g. demolition, construction, or renovation of individual buildings). UCSF and their construction contractor(s) will meet with relevant City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations (e.g. Parnassus Avenue) and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during major phases of construction of the LRDP projects. For any work within the public right-of-way, the contractor would be required to comply with the City of San Francisco's Regulations for Working in San Francisco Streets, which establish rules and permit requirements so that construction activities can be done safely and with the least possible interference with pedestrians, bicyclists, transit, and vehicular traffic.

In the event that the construction timeframes of the major phases and other development projects adjacent to the Parnassus Heights campus site overlap, UCSF should coordinate with City Agencies through the TASC and the adjacent developers to minimize the severity of any disruption to adjacent land uses and transportation facilities from overlapping construction transportation impacts. UCSF, in conjunction with the adjacent developer, shall propose a construction traffic control plan that includes measures to reduce potential construction traffic conflicts, such as staggering start and end times, coordinated material drop offs, collective worker parking and transit to job site and other measures.

Reduce SOV Mode Share for Construction Workers – In order to minimize parking demand and vehicle trips associated with construction workers, UCSF shall require the construction contractor to include in the Traffic Control Plan for Construction methods to encourage walking, bicycling, carpooling, and transit access to the campus sites by construction workers in the coordinated plan.

Project Construction Updates for Adjacent Residents and Businesses – In order to minimize construction impacts on access for nearby residences, institutions, and businesses, UCSF shall provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures via a newsletter and/or website.

Mitigation Measure TR-1a would reduce the LRDP's ***significant impacts*** related to construction-related transportation impacts to ***less-than-significant*** levels.

4.8.2 Mission Bay

Construction of the LRDP projects would occur in phases expected to begin in 2016 with development of Block 15 and the Surcharging Project on Block 14 and end with the construction of Phase Two Medical Center at Mission Bay beyond 2035.

TABLE 4-25: MISSION BAY PROPOSED CONSTRUCTION DATA

Construction Project	Construction Characteristics		
	Gross Square Feet	Housing Units	Housing Square Feet
Projects Complete in 2015			
Mission Hall (Block 25A)	264,800	--	--
Phase One Medical Center	869,000	--	--
Projects Complete by 2020 (Construction 2015 through 2019)			
Block 15 housing	418,200	523	398,700
Block 33	275,000	--	--
Block 33/34 Parking Garage	167,500	--	--
Cancer Outpatient	124,500	--	--
Surcharging - Blocks 15 & 18	42,700	--	--
Projects Complete by 2025 (Construction 2020 through 2024)			
Block 23A	232,200	--	--
Block 34	225,000	--	--
Block 18 Parking Garage-Phase One	271,000	--	--
Projects Complete by 2031 (Construction 2025 through 2030)			
Block 16	289,000	--	--
Block 25B	323,000	--	--
Projects Complete by 2036 (Construction 2031 through 2035)			
Block 18	193,000	--	--
Block 18 Parking Garage-Phase Two	271,000	--	--
Phase Two Medical Center	793,500	--	--

Source: UCSF, 2014

As discussed in Chapter 3, most construction projects will generate no more than 40 daily truck trips on average. The peak construction trip generation will be approximately 90 truck trips on average per workday during the construction of Phase Two Medical Center at Mission Bay. Most truck trips will enter/exit the campus site using Mission Bay Boulevard North, Nelson Rising Lane, Owens Street, and 16th Street, Fourth Street, and generally, construction projects will not result in a parking, vehicular (including transit), or pedestrian impact as locations are internal to the campus site and alternative connectivity routes will be provided.

It is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as impacts on local intersections or the transit network would be temporary in nature. Construction workers who drive to the site and potential temporary parking restrictions along frontages where construction and/or staging are occurring would cause a temporary increase in parking demand. Construction workers would park within nearby off-street parking facilities that currently have availability during the day (e.g., Third Street Garage, Owens Street Garage) or in temporary surface parking lots within undeveloped blocks.

It is anticipated that construction activity of the LRDP projects may overlap with the construction activity of other proposed and/or planned projects in the area, notably the proposed Golden State Warriors basketball arena north of 16th Street and east of Third Street (construction estimated to begin in 2016 for a 2018-2019 season opening) and the proposed mixed-used residential and office development at Seawall Lot 337, north of Mission Rock Street and east of Third Street (construction estimated to begin in 2016 and continue in phases through 2021).

The construction activities associated with these nearby projects would affect access, traffic operations and pedestrian movements on Third Street. It is anticipated that the construction manager for each project would be required to work with the various departments of the City to develop a detailed and coordinated plan that would address construction vehicle routing, traffic control and pedestrian movement adjacent to the construction area for the duration of the overlap in construction activity.

UCSF would coordinate with various City departments such as SFMTA and DPW through the TASC to develop coordinated plans that would address construction-related vehicle routing and pedestrian movements adjacent to the construction area for the duration of construction. While construction of individual LRDP elements would by definition be temporary, the LRDP would require consideration of the effect of construction activities on existing and future transportation facilities (e.g. sidewalks, Muni service and facilities, roadways, bicycle routes, etc.) and existing and future adjacent land uses. Therefore, due to the need for on-going coordination and monitoring, the LRDP construction-related transportation impacts would be considered ***significant***.

Mitigation Measure TR-1b: Construction Coordination and Monitoring Measures

Traffic Control Plan for Construction – In order to reduce potential conflicts between construction activities and pedestrians, transit and autos during construction activities at the Mission Bay campus site, UCSF shall require construction contractor(s) to prepare a traffic control plan for major phases of project construction (e.g. demolition, construction, or renovation of individual buildings). UCSF and their construction contractor(s) will meet with relevant City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during major phases of construction of the LRDP projects. For any work within the public right-of-way, the contractor would be required to comply with the City of San Francisco's Regulations for Working in San Francisco Streets, which establish rules and permit requirements so that construction activities can be done safely and with the least possible interference with pedestrians, bicyclists, transit, and vehicular traffic.

In the event that the construction timeframes of the major phases and other development projects adjacent to the Mission Bay campus site overlap, such as the adjacent proposed development at Mission Bay Blocks 29-32, UCSF should coordinate with City Agencies through

the TASC and the adjacent developers to minimize the severity of any disruption to adjacent land uses and transportation facilities from overlapping construction transportation impacts. UCSF, in conjunction with the adjacent developer, shall propose a construction traffic control plan that includes measures to reduce potential construction traffic conflicts, such as staggering start and end times, coordinated material drop offs, collective worker parking and transit to job site and other measures.

Reduce SOV Mode Share for Construction Workers – In order to minimize parking demand and vehicle trips associated with construction workers, UCSF shall require the construction contractor to include in the Traffic Control Plan for Construction methods to encourage walking, bicycling, carpooling, and transit access to the campus sites by construction workers in the coordinated plan.

Project Construction Updates for Adjacent Residents and Businesses – In order to minimize construction impacts on access for nearby residences, institutions, and businesses, UCSF shall provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures via a newsletter and/or website.

Mitigation Measure TR-1b would reduce the LRDP's ***significant impacts*** related to construction-related transportation impacts to ***less-than-significant*** levels.

4.8.2.1 LRDP Variant

Construction conditions associated with the LRDP Variant would be similar to those described above for the 2014 LRDP. UCSF would coordinate with various City departments such as SFMTA and DPW through the TASC to develop coordinated plans that would address construction-related vehicle routing and pedestrian movements adjacent to the construction area for the duration of construction. While construction of individual LRDP Variant elements would by definition be temporary, the LRDP Variant would require consideration of the effect of construction activities on existing and future transportation facilities (e.g. sidewalks, Muni service and facilities, roadways, bicycle routes, etc.) and existing and future adjacent land uses. Therefore, due to the need for on-going coordination and monitoring, the LRDP Variant construction-related transportation impacts would be considered ***significant***.

Mitigation Measure TR-1c: Construction Coordination and Monitoring Measures

Traffic Control Plan for Construction – In order to reduce potential conflicts between construction activities and pedestrians, transit and autos during construction activities at the Mission Bay campus site, UCSF shall require construction contractor(s) to prepare a traffic control plan for major phases of project construction (e.g. demolition, construction, or renovation of individual buildings). UCSF and their construction contractor(s) will meet with relevant City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during major phases of construction of the LRDP projects. For any work within the public right-of-way, the contractor would be required to comply with the City of San Francisco's Regulations for Working in San Francisco Streets, which establish rules and permit requirements so that construction activities can be done safely and with the least possible interference with pedestrians, bicyclists, transit, and vehicular traffic.

In the event that the construction timeframes of the major phases and other development projects adjacent to the Mission Bay campus site overlap, such as the adjacent proposed development at Mission Bay Blocks 29-32, UCSF should coordinate with City Agencies through the TASC and the adjacent developers to minimize the severity of any disruption to adjacent land uses and transportation facilities from overlapping construction transportation impacts. UCSF, in conjunction with the adjacent developer, shall propose a construction traffic control plan that includes measures to reduce potential construction traffic conflicts, such as staggering start and end times, coordinated material drop offs, collective worker parking and transit to job site and other measures.

Reduce SOV Mode Share for Construction Workers – In order to minimize parking demand and vehicle trips associated with construction workers, UCSF shall require the construction contractor to include in the Traffic Control Plan for Construction methods to encourage walking, bicycling, carpooling, and transit access to the campus sites by construction workers in the coordinated plan.

Project Construction Updates for Adjacent Residents and Businesses – In order to minimize construction impacts on access for nearby residences, institutions, and businesses, UCSF shall provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures via a newsletter and/or website.

Mitigation Measure TR-1c would reduce the LRDP Variant's ***significant impacts*** related to construction-related transportation impacts to ***less-than-significant*** levels.

4.8.3 Mount Zion

Construction of the LRDP projects would occur in phases expected to begin in 2015 with the renovation and reuse of the existing hospital.

TABLE 4-26: MOUNT ZION PROPOSED CONSTRUCTION DATA

Construction Project	Construction Characteristics		
	Gross Square Feet	Housing Units	Housing Square Feet
Projects Complete by 2020 (Construction 2015 through 2019)			
Main Hospital - Renovation	--	--	--
Demo 3 buildings	85,000	--	--
Construct additional parking	78,000		
New office/research building	257,000	--	--
Demolish or retrofit the "N" building (2255 Post Street)	7,500		

Source: UCSF, 2014

As discussed in Chapter 3, construction projects will generate no more than 30 daily truck trips on average. Most truck trips will enter/exit the campus site using Sutter Street, Post Street, and Scott Street.

Some construction projects will result in a parking loss due to construction staging and/or restrictions and limit pedestrian access through the duration of construction; however project construction is temporary and will not result in a long term impact. The demolition of the Hellman, Harold Brunn Institute, and the Dialysis Center buildings, construction of a new medical office and/or research building and additional parking, and renovation/reuse of the existing hospital on the block north of Post Street and west of Scott Street require disrupting connectivity on the south side of Sutter Street, the north side of Post Street, and/or the west side of Scott Street; therefore pedestrians will be directed to the north side of Sutter Street, the south side of Post Street, and/or the east side of Scott Street to avoid conflicts with construction work. Construction work that affects the frontage of Post Street may require that a portion of the existing Class II bicycle lane between Scott and Divisadero streets be converted temporarily to a Class III bicycle route for the duration of construction activities in the vicinity.

It is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as impacts on local intersections or the transit network would be temporary in nature. Construction workers who drive to the construction sites and potential temporary parking restrictions along building frontages on Sutter Street, Post Street, and Scott Street would cause a temporary increase in parking demand. Construction workers would park within nearby off-street parking facilities that currently have availability during the day (e.g., 2300 Sutter Street Garage, 2186 and 2120 Geary Boulevard surface lots).

It is anticipated that construction activity of the LRDP projects may overlap with the construction activity of other proposed and/or planned projects in the area, notably the proposed Geary Boulevard BRT project, as described in Chapter Two. The construction activity of the LRDP projects and the Geary

Boulevard BRT project within the vicinity of the campus site should be coordinated, specifically with regard to construction worker parking and staging, although it is unlikely that they will have an effect on each other due to the distance between the campus site and Geary Boulevard, and to the comparative lack of disruption to the transportation network infrastructure required by the BRT project when compared to other major transportation projects.

UCSF would coordinate with various City departments such as SFMTA and DPW through the TASC to develop coordinated plans that would address construction-related vehicle routing and pedestrian movements adjacent to the construction area for the duration of construction. While construction of individual LRDP elements would by definition be temporary, the LRDP would require consideration of the effect of construction activities on existing and future transportation facilities (e.g. sidewalks, Muni service and facilities, roadways, bicycle routes, etc.) and existing and future adjacent land uses. Therefore, due to the need for on-going coordination and monitoring, the LRDP construction-related transportation impacts would be considered ***significant***.

Mitigation Measure TR-1d: Construction Coordination and Monitoring Measures

Traffic Control Plan for Construction – In order to reduce potential conflicts between construction activities and pedestrians, transit and autos during construction activities at the Mount Zion campus site, UCSF shall require construction contractor(s) to prepare a traffic control plan for major phases of project construction (e.g. demolition, construction, or renovation of individual buildings). UCSF and their construction contractor(s) will meet with relevant City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations (e.g. Sutter Street), and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during major phases of construction of the LRDP projects. For any work within the public right-of-way, the contractor would be required to comply with the City of San Francisco's Regulations for Working in San Francisco Streets, which establish rules and permit requirements so that construction activities can be done safely and with the least possible interference with pedestrians, bicyclists, transit, and vehicular traffic.

In the event that the construction timeframes of the major phases and other development projects adjacent to the Mount Zion campus site overlap, UCSF should coordinate with City Agencies through the TASC and the adjacent developers to minimize the severity of any disruption to adjacent land uses and transportation facilities from overlapping construction transportation impacts. UCSF, in conjunction with the adjacent developer, shall propose a construction traffic control plan that includes measures to reduce potential construction traffic conflicts, such as staggering start and end times, coordinated material drop offs, collective worker parking and transit to job site and other measures.

Reduce SOV Mode Share for Construction Workers – In order to minimize parking demand and vehicle trips associated with construction workers, UCSF shall require the construction contractor to include in the Traffic Control Plan for Construction methods to encourage walking, bicycling, carpooling, and transit access to the campus sites by construction workers in the coordinated plan.

Project Construction Updates for Adjacent Residents and Businesses – In order to minimize construction impacts on access for nearby residences, institutions, and businesses, UCSF shall provide nearby residences and adjacent businesses with regularly-updated information regarding

project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures via a newsletter and/or website.

Mitigation Measure TR-1d would reduce the LRDP's ***significant impacts*** related to construction-related transportation impacts to ***less-than-significant*** levels.

4.8.4 Mission Center

Construction of the LRDP projects would occur in phases expected to begin in 2022 with the construction of a new parking garage in what is currently surface parking on the eastern portion of the campus site block.

TABLE 4-27: MISSION CENTER PROPOSED CONSTRUCTION DATA

Construction Project	Construction Characteristics		
	Gross Square Feet	Housing Units	Housing Square Feet
Projects Complete by 2025 (Construction 2020 through 2024)			
New Mission Center Building	100,000	--	--
Mission Center Parking Garage	96,000	--	--

Source: UCSF, 2014

As discussed in Chapter 3, construction projects will generate no more than 15 daily truck trips on average. Most truck trips will enter/exit the campus site using 15th Street and/or Harrison Street and generally, construction projects will not result in a parking, vehicular (including transit), or pedestrian impact as construction and staging will occur on the campus site. Additionally, it is not expected that access to or operations of the SF Muni Maintenance Yard (H. Welton Flynn Motor Coach Division) directly south of the campus site will be affected as its main vehicle access point is on Harrison Street, facing away from the campus site. The construction of the new parking garage would result in the temporary displacement of approximately 224 existing employee parking spaces. UCSF will investigate temporary additional off-site parking supply in advance of construction of the new parking garage.

It is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as impacts on local intersections or the transit network would be temporary in nature. Construction workers who drive to the construction sites and potential temporary parking restrictions along frontages where construction and/or staging are occurring would cause a temporary increase in parking demand. Construction workers would park within nearby off-street parking facilities that currently have availability during the day (e.g., 3111 17th Street surface lot) or in satellite parking lots in which UCSF would provide temporary parking spaces.

UCSF would coordinate with various City departments such as SFMTA and DPW through the TASC to develop coordinated plans that would address construction-related vehicle routing and pedestrian movements adjacent to the construction area for the duration of construction. While construction of individual LRDP elements would by definition be temporary, the LRDP would require consideration of the effect of construction activities on existing and future transportation facilities (e.g. sidewalks, Muni service and facilities, roadways, bicycle routes, etc.) and existing and future adjacent land uses. Therefore, due to

the need for on-going coordination and monitoring, the LRDP construction-related transportation impacts would be considered ***significant***.

Mitigation Measure TR-1e: Construction Coordination and Monitoring Measures

Traffic Control Plan for Construction – In order to reduce potential conflicts between construction activities and pedestrians, transit and autos during construction activities at the Mission Center campus site, UCSF shall require construction contractor(s) to prepare a traffic control plan for major phases of project construction (e.g. demolition, construction, or renovation of individual buildings). UCSF and their construction contractor(s) will meet with relevant City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations, and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during major phases of construction of the LRDP projects. For any work within the public right-of-way, the contractor would be required to comply with the City of San Francisco's Regulations for Working in San Francisco Streets, which establish rules and permit requirements so that construction activities can be done safely and with the least possible interference with pedestrians, bicyclists, transit, and vehicular traffic.

In the event that the construction timeframes of the major phases and other development projects adjacent to the Mission Center campus site overlap, UCSF should coordinate with City Agencies through the TASC and the adjacent developers to minimize the severity of any disruption to adjacent land uses and transportation facilities from overlapping construction transportation impacts. UCSF, in conjunction with the adjacent developer, shall propose a construction traffic control plan that includes measures to reduce potential construction traffic conflicts, such as staggering start and end times, coordinated material drop offs, collective worker parking and transit to job site and other measures.

Reduce SOV Mode Share for Construction Workers – In order to minimize parking demand and vehicle trips associated with construction workers, UCSF shall require the construction contractor to include in the Traffic Control Plan for Construction methods to encourage walking, bicycling, carpooling, and transit access to the campus sites by construction workers in the coordinated plan.

Project Construction Updates for Adjacent Residents and Businesses – In order to minimize construction impacts on access for nearby residences, institutions, and businesses, UCSF shall provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures via a newsletter and/or website.

Mitigation Measure TR-1e would reduce the LRDP's ***significant impacts*** related to construction-related transportation impacts to ***less-than-significant*** levels.

5 CUMULATIVE CONDITIONS

This chapter presents the transportation impact analysis of the LRDP under Year 2015 conditions for the Mission Bay Campus Site and Year 2040 conditions for all four study campus sites. Year 2015 conditions describe the anticipated operating conditions of the transportation network once Phase One Medical Center at Mission Bay and Mission Hall are operational. Year 2040 conditions assess the long-term impacts of the LRDP, whose horizon year is 2035, in combination with projected development within San Francisco and the rest of the Bay Area, as well as implementation of planned transportation infrastructure projects.

The geographic context for the analysis of Year 2040 transportation impacts includes the local roadway and transit network in the vicinity of four UCSF campus sites included in this study. The discussion of 2040 transportation impacts assesses the degree to which the LRDP would affect the transportation network in conjunction with other reasonably foreseeable projects.

5.1 FORESEEABLE NEARBY DEVELOPMENT PROJECTS AND TRANSPORTATION NETWORK CHANGES

5.1.1 Approach

Year 2040 conditions traffic volumes were estimated based on cumulative development and growth identified by the SFCTA SF-CHAMP travel demand model, using model output that represents Existing conditions and model output for Year 2040 conditions. The Year 2040 traffic volumes include the additional vehicle-trips generated by the LRDP. Year 2015 traffic volumes were estimated based on the addition of traffic generated by foreseeable nearby development projects to the existing transportation network in addition to Phase One Medical Center at Mission Bay and Mission Hall traffic volumes. The foreseeable nearby development projects and transportation network changes included in each scenario are described below.

5.1.2 Year 2015 Conditions

The following development projects and infrastructure projects are included in the Year 2015 conditions Mission Bay campus site analysis.

5.1.2.1 Foreseeable Nearby Development Projects

Reasonably foreseeable development projects that were considered in the Year 2015 conditions analysis include planned development projects in the Eastern Neighborhoods and ongoing construction and new planned development in the Mission Bay Plan Areas, as incorporated into the SF-CHAMP travel demand model. It also includes the opening of the Phase One Medical Center and Mission Hall at the Mission Bay campus site.

5.1.2.2 Transportation Network Changes

The Mission Bay Redevelopment Plan calls for changes to the existing roadway network in the study area which would be in place by 2015. These changes are described under Mission Bay Existing Plus LRDP conditions, Section 4.2.2.

5.1.3 Year 2040 Conditions

The Year 2040 traffic impact analysis takes into consideration the following foreseeable development projects and transportation improvements.

5.1.3.1 Foreseeable Development Projects

Examples of reasonably foreseeable development projects that were considered in the Year 2040 analysis include the following:

- Candlestick Point-Hunters Point Shipyard Development Plan (Approved – Case No. 2007.0946E)
- Treasure Island and Yerba Buena Island Redevelopment Plan (Approved – Case No. 2007.0903E)
- California Pacific Medical Center Long Range Development Plan (Approved – Case No. 2005.0555E)
- Mission Bay Redevelopment Plan (Approved – Case No. 96.771E)
- Development associated with neighborhoods plans including the Eastern Neighborhoods Plan (Approved – Case No. 2004.0160E), Western SoMa Plan (Approved – Case No. 2008.0877E), Market-Octavia Plan (Approved – Case No. 2003.0347E), and Rincon Hill Plan (Approved – Case No. 2000.1081E)
- Central SoMa Plan (Case No. 2011.1356E)
- Seawall Lot 337 and Pier 48 Mixed-Use Project (Pending approval – Case No. 2013.0208E)
- Pier 70 Mixed-Use Project (Pending approval – Case No. Not yet assigned)

In addition to the above projects, the Golden State Warriors Project at Mission Bay Blocks 29-32 is in the early stages of environmental review. The details for this project were not available at the time of this study and are therefore discussed qualitatively in the Year 2040 traffic analysis section found in Section 5.2.3.

5.1.3.2 Transportation Network Changes

In addition to the transportation network changes described for Year 2015 conditions, the following transportation network changes are also incorporated into the Year 2040 analysis:

- **Transit Effectiveness Project (TEP**) (Approved) – The TEP is aimed at improving reliability, reducing travel times, providing more frequent service, and updating Muni bus routes and rail lines to better match current travel patterns. TEP recommendations include new routes and route realignments, more service on busy routes, and elimination or consolidation of certain routes or route segments with low ridership. The TEP recommendations were unanimously endorsed by the

SFMTA Board of Directors in October 2008, and the EIR was certified by the San Francisco Planning Comission in March 2014. The TEP Implementation Strategy anticipates that many of the improvements would be implemented sometime between Fiscal Year 2014 and Fiscal Year 2019, subject to funding sources and resource availability. A description of the TEP improvements that relate to each campus site are included in Chapter 2.

- **San Francisco Bicycle Plan** (Approved) – The San Francisco Bicycle Plan aims to expand the City's bicycle network through the addition of 34 miles of Class II bicycle lanes, 75 miles of on-street Class III bicycle routes, improved bicycle parking, and a variety of programs to improve biycle access and safety. A desccription of the improvements that relate to each campus site are included in Chapter 2.

  Van Ness BRT Project (Approved) – Similar to the Geary BRT, this project proposes to increase bus service frequency by giving buses a dedicated travel lane and create high-quality bus stations along Van Ness Avenue between Mission Street and Lombard Street. The SFCTA and the SFMTA Boards approved a Locally Preferred Alternative for the Van Ness BRT project in May and June 2012. The Locally Preferred Alternative includes dedicated center-running bus lanes separated from traffic from Mission to Lombard Streets, which will be used by Muni Routes 49 and 47, and by Golden Gate Transit. This configuration will eliminate most left turns, include transit signal priority optimization to reduce travel times, and provide new pedestrian and streetscape improvements throughout the corridor. The Federal Transit Administration issued a Record of Decision in December 2013 determining that environmental review requirements have been met. BRT construction is expected to begin as early as 2015 with BRT service beginning on the corridor in 2018.

- **Central Subway Project** (Approved) - The Central Subway Project is the second phase of the Third Street light rail line (i.e., T Third), which opened in 2007. Construction of the underground segment from Bryant to Clay Street is currently underway, and the Central Subway will extend the T Third line northward from its current terminus at Fourth and King streets to a surface station south of Bryant Street and go underground at a portal under I-80. From there it will continue north to stations at Moscone Center, Union Square where it will provide passenger connections to the Powell Street Station and BART— and in Chinatown, where the line will terminate at Stockton and Clay streets. Construction of the Central Subway is scheduled to be completed in 2017, and revenue service is scheduled for 2019. This project would improve transit service between the Mission Bay campus site and Downtown.

- **Transit Center District Plan** (Approved) **-** Adopted in summer 2012, the Transit Center District Plan (TCDP) builds on the City's 1985 Downtown Plan to create new land use, urban form, building design, and public realm improvements in and around the new Transbay Transit Center that is currently under construction. The TCDP includes changes to the transportation network, including conversions of one-way streets to two-way traffic (i.e., Howard and Folsom streets), reductions in travel lanes, provision of new transit-only lanes, sidewalk widening, bulb-out installations, creation of new multi-use paths, and other improvements.

- **Geary BRT Project** (Pending Approval) – This project proposes to increase bus service frequency by giving buses a dedicated travel lane and create high-quality bus stations along Geary

Boulevard from Downtown to the Outer Richmond. The staff-recommended alternative prepared in January 2014 includes side-running bus lanes seperated from traffic from Gough Street to Palm Street in the Richmond District and center-running bus lanes from Palm Street to 27th Avenue. This configuration, along with elimination of most left turns, transit signal priority and traffic signal optimization will help reduce travel time on the corridor, and new pedestrian and streetscape improvements will be implemented throughout the corridor. The Geary Boulevard BRT is slated to be completed by 2018. This project would improve transit service to the Mount Zion Campus Site while reducing vehicle traffic lanes adjacent to the Campus Site from three lanes in each direction to two lanes in each direction.**Caltrain Electrification Program** (Pending Approval) - Caltrain will be implementing a Modernization Program that will electrify the railway to provide upgraded performance and allow more efficient operations and a higher capacity. The Program is scheduled to be complete by 2019. Currently Caltrain crosses 16th Street at grade at the intersection of 16th Street/Seventh/Mississippi streets. There are currently ten trains per hour during peak periods and the Modernization Program will allow the number of trains to increase to 12 trains per hour. Additionally, Caltrain is anticipating a "blended system" which will see California High Speed Rail trains running alongside Caltrain on the same tracks. However, the future of the High Speed Rail system is currently unknown due to legal and funding challenges. If the blended system is built, it may require a grade separation at 16th/Seventh/Mississippi Street. Electrification of Caltrain (and the associated improved travel times and frequencies) as well as the introduction of High Speed Rail may improve transit access for the UCSF Mission Bay Campus Site.

- **Central SoMa Plan** (Pending Approval) – The San Francisco Planning Department is in the process of developing an integrated community vision for the southern portion of the Central Subway rail corridor, in an area located generally between Townsend and Market streets along Fourth Street, between Second and Sixth streets. The plan's goal is to integrate transportation improvements for pedestrians, bicycles, and transit to intesified land uses in the corridor.
- **Second Street Improvement Project** (Pending Approval) – The San Francisco DPW, SFMTA, and the Planning Department have been working with community members on design improvements on Second Street between Market and King streets. The preferred concept would reduce the number of travel lanes from two to one travel lane in each direction, limit general parking, and relocate some commercial loading spaces and passenger loading/unloading zones.

5.2 YEAR 2040 TRAFFIC IMPACTS

This section presents the traffic analysis for Year 2040 conditions for each of the four campus sites. Year 2015 traffic conditions are presented for the Mission Bay campus site only. Consistent with the significance criteria presented in Section 4.1, the LRDP was determined to have a significant impact at an intersection if LRDP-generated trips would contribute considerably to the deterioration of intersection conditions (LOS E or F) under future year conditions.

5.2.1 Parnassus Heights

The weekday AM and PM peak hour Year 2040 traffic volumes and travel lane configurations at the study intersections are presented on **Figures 5-1A** and **5-1B. Table 5-1** presents the Existing and Year 2040 Plus LRDP intersection operating conditions for the weekday AM and PM peak hours. Under Year 2040 Plus LRDP conditions, 8 of the 23 study intersections are projected to operate at LOS E or LOS F conditions (as compared to 5 of the 23 study intersections operating at LOS E or LOS F under Existing conditions). The LRDP's contributions to the 2040 traffic volumes at the critical movements operating poorly (i.e., at LOS E or LOS F) for the 8 intersections operating at LOS E or LOS F under Year 2040 conditions were calculated to determine whether the LRDP's contributions to the LOS E or LOS F operating conditions under Year 2040 conditions would be considered significant.

TABLE 5-1: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - PARNASSUS HEIGHTS

Intersection	Traffic Control[1]	Peak Hour	Existing		Year 2040 Plus LRDP	
			Vehicle Delay[2] (seconds)	LOS[3]	Vehicle Delay[2] (seconds)	LOS[3]
1. Oak Street-Fell Street-Kezar Drive / Stanyan Street	Signal	AM	45	D	53	D
		PM	**58**	**E**	**68**	**E**
2. Lincoln Way / Ninth Avenue	Signal	AM	39	D	51	D
		PM	**65**	**E**	**>80**	**F**
3. Lincoln Way / Seventh Avenue	Signal	AM	32	C	37	D
		PM	39	D	51	D
4. Lincoln Way / Fourth Avenue	SSS	AM	**>50**	**F**	**>50**	**F**
		PM	23	C	**36**	**E**
5. Lincoln Way-Kezar Drive / Third Avenue	SSS	AM	24	C	26	D
		PM	29	D	28	D
6. Fredrick Street / Stanyan Street	Signal	AM	26	C	54	D
		PM	24	C	32	C
7. Irving Street / Ninth Avenue	Signal	AM	17	B	20	C
		PM	20	B	38	D
8. Irving Street / Seventh Avenue	Signal	AM	24	C	29	C
		PM	25	C	33	C
9. Irving Street / Fourth Avenue	AWS	AM	11 / 12	B / B	14 / 17	B / C
		PM	11 / 12	B / B	15 / 18	B / C
10. Irving Street / Second Avenue	AWS	AM	10 / 11	B / B	12 / 15	B / B
		PM	11 / 12	B / B	28 / **42**	D / **E**
11. Irving Street / Arguello Boulevard	SSS	AM	15	B	18	B
		PM	27	D	**>50**	**F**
12. Judah Street / Ninth Avenue	Signal	AM	15	B	17	B
		PM	16	B	21	C
13. Judah Street / Seventh Avenue	Signal	AM	32	C	39	D
		PM	25	C	32	C
14. Judah Street / Sixth Avenue	AWS	AM	17 / 18	C / C	20 / 20	C / C
		PM	17 / 22	C / C	22 / 29	C / D
15. Judah Street-Parnassus Avenue / Fifth Avenue	SSS	AM	22	C	33	D
		PM	**42**	**E**	**>50**	**F**

TABLE 5-1: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - PARNASSUS HEIGHTS

Intersection	Traffic Control[1]	Peak Hour	Existing		Year 2040 Plus LRDP	
			Vehicle Delay[2] (seconds)	LOS[3]	Vehicle Delay[2] (seconds)	LOS[3]
16. Parnassus Avenue / Fourth Avenue	AWS	AM PM	15 / 18 19 / 23	B / C C / C	20 / 25 25 / 32	C / D C / D
17. Parnassus Avenue / Third Avenue	SSS	AM PM	17 20	C C	19 23	C C
18. Parnassus Avenue / Hillway Avenue	SSS	AM PM	13 15	B C	14 17	B C
19. Parnassus Avenue / Hill Point Avenue	SSS	AM PM	17 16	C C	18 19	C C
20. Parnassus Avenue / Stanyan Street	Signal	AM PM	41 29	D C	**59** 37	**E** D
21. Kirkham Street / Seventh Avenue	Signal	AM PM	**70** 30	**E** C	**>80** 52	**F** D
22. Kirkham Street / Sixth Avenue	AWS	AM PM	13 / 16 13 / 14	B / C B / B	17 / 22 18 / 24	C / C C / C
23. Kirkham Street / Fifth Avenue	AWS	AM PM	<10 / <10 <10 / <10	A / A A / A	10 / 11 10 / 10	A / B A / A

Notes:

1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates LOS E or F operations.

Source: Fehr & Peers, 2014.

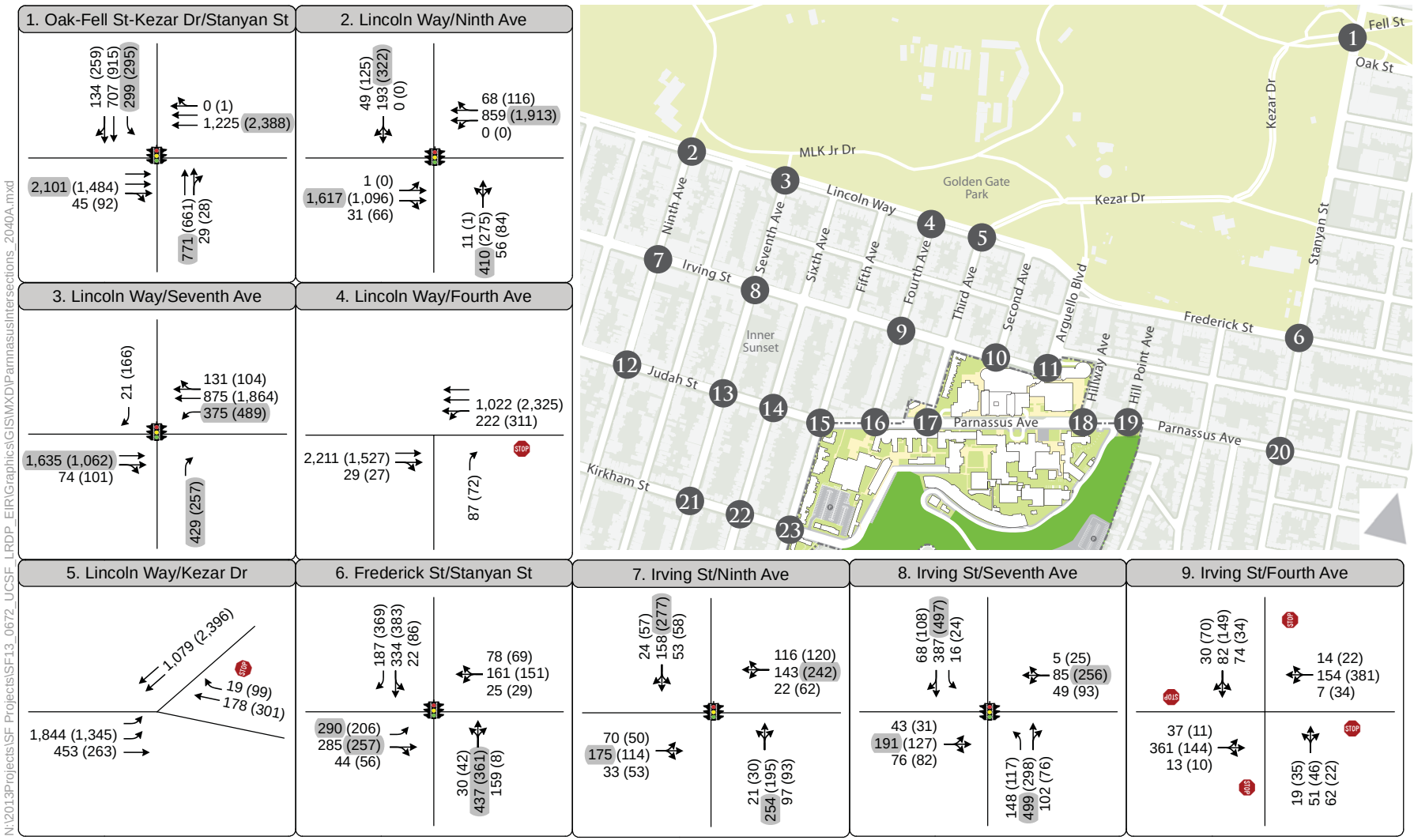


Figure 5-1A

Cumulative (2040) Intersection Lane Configurations, Traffic Control, and Volumes-Parnassus Heights

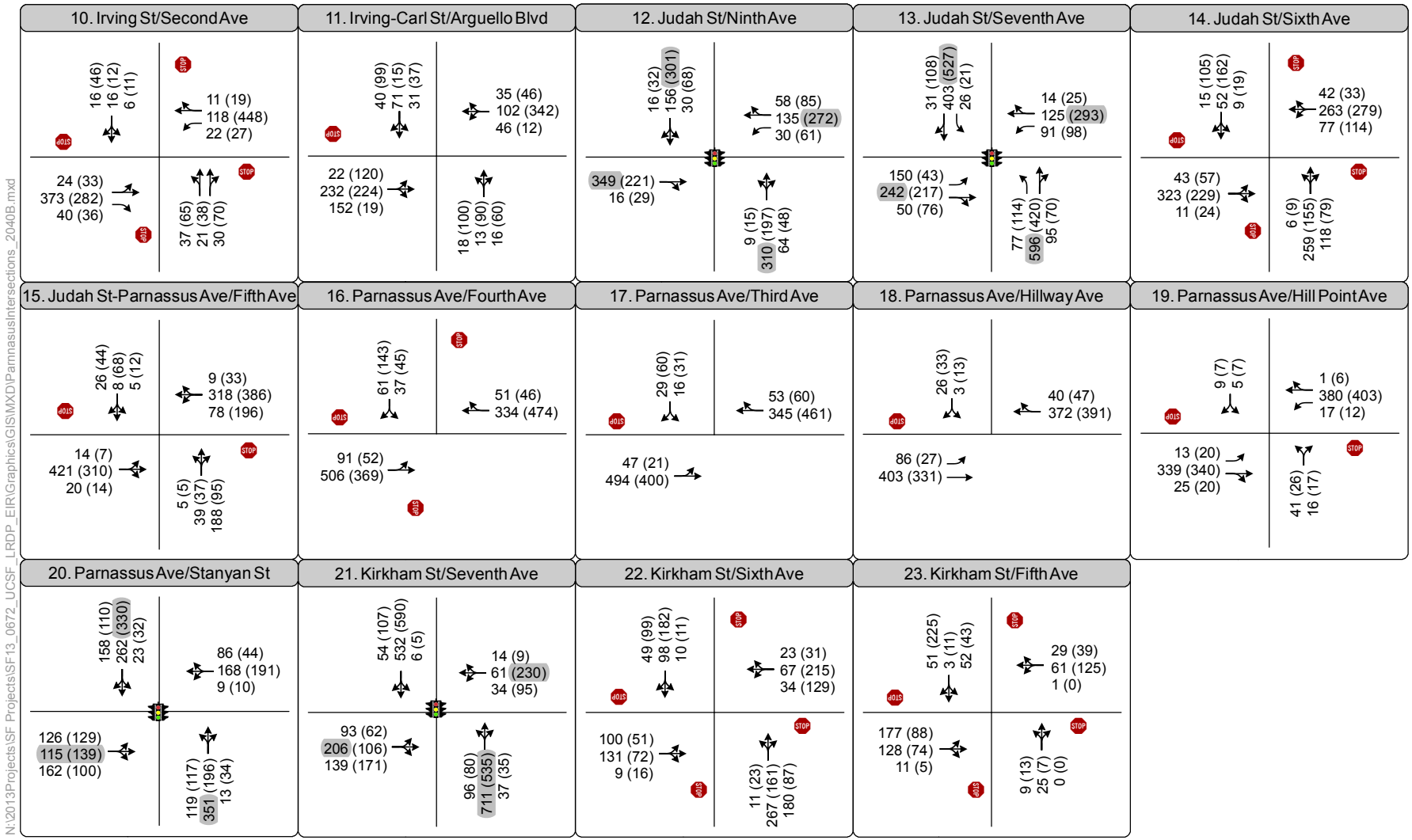


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Figure 5-1B

Cumulative (2040) Intersection Lane Configurations, Traffic Control, and Volumes- Parnassus Heights

The Oak Street – Fell Street – Kezar Drive/Stanyan Street (Intersection #1) signalized intersection operates at LOS E in the PM peak hour under Year 2040 Plus LRDP conditions. The critical southbound left turn movement operates at LOS F during the PM peak. The LRDP would add zero vehicle trips to the critical southbound left turn movement, which represents no increase from Year 2040 conditions. While this movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movement at the intersection – the westbound through – is expected to operate at LOS F and the LRDP would add six vehicle trips, which represents less than one percent increase from Year 2040 conditions. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The Lincoln Way/Ninth Avenue (Intersection #2) signalized intersection operates at LOS F in the PM peak hour under Year 2040 Plus LRDP conditions. The critical southbound through movement operates at LOS F during the PM peak. The LRDP would add three vehicle trips to this critical movement, which represents a one percent increase from Year 2040 conditions. The other critical movement at the intersection – the westbound through – is expected to operate at LOS F and the LRDP would add nine vehicle trips, which represents less than one percent increase from Existing conditions. While these movements are expected to operate unacceptably under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The Lincoln Way/Fourth Avenue (Intersection #4) unsignalized intersection operates at LOS F in the AM peak hour under Year 2040 Plus LRDP conditions. The westbound left turn movement operates at LOS F during the AM peak. The LRDP would add three vehicle trips to this critical movement, which represents a one percent increase from Year 2040 conditions. While the westbound left turn is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. In addition, the increase in traffic does not warrant a signal according to the Caltrans signal warrant for unsignalized intersections in urban areas (Warrant 3). Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The Lincoln Way/Fourth Avenue (Intersection #4) unsignalized intersection operates at LOS E in the PM peak hour under Year 2040 Plus LRDP conditions. The westbound left turn movement operates at LOS E during the PM peak. The LRDP would add three vehicle trips to this critical movement, which represents a one percent increase from Year 2040 conditions. While the westbound left turn is expected to operate at LOS E under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. In addition, the increase in traffic does not warrant a signal according to the Caltrans signal warrant for unsignalized intersections in urban areas (Warrant 3). Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The Irving Street/Second Avenue (Intersection #10) unsignalized intersection operates at LOS E in the PM peak hour under Year 2040 Plus LRDP conditions. The westbound shared through/right turn movement operates at LOS E during the PM peak. The LRDP would add eight vehicle trips to this movement, which represents a two percent increase from Year 2040 conditions. While the westbound shared through/right turn movement is expected to operate at LOS E under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. In addition, the increase in traffic does not warrant a signal according to the Caltrans signal warrant for unsignalized intersections in urban areas (Warrant 3). Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The Irving Street/Arguello Boulevard (Intersection #11) unsignalized intersection operates at LOS F in the PM peak hour under Year 2040 Plus LRDP conditions. The northbound approach operates at LOS F during the PM peak. The LRDP would add a total of 17 vehicle trips to this movement, which represents a seven percent increase from Year 2040 conditions. Since the northbound approach is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would be significantly considerable. However, the increase in traffic does not warrant a signal according to the Caltrans signal warrant for unsignalized intersections in urban areas (Warrant 3). Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The Judah Street-Parnassus Avenue/Fifth Avenue (Intersection #15) unsignalized intersection operates at LOS F in the PM peak hour under Year 2040 Plus LRDP conditions. The northbound approach operates at LOS F during the PM peak. The LRDP would add a total of two vehicle trips to this approach, which represents a one percent increase from Year 2040 conditions. While the northbound approach is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. In addition, the increase in traffic does not warrant a signal according to the Caltrans signal warrant for unsignalized intersections in urban areas (Warrant 3). Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The Parnassus Avenue/Stanyan Street (Intersection #20) signalized intersection operates at LOS E in the AM peak hour under Year 2040 Plus LRDP conditions. The critical northbound through movement operates at LOS F during the PM peak. The LRDP would add three vehicle trips to the critical northbound through movement, which represents a one percent increase from Year 2040 conditions. While this movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movement at the intersection – the eastbound through – is expected to operate at LOS F and the LRDP would add no vehicle trips. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The Kirkham Street/Seventh Avenue (Intersection #21) signalized intersection operates at LOS F in the AM peak hour under Year 2040 Plus LRDP conditions. The critical northbound through movement operates at LOS F during the PM peak. The LRDP would add 12 vehicle trips to the critical northbound through movement, which represents a two percent increase from Year 2040 conditions. While this movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movement at the intersection – the eastbound through – is expected to operate at LOS F and the LRDP would add one vehicle trip, which is an increase of less than one percent from Year 2040 conditions. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

UCSF already implements a robust campus-wide TDM program and proposes to expand its TDM program under the 2014 LRDP. The proposed expanded TDM strategies, described in the Project Description (Section 1.2.5) and listed again below, were developed as part of an internal planning process that resulted in identifying feasible TDM measures that UCSF could implement that could reasonably result in a reduction in single-occupant vehicle (SOV) trips. In order to accomplish these goals, UCSF would implement some or all of the following:

- Expand UCSF Vanpool Program (add new vanpools and subsidize costs to attract new riders);
- Develop more robust UCSF Carpool Matching and convert additional parking spaces to carpool only;

- Enhance existing City CarShare pods on campus sites and participate in the city's new Medical Center Rideshare program;
- Increase supply and access to bicycle parking and showers/lockers;
- Enhance shuttle system with Wifi and Next Bus;
- Limit parking for non-faculty tenants in new housing;
- Gradually increase cost of employee parking, over time; and
- Promote flexible work schedules, as possible.

Additional TDM strategies that were considered, but rejected as infeasible include the following:

- Extending UCSF shuttle service to new Park-and-Ride locations in the North Bay, South Bay, and East Bay;
- Expanding and/or extending UCSF shuttle service to the Fourth and King Caltrain Station, the Embarcadero BART/Ferry, and Civic Center BART; and
- Free or discounted Muni passes for students, staff, and faculty.

Although the LRDP is not projected to cause any new significant impacts to traffic circulation at the Parnassus Heights Campus Site, the improvement measure below could be implemented to lessen the effect of SOV vehicles in the project vicinity.

Improvement Measure IM-TR-5a: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips to the Parnassus Heights Campus Site

- UCSF shall continue to investigate and implement TDM measures targeted at reducing SOV trips. Although UCSF has already identified those TDM measures it can feasibly implement and has included those measures as part of the proposed 2014 LRDP, more measures may be developed or become evident over the 20 year-horizon of the LRDP.

5.2.2 Mission Bay (Year 2015)

The weekday AM and PM peak hour Year 2015 Plus Phase One Medical Center and Mission Hall (Phase One MC and MH) traffic volumes and travel lane configuration at the study intersections are presented on **Figures 5-2A** and **5-2B. Table 5-2** presents the Year 2015 and Year 2015 Plus Phase One MC and Mission Hall intersection operating conditions for the weekday AM and PM peak hours. With the exception of Mission Bay Boulevard / Seventh Street, 16th Street / Vermont Avenue, Mariposa Street / Fourth Street, and Mariposa Street / I-280 Northbound Ramps, all intersections under Year 2015 conditions are expected to operate at the same level of service as under Existing conditions.

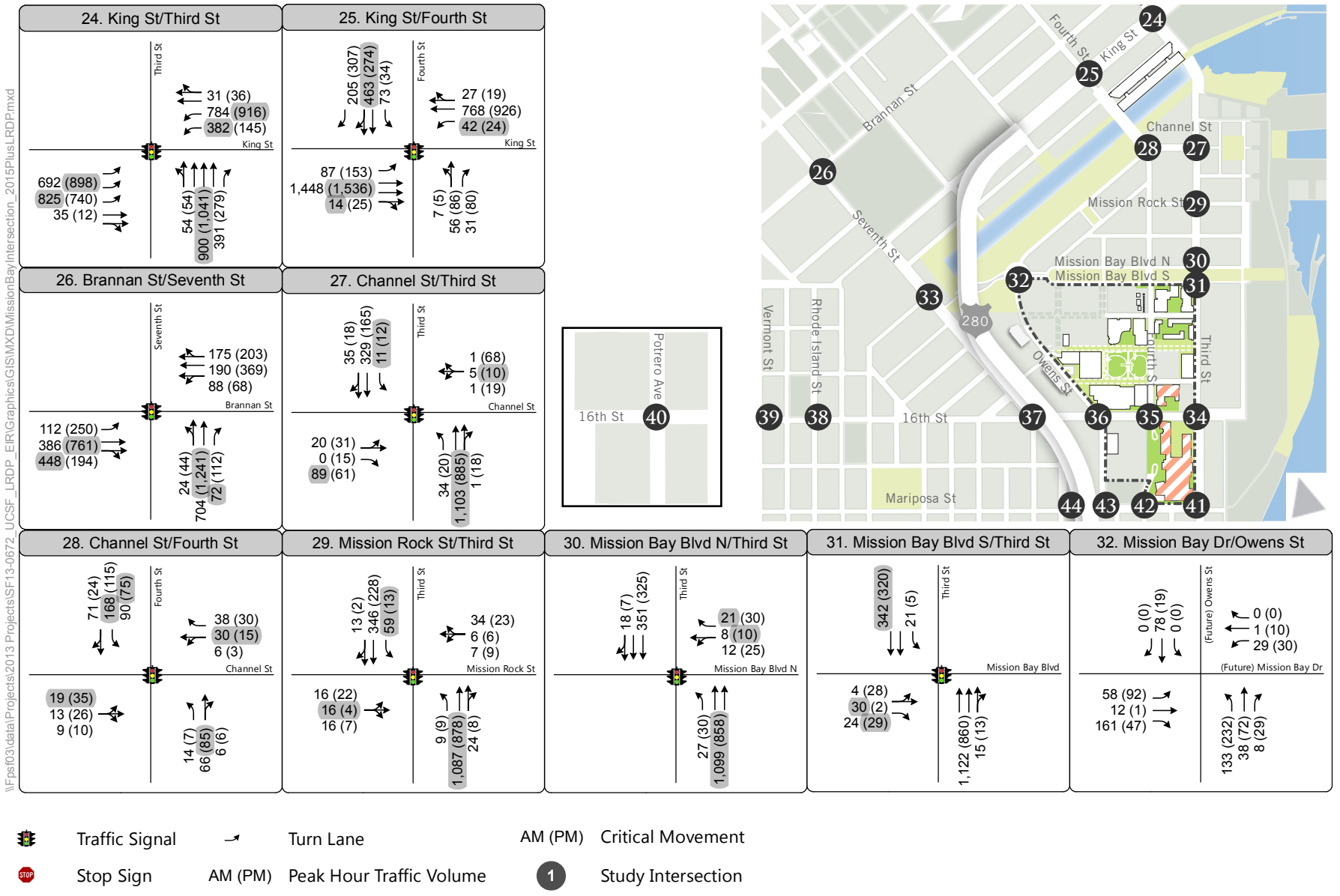
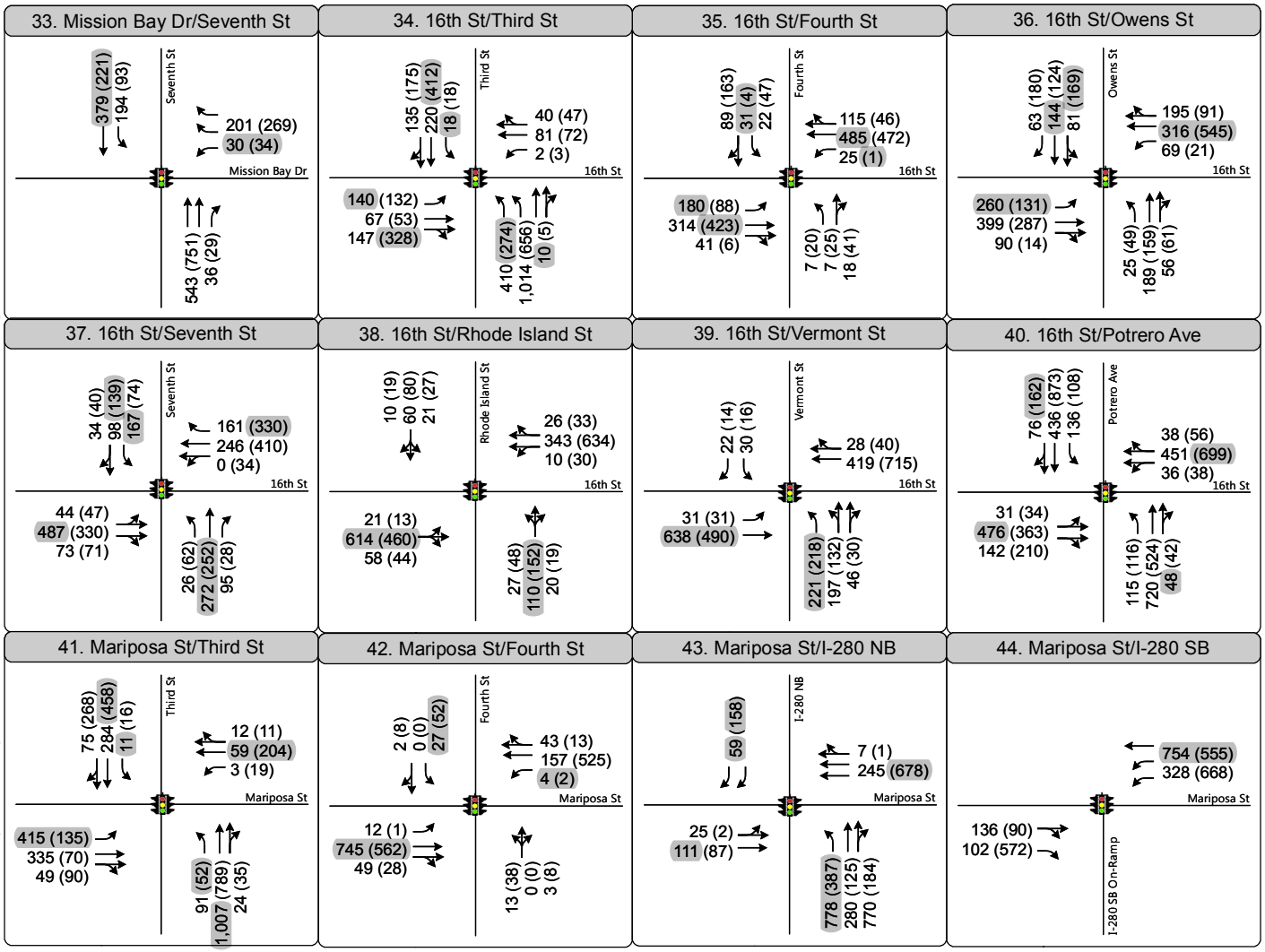


Figure 5-2A

Year 2015 Plus Phase 1 MC Intersection Lane Configurations, Traffic Control, and Volumes- Mission Bay



Traffic Signal — Turn Lane — AM (PM) Critical Movement

Stop Sign — AM (PM) Peak Hour Traffic Volume

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Figure 5-2B

Year 2015 Plus Phase 1 MC Intersection Lane Configurations, Traffic Control, and Volumes-Mission Bay

TABLE 5-2: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MISSION BAY

Intersection	Traffic Control[1]	Peak Hour	Year 2015		Year 2015 Plus Phase One MC and MH	
			Vehicle Delay[2] (seconds)	LOS[3]	Vehicle Delay[2] (seconds)	LOS[3]
24. King Street / Third Street	Signal	AM	49	D	50	D
		PM	**72**	**E**	**73**	**E**
25. King Street / Fourth Street	Signal	AM	45	D	45	D
		PM	53	D	53	D
26. Brannan Street / Seventh Street	Signal	AM	14	B	15	B
		PM	31	C	38	D
27. Channel Street / Third Street	Signal	AM	40	D	40	D
		PM	30	C	31	C
28. Channel Street / Fourth Street	Signal	AM	16	B	16	B
		PM	17	B	17	B
29. Mission Rock Street / Third Street	Signal	AM	38	D	39	D
		PM	29	C	30	C
30. Mission Bay Boulevard North / Third Street	Signal	AM	18	B	18	B
		PM	16	B	16	B
31. Mission Bay Boulevard South / Third Street	Signal	AM	24	C	24	C
		PM	20	B	21	C
32. Mission Bay Boulevard / Owens Street	Roundabout	AM	<10	A	<10	A
		PM	<10	A	<10	A
33. Mission Bay Boulevard / Seventh Street	Signal	AM	22	C	25	C
		PM	24	C	26	C
34. 16th Street / Third Street	Signal	AM	41	D	44	D
		PM	33	C	34	C
35. 16th Street / Fourth Street	Signal	AM	27	C	30	C
		PM	26	C	27	C
36. 16th Street / Owens Street	Signal	AM	35	C	34	C
		PM	28	C	29	C
37. 16th Street / Seventh Street	Signal	AM	40	D	40	D
		PM	37	D	37	D
38. 16th Street / Rhode Island Avenue	Signal	AM	16	B	19	B
		PM	13	B	13	B
39. 16th Street / Vermont Avenue	Signal	AM	21	C	28	C
		PM	16	B	16	B
40. 16th Street / Potrero Avenue	Signal	AM	30	C	35	C
		PM	41	D	45	D
41. Mariposa Street / Third Street	Signal	AM	**64**	**E**	46	D
		PM	30	C	38	D
42. Mariposa Street / Fourth Street	Signal	AM	20	B	18	B
		PM	15	B	19	B
43. Mariposa Street / I-280 Northbound Ramps	Signal	AM	23	C	23	C
		PM	29	C	29	C
44. Mariposa Street / I-280 Southbound Ramps	SSS[5]	AM	**>50**	**F**	<10	A
		PM	**>50**	**F**	14	B

TABLE 5-2: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MISSION BAY

Intersection	Traffic Control[1]	Peak Hour	Year 2015		Year 2015 Plus Phase One MC and MH	
			Vehicle Delay[2] (seconds)	LOS[3]	Vehicle Delay[2] (seconds)	LOS[3]

Notes:
1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For an unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates LOS E or F operations
5. Intersection is signalized under Year 2015 Plus Phase One MC and Mission Hall condition

Source: Fehr & Peers, 2014.

Under Year 2015 Plus Phase One MC and Mission Hall conditions, one of the 21 study intersections are projected to operate at LOS E or LOS F conditions (as compared to three of the 21 study intersections operating at LOS E or LOS F under Existing conditions). The Phase One MC and Mission Hall contributions to the Year 2015 traffic volumes at the critical movements operating poorly (i.e., at LOS E or LOS F) for the one intersection operating at LOS E or LOS F under Year 2015 conditions was calculated to determine whether the Phase One MC and Mission Hall contributions to the LOS E or LOS F operating conditions under Year 2015 conditions would be considered significant.

The King Street/Third Street (Intersection #24) signalized intersection operates at LOS E in the PM peak hour under Year 2015 Plus Phase One MC and Mission Hall conditions. The critical eastbound left turn movement operates at LOS F during the PM peak. The Phase One MC and Mission Hall would add 17 vehicle trips to the critical eastbound left turn movement, which represents a two percent increase from Year 2015 conditions. The other critical movements at this intersection – northbound through and westbound through – operate at LOS C and E, respectively, during the PM peak. Since the northbound through movement is expected to operate at LOS C, the Phase One MC and MH's contribution would not be considered significant. The Phase One MC and Mission Hall would add no vehicle trips to the westbound through movement. While the eastbound left critical movement is expected to operate at LOS F under Year 2015 Plus Phase One MC and Mission Hall conditions, the Phase One MC and MH's contribution would not be considered significant. Therefore, the Phase One MC and MH's impact at this intersection would be considered ***less than significant***.

5.2.3 Mission Bay (Year 2040)

As presented in Section 2.4.3, the SFMTA has proposed two transit enhancement treatment visions for 16th Street. The treatments are referred to as the Moderate and Expanded Alternatives in the TEP EIR. The Moderate Alternative proposes a number of physical changes to the portion of the rerouted 22 Fillmore in the vicinity of the Mission Bay campus site including new and relocated transit stops, transit bulbs, and new traffic signals at Connecticut and Missouri streets. The Expanded Alternative includes these features as well as the conversion of a lane of mixed-flow lane of traffic to a transit-only lane along 16th Street in both directions through the campus site. The Expanded Alternative also includes the prohibition of left

turns at Bryant, Potrero (westbound only), Utah, San Bruno, Kansas, Rhode Island, De Haro, Carolina, Wisconsin, Arkansas, Connecticut, and Missouri streets. The Mission Bay Year 2040 traffic analysis includes both the Moderate Alternative and Expanded Alternative.

The weekday AM and PM peak hour Year 2040 traffic volumes and travel lane configuration at the study intersections are presented on **Figures 5-3A** and **5-3B. Table 5-3** presents the Existing and Year 2040 Plus LRDP intersection operating conditions for the weekday AM and PM peak hours. Under Year 2040 Plus LRDP conditions with the Moderate Alternative, four of the 21 study intersections are projected to operate at LOS E or LOS F conditions (as compared to four of the 21 study intersections operating at LOS E or LOS F under Existing conditions). The Expanded Alternative would cause an additional three intersections to operate at LOS E or F conditions due to the conversion of a mixed-flow travel lane in both directions to transit-only lanes. The LRDP's contributions to the 2040 traffic volumes at the critical movements operating poorly (i.e., at LOS E or LOS F) for the intersections operating at LOS E or LOS F under Year 2040 conditions were calculated to determine whether the LRDP's contributions to the LOS E or LOS F operating conditions under Year 2040 conditions would be considered significant. Year 2040 Plus LRDP conditions with the Moderate and Expanded Alternatives are described below, including a discussion of the LRDP Variant. This section also includes a qualitative discussion of the potential effects of the development of a Golden State Warriors event center at Mission Bay Blocks 29-32.

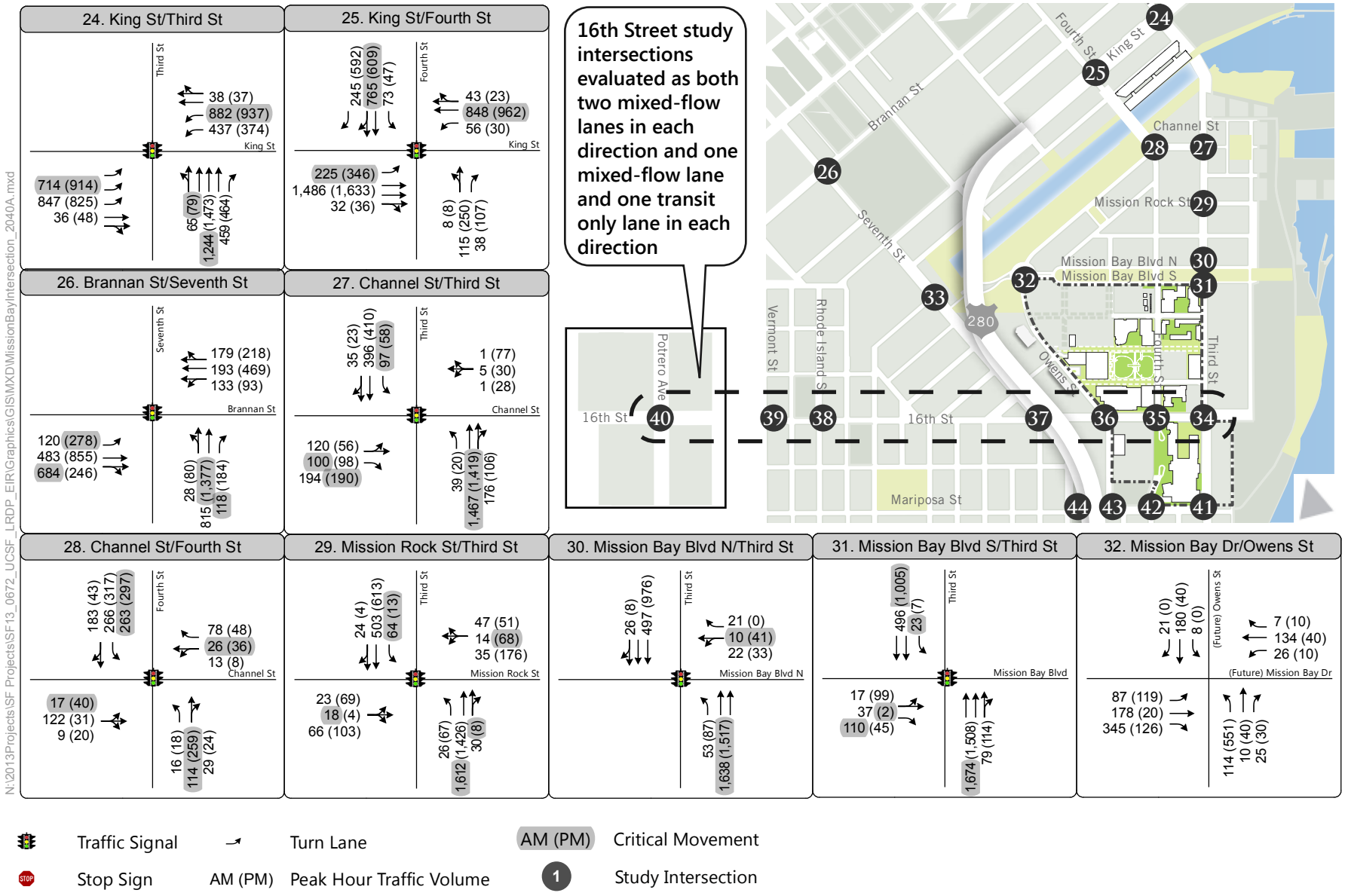

Figure 5-3A

Cumulative (2040) Intersection Lane Configurations, Traffic Control, and Volumes- Mission Bay

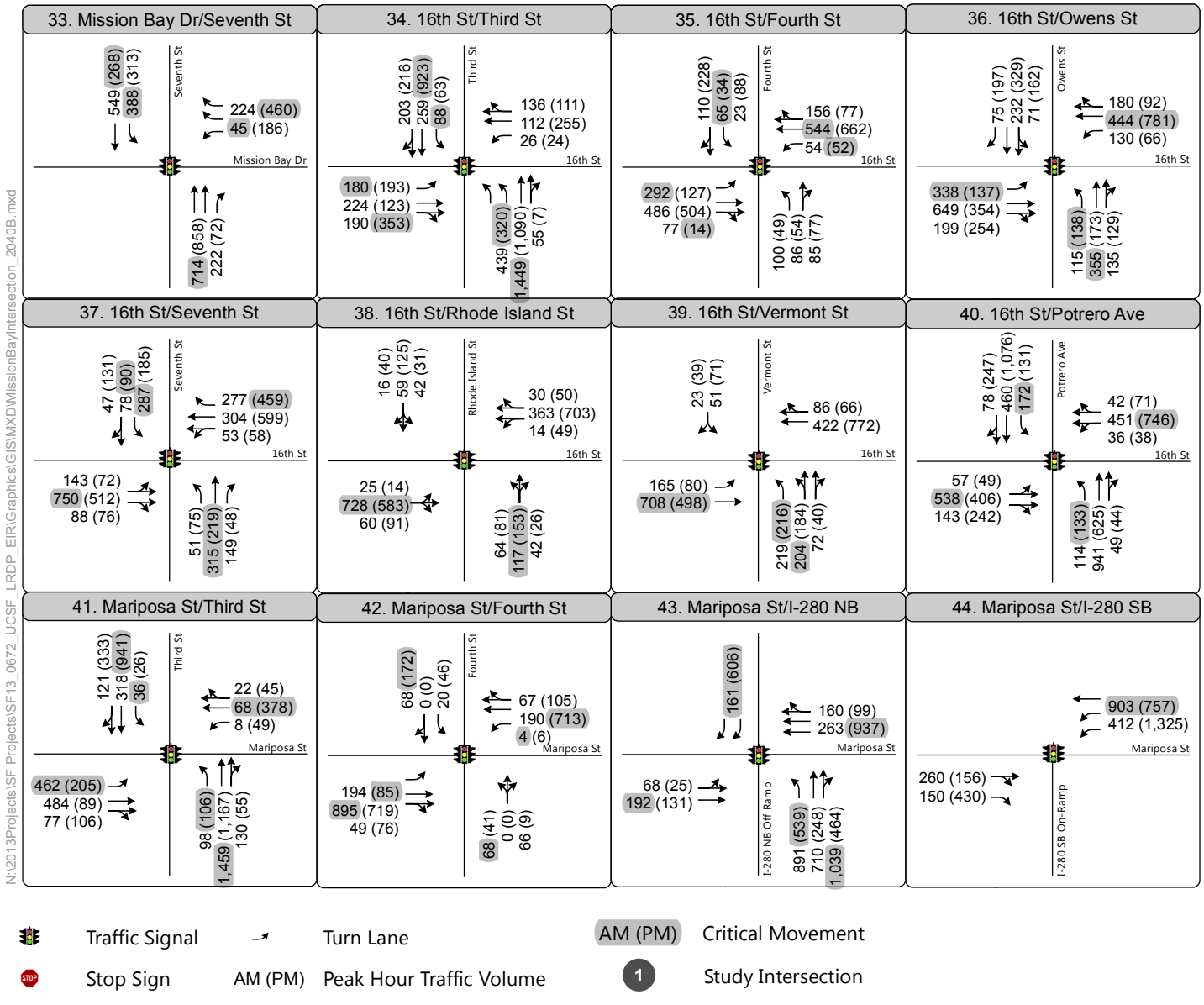

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Figure 5-3B

Cumulative (2040) Intersection Lane Configurations, Traffic Control, and Volumes-Mission Bay

TABLE 5-3: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MISSION BAY

Intersection	Traffic Control[1]	Peak Hour	Existing		Year 2040 Plus LRDP (Moderate Alternative)		Year 2040 Plus LRDP (Expanded Alternative)[6]	
			Veh. Del.[2]	LOS[3]	Veh. Del.[2]	LOS[3]	Veh. Del.[2]	LOS[3]
24. King Street / Third Street	Signal	AM	46	D	54	D		
		PM	**70**	**E**	**76**	**E**		
25. King Street / Fourth Street	Signal	AM	43	D	52	D		
		PM	53	D	**>80**	**F**		
26. Brannan Street / Seventh Street	Signal	AM	14	B	27	C		
		PM	25	C	**66**	**E**		
27. Channel Street / Third Street	Signal	AM	40	D	52	D		
		PM	30	C	51	D		
28. Channel Street / Fourth Street	Signal	AM	15	B	28	C		
		PM	16	B	30	C		
29. Mission Rock Street / Third Street	Signal	AM	37	D	47	D		
		PM	29	C	43	D		
30. Mission Bay Boulevard North / Third Street	Signal	AM	17	B	38	D		
		PM	16	B	27	C		
31. Mission Bay Boulevard South / Third Street	Signal	AM	23	C	40	D		
		PM	20	B	31	C		
32. Mission Bay Boulevard / Owens Street	Roundabout	AM	<10	A	<10	A		
		PM	<10	A	<10	A		
33. Mission Bay Boulevard / Seventh Street	Signal	AM	20	B	39	D		
		PM	22	C	49	D		
34. 16th Street / Third Street	Signal	AM	36	D	49	D	54	D
		PM	31	C	50	D	46	D
35. 16th Street / Fourth Street	Signal	AM	26	C	44	D	**60**	**E**
		PM	27	C	32	C	49	D
36. 16th Street / Owens Street	Signal	AM	32	C	37	D	**>80**	**F**
		PM	30	C	33	C	**59**	**E**
37. 16th Street / Seventh Street	Signal	AM	43	D	54	D	**>80**	**F**
		PM	44	D	48	D	**>80**	**F**
38. 16th Street / Rhode Island Avenue	Signal	AM	15	B	51	D	31	C
		PM	13	B	18	B	25	C
39. 16th Street / Vermont Avenue	Signal	AM	19	B	34	C	39	D
		PM	15	B	17	B	30	C
40. 16th Street / Potrero Avenue	Signal	AM	27	C	51	D	**>80**	**F**
		PM	35	C	**>80**	**F**	**>80**	**F**
41. Mariposa Street / Third Street	Signal	AM	52	D	54	D	54	D
		PM	28	C	50	D	49	D
42. Mariposa Street / Fourth Street	Signal	AM	<10	A	26	C	26	C
		PM	11	B	26	C	28	C
43. Mariposa Street / I-280 Northbound Ramps	Signal	AM	**73**	**E**	45	D	48	D
		PM	31	C	39	D	40	D
44. Mariposa Street / I-280 Southbound Ramps	SSS[5]	AM	**>50**	**F**	<10	A		
		PM	**>50**	**F**	13	B		

TABLE 5-3: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MISSION BAY

Intersection	Traffic Control[1]	Peak Hour	Existing		Year 2040 Plus LRDP (Moderate Alternative)		Year 2040 Plus LRDP (Expanded Alternative)[6]	
			Veh. Del.[2]	LOS[3]	Veh. Del.[2]	LOS[3]	Veh. Del.[2]	LOS[3]

Notes:
1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For an unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates LOS E or F operations
5. Intersection is signalized under Year 2040 and Year 2040 Plus LRDP conditions
6. Intersections with grayed cells in the Expanded Alternative columns operate at the same delay and LOS as in the Moderate Alternative columns.

Source: Fehr & Peers, 2014.

The King Street/Third Street (Intersection #24) signalized intersection operates at LOS E in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Moderate and Expanded Alternatives. The critical eastbound left turn movement operates at LOS F during the PM peak. The LRDP would add 36 vehicle trips to the critical eastbound left turn movement, which represents a four percent increase from Year 2040 conditions. The other critical movements at this intersection – northbound left turn and westbound through – operate at LOS C and F, respectively, during the PM peak. Since the northbound left turn movement is expected to operate at LOS C, the LRDP's contribution would not be considered significant. The LRDP would add two vehicle trips to the westbound through, which is an increase of less than one percent from Year 2040 conditions. While this critical movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The King Street/Fourth Street (Intersection #25) signalized intersection operates at LOS F in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Moderate and Expanded Alternatives. The critical eastbound left turn movement operates at LOS F during the PM peak. The LRDP would add no vehicle trips to the critical eastbound left turn movement. The other critical movements at this intersection – southbound through and westbound through – operate at LOS D and E, respectively, during the PM peak. Since the southbound through movement is expected to operate at LOS D, the LRDP's contribution would not be considered significant. The LRDP would add no vehicle trips to the westbound through movement. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The Brannan Street/Seventh Street (Intersection #26) signalized intersection operates at LOS E in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Moderate and Expanded Alternatives. The critical northbound through movement operates at LOS F during the PM peak. The LRDP would add 163 vehicle trips to the critical northbound through movement, which represents 54 percent of the increase to Year 2040 conditions. Therefore, the LRDP's impact at this intersection would be considered ***significant***. The other critical movement at this intersection – the eastbound left turn – operates at LOS F during the PM peak. The LRDP would add no vehicle trips to the eastbound left turn. While this critical movement is

expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution to these movements would not be considered **significant**.

A mitigation measure (E-29), whose responsibility for implementation falls to the City was identified as part of the Mission Bay FSEIR. As part of the mitigation measure, the City would monitor the potential impact at this intersection, with the ultimate aim to re-stripe the northbound approach to provide three travel lanes, once needed. This mitigation measure would require removal of on-street parking on Seventh Street for approximately 300 feet approaching the intersection, shifting the northbound bike lane to the curb for the same distance to ensure the Class II bicycle facility on this street is not interrupted by this measure, and aligning the northbound through lanes through the intersection. The implementation of this measure by the City would improve traffic operations from LOS F to LOS C in the PM peak hour and reduce the impacts to ***less-than-significant*** levels.

The 16th Street/Fourth Street (Intersection #35) signalized intersection operates at LOS E in the AM peak hour under Year 2040 Plus LRDP conditions with the TEP Expanded Alternative. The critical westbound through and eastbound left turn movements operate at LOS E and LOS F, respectively, during the AM peak hour. The LRDP would add 198 vehicle trips to the westbound through movement, which represents an increase of 65 percent from Year 2040 conditions. The LRDP would add 184 vehicle trips to the critical eastbound left turn movement, which represents a 188 percent increase from Year 2040 conditions. Therefore, the LRDP's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***significant***. The other critical movement at this intersection – southbound through – operates at LOS D during the AM peak. Since the southbound through movement is expected to operate at LOS D, the LRDP's contribution to this movement would not be considered significant.

> **Mitigation Measure TR-2a: Implement the Moderate Alternative of the TEP 16th Street Proposal**
>
> Two mixed-flow travel lanes in each direction would be required to improve operations at 16th Street/Fourth Street to acceptable levels of service in the AM peak hour. As such, this mitigation measure would require that the Moderate Alternative of the TEP 16th Street proposal be implemented in order to maintain the requisite traffic carrying capacity of 16th Street for the forecasted traffic demand with the LRDP in place. The implementation of this measure would improve traffic operations from LOS E to LOS D in the AM peak hour and reduce the impacts to less-than-significant levels. The implementation of this mitigation measure will require further study and coordination with other agencies for approval and is outside the jurisdiction of UCSF. Therefore, this impact is considered ***significant and unavoidable***.

Should the City of San Francisco implement the Expanded Alternative of the TEP, thereby resulting in a significant unavoidable cumulative impact on traffic conditions along 16th Street[15] to which the proposed

[15] The TEP EIR, which included the expansion of the Mission Bay campus (including Phase One of the Medical Center and up to 2.65 Million gsf in the North campus), identified both project and cumulative significant and unavoidable impacts at numerous study intersections along 16th Street under the TEP's Expanded Alternative. Source: San Francisco Planning Department. 2014. *TEP Final EIR*, March 27, 2014, Available online at http://tepeir.sfplanning.org. Accessed April 3, 2014. Case No. 2011.0558E. The document and supporting information may also be viewed at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA in case file 2011.0558E.

2014 LRDP would make a considerable contribution, UCSF shall implement the following mitigation measures:

Mitigation Measure TR-3a: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips

- UCSF shall continue to investigate TDM measures targeted at reducing SOV trips. Although UCSF has already identified those TDM measures it can feasibly implement and has included those measures as part of the proposed 2014 LRDP, more measures may be developed or become evident over the 20 year-horizon of the LRDP.

- UCSF will monitor traffic conditions within and immediately surrounding the Mission Bay Campus Site as presented in Section 1.2.6. Should traffic conditions approach unacceptable levels, (LOS E or F), and should UCSF's contribution to this cumulative impact be significant, UCSF shall implement additional TDM strategies that it investigates (beyond those identified in its existing TDM program presented in **Table 2-1** and beyond those proposed in the 2014 LRDP) and finds could reasonably result in a reduction in SOV trips. The additional TDM strategies shall target a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling, and/or to travel during non-peak periods.

The implementation of this mitigation measure could improve traffic operations along 16th Street by reducing SOV trips to and from the Mission Bay Campus Site by approximately three percent, which would represent a three percent reduction in the overall vehicle trips generated by the campus site. Therefore, any combination of or increase in expenditure to TDM strategies at the Mission Bay Campus Site could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of this mitigation measure, this impact would still be considered ***significant and unavoidable***.

Mitigation Measure TR-4a: Manage Parking Supply

UCSF will continue to monitor the parking supply at the Mission Bay Campus Site so as not to oversupply parking at this campus site. As presented in Section 4.7, the trend in providing total parking supply at the Mission Bay Campus Site is negative as parking supply is expected to grow at a lower rate than total population. Monitoring the total parking supply per population at the Mission Bay Campus Site and revising the rate downward, if necessary, would improve traffic operations along 16th Street by reducing vehicular trips to and from the Mission Bay Campus Site. However, similar to Mitigation Measure TR-3a, any combination of reduced parking at the Mission Bay Campus Site could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of this mitigation measure, this impact would still be considered ***significant and unavoidable***.

The 16th Street/Owens Street (Intersection #36) signalized intersection operates at LOS F in the AM peak hour under Year 2040 Plus LRDP conditions with the TEP Expanded Alternative. The critical eastbound through movement operates at LOS F during the AM peak. The LRDP would add 283 vehicle trips to the critical eastbound through movement, which represents a 92 percent increase from Year 2040 conditions. The other critical movements at this intersection – northbound through and westbound left turn – operate

at LOS B and F, respectively, during the AM peak. Since the northbound through movement is expected to operate at LOS B, the LRDP's contribution would not be considered significant. The LRDP would add 121 vehicle trips to the westbound left turn movement, which represents an increase of 1,344 percent from Year 2040 conditions. Therefore, the LRDP's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***significant***.

The 16th Street/Owens Street (Intersection #36) signalized intersection operates at LOS E in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Expanded Alternative. The critical northbound left turn movement operates at LOS F during the PM peak. The LRDP would add 84 vehicle trips to the critical eastbound through movement, which represents a 156 percent increase from Year 2040 conditions. The other critical movements at this intersection – eastbound through and westbound through – both operate at LOS F during the PM peak. The LRDP would add 30 vehicle trips to the eastbound through movement, which represents an increase of 11 percent from Year 2040 conditions. The LRDP would add 233 vehicle trips to the westbound through movement, which represents an increase of 47 percent from Year 2040 conditions. Therefore, the LRDP's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***significant***.

Mitigation Measure TR-2b: Implement the Moderate Alternative of the TEP 16th Street Proposal

Two mixed-flow travel lanes in each direction would be required to improve operations at 16th Street/Owens Street to acceptable levels of service in the AM and PM peak hours. As such, this mitigation measure would require that the Moderate Alternative of the TEP 16th Street proposal be implemented in order to maintain the requisite traffic carrying capacity of 16th Street for the forecasted traffic demand with the LRDP in place. The implementation of this measure would improve traffic operations from LOS F to LOS D in the AM and PM peak hours and reduce the impacts to less-than-significant levels. The implementation of this mitigation measure will require further study and coordination with other agencies for approval and is outside the jurisdiction of UCSF. Therefore, this impact is considered ***significant and unavoidable***.

Mitigation Measure TR-3b: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips

- UCSF shall continue to investigate TDM measures targeted at reducing SOV trips. Although UCSF has already identified those TDM measures it can feasibly implement and has included those measures as part of the proposed 2014 LRDP, more measures may be developed or become evident over the 20 year-horizon of the LRDP.

- UCSF will monitor traffic conditions within and immediately surrounding the Mission Bay Campus Site as presented in Section 1.2.6. Should traffic conditions approach unacceptable levels, (LOS E or F), and should UCSF's contribution to this cumulative impact be significant, UCSF shall implement additional TDM strategies that it investigates (beyond those identified in its existing TDM program presented in **Table 2-1** and beyond those proposed in the 2014 LRDP) and finds could reasonably result in a reduction in SOV trips. The additional TDM strategies shall target a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling, and/or to travel during non-peak periods.

The implementation of this mitigation measure would improve traffic operations along 16th Street by reducing SOV trips to and from the Mission Bay Campus Site by approximately three percent, which would represent a three percent reduction in the overall vehicle trips generated by the campus site. Therefore, any combination of or increase in expenditure to TDM strategies at the Mission Bay Campus Site could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of this mitigation measure, this impact would still be considered ***significant and unavoidable***.

Mitigation Measure TR-4b: Manage Parking Supply

UCSF will continue to monitor the parking supply at the Mission Bay Campus Site so as not to oversupply parking at this campus site. As presented in Section 4.7, the trend in providing total parking supply at the Mission Bay Campus Site is negative as parking supply is expected to grow at a lower rate than total population. Monitoring the total parking supply per population at the Mission Bay Campus Site and revising the rate downward, if necessary, would improve traffic operations along 16th Street by reducing vehicular trips to and from the Mission Bay Campus Site. However, similar to Mitigation Measure TR-3a, any combination of reduced parking at the Mission Bay Campus Site could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of this mitigation measure, this impact would still be considered ***significant and unavoidable***.

The 16th Street/Seventh Street (Intersection #37) signalized intersection operates at LOS F in the AM peak hour under Year 2040 Plus LRDP conditions with the TEP Expanded Alternative. The critical southbound left turn movement operates at LOS F during the AM peak. The LRDP would add 162 vehicle trips to the critical southbound left turn movement, which represents a 130 percent increase from Year 2040 conditions. The other critical movements at this intersection – northbound through and eastbound through – both operate at LOS F during the AM peak. The LRDP would add no vehicle trips to the northbound through movement. The LRDP would add 412 vehicle trips to the eastbound through movement, which represents an increase of 143 percent from Year 2040 conditions. Therefore, the LRDP's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***significant***.

The 16th Street/Seventh Street (Intersection #37) signalized intersection operates at LOS F in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Expanded Alternative. The critical southbound right turn movement operates at LOS F during the PM peak. The LRDP would add 55 vehicle trips to the critical southbound left turn movement, which represents a 72 percent increase from Year 2040 conditions. The other critical movements at this intersection – northbound through and westbound through – operate at LOS E and F, respectively, during the PM peak. The LRDP would add no vehicle trips to the northbound through movement. The LRDP would add 176 vehicle trips to the westbound through movement, which represents an increase of 48 percent from Year 2040 conditions. Therefore, the LRDP's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***significant***.

Mitigation Measure TR-2c: Implement the Moderate Alternative of the TEP 16th Street Proposal

Two mixed-flow travel lanes in each direction would be required to improve operations at 16th Street/Seventh Street to acceptable levels of service in the AM and PM peak hours. As such, this mitigation measure would require that the Moderate Alternative of the TEP 16th Street proposal be implemented in order to maintain the requisite traffic carrying capacity of 16th Street for the forecasted traffic demand with the LRDP in place. The implementation of this measure would improve traffic operations from LOS F to LOS D in the AM and PM peak hours and reduce the impacts to less-than-significant levels. The implementation of this mitigation measure will require further study and coordination with other agencies for approval and is outside the jurisdiction of UCSF. Therefore, this impact is considered ***significant and unavoidable***.

Mitigation Measure TR-3c: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips

- UCSF shall continue to investigate TDM measures targeted at reducing SOV trips. Although UCSF has already identified those TDM measures it can feasibly implement and has included those measures as part of the proposed 2014 LRDP, more measures may be developed or become evident over the 20 year-horizon of the LRDP.

- UCSF will monitor traffic conditions within and immediately surrounding the Mission Bay Campus Site as presented in Section 1.2.6. Should traffic conditions approach unacceptable levels, (LOS E or F), and should UCSF's contribution to this cumulative impact be significant, UCSF shall implement additional TDM strategies that it investigates (beyond those identified in its existing TDM program presented in **Table 2-1** and beyond those proposed in the 2014 LRDP) and finds could reasonably result in a reduction in SOV trips. The additional TDM strategies shall target a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling, and/or to travel during non-peak periods.

The implementation of this mitigation measure would improve traffic operations along 16th Street by reducing SOV trips to and from the Mission Bay Campus Site by approximately three percent, which would represent a three percent reduction in the overall vehicle trips generated by the campus site. Therefore, any combination of or increase in expenditure to TDM strategies at the Mission Bay Campus Site could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of this mitigation measure, this impact would still be considered ***significant and unavoidable***.

Mitigation Measure TR-4c: Manage Parking Supply

UCSF will continue to monitor the parking supply at the Mission Bay Campus Site so as not to oversupply parking at this campus site. As presented in Section 4.7, the trend in providing total parking supply at the Mission Bay Campus Site is negative as parking supply is expected to grow at a lower rate than total population. Monitoring the total parking supply per population at the Mission Bay Campus Site and revising the rate downward, if necessary, would improve traffic operations along 16th Street by reducing vehicular trips to and from the Mission Bay Campus Site. However, similar to Mitigation Measure TR-3a, any combination of reduced parking at the Mission Bay Campus Site could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative.

Therefore, even with the implementation of this mitigation measure, this impact would still be considered ***significant and unavoidable***.

The 16th Street/Potrero Avenue (Intersection #40) signalized intersection operates at LOS F in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Moderate Alternative. The critical northbound left turn movement operates at LOS F during the PM peak. The LRDP would add no vehicle trips to the critical northbound left turn movement. The other critical movement at this intersection – westbound through – operates at LOS C during the PM peak. Since the westbound through movement is expected to operate at LOS C, the LRDP's contribution would not be considered significant. Therefore, the LRDP's impact at this intersection with the TEP Moderate Alternative proposal for 16th Street would be considered ***less than significant***.

The 16th Street/Potrero Avenue (Intersection #40) signalized intersection operates at LOS F in the AM peak hour under Year 2040 Plus LRDP conditions with the TEP Expanded Alternative. The critical southbound left turn movement operates at LOS F during the AM peak. The LRDP would add 19 vehicle trips to the critical southbound left turn movement, which represents a 12 percent increase from Year 2040 conditions. The other critical movement at this intersection – eastbound through – operates at LOS F during the AM peak. The LRDP would add 130 vehicle trips to the eastbound through movement, which represents an increase of 38 percent from Year 2040 conditions. Therefore, the LRDP's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***significant***.

The 16th Street/Potrero Avenue (Intersection #40) signalized intersection operates at LOS F in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Expanded Alternative. The critical westbound through movement operates at LOS F during the PM peak. The LRDP would add 102 vehicle trips to the critical westbound through movement, which represents a 17 percent increase from Year 2040 conditions. The other critical movement at this intersection – northbound left turn – operates at LOS F during the PM peak. However, the LRDP would add no vehicle trips to the northbound left turn movement. Therefore, the LRDP's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***significant***.

Mitigation Measure TR-2d: Implement the Moderate Alternative of the TEP 16th Street Proposal

Two mixed-flow travel lanes in each direction would be required to improve operations at 16th Street/Potrero Avenue to acceptable levels of service in the AM peak hour. As such, this mitigation measure would require that the Moderate Alternative of the TEP 16th Street proposal be implemented in order to maintain the requisite traffic carrying capacity of 16th Street for the forecasted traffic demand with the LRDP in place. The implementation of this measure would improve traffic operations from LOS F to LOS D in the AM peak hour and reduce the impacts to less-than-significant levels. However, the traffic operations would remain at LOS F in the PM peak hour. The implementation of this mitigation measure will require further study and coordination with other agencies for approval and is outside the jurisdiction of UCSF. Therefore, this impact is considered ***significant and unavoidable***.

Mitigation Measure TR-3d: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips

- UCSF shall continue to investigate TDM measures targeted at reducing SOV trips. Although UCSF has already identified those TDM measures it can feasibly implement and

has included those measures as part of the proposed 2014 LRDP, more measures may be developed or become evident over the 20 year-horizon of the LRDP.

- UCSF will monitor traffic conditions within and immediately surrounding the Mission Bay Campus Site as presented in Section 1.2.6. Should traffic conditions approach unacceptable levels, (LOS E or F), and should UCSF's contribution to this cumulative impact be significant, UCSF shall implement additional TDM strategies that it investigates (beyond those identified in its existing TDM program presented in **Table 2-1** and beyond those proposed in the 2014 LRDP) and finds could reasonably result in a reduction in SOV trips. The additional TDM strategies shall target a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling, and/or to travel during non-peak periods.

The implementation of this mitigation measure would improve traffic operations along 16th Street by reducing SOV trips to and from the Mission Bay Campus Site by approximately three percent, which would represent a three percent reduction in the overall vehicle trips generated by the campus site. Therefore, any combination of or increase in expenditure to TDM strategies at the Mission Bay Campus Site could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of this mitigation measure, this impact would still be considered ***significant and unavoidable***.

Mitigation Measure TR-4d: Manage Parking Supply

UCSF will continue to monitor the parking supply at the Mission Bay Campus Site so as not to oversupply parking at this campus site. As presented in Section 4.7, the trend in providing total parking supply at the Mission Bay Campus Site is negative as parking supply is expected to grow at a lower rate than total population. Monitoring the total parking supply per population at the Mission Bay Campus Site and revising the rate downward, if necessary, would improve traffic operations along 16th Street by reducing vehicular trips to and from the Mission Bay Campus Site. However, similar to Mitigation Measure TR-3a, any combination of reduced parking at the Mission Bay Campus Site could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of this mitigation measure, this impact would still be considered ***significant and unavoidable***.

5.2.3.1 LRDP Variant

Traffic conditions associated with the LRDP Variant would be similar to those described for the LRDP. **Table 5-4** presents the Existing and Year 2040 Plus LRDP Variant intersection operating conditions for the weekday AM and PM peak hours. Under Year 2040 Plus LRDP conditions with the Moderate Alternative, six of the 21 study intersections are projected to operate at LOS E or LOS F conditions (as compared to four of the 21 study intersections operating at LOS E or LOS F under Existing conditions). The Expanded Alternative would cause an additional two intersections to operate at LOS E or F conditions due to the conversion of a mixed-flow travel lane in both directions to transit-only lanes (as compared to three of the 21 study intersections operating at LOS E or LOS F under Existing conditions).. Per Section 3.6.2, the LRDP Variant's contributions to the 2040 traffic volumes at the critical movements operating poorly (i.e., at LOS E or LOS F) for the intersections operating at LOS E or LOS F under Year 2040 conditions would be approximately two percent higher to those calculated for the LRDP.

TABLE 5-4: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MISSION BAY

Intersection	Traffic Control[1]	Peak Hour	Existing		Year 2040 Plus LRDP Variant (Moderate Alternative)		Year 2040 Plus LRDP Variant (Expanded Alternative)[6]	
			Vehicle Delay[2] (sec)	LOS[3]	Vehicle Delay[2] (sec)	LOS[3]	Vehicle Delay[2] (sec)	LOS[3]
24. King Street / Third Street	Signal	AM	46	D	54	D		
		PM	**70**	**E**	**76**	**E**		
25. King Street / Fourth Street	Signal	AM	43	D	52	D		
		PM	53	D	**>80**	**F**		
26. Brannan Street / Seventh Street	Signal	AM	14	B	26	C		
		PM	25	C	**66**	**E**		
27. Channel Street / Third Street	Signal	AM	40	D	52	D		
		PM	30	C	51	D		
28. Channel Street / Fourth Street	Signal	AM	23	C	30	C		
		PM	16	B	30	C		
29. Mission Rock Street / Third Street	Signal	AM	37	D	47	D		
		PM	29	C	42	D		
30. Mission Bay Boulevard North / Third Street	Signal	AM	17	B	38	D		
		PM	16	B	27	C		
31. Mission Bay Boulevard South / Third Street	Signal	AM	23	C	41	D		
		PM	20	B	31	C		
32. Mission Bay Boulevard / Owens Street	Roundabout	AM	<10	A	11	B		
		PM	<10	A	<10	A		
33. Mission Bay Boulevard / Seventh Street	Signal	AM	20	B	38	D	38	D
		PM	22	C	38	D	43	D
34. 16th Street / Third Street	Signal	AM	36	D	49	D	54	D
		PM	31	C	47	D	45	D
35. 16th Street / Fourth Street	Signal	AM	26	C	43	D	**62**	**E**
		PM	27	C	31	C	47	D
36. 16th Street / Owens Street	Signal	AM	32	C	37	C	**>80**	**F**
		PM	30	C	33	C	**58**	**E**
37. 16th Street / Seventh Street	Signal	AM	43	D	**56**	**E**	**>80**	**F**
		PM	44	D	47	D	**>80**	**F**
38. 16th Street / Rhode Island Avenue	Signal	AM	15	B	52	D	32	C
		PM	13	B	18	B	25	C
39. 16th Street / Vermont Avenue	Signal	AM	19	B	34	C	39	D
		PM	15	B	17	B	31	C
40. 16th Street / Potrero Avenue	Signal	AM	27	C	49	D	**77**	**E**
		PM	35	C	**>80**	**F**	**>80**	**F**
41. Mariposa Street / Third Street	Signal	AM	52	D	**56**	**E**	**56**	**E**
		PM	28	C	50	D	50	D
42. Mariposa Street / Fourth Street	Signal	AM	<10	A	25	C	26	C
		PM	11	B	26	C	28	C
43. Mariposa Street / I-280 Northbound Ramp	Signal	AM	**73**	**E**	46	D	49	D
		PM	31	C	41	D	39	D

TABLE 5-4: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MISSION BAY

Intersection	Traffic Control[1]	Peak Hour	Existing		Year 2040 Plus LRDP Variant (Moderate Alternative)		Year 2040 Plus LRDP Variant (Expanded Alternative)[6]	
			Vehicle Delay[2] (sec)	LOS[3]	Vehicle Delay[2] (sec)	LOS[3]	Vehicle Delay[2] (sec)	LOS[3]
44. Mariposa Street / I-280 Southbound Ramp	SSS[5]	AM PM	**>50** **>50**	**F** **F**	<10 13	A B		

Notes:
1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For an unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates unacceptable operations per UCSF LOS standards
5. Intersection is signalized under Existing Plus LRDP condition

Source: Fehr & Peers, 2014.

In general, the addition of LRDP Variant-generated traffic would result in similar changes in the average delay per vehicle at most study intersections to the LRDP. Most of the study intersections would continue to operate at the same service levels as under 2040 Plus LRDP conditions, with the exceptions being 16th Street/Seventh Street which would operate at LOS E during the AM peak hour under the Moderate Alternative and Mariposa Street / Third Street which would operate at LOS E during the AM peak hour under both the Moderate Alternative and the Expanded Alternative.

The LRDP Variant would contribute considerably to the operations at several intersections which are expected to operate at LOS E or F under the TEP Moderate and / or Expanded Alternative, including the following previously identified intersections:

- Brannan Street / Seventh Street (PM peak hour, Moderate and Expanded Alternatives). A mitigation measure (E-29), whose responsibility for implementation falls to the master developer of Mission Bay, FOCIL, was identified as part of the Mission Bay FSEIR. As part of the mitigation measure, the City would monitor the potential impact at this intersection, with the ultimate aim to re-stripe the northbound approach to provide three travel lanes, once needed. This mitigation measure would require removal of on-street parking on Seventh Street for approximately 300 feet approaching the intersection, shifting the northbound bike lane to the curb for the same distance to ensure the Class II bicycle facility on this street is not interrupted by this measure, and aligning the northbound through lanes through the intersection. The implementation of this measure by the City would improve traffic operations from LOS F to LOS C in the PM peak hour and reduce the impacts to ***less-than-significant*** levels.

- 16th Street/Fourth Street (AM peak hour, Expanded Alterative) The LRDP' Variant's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered

significant. The implementation of Mitigation Measure TR-2a would improve traffic operations from LOS E to LOS D in the AM peak hour and reduce the impacts to less-than-significant levels. The implementation of this mitigation measure will require further study and coordination with other agencies for approval and is outside the jurisdiction of UCSF. Additionally, should the City of San Francisco implement the Expanded Alternative of the TEP, thereby resulting in a significant unavoidable cumulative impact on traffic conditions along 16th Street to which the LRDP Variant would make a considerable contribution, UCSF shall implement Mitigation Measures TR-3a and TR-4a. Any combination of or increase in expenditure to TDM strategies at the Mission Bay Campus Site, as identified in MM TR- 3a, and combination of reduced parking at the Mission Bay Campus Site, as identified in MM TR- 4a, could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of these mitigation measures, this impact under the LRDP Variant would still be considered ***significant and unavoidable***.

- 16th Street/Owens Street (AM and PM peak hours, Expanded Alterative) The LRDP' Variant's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***significant***. The implementation of Mitigation Measure TR-2b would improve traffic operations from LOS F to LOS D in the AM and PM peak hours and reduce the impacts to less-than-significant levels. The implementation of this mitigation measure will require further study and coordination with other agencies for approval and is outside the jurisdiction of UCSF. Additionally, should the City of San Francisco implement the Expanded Alternative of the TEP, thereby resulting in a significant unavoidable cumulative impact on traffic conditions along 16th Street to which the LRDP Variant would make a considerable contribution, UCSF shall implement Mitigation Measures TR-3b and TR-4b. Any combination of or increase in expenditure to TDM strategies at the Mission Bay Campus Site, as identified in MM TR- 3a, and combination of reduced parking at the Mission Bay Campus Site, as identified in MM TR- 4b, could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of these mitigation measures, this impact under the LRDP Variant would still be considered ***significant and unavoidable***.

- 16th Street/Seventh Street (AM and PM peak hours, Expanded Alterative) The LRDP' Variant's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***significant***. The implementation of Mitigation Measure TR-2a would improve traffic operations from LOS F to LOS D in the AM and PM peak hours and reduce the impacts to less-than-significant levels. The implementation of this mitigation measure will require further study and coordination with other agencies for approval and is outside the jurisdiction of UCSF. Additionally, should the City of San Francisco implement the Expanded Alternative of the TEP, thereby resulting in a significant unavoidable cumulative impact on traffic conditions along 16th Street to which the LRDP Variant would make a considerable contribution, UCSF shall implement Mitigation Measures TR-3c and TR-4c. Any combination of or increase in expenditure to TDM strategies at the Mission Bay Campus Site, as identified in MM TR- 3c, and combination of reduced parking at the Mission Bay Campus Site, as identified in MM TR- 4c, could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of these mitigation measures, this impact under the LRDP Variant would still be considered ***significant and unavoidable***.

- 16th Street/Potrero Avenue (AM and PM peak hours, Expanded Alterative) The LRDP' Variant's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***significant***. The implementation of Mitigation Measure TR-2d would improve traffic operations from LOS F to LOS D in the AM peak hour and reduce the impacts to less-than-significant levels. However, the traffic operations would remain at LOS F in the PM peak hour. The implementation of this mitigation measure will require further study and coordination with other agencies for approval and is outside the jurisdiction of UCSF. Additionally, should the City of San Francisco implement the Expanded Alternative of the TEP, thereby resulting in a significant unavoidable cumulative impact on traffic conditions along 16th Street to which the LRDP Variant would make a considerable contribution, UCSF shall implement Mitigation Measures TR-3d and TR-4d. Any combination of or increase in expenditure to TDM strategies at the Mission Bay Campus Site, as identified in MM TR- 3d, and combination of reduced parking at the Mission Bay Campus Site, as identified in MM TR- 4d, could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of these mitigation measures, this impact under the LRDP Variant would still be considered ***significant and unavoidable***.

The LRDP Variant would contribute considerably to the operations at two intersections which are expected to operate at LOS E or F under the TEP Moderate and / or Expanded Alternative, which were not previously identified under the LRDP scenario:

- 16th Street/Seventh Street (AM peak hour, Moderate Alterative) The LRDP' Variant's impact at this intersection with the TEP Moderate Alternative proposal for 16th Street would be considered **significant**. To mitigate the poor operating condition of the intersection, additional travel lane capacity would be needed at the eastbound and westbound approaches to the intersection. The provision of additional travel lane capacity would require the narrowing of sidewalks and/or removal of the Class II bicycle facility on 16th Street. Narrowing of sidewalks and removal of bicycle lanes would be inconsistent with the transit and pedestrian environment encouraged by the City's Transit First Policy by removing space dedicated to pedestrians and increasing the distances required for pedestrians to cross streets. Additionally, the presence of the I-280 freeway support structures prohibit further widening of the 16th Street right-of-way. For the reasons described above, there are no feasible geometric mitigation measures to improve conditions to a less-than-significant level.

  Mitigation Measure TR-3e: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips

  - UCSF shall continue to investigate TDM measures targeted at reducing SOV trips. Although UCSF has already identified those TDM measures it can feasibly implement and has included those measures as part of the proposed 2014 LRDP, more measures may be developed or become evident over the 20 year-horizon of the LRDP.

  - UCSF will monitor traffic conditions within and immediately surrounding the Mission Bay Campus Site as presented in Section 1.2.6. Should traffic conditions approach unacceptable levels, (LOS E or F), and should UCSF's contribution to this cumulative impact be significant, UCSF shall implement additional TDM strategies that it investigates (beyond those identified in its existing TDM program presented in **Table 2-1** and beyond those proposed in the 2014 LRDP) and finds could reasonably result in a reduction in SOV

trips. The additional TDM strategies shall target a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling, and/or to travel during non-peak periods.

The implementation of this mitigation measure and the inclusion of the additional TDM strategies presented in Section 1.2.5 would improve traffic operations at the intersection of Mariposa Street/Third Street in the AM peak hour under the Moderate Alternative. The TDM strategies presented in Section 1.2.5 were recently proposed by UCSF and hence were not assumed in the travel demand calculations presented in Chapter 3. These TDM strategies would reduce SOV trips by approximately three percent, which would represent a three percent reduction in the overall vehicle trips generated by the campus site. The implementation of this measure by UCSF and the associated reduction in vehicle trips to the Mission Bay campus site would improve traffic operations at 16th Street/Seventh Street from LOS E to LOS D in the AM peak hour and reduce the impacts to ***less-than-significant*** levels.

- Mariposa Street/Third Street (AM peak hour, Moderate Alterative) The LRDP Variant's impact at this intersection with the TEP Moderate Alternative proposal for 16th Street would be considered **significant**. To mitigate the poor operating condition of the intersection, additional travel lane capacity would be needed at the eastbound approach to the intersection. The provision of additional travel lane capacity would require the narrowing of sidewalks on Mariposa Street. Narrowing of sidewalks would be inconsistent with the transit and pedestrian environment encouraged by the City's Transit First Policy by removing space dedicated to pedestrians and increasing the distances required for pedestrians to cross streets. For the reasons described above, there are no feasible geometric mitigation measures to improve conditions to a less-than-significant level.

  Mitigation Measure TR-3f: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips

  - UCSF shall continue to investigate TDM measures targeted at reducing SOV trips. Although UCSF has already identified those TDM measures it can feasibly implement and has included those measures as part of the proposed 2014 LRDP, more measures may be developed or become evident over the 20 year-horizon of the LRDP.

  - UCSF will monitor traffic conditions within and immediately surrounding the Mission Bay Campus Site as presented in Section 1.2.6. Should traffic conditions approach unacceptable levels, (LOS E or F), and should UCSF's contribution to this cumulative impact be significant, UCSF shall implement additional TDM strategies that it investigates (beyond those identified in its existing TDM program presented in **Table 2-1** and beyond those proposed in the 2014 LRDP) and finds could reasonably result in a reduction in SOV trips. The additional TDM strategies shall target a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling, and/or to travel during non-peak periods.

  The implementation of this mitigation measure and the inclusion of the additional TDM strategies presented in Section 1.2.5 would improve traffic operations at the intersection of Mariposa Street/Third Street in the AM peak hour under the Moderate Alternative. The TDM strategies presented in Section 1.2.5 were recently proposed by UCSF and hence were not assumed in the

travel demand calculations presented in Chapter 3. These TDM strategies would reduce SOV trips by approximately three percent, which would represent a three percent reduction in the overall vehicle trips generated by the campus site. The implementation of this measure by UCSF and the associated reduction in vehicle trips to the Mission Bay campus site would improve traffic operations at Mariposa Street/Third Street from LOS E to LOS D in the AM peak hour and reduce the impacts to ***less-than-significant*** levels.

- Mariposa Street/Third Street (AM peak hour, Expanded Alterative) The LRDP' Variant's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered **significant**. To mitigate the poor operating condition of the intersection, additional travel lane capacity would be needed at the eastbound approach to the intersection. The provision of additional travel lane capacity would require the narrowing of sidewalks on Mariposa Street. Narrowing of sidewalks would be inconsistent with the transit and pedestrian environment encouraged by the City's Transit First Policy by removing space dedicated to pedestrians and increasing the distances required for pedestrians to cross streets. For the reasons described above, there are no feasible geometric mitigation measures to improve conditions to a less-than-significant level.

  Mitigation Measure TR-3g: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips

  - UCSF shall continue to investigate TDM measures targeted at reducing SOV trips. Although UCSF has already identified those TDM measures it can feasibly implement and has included those measures as part of the proposed 2014 LRDP, more measures may be developed or become evident over the 20 year-horizon of the LRDP.

  - UCSF will monitor traffic conditions within and immediately surrounding the Mission Bay Campus Site as presented in Section 1.2.6. Should traffic conditions approach unacceptable levels, (LOS E or F), and should UCSF's contribution to this cumulative impact be significant, UCSF shall implement additional TDM strategies that it investigates (beyond those identified in its existing TDM program presented in **Table 2-1** and beyond those proposed in the 2014 LRDP) and finds could reasonably result in a reduction in SOV trips. The additional TDM strategies shall target a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling, and/or to travel during non-peak periods.

  The implementation of this mitigation measure and the inclusion of the additional TDM strategies presented in Section 1.2.5 would improve traffic operations at the intersection of Mariposa Street/Third Street in the AM peak hour under the Expanded Alternative. The TDM strategies presented in Section 1.2.5 were recently proposed by UCSF and hence were not assumed in the travel demand calculations presented in Chapter 3. These TDM strategies would reduce SOV trips by approximately three percent, which would represent a three percent reduction in the overall vehicle trips generated by the campus site. The implementation of this measure by UCSF and the associated reduction in vehicle trips to the Mission Bay campus site would improve traffic operations at Mariposa Street/Third Street from LOS E to LOS D in the AM peak hour and reduce the impacts to ***less-than-significant*** levels.

5.2.3.2 Proposed Golden State Warriors Event Center at Mission Bay

In April 2014, the Golden State Warriors (GS Warriors) announced the purchase of 12 acres of land from Salesforce.com in the Mission Bay South Redevelopment Project Area where the team intends to build a new sports and entertainment center. Previously, the Warriors were exploring constructing the arena and associated uses on Piers 30 and 32 and Seawall Lot 330 to the north of Mission Bay, along The Embarcadero.

The proposed event center would be built on four adjacent city blocks (Development Blocks 29 through 32) bounded by Third Street to the west, South Street to the north, Terry François Boulevard to the east, and 16th Street to the South. The four blocks are currently undeveloped, with a portion of Blocks 29 and 30 adjacent to South Street being used as a temporary surface parking lot.

The GS Warriors have just started the planning and design for the new site, so the division of the approximately one million square feet of development allowed for the site among the 18,000-seat arena, office, and retail uses has not yet been established. Based on previous designs for Piers 30 and 32, the new arena is likely to occupy 500,000 to 600,000 square feet of development, with the remaining space (400,000 to 500,000 square feet) available for office and retail uses.

The SF-CHAMP travel demand forecasting model developed in 2013 by the SFCTA and the SF Planning Department and used in this study to estimate future cumulative transportation conditions assumes approximately one million square feet of office/R&D with ground floor retail to occur by the year 2040 within Blocks 29 through 32. As such, the traffic and transit data derived from the SF-CHAMP model and used in the analysis of cumulative transportation impacts of the 2014 LRDP can be deemed as a conservative and valid representation of a typical day when no events take place at the proposed arena.

`The transportation effects of an event at the new arena are not yet known, as the GS Warriors have just started the necessary project development and environmental studies. Based on modal split and vehicle occupancy data taken from surveys of SF Giants game attendees, spectators at a sellout game at the new arena could be expected to generate about 3,200 vehicle trips and 8,300 transit trips.[16] Based on previous data for Piers 30 and 32, the event vehicle and transit demand would be inbound during the evening (starting around 6 PM) and outbound late at night (after 10 or 10:30 PM) since most games and concerts would start around 7:30 and last for 2 ½ or 3 hours.

The exact contribution of the new arena to the PM peak hour cumulative traffic and transit conditions is not known as this time, as the project analysis have just started. In addition the GS Warriors are in the process of developing as part of the project a Transportation Management Program (TMP) to address potential transportation project impacts.

Several key intersections in the Mission Bay South Area, such as 16th Street/Third Street, 16th Street/Seventh/Mississippi Street, Mariposa Street/Third Street, and Seventh Street/Mission Bay Drive, would be expected to operate at a high LOS D by year 2040 during the PM peak hour, as shown in **Table**

[16] Based on a modal split of 44% auto, 46% transit and 10% other travel modes, and an average vehicle occupancy of 2.6 people per vehicle. Source: Appendix A (p. A-8), Travel and Parking Demand Estimates for the Proposed Event Center and Mixed Use Development at Piers 30-32 and Seawall Lot 330, Draft 3 Technical Memorandum, Adavant Consulting, February 28, 2014. This document is available for review at the SF Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

5-3. Thus, it is possible that an increase in inbound traffic due to an arena event causes these intersections to operate at LOS E or F instead of LOS D. If inbound arena event traffic causes significant traffic impacts at these intersections, the contribution of LRDP traffic to the cumulative conditions at these intersections would be substantial and the LRDP's impact to cumulative traffic impacts therefore would be considered ***significant.*** The significant impact may not be able to be mitigated to a less than significant level; therefore rendering the cumulative impacts potentially significant and unavoidable.

Mitigation Measure TR-3h: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips

- UCSF shall continue to investigate TDM measures targeted at reducing SOV trips. Although UCSF has already identified those TDM measures it can feasibly implement and has included those measures as part of the proposed 2014 LRDP, more measures may be developed or become evident over the 20 year-horizon of the LRDP.

- UCSF will monitor traffic conditions within and immediately surrounding the Mission Bay Campus Site as presented in Section 1.2.6. Should traffic conditions approach unacceptable levels, (LOS E or F), and should UCSF's contribution to this cumulative impact be significant, UCSF shall implement additional TDM strategies that it investigates (beyond those identified in its existing TDM program presented in **Table 2-1** and beyond those proposed in the 2014 LRDP) and finds could reasonably result in a reduction in SOV trips. The additional TDM strategies shall target a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling, and/or to travel during non-peak periods.

The implementation of this mitigation measure would improve traffic operations along 16th Street by reducing SOV trips to and from the Mission Bay Campus Site by approximately three percent, which would represent a three percent reduction in the overall vehicle trips generated by the campus site. Therefore, any combination of or increase in expenditure to TDM strategies at the Mission Bay Campus Site could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of this mitigation measure, this impact would still be considered ***significant and unavoidable***.

Similar to under the LRDP scenario, several key intersections in the Mission Bay South Area, such as 16th Street/Third Street, 16th Street/Seventh/Mississippi Street, and Seventh Street/Mission Bay Drive, would be expected to operate at a high LOS D by year 2040 during the PM peak hour under the LRDP Variant, as shown in **Table 5-4**. Thus, it is possible that an increase in inbound traffic due to an arena event causes these intersections to operate at LOS E or F instead of LOS D. If inbound arena event traffic causes significant traffic impacts at these intersections, the contribution of LRDP Variant traffic to the cumulative conditions at these intersections would be substantial and the LRDP Variant's impact to cumulative traffic impacts therefore would be considered ***significant.*** The significant impact may not be able to be mitigated to a less than significant level; therefore rendering the cumulative impacts potentially significant and unavoidable.

As identified above, Mitigation Measure TR-3g would improve traffic operations along 16th Street by reducing SOV trips to and from the Mission Bay Campus Site by approximately three percent, which would represent a three percent reduction in the overall vehicle trips generated by the campus site. Any

combination of or increase in expenditure to TDM strategies at the Mission Bay Campus Site could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of these mitigation measures, this impact under the LRDP Variant would still be considered ***significant and unavoidable***.

5.2.4 Mount Zion

The weekday AM and PM peak hour Year 2040 traffic volumes and travel lane configuration at the study intersections are presented on **Figures 5-4A** and **5-4B**. **Table 5-5** presents the Existing and Year 2040 Plus LRDP intersection operating conditions for the weekday AM and PM peak hours. Under Year 2040 conditions none of the 16 study intersections are projected to operate at LOS E or LOS F conditions, similar to under Existing conditions).

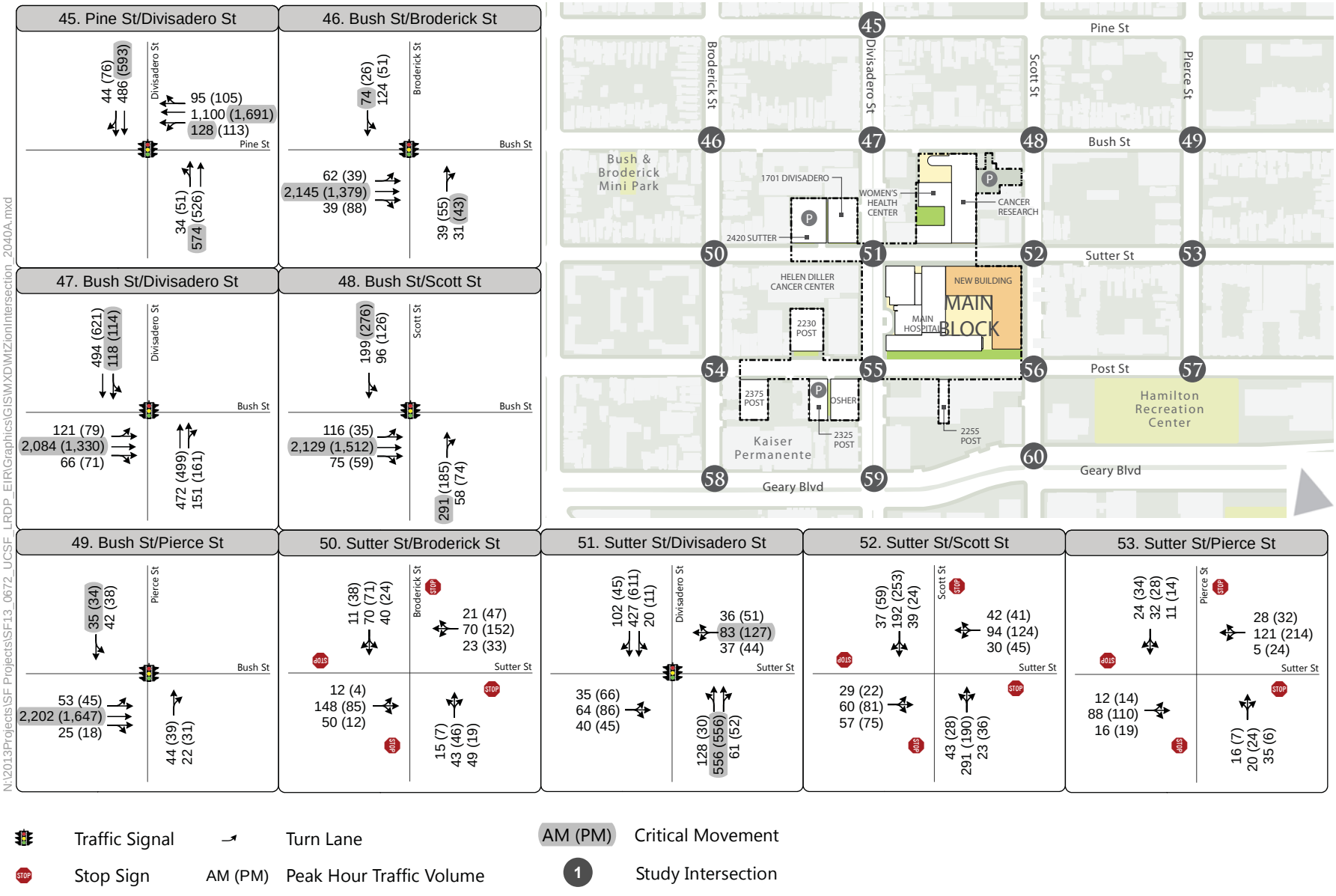

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Figure 5-4A

Cumulative (2040) Intersection Lane Configurations, Traffic Control, and Volumes- Mount Zion

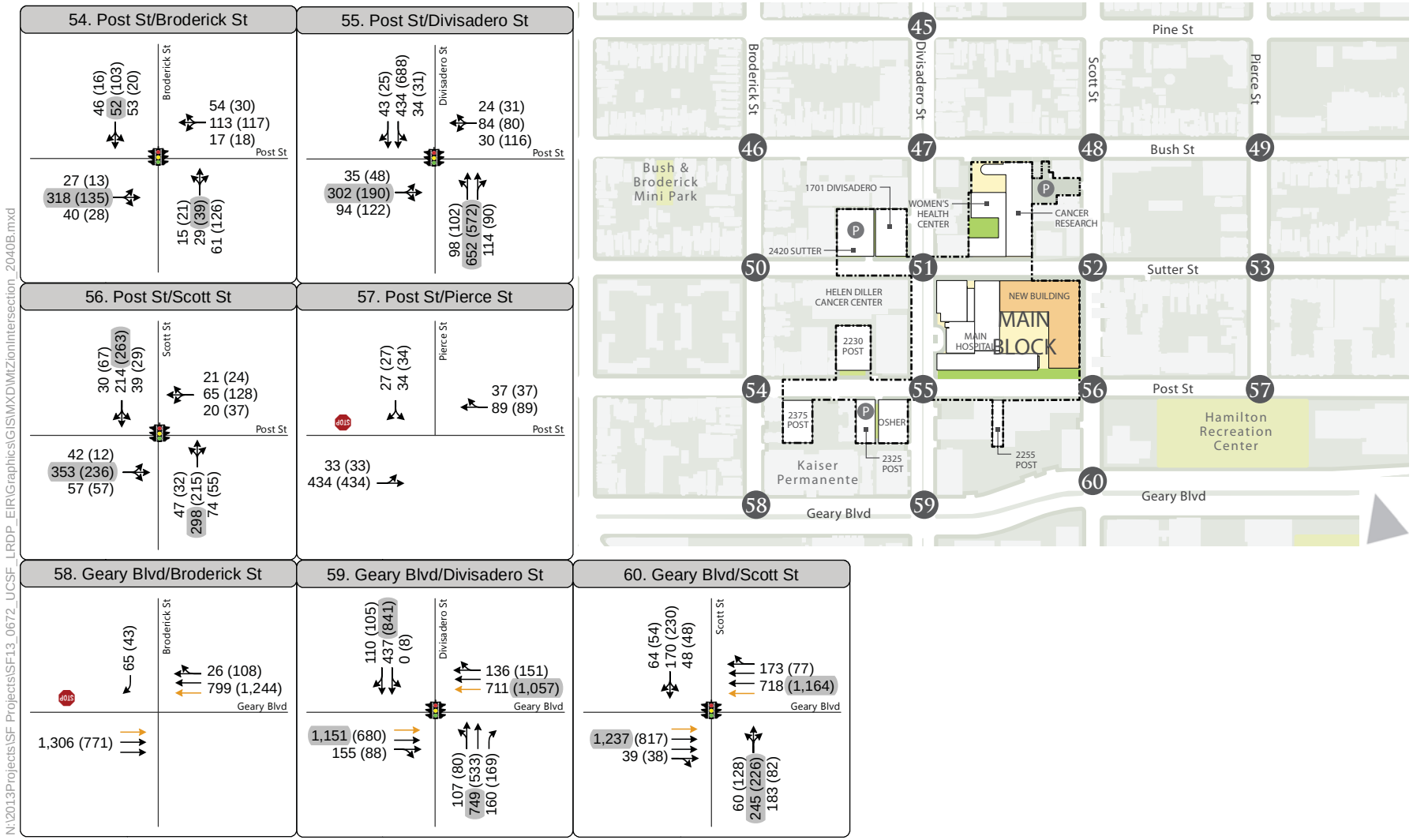

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Figure 5-4B

Cumulative (2040) Intersection Lane Configurations, Traffic Control, and Volumes- Mount Zion

TABLE 5-5: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MOUNT ZION

Intersection	Traffic Control[1]	Peak Hour	Existing		Year 2040 Plus LRDP	
			Vehicle Delay[2] (seconds)	LOS[3]	Vehicle Delay[2] (seconds)	LOS[3]
45. Pine Street / Divisadero Street	Signal	AM	14	B	16	B
		PM	32	C	34	C
46. Bush Street / Broderick Street	Signal	AM	17	B	42	D
		PM	11	B	13	B
47. Bush Street / Divisadero Street	Signal	AM	48	D	53	D
		PM	18	B	25	C
48. Bush Street / Scott Street	Signal	AM	30	C	40	D
		PM	17	B	27	C
49. Bush Street / Pierce Street	Signal	AM	30	C	48	D
		PM	15	B	26	C
50. Sutter Street / Broderick Street	AWS	AM	<10 / <10	A / A	<10 / <10	A / A
		PM	<10 / <10	A / A	<10 / 10	A / A
51. Sutter Street / Divisadero Street	Signal	AM	12	B	14	B
		PM	12	B	14	B
52. Sutter Street / Scott Street	AWS	AM	10 / 11	B / B	13 / 15	B / C
		PM	11 / 12	B / B	13 / 15	B / C
53. Sutter Street / Pierce Street	AWS	AM	<10 / <10	A / A	<10 / <10	A / A
		PM	<10 / <10	A / A	<10 / 10	A / A
54. Post Street / Broderick Street	Signal	AM	14	B	15	B
		PM	12	B	12	B
55. Post Street / Divisadero Street	Signal	AM	17	B	22	C
		PM	14	B	22	C
56. Post Street / Scott Street	Signal	AM	17	B	22	C
		PM	15	B	17	B
57. Post Street / Pierce Street	SSS	AM	12	B	12	B
		PM	11	B	12	B
58. Geary Boulevard / Broderick Street	SSS	AM	15	B	12	B
		PM	17	C	16	C
59. Geary Boulevard / Divisadero Street	Signal	AM	34	C	49	D
		PM	30	C	37	D
60. Geary Boulevard / Scott Street	Signal	AM	21	C	27	C
		PM	20	B	30	C

Notes:

1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For an unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates LOS E or F operations

Source: Fehr & Peers, 2014.

During the AM and PM peak hours, all 16 of the study intersections would continue to operate at acceptable levels of service (LOS D or better) under Year 2040 Plus LRDP conditions. Therefore, the LRDP would have a ***less-than-significant impact*** at these intersections.

Although the LRDP is not projected to cause any new significant impacts to traffic circulation at the Mount Zion Campus Site, the improvement measure below could be implemented to lessen the effect of SOV vehicles in the project vicinity.

Improvement Measure IM-TR-5b: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips to the Mount Zion Campus Site

- UCSF shall continue to investigate TDM measures targeted at reducing SOV trips. Although UCSF has already identified those TDM measures it can feasibly implement and has included those measures as part of the proposed 2014 LRDP, more measures may be developed or become evident over the 20 year-horizon of the LRDP.

5.2.5 Mission Center

As presented in Section 5.2.4, the SFMTA has proposed two transit enhancement treatment visions for 16th Street as a part of the TEP. Through the Mission Center study area, the Moderate Alternative would maintain four-lanes on 16th Street and the Expanded Alternative would convert the westbound mixed-flow lane of traffic to a transit-only lane while maintaining the two eastbound mixed-flow traffic lanes (note: further to the east in the Mission Bay campus site, the Expanded Alternative of the TEP proposes transit-only lanes in both directions – the eastbound transit-only lane is proposed to begin at Bryant Street). Therefore, the Mission Center Year 2040 traffic analysis includes both the Moderate and Expanded Alternatives.

Year 2040 Plus LRDP conditions peak hour turning movement volumes for the Mission Center Campus Site are shown on **Figures 5-5A** and **5-5B**. **Table 5-6** presents intersection levels of service and delay for the AM and PM peak hours for the Existing and Year 2040 Plus LRDP scenarios. Under Year 2040 Plus LRDP conditions with the Moderate Alternative, six of the 15 study intersections are projected to operate at LOS E or LOS F conditions (as compared to one of the 15 study intersections operating at LOS E or LOS F under Existing conditions). The Expanded Alternative would cause an additional four intersections to operate at LOS E or F conditions due to the conversion of a mixed-flow westbound travel lane to transit-only lane. The LRDP's contributions to the Year 2040 traffic volumes at the critical movements operating poorly (i.e., at LOS E or LOS F) for the intersections operating at LOS E or LOS F under Year 2040 conditions were calculated to determine whether the LRDP's contributions to the LOS E or LOS F operating conditions under Year 2040 conditions would be considered significant. Year 2040 Plus LRDP conditions with the Moderate and Expanded Alternatives are described below.

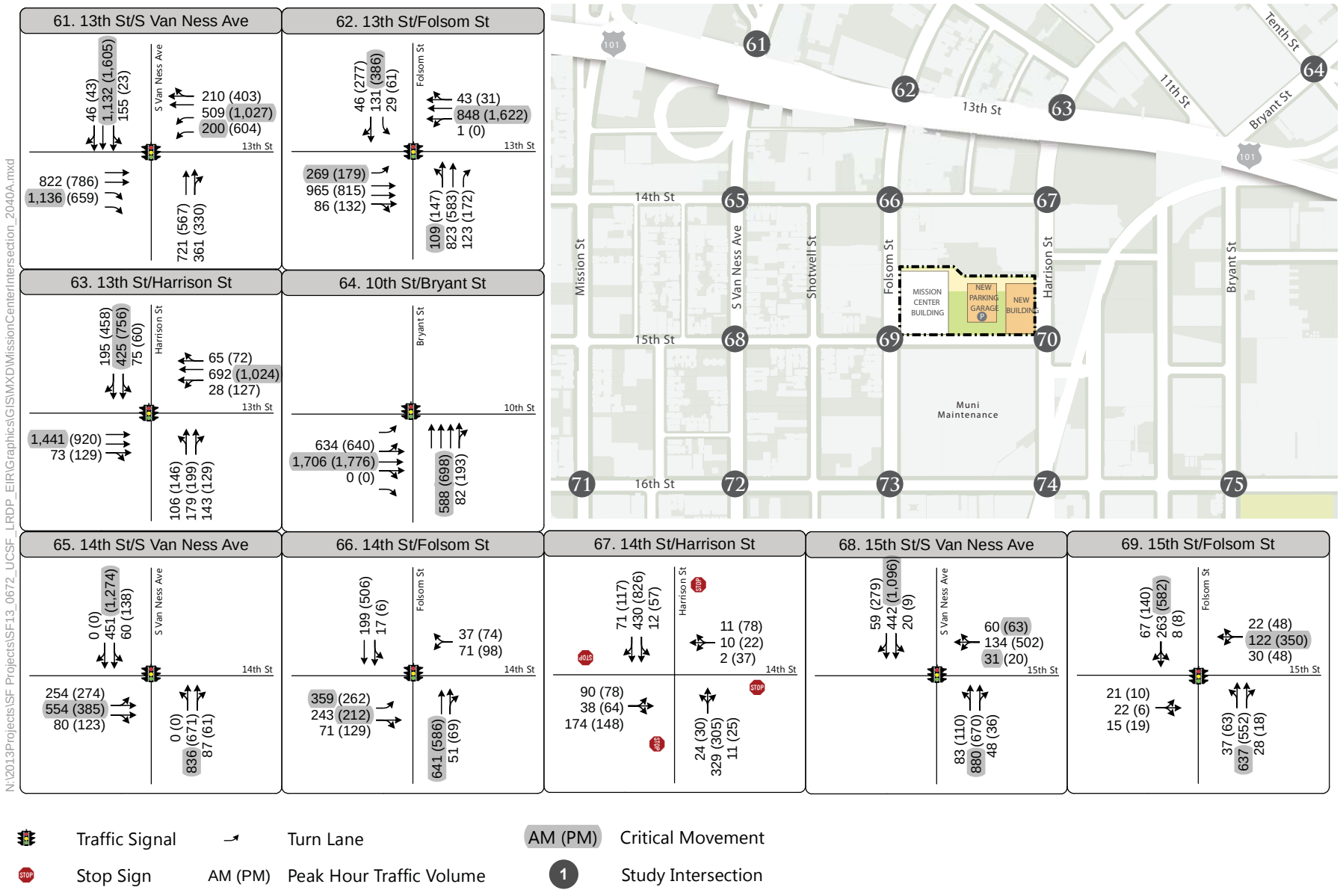

Figure 5-5A

Cumulative (2040) Intersection Lane Configurations, Traffic Control, and Volumes-Mission Center

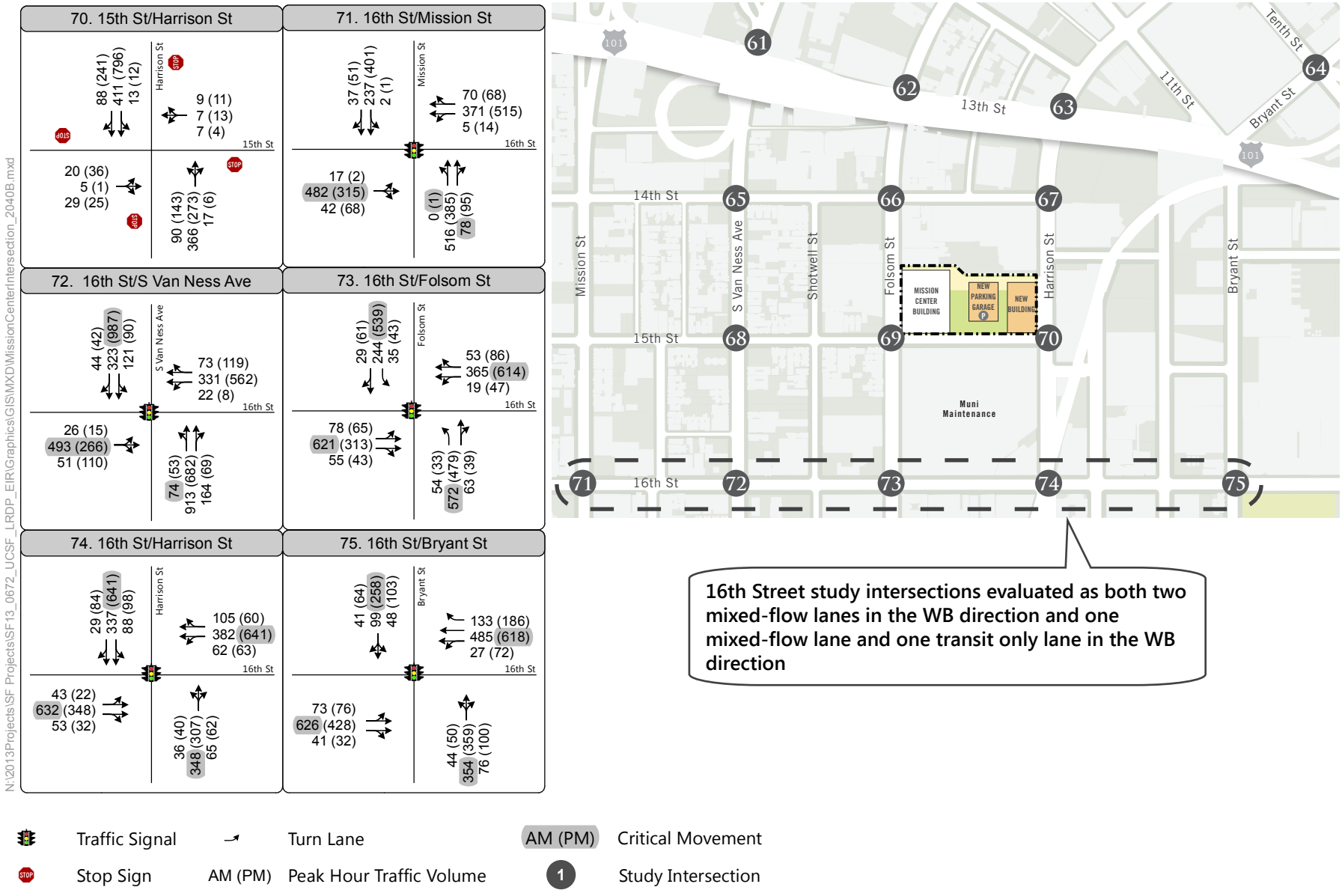

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Figure 5-5B

Cumulative (2040) Intersection Lane Configurations, Traffic Control, and Volumes- Mission Center

TABLE 5-6: PEAK HOUR INTERSECTION LEVEL OF SERVICE COMPARISON - MISSION CENTER

Intersection	Traffic Control[1]	Peak Hour	Existing		Year 2040 Plus LRDP (Moderate Alternative)		Year 2040 Plus LRDP (Expanded Alternative)[5]	
			Veh. Del.[2]	LOS[3]	Veh. Del.[2]	LOS[3]	Veh. Del.[2]	LOS[3]
61. 13th Street / South Van Ness Avenue	Signal	AM PM	**71** 30	**E** C	**>80** **63**	**F** **E**		
62. 13th Street / Folsom Street	Signal	AM PM	26 29	C C	34 **>80**	C **F**		
63. 13th Street / Harrison Street	Signal	AM PM	16 19	B B	21 **72**	C **E**		
64. Tenth Street / Bryant Street	Signal	AM PM	14 16	B B	15 18	B B		
65. 14th Street / South Van Ness Avenue	Signal	AM PM	15 16	B B	25 **76**	C **E**		
66. 14th Street / Folsom Street	Signal	AM PM	16 15	B B	17 16	B B		
67. 14th Street / Harrison Street	AWS	AM PM	11 / 12 20 / 24	B / B C / C	14 / 16 **39 />50**	B / C **E / F**	14 / 16 **39 />50**	B / C **E / F**
68. 15th Street / South Van Ness Avenue	Signal	AM PM	15 18	B B	22 **69**	C **E**		
69. 15th Street / Folsom Street	Signal	AM PM	12 29	B C	13 52	B D		
70. 15th Street / Harrison Street	AWS	AM PM	10 / 12 14 / 15	B / B B / C	13 / 16 21 / 23	B / C C / C	13 / 16 21 / 23	B / C C / C
71. 16th Street / Mission Street	Signal	AM PM	26 16	C B	30 15	C B	35 33	C C
72. 16th Street / South Van Ness Avenue	Signal	AM PM	37 20	D B	46 34	D C	49 **>80**	D **F**
73. 16th Street / Folsom Street	Signal	AM PM	38 28	D C	43 42	D D	45 **>80**	D **F**
74. 16th Street / Harrison Street	Signal	AM PM	21 30	C C	37 46	D D	40 **>80**	D **F**)
75. 16th Street / Bryant Street	Signal	AM PM	20 35	C D	28 50	C D	36 **>80**	D **F**

Notes:

1. AWS = All-way stop controlled; SSS = Side Street stop controlled; Signal = Signal controlled
2. Delay reported as seconds per vehicle. For signalized intersections, a combined weighted average delay for the various movements within the intersection is reported. For SSS intersections, the highest average delay for an approach is reported. For AWS intersection, the combined weighted average delay of the intersection is reported, followed by the highest average delay for an approach.
3. For signalized intersections, LOS based on average intersection delay, based on the methodology in the Highway Capacity Manual, 2000. For an unsignalized intersection, LOS is based on the worst approach which is indicated in parentheses.
4. **Bold** indicates LOS E or F operations
5. Intersections with grayed cells in the Expanded Alternative columns operate at the same delay and LOS as in the Moderate Alternative columns.

Source: Fehr & Peers, 2014.

The 13th Street/South Van Ness Avenue (Intersection #61) signalized intersection operates at LOS F in the AM peak hour under Year 2040 Plus LRDP conditions with the TEP Moderate and Expanded Alternatives. The critical southbound through movement operates at LOS F during the AM peak. The LRDP would add 14 vehicle trips to the critical southbound through movement, which represents a one percent increase from Year 2040 conditions. While the southbound through movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movements at the intersection – eastbound right turn and westbound left turn – are not expected to receive an increase in vehicular traffic due to the LRDP. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The 13th Street/South Van Ness Avenue (Intersection #61) signalized intersection operates at LOS E in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Moderate and Expanded Alternatives. The critical southbound through movement operates at LOS E during the PM peak. The LRDP would add one vehicle trip to the critical southbound through movement, which represents a less than one percent increase from Year 2040 conditions. While the southbound through movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movement at the intersection – westbound through – is not expected to receive an increase in vehicular traffic due to the LRDP. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The 13th Street/Folsom Street (Intersection #62) signalized intersection operates at LOS F in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Moderate and Expanded Alternatives. The critical southbound through movement operates at LOS F during the PM peak. The LRDP would add no vehicle trips to the critical southbound through movement. While the southbound through movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movements at the intersection – eastbound left turn and westbound through – both operate at LOS F during the PM peak. The LRDP would add no vehicle trips to the eastbound left turn and 12 vehicle trips to the westbound through, which represents an increase of less than one percent. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The 13th Street/Harrison Street (Intersection #63) signalized intersection operates at LOS E in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Moderate and Expanded Alternatives. The critical southbound through movement operates at LOS F during the PM peak. The LRDP would add one vehicle trip to the critical southbound through movement, which represents an increase of less than one percent from Year 2040 conditions. While the southbound through movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movement at the intersection – westbound through – operates at LOS F during the PM peak. The LRDP would add no vehicle trips to the westbound through. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The 14th Street/South Van Ness Avenue (Intersection #65) signalized intersection operates at LOS E in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Moderate and Expanded Alternatives. The critical southbound through movement operates at LOS F during the PM peak. The LRDP would add no vehicle trips to the critical southbound through movement. While the southbound through movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movement at the intersection – eastbound through – operates

at LOS F during the PM peak. The LRDP would add no vehicle trips to the eastbound through. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The 14th Street/Harrison Street (Intersection #67) unsignalized intersection operates at LOS E in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Moderate and Expanded Alternatives. The LRDP would add a total of 55 vehicle trips to the intersection, which represents a three percent increase from Year 2040 conditions. Therefore, the LRDP's contribution would not be considered significant. While the increase in traffic does warrant a signal according to the Caltrans signal warrant for unsignalized intersections in urban areas (Warrant 3), the LRDP's impact at this intersection would be considered ***less than significant***.

The 15th Street/South Van Ness Avenue (Intersection #68) signalized intersection operates at LOS E in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Moderate and Expanded Alternatives. The critical westbound right turn movement operates at LOS F during the PM peak. Since the westbound right is a shared movement with the westbound through and left turn movements, the LRDP's contributions to all three movements were summed to determine the total LRDP contribution to the westbound approach. The LRDP would add a total of 10 vehicle trips to the westbound approach, which represents an increase of two percent from Year 2040 conditions. Therefore, the LRDP's contribution to the approach would not be considered significant. The other critical movement at the intersection – southbound through – operates at LOS D during the PM peak, so the LRDP's contribution would not be significant. Therefore, the LRDP's impact at this intersection would be considered ***less than significant***.

The 16th Street/South Van Ness Avenue (Intersection #72) signalized intersection operates at LOS F in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Expanded Alternative. The critical southbound through movement operates at LOS F during the PM peak. The LRDP would add two vehicle trips to the critical southbound through movement, which represents a less than one percent increase from Year 2040 conditions. While the southbound through movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movement at the intersection – westbound through – operates at LOS F during the PM peak. The LRDP would add ten vehicle trips to the westbound through movement, which represents an increase of two percent from Year 2040 conditions. While the westbound through movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. Therefore, the LRDP's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***less than significant***.

The 16th Street/Folsom Street (Intersection #73) signalized intersection operates at LOS F in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Expanded Alternative. The critical southbound through movement operates at LOS F during the PM peak. The LRDP would add four vehicle trips to the critical southbound through movement, which represents a less than one percent increase from Year 2040 conditions. While the southbound through movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movement at the intersection – westbound through – operates at LOS F during the PM peak. The LRDP would add two vehicle trips to the westbound through movement, which represents an increase of less than one percent from Year 2040 conditions. While the westbound through movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. Therefore, the LRDP's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***less than significant***.

The 16th Street/Harrison Street (Intersection #74) signalized intersection operates at LOS F in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Expanded Alternative. The critical northbound through movement operates at LOS F during the PM peak. The LRDP would add no vehicle trips to the critical northbound through movement. Therefore, the LRDP's contribution would not be considered significant. The other critical movement at the intersection – westbound through – operates at LOS F during the PM peak. The LRDP would add no vehicle trips to the westbound through movement. Therefore, the LRDP's contribution would not be considered significant. Therefore, the LRDP's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***less than significant***.

The 16th Street/Bryant Street (Intersection #75) signalized intersection operates at LOS F in the PM peak hour under Year 2040 Plus LRDP conditions with the TEP Expanded Alternative. The critical westbound through movement operates at LOS F during the PM peak. The LRDP would add two vehicle trips to the critical westbound through movement. While the westbound through movement is expected to operate at LOS F under Year 2040 Plus LRDP conditions, the LRDP's contribution would not be considered significant. The other critical movement at the intersection – northbound through – operates at LOS F during the PM peak. The LRDP would add no vehicle trips to the northbound through movement. Therefore, the LRDP's contribution would not be considered significant. Therefore, the LRDP's impact at this intersection with the TEP Expanded Alternative proposal for 16th Street would be considered ***less than significant***.

Although the LRDP is not projected to cause any new significant impacts to traffic circulation at the Mission Center Campus Site, the improvement measure below could be implemented to lessen the effect of SOV vehicles in the project vicinity.

Improvement Measure IM-TR-5c: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips to the Mission Center Campus Site

- UCSF shall continue to investigate and implement TDM measures targeted at reducing SOV trips. Although UCSF has already identified those TDM measures it can feasibly implement and has included those measures as part of the proposed 2014 LRDP, more measures may be developed or become evident over the 20 year-horizon of the LRDP.

5.3 YEAR 2040 TRANSIT IMPACTS

This section presents a discussion of transit conditions in Year 2040 for each of the four campus sites. LRDP-generated transit trips under Year 2040 conditions are presented Section 3.6 and Section 4.3 describes the estimated peak hour transit trip assignments.

5.3.1 SF Muni

As described in Section 5.1.3, the TEP is estimated to be fully implemented by Year 2040. The TEP will improve Muni's reliability, reduce travel times and provide frequent service. Descriptions of TEP improvements that relate to each campus site are included in Chapter 2.

There is an anticipated increase in background Muni riders between Existing Plus Project and Year 2040 Conditions at all four campus sites. Future transit improvements including the TEP, Geary BRT, and Central Subway project would increase transit capacity to the four campus sites in anticipation of this background growth. While there would be a general increase in ridership that is expected through the Year 2040, the LRDP would not create excess demand for public transit that would require the development or expansion of mass transit facilities, the development of which would cause significant environmental impacts.

As described in Section 1.2.6, as a matter of course in managing campus operations, UCSF monitors transportation conditions at all campus sites, and, in relation to the proposed 2014 LRDP or LRDP Variant, would continue to do so in particular at the four UCSF campus sites where development is proposed. As the campus sites develop, UCSF would monitor vehicle traffic conditions, transit operations, and shuttle ridership within and surrounding the campus sites. This monitoring program would be informed by the annual UCSF Employee Transportation Survey, the existing UCSF shuttle program monitoring[17], UCSF staff, students, and patients and visitors, and campus site observations by Transportation Services staff, and ongoing coordination with SFMTA staff.

The results of the various monitoring efforts would be used to inform when and whether UCSF would:

- Implement additional TDM strategies that seek to minimize the number of single occupancy vehicle trips (SOV) generated by the LRDP;
- Revise UCSF Shuttle system operations; and/or
- Introduce or enhance campus-wide or specific measures to reduce conflicts with Muni service.

Should the need for additional shuttle service be triggered by increased ridership due to shifts in travel mode or demand generated by the 2014 LRDP or LRDP Variant, UCSF Transportation Services would first review that the additional service would not negatively affect Muni operations. Once implemented, the additional service would be monitored to the same standard as that identified above. Further, should conflicts between shuttle service and Muni service arise, UCSF Transportation Services would coordinate with SFMTA staff to resolve these conflicts and ensure UCSF shuttles do not negatively affect Muni operations.

As described in Chapter 2, the SFMTA plans to add new transit vehicles to increase capacity on many Muni routes that serve the four UCSF campus sites. These improvements are designed to increase service reliability and accommodate a forecasted increase in transit ridership due to projected development throughout San Francisco. These additional transit vehicles would require expanded storage and maintenance facilities to accommodate the fleet growth. The SFMTA conducted a needs assessment study[18] in 2013 to review the existing facilities and determine what facilities would be required to accommodate this projected growth. This study determined that many of the Muni's storage,

[17] UCSF monitors its shuttle ridership demand by conducting monthly audits to capture boarding data, and the data is used to continually adjust shuttle operations to meet peak ridership demand. The monthly audits are conducted for one entire week (five business days) on all routes, throughout the entire day. In addition, UCSF conducts an annual UCSF Transportation Survey that is distributed to all members of our community. The data is used to measure and benchmark the efficacy of the existing TDM programs, and assist in designing new programs.

[18] *The SFMTA's Real Estate and Facilities Vision for the 21st Century* (SFMTA and Parsons Brinckerhoff, January 2013).The environmental review for this study is expected to begin in the second half of 2014.

maintenance, and operations facilities are at maximum capacity and not seismically safe and therefore Muni will need to upgrade existing facilities and build new facilities to accommodate the anticipated fleet growth. While the 2014 LRDP and LRDP Variant would increase ridership on the Muni routes serving the four campus sites, this increase in ridership would not exceed the existing or planned capacity of routes serving the campus. As described in Section 1.2.6, UCSF Transportation Services performs monthly auditing. Should they find that public transit to and from UCSF campuses does not meet demand, they will adjust shuttle operations (which may include providing additional shuttle service) where necessary to meet demand, Therefore, the 2014 LRDP or LRDP Variant would not require the expansion or replacement of public transit facilities. For the above reasons, the 2014 LRDP or LRDP Variant, in combination with past, present and reasonably foreseeable development in San Francisco, would have ***less than significant*** Year 2040 SF Muni transit impacts.

5.3.2 Regional Transit Service

UCSF staff, patrons and students are anticipated to continue to use BART, AC Transit, Caltrain, SamTrans, and Golden Gate Transit for regional transit service through Year 2040. Regional service stations are likely to remain at existing locations, over half a mile away, and can be accessed by other transit modes such as SF Muni and the UCSF shuttle.

As presented in Chapter 2, Caltrain is proposing to implement a Modernization Program that will electrify the railway to provide upgraded performance and allow more efficient operations and a higher capacity. It is assumed that in the cumulative transit scenario that this program has been implemented. There are currently 10 trains per hour during peak periods and the Modernization Program will allow the number of trains to increase to 12 trains per hour. Additionally, Caltrain is anticipating a "blended system" which will see California High Speed Rail trains running alongside Caltrain on the same tracks. Electrification of Caltrain (and the associated improved travel times and frequencies) as well as the introduction of High Speed Rail may improve transit access for the Mission Bay campus site.

While there would be a general increase in regional transit ridership that is expected through the Year 2040, the 2014 LRDP or LRDP Variant would not create excess demand for public transit that would require the development or expansion of mass transit facilities, the development of which would cause significant environmental impacts. For the above reasons, the 2014 LRDP or LRDP Variant, in combination with past, present and reasonably foreseeable development in San Francisco, would have ***less than significant*** Year 2040 regional transit service impacts.

5.3.3 UCSF Shuttle Service

UCSF shuttle service operations, as summarized in Chapter, 2 will continue to serve the four campus sites through Year 2040. As the 2014 LRDP or LRDP Variant moves forward, additional shuttle stops will likely be constructed fronting the new facilities depending on future shuttle ridership demand. The 2014 LRDP or LRDP Variant do not propose specific changes to shuttle service headways, although UCSF Transportation Services regularly monitors system wide shuttle ridership and may change headways or routes based on shifting demand as LRDP projects are constructed and occupied at each respective campus site.

The *UCSF Shuttle Operations Study Final Report*[19] analyzed cumulative demand on the shuttle program. Population growth projections were made for the cumulative year and population group mode splits, by campus site, and trip rates were used to calculate the number of new daily shuttle trips created by new populations on a campus-by-campus basis. Shuttle growth projections per line were calculated based upon the proportionate increases in population at campuses served by each line. The analysis found that four lines would experience ridership growth of more than ten percent (Gold: 50 percent, Blue: 50 percent, Grey: 45 percent, and Red: 35 percent (all figures approx.)). Recommendations for increasing the capacity of these four lines to adequately address these cumulative demand increases were included in the report. These recommendations include increasing peak period shuttle capacity by introducing additional vehicles and reassigning different capacity vehicles to specific lines.

As described in Section 1.2.6, UCSF Transportation Services monitor shuttle performance through a monthly auditing process and implement operational adjustments (which may include additional service) where necessary to meet demand. Therefore, the 2014 LRDP or LRDP Variant would not create excess demand for transit that would require the development or expansion of mass transit facilities. Either of these findings would cause significant environmental impacts. Thus, peak hour Year 2040 UCSF shuttle trips would result in a ***less-than-significant impact***.

5.4 YEAR 2040 PEDESTRIAN IMPACTS

Pedestrian circulation impacts by their nature are site-specific and generally do not contribute to impacts from other development projects. As indicated in Section 4.4, the 2014 LRDP or LRDP Variant would not result in overcrowding of sidewalks or create new potentially hazardous conditions for pedestrians under existing conditions.

While the neighborhoods surrounding the Parnassus Heights, Mount Zion, and Mission Center campus sites are unlikely to change dramatically in the future, the Mission Bay campus site is in the middle of a fast growing new neighborhood that will include many new residential, office, and entertainment land uses in the future. Future land uses associated with the Mission Bay Development Plan, Eastern Neighborhoods Community Plan, and the proposed Warriors arena will change the character surrounding the Mission Bay campus site to a dense urban environment. As developments are proposed, improved sidewalks and pedestrian facilities would be required for new developments to accommodate growth in pedestrian trips in the surrounding neighborhood.

For all four campus sites, pedestrian trips throughout the City may increase under the Year 2040 scenario due to general growth. Existing and proposed pedestrian facilities at each of the campus sites are designed to facilitate safe and easy pedestrian paths of travel. Walk trips may increase between the completion of the LRDP and the Year 2040 conditions due to increasing effectiveness of TDM measures in reducing vehicle trips. Because transit users would walk between the transit stops and the four campus sites, TDM measures such as promoting effective use of transit could over time increase the number of pedestrians accessing the four campus sites from surrounding neighborhoods.

As described in Section 1.2.6, as a matter of course in managing campus operations, UCSF monitors transportation conditions at all campus sites, and, in relation to the proposed 2014 LRDP or LRDP Variant,

[19] Nelson\Nygaard. 2014. Shuttle Operations Study Final Report, January, 2014

would continue to do so in particular at the four UCSF campus sites where development is proposed. As the campus sites develop, UCSF will continue to monitor pedestrian conditions to ensure increased pedestrian volumes due to the 2014 LRDP or LRDP Variant do not cause overcrowding of sidewalks under the Year 2040 Conditions. This monitoring program would be informed by the annual UCSF Employee Transportation Survey, the existing UCSF shuttle program monitoring, UCSF staff, students, and patients and visitors, and campus site observations by Transportation Services staff, and ongoing coordination with SFMTA staff.

There is an anticipated increase in background automobile traffic between Existing Plus Project and Year 2040 Conditions at all four campus sites, as shown in the Year 2040 traffic forecasts. This will result in an increase in automobile-pedestrian conflicts at intersections and driveways in the study area. While there would be a general increase in vehicle traffic that is expected through the future scenario, UCSF would continue to monitor pedestrian conditions to ensure the LRDP would not create substantial conflicts between pedestrians and autos, bicyclists, or transit vehicles. For the above reasons, the 2014 LRDP or LRDP Variant, in combination with past, present and reasonably foreseeable development in San Francisco, would have ***less than significant*** Year 2040 pedestrian impacts.

5.5 YEAR 2040 BICYCLE IMPACTS

Bicycle circulation and facility impacts by their nature are site-specific and generally do not contribute to impacts from other development projects. Similar to the pedestrian conditions, bicycling conditions would change the most surrounding the Mission Bay campus site as it is in the middle of a fast growing new neighborhood. As developments are proposed, improved bicycle facilities would be required for new developments to accommodate growth in bicycle trips in the surrounding neighborhood. For all four campus sites, bicycle trips throughout the City may increase under the Year 2040 scenario due to general growth.

As described in Section 1.2.6, as a matter of course in managing campus operations, UCSF monitors transportation conditions at all campus sites, and, in relation to the proposed 2014 LRDP or LRDP Variant, would continue to do so in particular at the four UCSF campus sites where development is proposed. As the campus sites develop, UCSF will continue to monitor bicycle conditions and improve facilities if needed to ensure the growth due to the 2014 LRDP or LRDP Variant remains compatible with bicycling to prevent overcrowding of bicycle facilities (bicycle routes). In addition, UCSF will monitor bicycle parking to ensure the supply accommodates future demand at the four campus sites.

This monitoring program would be informed by the annual UCSF Employee Transportation Survey, the existing UCSF shuttle program monitoring, UCSF staff, students, and patients and visitors, and campus site observations by Transportation Services staff, and ongoing coordination with SFMTA staff.

There is an anticipated increase in background automobile traffic between Existing Plus Project and Year 2040 Conditions at all four campus sites, as shown in the Year 2040 traffic forecasts. This will result in an increase in automobile-bicycle conflicts at intersections and driveways in the study area. While there would be a general increase in vehicle traffic that is expected through the future Year 2040 scenario, UCSF would continue to monitor bicycle conditions to ensure the LRDP would not create substantial conflicts between bicyclists and autos, pedestrians, or transit vehicles. For the above reasons, the 2014 LRDP or LRDP Variant, in combination with past, present and reasonably foreseeable development in San Francisco, would have ***less than significant*** Year 2040 bicycle impacts.

5.6 YEAR 2040 LOADING IMPACTS

Loading impacts, similar to pedestrian and bicycle impacts, are by their nature localized and site-specific, and would not contribute to impacts from other development projects near the four campus sites. Parnassus Heights, Mount Zion and Mission Center campus sites will likely experience little to no change in loading activity in the Year 2040 since the uses that make up the campus sites are generally the same. The development of the Mission Bay campus site should result in a further shift in the land uses surrounding the campus site from a neighborhood whose primary land uses are residential, warehousing, and light industrial neighborhood to a mixed-use neighborhood. This would likely result in a decrease in vehicle loading activities associated with warehouses and production and an increase in passenger loading and residential or commercial delivery services. Providing adequate loading facilities for the 2014 LRDP or LRDP Variant as described in **Section 4.6.** would ensure that future changes to loading activity adjacent to the campus sites would not create potential loading conflicts under Year 2040 Conditions.

As described in Section 1.2.6, as a matter of course in managing campus operations, UCSF monitors transportation conditions at all campus sites, and, in relation to the proposed 2014 LRDP or LRDP Variant, would continue to do so in particular at the four UCSF campus sites where development is proposed. As the campus sites develop, UCSF will continue to monitor loading conditions to ensure they are sufficient to accommodate the 2014 LRDP or LRDP Variant loading demand and do not create potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians. This monitoring program would be informed by the annual UCSF Employee Transportation Survey, the existing UCSF shuttle program monitoring, UCSF staff, students, and patients and visitors, and campus site observations by Transportation Services staff, and ongoing coordination with SFMTA staff.

There is an anticipated increase in background automobile traffic between Existing Plus Project and Year 2040 Conditions at all four campus sites, as shown in the Year 2040 traffic forecasts. This will result in an increase in loading conflicts at intersections and driveways in the campus sites. While there would be a general increase in vehicle traffic that is expected through the future Year 2040 scenario, the 2014 LRDP or LRDP Variant would not create potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians, or otherwise interfere with loading access to the campus sites and adjoining areas. For the above reasons, the 2014 LRDP or LRDP Variant, in combination with past, present and reasonably foreseeable development in San Francisco, would have ***less-than-significant*** Year 2040 loading impacts.

5.7 YEAR 2040 PARKING IMPACTS

While the neighborhoods surrounding the Parnassus Heights, Mount Zion, and Mission Center campus sites are unlikely to change dramatically in the future, the Mission Bay campus site is in the middle of a fast growing new neighborhood that will include many new residential, office, and entertainment land uses in the future. Future land uses associated with the Mission Bay Development Plan, Eastern Neighborhoods Community Plan, and the proposed Warriors arena will change the character surrounding the Mission Bay campus site to a dense urban environment.

As described in Section 1.2.6, as a matter of course in managing campus operations, UCSF monitors transportation conditions at all campus sites, and, in relation to the proposed 2014 LRDP or LRDP Variant,

would continue to do so in particular at the four UCSF campus sites where development is proposed. As developments are proposed, UCSF would UCSF would monitor parking demand at each phase of development and adjust parking supply as demand warrants. Parking facilities would be required for new developments to accommodate growth in parking demand in the surrounding neighborhood. Improvements to the transit network as described in Chapter 2 and off-street parking for the new developments would ensure that future changes to parking demand adjacent to the campus sites would not exceed the parking supply under Year 2040 Conditions. Should the demand for parking exceed on-site supply, priority for on-site parking would be given to patients and visitors and essential health-care providers at the major clinical sites, and if necessary, UCSF would look to secure off-site parking to satisfy demand. That additional parking supply could be provided on campus sites, if available, or elsewhere in the vicinity. As the sites develop, UCSF (through its Campus Transportation Services Offices) will make efforts to educate faculty, staff, and students about transit options in order to reduce auto usage and parking demand. Thus, the parking impacts under 2014 LRDP or LRDP Variant build-out would be ***less than significant***.

5.8 YEAR 2040 CONSTRUCTION IMPACTS

Construction impacts are localized and site-specific, and would not contribute to impacts from other development projects near the four campus sites. The assessment of construction activity at each campus site may change between the completion of the 2014 LRDP or LRDP Variant and the Year 2040 scenario due to additional non-LRDP projects on the campus sites and the surrounding area and due to timing of implementation of all aspects of the LRDP. Year 2040 impacts of nearby construction projects should not be considered as the construction would be temporary and the project sponsor would coordinate with various City departments such as SFMTA and DPW through the TASC to develop coordinated plans that would address construction-related issues. For the above reasons, the 2014 LRDP or LRDP Variant, in combination with past, present and reasonably foreseeable development in San Francisco, would have ***less than significant*** Year 2040 construction impacts.

6 SUMMARY OF TRANSPORTATION MITIGATION AND IMPROVEMENT MEASURES

This chapter presents the transportation mitigation measures that would be required to reduce the significant impacts of the LRDP. In some cases, no significant impact was identified; however, an improvement measure was noted that would improve conditions. These mitigation and improvement measures were developed for the Existing plus Project and Year 2040 conditions, as appropriate.

6.1 MITIGATION MEASURES

Mitigation Measure TR-1a: Construction Coordination and Monitoring Measures

Traffic Control Plan for Construction – In order to reduce potential conflicts between construction activities and pedestrians, transit and autos during construction activities at the Parnassus Heights campus site, UCSF shall require construction contractor(s) to prepare a traffic control plan for major phases of project construction (e.g. demolition, construction, or renovation of individual buildings). UCSF and their construction contractor(s) will meet with relevant City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations (e.g. Parnassus Avenue) and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during major phases of construction of the LRDP projects. For any work within the public right-of-way, the contractor would be required to comply with the City of San Francisco's Regulations for Working in San Francisco Streets, which establish rules and permit requirements so that construction activities can be done safely and with the least possible interference with pedestrians, bicyclists, transit, and vehicular traffic.

In the event that the construction timeframes of the major phases and other development projects adjacent to UCSF overlap, UCSF should coordinate with City Agencies through the TASC and the adjacent developers to minimize the severity of any disruption to adjacent land uses and transportation facilities from overlapping construction transportation impacts. UCSF, in conjunction with the adjacent developer, shall propose a construction traffic control plan that includes measures to reduce potential construction traffic conflicts, such as staggering start and end times, coordinated material drop offs, collective worker parking and transit to job site and other measures.

Reduce SOV Mode Share for Construction Workers – In order to minimize parking demand and vehicle trips associated with construction workers, UCSF shall require the construction contractor to include in the Traffic Control Plan for Construction methods to encourage walking, bicycling, carpooling, and transit access to the campus sites by construction workers in the coordinated plan.

Project Construction Updates for Adjacent Residents and Businesses – In order to minimize construction impacts on access for nearby residences, institutions, and businesses, UCSF shall provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures via a newsletter and/or website.

Mitigation Measures TR-1b through 2e would result in similar findings for the remaining significant construction impacts at the Mission Bay, Mount Zion, and Mission Center campus sites.

Mitigation Measure TR-2a: Implement the Moderate Alternative of the TEP 16th Street Proposal

Two mixed-flow travel lanes in each direction would be required to improve operations at 16th Street/Fourth Street to acceptable levels of service in the AM peak hour. As such, this mitigation measure would require that the Moderate Alternative of the TEP 16th Street proposal be implemented in order to maintain the requisite traffic carrying capacity of 16th Street for the forecasted traffic demand with the LRDP in place. The implementation of this measure would improve traffic operations from LOS E to LOS D in the AM peak hour and reduce the impacts to less-than-significant levels. The implementation of this mitigation measure will require further study and coordination with other agencies for approval and is outside the jurisdiction of UCSF. Therefore, this impact is considered ***significant and unavoidable***.

Mitigation Measures TR-2b through 2d would result in similar findings for the remaining significant intersection impacts at the Mission Bay Campus Site.

Mitigation Measure TR-3a: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips

- UCSF shall continue to investigate TDM measures targeted at reducing SOV trips. Although UCSF has already identified those TDM measures it can feasibly implement and has included those measures as part of the proposed 2014 LRDP, more measures may be developed or become evident over the 20 year-horizon of the LRDP.

- UCSF will monitor traffic conditions within and immediately surrounding the Mission Bay Campus Site as presented in Section 1.2.6. Should traffic conditions approach unacceptable levels, (LOS E or F), and should UCSF's contribution to this cumulative impact be significant, UCSF shall implement additional TDM strategies that it investigates (beyond those identified in its existing TDM program presented in **Table 2-1** and beyond those proposed in the 2014 LRDP) and finds could reasonably result in a reduction in SOV trips. The additional TDM strategies shall target a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling, and/or to travel during non-peak periods.

The implementation of this mitigation measure would improve traffic operations along 16th Street by reducing SOV trips to and from the Mission Bay Campus Site by approximately three percent, which would represent a three percent reduction in the overall vehicle trips generated by the campus site. Therefore, any combination of or increase in expenditure to TDM strategies at the Mission Bay Campus Site could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of this mitigation measure, this impact would still be considered ***significant and unavoidable***.

Mitigation Measures TR-3b through 3d and TR-3h would result in similar findings for the remaining significant intersection impacts at the Mission Bay Campus Site.

The implementation of this Mitigation Measures TR-3e through TR-3g and the inclusion of the additional TDM strategies presented in Section 1.2.5 would improve traffic operations surrounding and within the Mission Bay campus site. The TDM strategies presented in Section 1.2.5 were recently proposed by UCSF and hence were not assumed in the travel demand calculations presented in Chapter 3. These TDM strategies would reduce SOV trips by approximately three percent, which would represent a three percent reduction in the overall vehicle trips generated by the campus site. The implementation of this measure by UCSF and the associated reduction in vehicle trips to the Mission Bay campus site would improve traffic operations at 16th Street/Seventh Street (Moderate Alternative) and Mariposa Street/Third Street (Moderate and Expanded Alternatives) from LOS E to LOS D in the AM peak hour and reduce these impacts to ***less-than-significant*** levels.

Mitigation Measure TR-4a: Manage Parking Supply

UCSF will continue to monitor the parking supply at the Mission Bay Campus Site so as not to oversupply parking at this campus site. As presented in Section 4.7, the currently there is a downward trend in parking supply at the Mission Bay Campus Site as it is expected to grow at a lower rate than total population. Monitoring and reducing the future parking supply per person at the Mission Bay Campus Site would improve traffic operations along 16th Street by reducing SOV trips to and from the Mission Bay Campus Site. However, similar to Mitigation Measure TR-3a, any combination of reduced parking at the Mission Bay Campus Site could not reduce vehicular trips by the 90 to 95 percent that would be required to sufficiently lessen the impacts identified along 16th Street under the TEP Expanded Alternative. Therefore, even with the implementation of this mitigation measure, this impact would still be considered ***significant and unavoidable***.

Mitigation Measures TR-4b through 4d would result in similar findings for the remaining significant intersection impacts at the Mission Bay Campus Site.

6.2 IMPROVEMENT MEASURES

Improvement Measure IM-TR-1: Study and Implement Uses to Minimize Transit Trips on the Muni T Third Street Line

- Development of clinical uses on Blocks 33/34 is considered a "secondary use" under the Mission Bay South Redevelopment Plan, which requires findings by the Office of Community Investment and Infrastructure that the use is consistent with the Mission Bay South Redevelopment Plan. UCSF would continue to study the amount of clinical space proposed under the LRDP Variant, and would refine the proposal before bringing it forth to the City for approval. In refining the LRDP Variant, UCSF would consider reducing the size of the clinical facilities at Blocks 33/34 to a level that will reduce the transit ridership on the T Third Street to less than the Muni's capacity utilization of 85 percent.

Improvement Measure TR-2: Add Curbside Loading Zone on Folsom Street

UCSF could work with the SFMTA to add a curbside loading zone on Folsom Street, adjacent to the existing Mission Center building. A 50 foot loading zone would require the removal of approximately two parking spaces on Folsom Street. This loading zone will improve conditions for bicyclists whom may have their path currently blocked due to vehicles loading in the northbound bicycle lane.

Improvement Measure IM-TR-3: Implement High-Visibility Bicycle Lanes on Harrison Street

UCSF could work with the SFMTA to implement measures to increase the visibility of southbound bicyclists for vehicles entering the Mission Center campus site from Harrison Street. This could include implement high-visibility green skip striping across the conflict zone in front of the Mission Center campus site driveway along Harrison Street.

Improvement Measure IM-TR-4: Add Passenger Loading to Scott Street

UCSF could work with the SFMTA to add a curbside passenger loading zone on Scott Street. An additional 50 foot loading zone would require the removal of approximately two metered parking spaces on Scott Street. This loading zone will reduce overflow for passenger loading on Scott Street.

Improvement Measure IM-TR-5a: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips to the Parnassus Heights Campus Site

- UCSF shall continue to investigate and implement TDM measures targeted at reducing SOV trips. Although UCSF has already identified those TDM measures it can feasibly implement and has included those measures as part of the proposed 2014 LRDP, more measures may be developed or become evident over the 20 year-horizon of the LRDP.

Improvement Measures IM-TR-5b and 5c would result in similar findings at the Mount Zion and Mission Center Campus Sites.

APPENDICES

Appendix A: Approved Scope of Work

Appendix B: Roadway Network Classifications (From SF General Plan)

Appendix C: Intersection Level of Service Calculations

Appendix D: Traffic Volume and Intersection Turning Movement Counts

Appendix E: Analysis Assumptions

Appendix F: Travel Demand Calculations

APPENDIX A: APPROVED SCOPE OF WORK

University of California San Francisco:
Long-Range Development Plan Environmental Impact Report

Draft Transportation Scope of Work – July 10, 2013

This document presents the draft scope of work for the transportation component for the University of California San Francisco (UCSF) Long-Range Development Plan (LRDP) Environmental Impact Report (EIR). Fehr & Peers and Adavant Consulting, collectively the "transportation team," will complete stand-alone transportation impact studies that include technical analysis to support the environmental documentation being prepared for the LRDP for the Parnassus Heights, Mount Zion, Mission Bay, and Mission Center campus sites, as well as San Francisco General Hospital. As noted in the RFP, long-term changes at the University's Laurel Heights Campus are being considered separately from the LRDP at this time; therefore, this scope of work excludes transportation planning work on the Laurel Heights site.

Task 1 – Project Scoping and Coordination

Although not required, UCSF has traditionally provided the City of San Francisco Planning Department the opportunity to review and comment on proposed transportation analysis work scopes. Thus, prior to beginning work on this study, we will work with UCSF Campus Planning staff and City staff to refine our scope of work. We anticipate that this will include providing the Environmental Planning ("EP") Section of the Planning Department a chance to review this proposed scope of work, as well communicating with the San Francisco Municipal Transportation Agency ("SFMTA") and the Successor Agency to the San Francisco Redevelopment Authority (for Mission Bay). This initial collaboration will help minimize potential issues which might arise during later phases of the analysis and the Draft EIR public comment period, such as methodology, assumptions and data collection needs. Comments received during this task will be included in a revised scope of work provided to UCSF and the EIR team. The discussion will focus on items such as:

- Additional data collection (locations, time periods, type of data, adequacy of data, etc.);
- Review of assumptions (study area, land use types, cumulative growth, etc.);
- Methodology (LOS methodology, trip generation methodology and appropriate sources, travel forecasts, etc.); and
- Deliverables (report organization, draft reports, final report).

The transportation team anticipates the need to regularly meet with and discuss the status and issues of the LRDP EIR over the course of the study. This scope of work assumes that this will involve one study team meeting with UCSF staff every two weeks, the EIR team, and local agency staff and stakeholders.

As part of this coordination, the transportation team will confirm the description of the proposed LRDP development plans. The team will include a comparison to the existing uses on the campuses in the Project Description section of the transportation impact study. This section will include a brief description of each of the proposed development plans, including location, type of land uses proposed, their size by population/user type, and proposed time frame for implementation. A map included in the report will indicate the location of the elements of the development plan in relation to the rest of the campus site, as well as other LRDP plans at other sites.

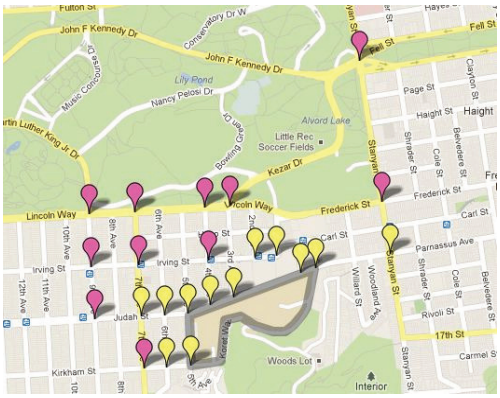
Task 2 – Data Collection

The transportation team has recently collected transportation data for areas around the Parnassus Heights Campus and Mission Bay sites. Additional data will be collected to supplement existing data for those sites, including new intersection turning movement counts and on-street parking occupancy surveys. New data will be collected around the Mission Center Building and Mount Zion sites. We propose to collect the following data:

Field Visit –

As part of the data collection task, the transportation team will visit each of the four campus sites to confirm existing transportation conditions and collect information about traffic and transit operations, bicycle and pedestrian activity, and parking and loading areas. For some of our work, institutional knowledge of key issues and constraints will make these observations more valuable. Therefore, as part of the data collection effort, the transportation team will coordinate with UCSF staff to conduct walking tours at each campus site. During these tours, the team will observe existing conditions, visit areas of concern, and identify potential constraints that should be considered in the analyses.

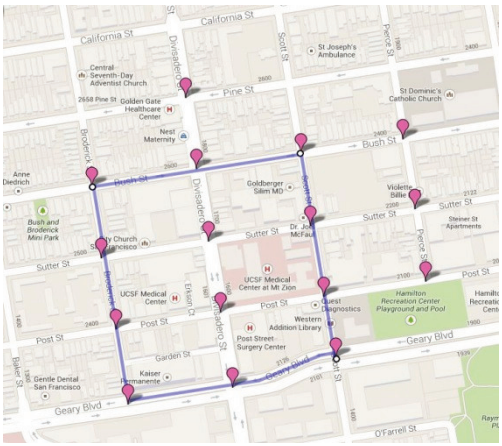
Traffic –



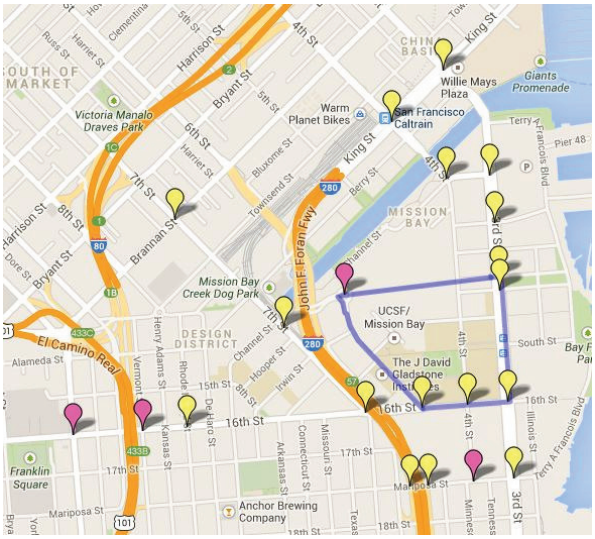
Parnassus Heights: This scope of work assumes that a total of 23 study intersections (see left and noted below) would be analyzed in the transportation impact study during the weekday AM and PM peak hour periods. Of these, 12 intersections (yellow) were evaluated as part of the UC Hall Options Study analysis, for which PM peak period counts were collected in 2011. New AM peak period counts will be collected at all study intersections and new PM peak period counts will be collected at the remaining 11 study intersections (violet).

1. 7th/Kirkham
2. 6th/Kirkham
3. 5th/Kirkham
4. 9th/Judah
5. 7th/Judah
6. 6th/Judah
7. 5th/Judah-Parnassus
8. 4th/Parnassus
9. 3rd/Parnassus
10. Hillway/Parnassus
11. Hill Point/Parnassus
12. Stanyan/Parnassus
13. 9th/Irving
14. 7th/Irving
15. 4th/Irving
16. 2nd/Irving
17. Arguello/Irving
18. 9th/Lincoln
19. 7th/Lincoln
20. 4th/Lincoln
21. 3rd-Frederick/Lincoln-Kezar
22. Stanyan/Frederick
23. Stanyan/Oak-Fell-Kezar

Mount Zion: This scope of work assumes that new weekday AM and PM peak period turning movement counts will be collected at 16 study intersections (see right and noted below).



1.	Broderick/Bush	9.	Divisadero/Geary
2.	Broderick/Sutter	10.	Scott/Sutter
3.	Broderick/Post	11.	Scott/Post
4.	Broderick/Geary	12.	Scott/Geary
5.	Divisadero/Pine	13.	Scott/Bush
6.	Divisadero/Bush	14.	Pierce/Bush
7.	Divisadero/Sutter	15.	Pierce/Sutter
8.	Divisadero/Post	16.	Pierce/Post

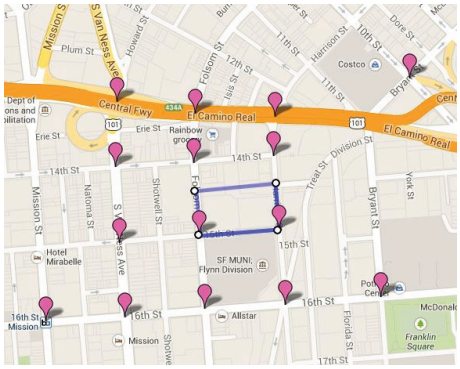


Mission Bay: This scope of work assumes that a total of 21 study intersections (see left and noted below) would be analyzed in the transportation impact study during the weekday AM and PM peak hour periods. New AM peak period counts will be collected at all study intersections and new PM peak period counts will be collected at four study intersections (violet)[1]; year 2012 PM peak period data for the remaining 17 intersections (yellow) will be available from the on-going work being performed by Adavant Consulting.[2]

1.	King/Third	8.	Mission Bay North/Third	15.	16th/Potrero
2.	King/Fourth	9.	Mission Bay South/Third	16.	16th/Rhode Island17. Mariposa/Third
3.	Channel/Third	10.	16th/Third		
4.	Channel/Fourth	11.	16th/Fourth	18.	Mariposa/Fourth
5.	Mission Rock/Third	12.	16th/Owens	19.	Mariposa/I-280 NB
6.	Mission Bay/Owens	13.	16th/Seventh	20.	Mariposa/I-280 SB
7.	Mission Bay/Seventh	14.	16th/Vermont	21.	Brannan/Seventh

[1] Counts at Mission Bay/Owens will be collected if the intersection is open at the time the counts are conducted.
[2] Counts have been collected in late 2011 and in 2012 and are believed to be still valid.

Mission Center: This scope of work assumes that new weekday AM and PM peak period turning movement count would be conducted at up to 15 study intersections (see right and noted below).



1.	S. Van Ness/Division	9.	Division/Harrison
2.	14th/S Van Ness	10.	14th/Harrison
3.	15th/S Van Ness	11.	15th/Harrison
4.	16th/S Van Ness	12.	16th/Harrison
5.	Division/Folsom	13.	Tenth/Bryant
6.	14th/Folsom	14.	16th/Bryant
7.	15th/Folsom	15.	16th/Mission
8.	16th/Folsom		

Transit –

The transportation team will compile local and regional public transit information on those lines providing service to the four campus sites, using already available data from the local and regional transit operators. The transit description will include the general hours of operation, approximate frequency of service, and major destinations served.

The transportation team will request and summarize UCSF shuttle origins and destinations, operational characteristics and ridership information as provided by UCSF Transportation staff.

Pedestrian/Bicycle –

The transportation team will collect the pedestrian counts during the midday period, and bicycle counts during the AM and PM peak periods.

Parnassus Heights: The transportation team assumes that pedestrian and bicycle counts conducted in 2007 and 2011 are sufficient for use in this analysis because conditions have not substantially changed.

Mission Bay: The transportation team will collect new pedestrian and bicycle counts at up to four intersections or sidewalk locations in or adjacent to the site.

Mount Zion and Mission Center: New pedestrian and bicycle counts will be collected at up to four locations at each site.

Parking –

The transportation team will collect new weekday midday and evening (10:00 AM to 2:00 PM; 6:00 to 8:00 PM) on-street parking occupancy surveys within approximately ¼ mile of each campus site:

Parnassus Heights: Parnassus Avenue, Stanyan Street, Waller Bicycle Learning Area-Kezar Drive, Lincoln Way, 10th Avenue, Kirkham Street

Mission Bay: Mariposa Street, 7th Street-Mississippi Street, Channel Street, Terry Francois Boulevard (Note: On-street parking is generally restricted on most streets within this area, making the amount of data to be collected smaller).

Mount Zion: California Street, Lyon Street-O'Farrell Street, Geary Blvd, Steiner Street

Mission Center: 17th Street, Mission Street, Bryant Street, 12th Street (Note: This data might already be available from the SFMTA, which will be confirmed as part of the initial study coordination.)

General information about current on-street parking regulations (time limits, neighborhood parking areas, meters, etc.) within the parking study area adjacent to each site will also be collected.

Utilization at public off-street parking lots and garages within the study area near the four sites will also be surveyed during the same time periods, as necessary to supplement existing data. Current information regarding hours of operation, and parking rates will also be gathered.

To fully assess the effect of the LRDP development proposals on each site- and/or neighborhood-wide conditions, the transportation team will also request on-campus parking garage usage data from UCSF staff. The team will use this information to document the relative effect that the LRDP will have to on-campus parking demand and supply, as well as affects to neighborhood parking conditions. This scope does not include parking turn-over or parking occupancy by vehicle type for spaces along Parnassus Avenue; however, the 2007 data can be updated as an optional task.

Loading –

The transportation team will confirm the existing loading space quantity, location, and type with staff and field review at each campus. These areas could be assessed during the campus site walking tours.

Construction –

The transportation team will request potential construction phasing information for elements of the LRDP development proposals, including duration, proposed construction management plans, worker parking plans, truck routing, etc.

Task 3 – Document Existing Conditions

The transportation team will document existing street traffic, circulation, parking, pedestrian, bicycle, and transit conditions in the vicinity of each campus site, including:

- A base map for each study area describing the street designations, street names, number of lanes, and traffic flow directions.
- Existing vehicular circulation conditions, especially relative to pedestrian and bicycle conditions
- Intersection level-of-service (LOS) conditions for the AM and PM peak hours, as determined by the 2000 Highway Capacity Manual Operations Methodology
- Figures indicating the AM and PM peak hour traffic volumes at the study intersections, including the critical lane groups (the lane groups that have the highest flow ratio for a given green signal phase)
- A map and discussion of existing public transit routes and stops, including capacity utilization for the transit lines providing access to each campus site
- A map and discussion of existing UCSF shuttle service, including operational activities, routes, and stops, hours of service, peak period headways, and type of vehicle shuttle
- A map and discussion of bicycle routes to/from each site and any changes to the bicycle network being proposed by the SF Bicycle Plan
- A discussion of pedestrian facilities on and near each campus site, with particular emphasis on pedestrian routes to transit stops
- Overall pedestrian and bicycle conditions at each campus site
- Detailed site plans where available as provided by UCSF to illustrate vehicular and pedestrian access locations and parking/loading facilities for specific buildings.
- A map and table presenting the off-street parking supply and midday and evening conditions
- A map and discussion of on-street parking conditions for midday and evening conditions
- A description of existing service loading operations, including the location and number of access points and loading spaces
- Description of existing TDM programs at each UCSF campus site

Task 4 – Determine Project Travel Demand

Subtask 4.1 Patient/Visitor Transportation Survey

As noted in the RFP, UCSF conducts regular transportation surveys of its faculty, staff and students to monitor its performance related to sustainability objectives and transportation demand management; however, the most recent comprehensive travel survey of the various campus sites that included patients and visitors was prepared in the 1990s. Since that time, UCSF and the transportation system with San Francisco have changed dramatically, including the construction of the Mission Bay site (as well as the Mission Bay neighborhood) and changes to Muni public transportation service throughout the City. This task includes the administration and documentation of a transportation survey to update this data.

Survey Development

Through coordination with UCSF, the transportation team will develop a patient/visitor transportation survey in order to collect information about travel patterns and behavior for each site. The survey will include a brief introduction providing a summary of the intent of the survey and encouraging participation. The transportation team will provide a draft survey to UCSF prior to its administration. We will incorporate one round of comments. The following questions could be included in the survey:

- Where do you live? (city, zip code, cross streets)
- How did you get here today? (auto, transit, bike, walk, etc.)
- If you drove today, where did you park? (on-street/off-street, distance)
- How much will you pay for parking?
- Where did you travel from before you came here? (home, work, school, other; location)
- Where will you be going afterwards? (home, work, school, other; location)
- What was the purpose of your visit to UCSF today? (patient, visit a patient, other)

Survey Distribution

We will conduct the survey on two consecutive weekdays (preferably a Tuesday/Wednesday at each campus site or Wednesday/Thursday) in order to get a representative sample of patients/visitors. We propose two survey delivery options:

Option 1: UCSF Distributes Survey

We prefer that UCSF distribute the surveys, which will reduce patient and visitor disruption and will likely result in a higher response rate. We will work with UCSF to select a representative selection of departments. Once the survey dates are selected, the chosen departments will hand out surveys to all patients and visitors when they check in. They will be told that the survey is voluntary but will be asked to return completed surveys to the receptionist. We expect a high response rate from this distribution method because patients will have time to fill out the survey as they wait for their appointment. Additionally, they will understand that UCSF supports the data collection effort.

To supplement the surveys distributed by UCSF, the transportation team will also set up several tables/kiosks at several locations within the surveyed campuses on the two survey dates and will provide information about the survey intent and will also distribute additional surveys.

Option 2: Transportation Team Conducts Entire Survey

A second option is that the transportation team could undertake is to conduct an intercept survey. This will involve placing surveyors at key locations on each campus site that would stop persons entering the facility and ask whether they are a patient or visitor. Patients and visitors would be asked to complete the survey on the spot before entering the facility. However, this has the potential to create more disruption to campus activities since patients and visitors would be delayed in getting to their appointments, potentially resulting in a higher refusal rate than with Option 1. Option 2 would require a higher budget than Option 1 due to additional labor hours required to administer the survey.

UCSF will provide estimates on the approximate total number of staff, patients and visitors seen during the survey days at each site as well as average annual patient and visitor rates. This information will be used to determine the survey response rate and develop the appropriate survey coefficients.

Survey Analysis

The transportation team will use the survey results to estimate the mode split of patients and visitors for each facility. This data will be used to monitor UCSF's performance related to sustainability objectives and transportation demand management goals. The information can also assist in obtaining a peak patient/visitor parking demand per facility and in trip generation and trip distribution estimates. The survey results will be compiled in a memorandum and provided to UCSF. We will incorporate one round of revisions to the memo.

Subtask 4.2 Travel Demand

The transportation team will estimate the total number of net new person- and vehicle-trips generated by the LRDP development proposals on a typical weekday and during the weekday AM and PM peak hours for each campus site. The travel demand will be based on the expected increase in campus population by type (i.e., faculty, staff, students, etc.) as provided by UCSF. Individual trip generation rates by population type will be taken from the data developed in Task 4.1, information presented in the UCSF's Journey-to-Campus data, LRDP Amendment #3 FEIR (2005), recent analyses for UCSF's Mission Bay Medical Center FEIR (2008), the UC Hall Options Study (2011), Osher Center FEIR (2005 and 2007), and Mount Zion Garage Project FEIR (2011).

Trip Distribution / Modal Split – The trip distribution and modal split allocations will be estimated for each population group based on previously developed factors used in other UCSF studies and the travel surveys conducted as a part of this scope of work. Average vehicle occupancy factors derived from the same sources will then be applied to the auto person-trips to calculate the vehicle-trips.

Parking/Commercial Loading Demand **–** Peak daily parking demand will be estimated by data collected in Tasks 2 and 4.1, individual peak factors by population type taken from the data presented in the LRDP Amendment #3 FEIR (2005), and most recently used in the analysis of UCSF's Mission Bay Medical Center FEIR (2008). Commercial loading demand will be based on campus specific data to be provided by UCSF for the proposed uses, and supplemented with the information presented the City's Transportation Impact Analysis Guidelines (2002).

As described in Task 8 – Documentation, the transportation team will prepare a technical memorandum describing the assumptions and methodology to be used to determine the travel demand at each of the campus sites. The technical memorandum will also summarize the travel demand estimates for patients, visitors and employees for each campus by land use type, mode of travel and place of origin. This will also be submitted to UCSF staff for their review and final approval prior to performing the transportation impact analyses (Task 5).

Task 5 – Transportation Impact Analysis

The transportation team will identify potential transportation impacts associated with LRDP proposals at each campus, including impacts on the study intersections, plus impacts on transit, pedestrian and bicycle circulation. Potential impacts associated with the LRDP parking supply and demand, as well as passenger and freight loading supply and demand conditions will also be identified. The methodology used will be consistent with UCSF criteria for identifying significant impacts. The construction of new medical facilities and the demolition and renovation of some of the existing buildings being proposed as part of the LRDP will take place at different horizon years. Thus, transportation impacts will be evaluated under both existing and future year conditions.

Traffic –

The transportation team will estimate AM and PM peak hour turning movement volumes at the study intersections identified in Task 2 for each campus site, and will perform intersection level of service analysis using the HCM 2000 methodology. The following scenarios will be analyzed:

- Existing (four campus sites)
- Existing plus LRDP (four campus sites)

- Interim Year (±2020) plus LRDP (Mission Bay campus site only)
- 2040 Cumulative, including LRDP (four campus sites)

Interim and future year traffic conditions will be estimated from the most recent AM and PM peak hour highway assignments obtained from City of San Francisco travel demand forecasting model for the appropriate years (2020 and 2040) as developed by the SF County Transportation Authority (SFCTA). The model results will be adjusted, if necessary, to properly reflect the latest information available about major development projects being planned in the vicinity of some campus sites, such as Mission Bay.

Transit –

The transportation team will use the forecasted increase in weekday peak hour transit trips to generally discuss transit conditions with the additional LRDP-generated transit trips. The discussion will also include a qualitative analysis of transit access walk trips from the each campus site to transit, such as inadequate sidewalks, unsafe pedestrian crossings or other related improvements affecting adequate access to transit service. Increased shuttle ridership on UCSF shuttles will also be discussed.

Bicycle/Pedestrian –

The transportation team will qualitatively assess pedestrian and bicycle conditions in the vicinity of each campus site as a result of the LRDP proposals. Potential conflicts between LRDP-generated vehicle traffic and pedestrian and bicycle circulation will be qualitatively assessed, and conflict areas will be identified.

Parking
The transportation team will use the parking information collected to document how parking demand associated with the LRDP proposals could affect on-campus or off-campus parking supply. If the analysis shows that parking demand may exceed supply, the transportation team will work with UCSF to identify potential strategies to reduce parking demand or manage on-street supply to reduce potential consequences overflow parking. We will qualitatively assess the potential for parking to spill over to adjacent neighborhoods.

Loading –

The transportation team will use the loading demand calculated in Task 4 to conduct an overall loading supply/demand evaluation at each campus site. This analysis will also include a discussion of potential transportation-related issues associated with relocating or consolidating loading activities to certain areas of the site.

Based on the travel demand forecasts, the transportation team will qualitatively discuss potential passenger loading issues and activities at each campus site. Passenger loading and unloading operations planned to occur at each site will be identified. The potential for conflicts of these passenger activities with traffic, transit, pedestrian and bicycle flows will be discussed.

Construction –

The transportation team will qualitatively evaluate potential short-term construction impacts that could be created by the LRDP proposals. Construction impact evaluation will address the duration of construction activity, possible truck routings, and estimated daily truck volumes

Task 6 – Develop and Evaluate Potential Mitigation Measures, TDM Measures and Identify Improvements

Based on the results of impact analysis, the transportation team will work with UCSF staff to identify potential measures, if necessary, to mitigate any significant transportation impacts to a non-significant level. The analysis will include an assessment of additional TDM measures that could be implemented to reduce the number of single-occupant vehicles and increase the number of carpoolers and transit riders on campus, including a reduction in the parking supply ratios, increased parking rates, additional transit incentives, etc. The effectiveness of the specific TDM measures will be estimated based on past experiences at the UCSF campuses, similar plans being proposed for other locations in San Francisco, and best practices at other institutional locations as reported in the literature.

The transportation team will also work with UCSF to identify and assess potential transportation improvements (e.g., provision of bicycle racks, additional TDM measures, etc.) that although not necessary to mitigate transportation impacts, would facilitate and improve travel to/from the campus sites by means other than single occupant automobile.

Task 7 – Transportation Study Report

The transportation team's first deliverable will be a technical memorandum summarizing the transportation survey methodology, implementation and results, and the travel demand forecast estimates for each campus site, as described in Task 4. The transportation team will respond to one round of comments from UCSF and will submit a final draft technical memorandum to UCSF for inclusion in the transportation study reports.

The transportation team will prepare a Draft One Transportation Study Report for each campus site, incorporating data, analyses, and conclusions from the previous tasks. These reports will be submitted to UCSF staff for review. The transportation team will respond to one round of comments from UCSF and will submit a Draft Two report for each campus site to UCSF. The transportation team will incorporate the final comments from UCSF, and prepare a Final Transportation Study Report for each campus site.

Task 8 – Environmental Impact Report

The transportation team will coordinate with UCSF staff and Environmental Science Associates (ESA) on the preparation of the transportation section for the Administrative Draft document of the UCSF LRDP EIR to be written by ESA. We assume for budgeting purposes 50 hours for coordination and that no new technical analysis will be necessary.

After Draft EIR circulation, we will review relevant public comments with UCSF Staff and ESA on the transportation section to help provide recommended responses. We assume for budgeting purposes 24 hours for the preparation of the response to public comments and that no new technical analysis will be necessary.

APPENDIX B: ROADWAY NETWORK CLASSIFICATIONS (FROM SF GENERAL PLAN)

Roadway Classifications

The San Francisco Planning Department has developed a street hierarchy system for the City and County of San Francisco, in which the function and design of each street are consistent with the character and use of adjacent land. The major classifications in the Vehicle Circulation Plan of the San Francisco *General Plan* are:

- **Freeways:** Limited access, very high capacity facilities; primary function is to carry intercity traffic; they may, as a result of route location, also serve the secondary function of providing for travel between distant sections in the city.
- **Major Arterials:** Cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways; these are routes generally of citywide significance; of varying capacity depending on the travel demand for the specific direction and adjacent land uses.
- **Transit Conflict Streets:** Streets with a primary transit function which are not classified as major arterials but experience significant conflicts with automobile traffic.
- **Secondary Arterials:** Primarily intra-district routes of varying capacity serving as collectors for the major thoroughfares; in some cases supplemental to the major arterial system.
- **Recreational Streets:** A special category of street whose major function is to provide for slow pleasure drives and cyclist and pedestrian use; more highly valued for recreational use than for traffic movement. The order of priority for these streets should be to accommodate: 1) pedestrians, hiking trails or wilderness routes, as appropriate; 2) cyclists; 3) equestrians; 4) automobile scenic driving. This should be slow and consistent with the topography and nature of the area.
- **Collector Streets:** Relatively low-capacity streets serving local distribution functions primarily in large, low-density areas, connecting to major and secondary arterials.
- **Local Streets:** All other streets intended for access to abutting residential and other land uses, rather than for through traffic; generally of lowest capacity.

In addition to the San Francisco Planning Department's roadway classifications, the freeways, major arterials, and transit conflict streets are included in the Congestion Management Program (CMP) Network and Metropolitan Transportation System (MTS) Network (see below).

Transit Preferential Streets

The Transit Preferential Street network classification system takes into consideration all transportation functions, and identifies the major transit routes where general traffic should be routed away from. There are two classifications of transit preferential streets: Primary Transit Streets, which are either transit-oriented or transit-important; and Secondary Transit Streets.

- **Primary Transit Street – Transit-Oriented:** Not major arterials, with either high transit ridership, a high frequency of service, or surface rail. Along these streets, the emphasis should be on moving transit vehicles, and impacts on automobile traffic should be of secondary concern.

- **Primary Transit Street – Transit-Important:** Major arterials, with either high transit ridership, high frequency of service, or surface rail. Along these streets, the goal is to improve the balance between modes of transportation, and the emphasis should be on moving people and goods, rather than on moving vehicles.
- **Secondary Transit Street:** Medium transit ridership and low-to-medium frequency of service, or medium frequency of service and low-to-medium transit ridership, or connects two or more major destinations.

In general, it is City policy that transit preferential treatments should be concentrated on the most important transit streets, and the treatments applied should respond to all transportation needs of the street. For example, on streets that are major arterials for transit and not for automobile traffic, treatments should emphasize transit priority; on streets that are major arterials for both transit and automobiles, treatments should emphasize a balance between the modes. It is also City policy that automobile facility features (such as driveways and loading docks) should be reduced, relocated or prohibited on transit preferential streets in order to avoid traffic conflicts and automobile congestion.

Citywide Pedestrian Network

The Citywide Pedestrian Network is a classification of streets throughout the City used to identify streets devoted to or primarily oriented to pedestrian use. The main classifications are:

- **Citywide Pedestrian Network Street:** An inter-neighborhood connection with "citywide significance" includes both exclusive pedestrian and pedestrian-oriented vehicular streets. These streets include the Bay, Ridge, and Coast trails, are used by commuters, tourists, general public and recreaters, and connect major institutions with transit facilities.
- **Neighborhood Network Street:** A neighborhood commercial, residential or transit street that serves pedestrians from the general vicinity. Some streets may be part of the Citywide network, but are generally oriented towards neighborhood-serving uses. Types include exclusive pedestrian and pedestrian-oriented vehicular streets. As part of the Neighborhood Network Street network, streets are classified as **Neighborhood Commercial Streets**, which are streets that are predominately commercial use with parking and loading conflicts, or **Neighborhood Network Connection Streets**, which are intra-neighborhood connection streets that connect neighborhood destinations.

In general, it is City policy that sufficient pedestrian movement space should be provided to minimize pedestrian congestion, sidewalks should be widened where intensive commercial, recreational or institutional activity is present, and efforts should be made to ensure convenient and safe pedestrian crossings at intersections.

Congestion Management Program (CMP) Network

The CMP Network is the network of freeways, state highways, major arterials and transit conflict streets (see Roadway Classifications, above) established in accordance with state Congestion Management legislation. As part of the CMP, the San Francisco County Transportation Authority is required to determine the level of service (LOS) for the CMP Network streets every two years. The LOS is based on the average travel speed for each

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roadway segment during both the AM and PM peak periods. The level of service standard is LOS E, except for roadway segments that operated at LOS F in 1991 (when the first study was performed). The CMP requires development of "Deficiency Plans" for any CMP-designated roadway that operate at LOS F. These plans include an analysis of the causes of the deficiency, a list of improvements that would have to be made to prevent the deficiency from occurring (including cost estimates), a list of improvements proposed as part of the plan, and an action plan for implementation of the improvements (including an implementation schedule).

Metropolitan Transportation System (MTS) Network

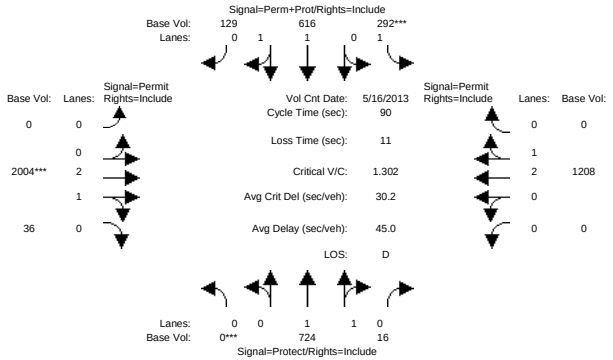
The MTS Network is defined by Metropolitan Transportation Commission (MTC) as part of its Regional Transportation Plan. The MTS is a regional network of roadways, transit corridors and transfer points, identified by the MTC on the basis of specific criteria. The criteria identified facilities that provide relief to congested corridors, improve connectivity, accommodate travel demand and serve a regional transportation function. The State highways and major thoroughfares designated in San Francisco's CMP roadway network are all included in the regional MTS network. There are a few instances in which the local CMP network is not identical to the MTS network due to differences in the criteria used to define each network.

APPENDIX C: INTERSECTION LEVEL OF SERVICE CALCULATIONS

Existing

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

Intersection #1: Stanyan / Oak-Fell / Kezar



Street Name:	Stanyan Street						Kezar / Oak / Fell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	0	21	8	33	33	0	46	46	46	46	0
Y+R:	12.0	4.0	12.0	6.0	6.0	6.0	4.0	5.0	5.0	5.0	5.0	4.0
Volume Module: >> Count Date: 16 May 2013 <<												
Base Vol:	0	724	16	292	616	129	0	2004	36	0	1208	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:	0	724	16	292	616	129	0	2004	36	0	1208	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:	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	731	16	295	622	130	0	2024	36	0	1220	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	731	16	295	622	130	0	2024	36	0	1220	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
FinalVolume:	0	731	16	295	622	130	0	2024	36	0	1220	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.75	0.75	0.39	0.79	0.78	1.00	0.77	0.77	1.00	0.78	0.91
Lanes:	0.00	1.96	0.04	1.00	1.65	0.35	0.00	2.95	0.05	0.00	3.00	0.00
Final Sat.:	0	2787	62	740	2477	519	0	4333	78	0	4424	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.40	0.25	0.25	0.00	0.47	0.47	0.00	0.28	0.00
Crit Moves:	****			****				****				
Green/Cycle:	0.00	0.21	0.21	0.43	0.37	0.37	0.00	0.51	0.51	0.00	0.51	0.00
Volume/Cap:	0.00	1.24	1.24	0.80	0.69	0.69	0.00	0.91	0.91	0.00	0.54	0.00
Uniform Del:	0.0	35.5	35.5	33.1	24.1	24.1	0.0	20.2	20.2	0.0	14.9	0.0
IncremntDel:	0.0	121	121.4	16.6	3.5	3.5	0.0	7.2	7.2	0.0	0.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	0.0	157	156.9	49.7	27.6	27.6	0.0	27.4	27.4	0.0	15.8	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	157	156.9	49.7	27.6	27.6	0.0	27.4	27.4	0.0	15.8	0.0
LOS by Move:	A	F	F	D	C	C	A	C	C	A	B	A
HCM2kAvgQ:	0	20	20	9	10	10	0	24	24	0	9	0

Note: Queue reported is the number of cars per lane.

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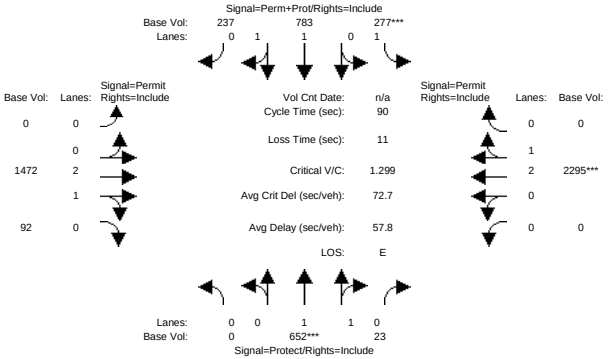
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #1: Stanyan / Oak-Fell / Kezar



Street Name:	Stanyan Street						Kezar / Oak / Fell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	0	19	8	31	31	0	48	48	48	48	0
Y+R:	12.0	4.0	12.0	6.0	6.0	6.0	4.0	5.0	5.0	5.0	5.0	4.0
Volume Module:												
Base Vol:	0	652	23	277	783	237	0	1472	92	0	2295	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:	0	652	23	277	783	237	0	1472	92	0	2295	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:	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:	0	686	24	292	824	249	0	1549	97	0	2416	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	686	24	292	824	249	0	1549	97	0	2416	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
FinalVolume:	0	686	24	292	824	249	0	1549	97	0	2416	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.75	0.75	0.41	0.78	0.77	1.00	0.77	0.77	1.00	0.78	0.91
Lanes:	0.00	1.93	0.07	1.00	1.53	0.47	0.00	2.82	0.18	0.00	3.00	0.00
Final Sat.:	0	2746	97	779	2275	689	0	4126	258	0	4424	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.37	0.36	0.36	0.00	0.38	0.38	0.00	0.55	0.00
Crit Moves:		****		****							****	
Green/Cycle:	0.00	0.20	0.20	0.42	0.34	0.34	0.00	0.53	0.53	0.00	0.53	0.00
Volume/Cap:	0.00	1.28	1.28	0.78	1.05	1.05	0.00	0.70	0.70	0.00	1.02	0.00
Uniform Del:	0.0	36.2	36.2	32.7	29.5	29.5	0.0	15.7	15.7	0.0	21.0	0.0
IncremntDel:	0.0	138	138.1	14.5	42.7	42.7	0.0	1.8	1.8	0.0	24.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	0.0	174	174.3	47.2	72.2	72.2	0.0	17.5	17.5	0.0	45.9	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:	0.0	174	174.3	47.2	72.2	72.2	0.0	17.5	17.5	0.0	45.9	0.0
LOS by Move:	A	F	F	D	E	E	A	B	B	A	D	A
HCM2kAvgQ:	0	20	20	9	24	24	0	14	14	0	34	0

Note: Queue reported is the number of cars per lane.

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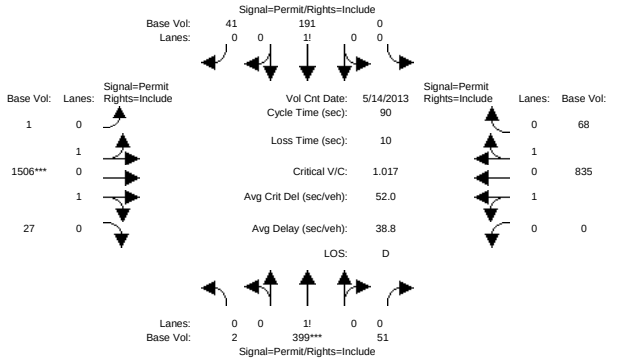
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #2: 9th Ave / Lincoln



Street Name:	9th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	26	26	26	26	26	26	54	54	54	54	54	54
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 14 May 2013 <<												
Base Vol:	2	399	51	0	191	41	1	1506	27	0	835	68
Growth Adj:	1.00	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	399	51	0	191	41	1	1506	27	0	835	68
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:	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:	2	403	52	0	193	41	1	1521	27	0	843	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	403	52	0	193	41	1	1521	27	0	843	69
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	2	403	52	0	193	41	1	1521	27	0	843	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.72	1.00	0.82	0.81	0.72	0.72	0.72	0.95	0.74	0.74
Lanes:	0.01	0.88	0.11	0.00	0.82	0.18	0.01	1.96	0.03	0.00	1.85	0.15
Final Sat.:	6	1206	154	0	1274	273	2	2671	48	0	2613	213
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.00	0.15	0.15	0.57	0.57	0.57	0.00	0.32	0.32
Crit Moves:		****						****				
Green/Cycle:	0.29	0.29	0.29	0.00	0.29	0.29	0.60	0.60	0.60	0.00	0.60	0.60
Volume/Cap:	1.16	1.16	1.16	0.00	0.52	0.52	0.95	0.95	0.95	0.00	0.54	0.54
Uniform Del:	32.0	32.0	32.0	0.0	26.8	26.8	16.7	16.7	16.7	0.0	10.6	10.6
IncremntDel:	95.4	95.4	95.4	0.0	4.3	4.3	13.1	13.1	13.1	0.0	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	127.4	127	127.4	0.0	31.2	31.2	29.8	29.8	29.8	0.0	11.9	11.9
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:	127.4	127	127.4	0.0	31.2	31.2	29.8	29.8	29.8	0.0	11.9	11.9
LOS by Move:	F	F	F	A	C	C	C	C	C	A	B	B
HCM2kAvgQ:	22	22	22	0	6	6	27	27	27	0	8	8

Note: Queue reported is the number of cars per lane.

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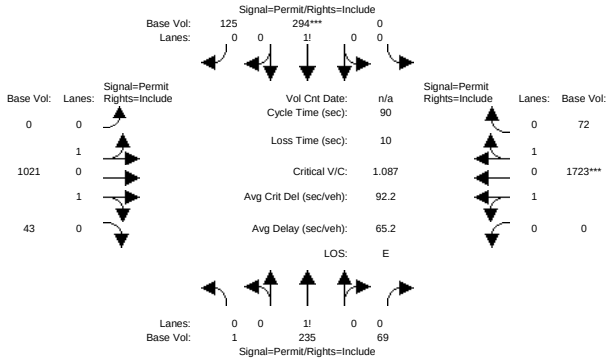
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #2: 9th Ave / Lincoln



Street Name:	9th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	28	28	28	28	28	28	52	52	52	52	52	52
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	1	235	69	0	294	125	0	1021	43	0	1723	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:	1	235	69	0	294	125	0	1021	43	0	1723	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:	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:	1	250	73	0	313	133	0	1086	46	0	1833	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	250	73	0	313	133	0	1086	46	0	1833	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
FinalVolume:	1	250	73	0	313	133	0	1086	46	0	1833	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.70	1.00	0.80	0.79	0.95	0.75	0.75	0.95	0.75	0.75
Lanes:	0.01	0.77	0.22	0.00	0.70	0.30	0.00	1.92	0.08	0.00	1.92	0.08
Final Sat.:	4	1034	304	0	1065	453	0	2726	115	0	2726	114
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.00	0.29	0.29	0.00	0.40	0.40	0.00	0.67	0.67
Crit Moves:					****						****	
Green/Cycle:	0.31	0.31	0.31	0.00	0.31	0.31	0.00	0.58	0.58	0.00	0.58	0.58
Volume/Cap:	0.78	0.78	0.78	0.00	0.94	0.94	0.00	0.69	0.69	0.00	1.16	1.16
Uniform Del:	28.2	28.2	28.2	0.0	30.2	30.2	0.0	13.3	13.3	0.0	19.0	19.0
IncremntDel:	13.3	13.3	13.3	0.0	29.5	29.5	0.0	2.4	2.4	0.0	80.7	80.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	41.5	41.5	41.5	0.0	59.8	59.8	0.0	15.7	15.7	0.0	99.7	99.7
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:	41.5	41.5	41.5	0.0	59.8	59.8	0.0	15.7	15.7	0.0	99.7	99.7
LOS by Move:	D	D	D	A	E	E	A	B	B	A	F	F
HCM2kAvgQ:	9	9	9	0	17	17	0	13	13	0	46	46

Note: Queue reported is the number of cars per lane.

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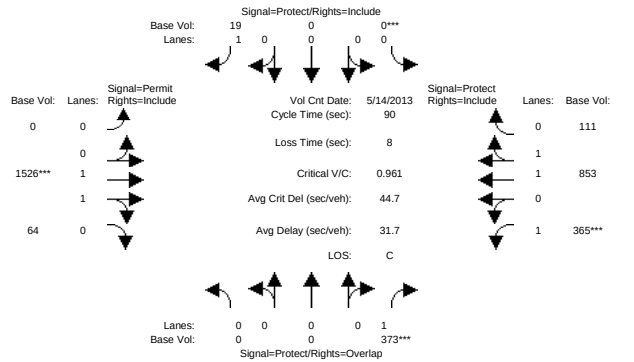
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #3: 7th Ave / Lincoln



Street Name:	7th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	29	0	0	24	52	52	52	29	58	58
Y+R:	4.0	4.0	5.0	4.0	4.0	4.0	4.5	4.5	4.5	5.0	4.5	4.5
Volume Module: >> Count Date: 14 May 2013 <<												
Base Vol:	0	0	373	0	0	19	0	1526	64	365	853	111
Growth Adj:	1.00	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	373	0	0	19	0	1526	64	365	853	111
User Adj:	1.00	1.00	0.70	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00	1.00
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	0	272	0	0	20	0	1113	67	380	889	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	272	0	0	20	0	1113	67	380	889	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
FinalVolume:	0	0	272	0	0	20	0	1113	67	380	889	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.62	1.00	1.00	0.69	1.00	0.75	0.74	0.81	0.74	0.74
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.89	0.11	1.00	1.77	0.23
Final Sat.:	0	0	1187	0	0	1303	0	2671	160	1539	2484	323
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.23	0.00	0.00	0.02	0.00	0.42	0.42	0.25	0.36	0.36
Crit Moves:			****	****				****		****		
Green/Cycle:	0.00	0.00	0.47	0.00	0.00	0.21	0.00	0.46	0.46	0.26	0.72	0.72
Volume/Cap:	0.00	0.00	0.49	0.00	0.00	0.07	0.00	0.91	0.91	0.96	0.50	0.50
Uniform Del:	0.0	0.0	20.7	0.0	0.0	35.6	0.0	28.2	28.2	41.5	7.1	7.1
IncremntDel:	0.0	0.0	3.0	0.0	0.0	0.5	0.0	10.6	10.6	36.8	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	23.7	0.0	0.0	36.1	0.0	38.8	38.8	78.2	7.9	7.9
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	0.0	23.7	0.0	0.0	36.1	0.0	38.8	38.8	78.2	7.9	7.9
LOS by Move:	A	A	C	A	A	D	A	D	D	E	A	A
HCM2kAvgQ:	0	0	6	0	0	1	0	20	20	17	9	9

Note: Queue reported is the number of cars per lane.

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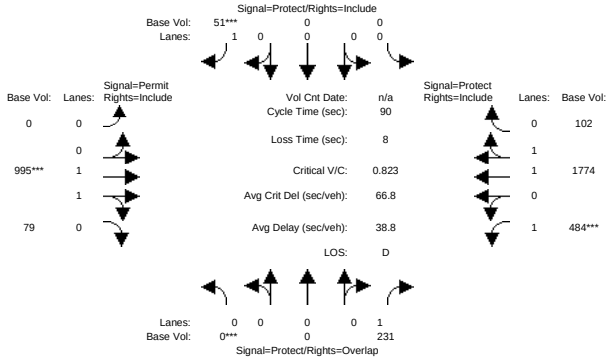
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #3: 7th Ave / Lincoln



Street Name:	7th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	38	0	0	24	43	43	43	38	58	58
Y+R:	4.0	4.0	5.0	4.0	4.0	4.0	4.5	4.5	4.5	5.0	4.5	4.5
Volume Module:												
Base Vol:	0	0	231	0	0	51	0	995	79	484	1774	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:	0	0	231	0	0	51	0	995	79	484	1774	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00
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	0	241	0	0	53	0	1036	82	504	1478	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	241	0	0	53	0	1036	82	504	1478	106
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	0	241	0	0	53	0	1036	82	504	1478	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.63	1.00	1.00	0.68	1.00	0.74	0.74	0.81	0.74	0.74
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.85	0.15	1.00	1.87	0.13
Final Sat.:	0	0	1192	0	0	1299	0	2617	208	1539	2639	190
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.20	0.00	0.00	0.04	0.00	0.40	0.40	0.33	0.56	0.56
Crit Moves:	****					****		****		****		
Green/Cycle:	0.00	0.00	0.54	0.00	0.00	0.20	0.00	0.39	0.39	0.34	0.73	0.73
Volume/Cap:	0.00	0.00	0.37	0.00	0.00	0.20	0.00	1.02	1.02	0.97	0.77	0.77
Uniform Del:	0.0	0.0	15.0	0.0	0.0	37.3	0.0	34.5	34.5	37.0	9.7	9.7
IncremntDel:	0.0	0.0	1.7	0.0	0.0	1.7	0.0	31.9	31.9	33.6	2.9	2.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	16.6	0.0	0.0	39.0	0.0	66.4	66.4	70.6	12.6	12.6
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	16.6	0.0	0.0	39.0	0.0	66.4	66.4	70.6	12.6	12.6
LOS by Move:	A	A	B	A	A	D	A	E	E	E	B	B
HCM2kAvgQ:	0	0	5	0	0	2	0	26	26	22	21	21

Note: Queue reported is the number of cars per lane.

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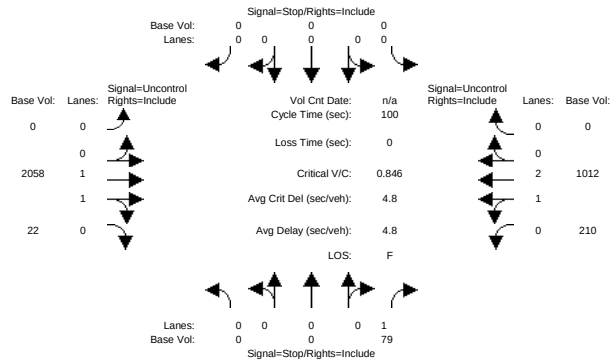
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing AM

Intersection #4: 4th Ave / Lincoln



Street Name:	4th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	79	0	0	0	2058	22	210	1012	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:	0	0	79	0	0	0	2058	22	210	1012	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:	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	0	81	0	0	0	2100	22	214	1033	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	0	81	0	0	0	2100	22	214	1033	0	
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	1061	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2122	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	220	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	220	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.37	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.85	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	6.9	xxxx	xxxxx
Control Del:	xxxxx	xxxx	30.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	65.9	xxxx	xxxxx
LOS by Move:	*	*	D	*	*	*	*	*	*	F	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.9	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	65.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	F	*	*
ApproachDel:		30.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		D			*			*			*	

Note: Queue reported is the number of cars per lane.

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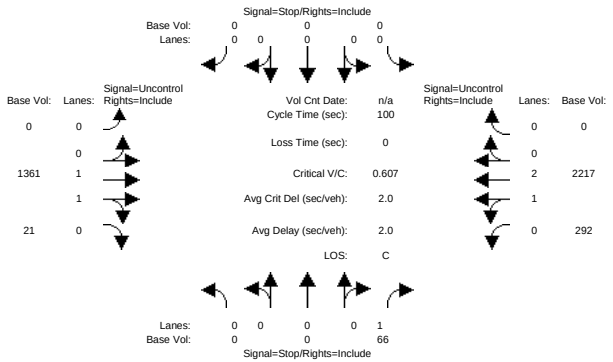
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing PM

Intersection #4: 4th Ave / Lincoln



Street Name:	4th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	66	0	0	0	1361	21	292	2217	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:	0	0	66	0	0	0	1361	21	292	2217	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:	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	67	0	0	0	1375	21	295	2239	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	0	67	0	0	0	1375	21	295	2239	0	
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	698	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1396	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	383	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	383	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.61	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.2	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	C	*	*
ApproachDel:		16.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the number of cars per lane.

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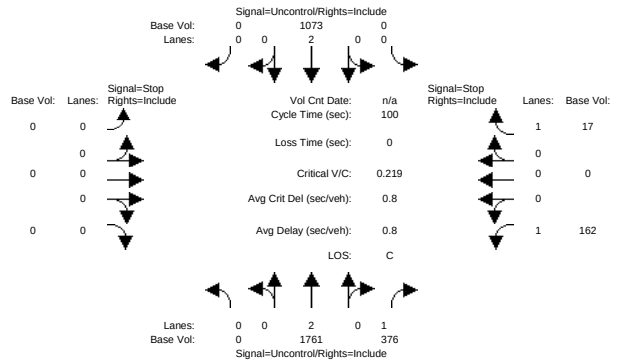
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing AM

Intersection #5: Lincoln Way-Kezar Drive-Third Avenue



Street Name:	Lincoln Way-Kezar Drive						Third Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1761	376	0	1073	0	0	0	0	162	0	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:	0	1761	376	0	1073	0	0	0	0	162	0	17
User Adj:	1.00	0.50	1.00	1.00	0.50	1.00	1.00	1.00	1.00	0.25	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	898	384	0	547	0	0	0	0	41	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	898	384	0	547	0	0	0	0	41	0	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1172	xxxx	449
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	188	xxxx	563
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	188	xxxx	563
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	xxxx	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	29.4	xxxx	11.6
LOS by Move:	*	*	*	*	*	*	*	*	*	D	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			24.1		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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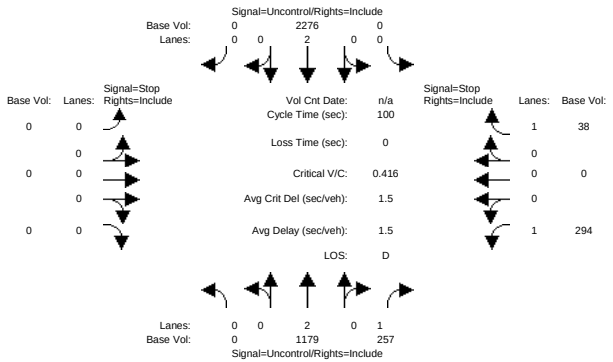
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing PM

Intersection #5: Lincoln Way-Kezar Drive-Third Avenue



Street Name:	Lincoln Way-Kezar Drive						Third Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1179	257	0	2276	0	0	0	0	294	0	38
Growth Adj:	1.00	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	1179	257	0	2276	0	0	0	0	294	0	38
User Adj:	1.00	0.50	1.00	1.00	0.50	1.00	1.00	1.00	1.00	0.25	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	608	265	0	1173	0	0	0	0	76	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	608	265	0	1173	0	0	0	0	76	0	39
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1194	xxxx	304
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	182	xxxx	698
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	182	xxxx	698
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.42	xxxx	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.9	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	38.2	xxxx	10.5
LOS by Move:	*	*	*	*	*	*	*	*	*	E	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			28.7		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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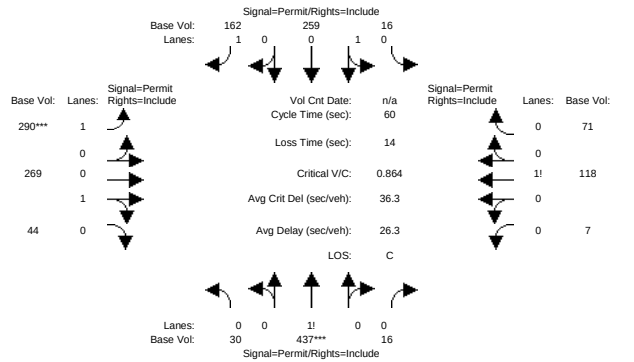
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #6: Stanyan / Frederick




```
Street Name:          Stanyan Street                Frederick Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    25   25   25    25   25   25    21   21   21    21   21   21
Y+R:          9.0  9.0  9.0   9.0  9.0  9.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      30  437   16    16  259  162   290  269   44     7  118   71
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   30  437   16    16  259  162   290  269   44     7  118   71
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:     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:    31  451   16    16  267  167   299  277   45     7  122   73
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   31  451   16    16  267  167   299  277   45     7  122   73
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:   31  451   16    16  267  167   299  277   45     7  122   73
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.70 0.70  0.70  0.81 0.81  0.63  0.55 0.73  0.73  0.68 0.68  0.68
Lanes:       0.06 0.91  0.03  0.06 0.94  1.00  1.00 0.86  0.14  0.04 0.60  0.36
Final Sat.:    83 1205    44    90 1456  1205  1037 1193   195    46  782   471
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.37 0.37  0.37  0.18 0.18  0.14  0.29 0.23  0.23  0.16 0.16  0.16
Crit Moves:       ****                     ****
Green/Cycle: 0.42 0.42  0.42  0.42 0.42  0.42  0.35 0.35  0.35  0.35 0.35  0.35
Volume/Cap:  0.90 0.90  0.90  0.44 0.44  0.33  0.82 0.66  0.66  0.44 0.44  0.44
Uniform Del: 16.3 16.3  16.3  12.5 12.5  11.9  17.8 16.5  16.5  15.0 15.0  15.0
IncremntDel: 19.9 19.9  19.9   2.2  2.2   1.8  18.7  7.0   7.0   3.1  3.1   3.1
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   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
Delay/Veh:   36.2 36.2  36.2  14.7 14.7  13.6  36.5 23.5  23.5  18.1 18.1  18.1
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:  36.2 36.2  36.2  14.7 14.7  13.6  36.5 23.5  23.5  18.1 18.1  18.1
LOS by Move:    D    D     D     B    B     B     D    C     C     B    B     B
HCM2kAvgQ:     11   11    11     4    4     2     8    6     6     3    3     3
Note: Queue reported is the number of cars per lane.
```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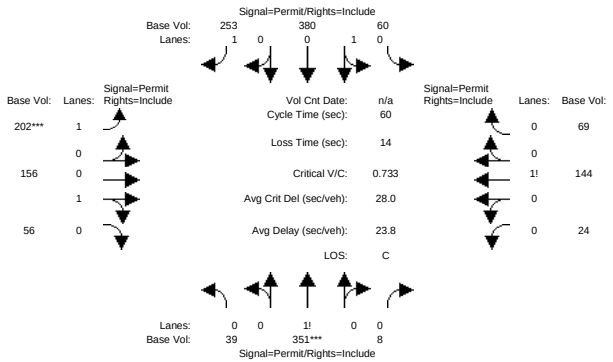
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #6: Stanyan / Frederick




```
Street Name:          Stanyan Street                Frederick Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    25   25   25    25   25   25    21   21   21    21   21   21
Y+R:          9.0  9.0  9.0   9.0  9.0  9.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39  351    8    60  380  253   202  156   56    24  144   69
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   39  351    8    60  380  253   202  156   56    24  144   69
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:     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:    41  373    9    64  404  269   215  166   60    26  153   73
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   41  373    9    64  404  269   215  166   60    26  153   73
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:   41  373    9    64  404  269   215  166   60    26  153   73
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.64 0.65 0.65  0.75 0.75 0.60  0.52 0.72 0.70  0.67 0.67 0.66
Lanes:       0.10 0.88 0.02  0.14 0.86 1.00  1.00 0.73 0.27  0.10 0.60 0.30
Final Sat.:   120 1083   25   195 1234 1133   989  997  358   128  768  368
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.34 0.34 0.34  0.33 0.33 0.24  0.22 0.17 0.17  0.20 0.20 0.20
Crit Moves:       ****                     ****
Green/Cycle: 0.42 0.42 0.42  0.42 0.42 0.42  0.35 0.35 0.35  0.35 0.35 0.35
Volume/Cap:  0.83 0.83 0.83  0.79 0.79 0.57  0.62 0.48 0.48  0.57 0.57 0.57
Uniform Del: 15.6 15.6 15.6  15.2 15.2 13.4  16.2 15.2 15.2  15.8 15.8 15.8
IncremntDel: 14.2 14.2 14.2  10.1 10.1  4.9   8.1  3.4  3.4   5.2  5.2  5.2
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   29.8 29.8 29.8  25.3 25.3 18.3  24.3 18.6 18.6  21.1 21.1 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:  29.8 29.8 29.8  25.3 25.3 18.3  24.3 18.6 18.6  21.1 21.1 21.1
LOS by Move:    C    C    C     C    C    B     C    B    B     C    C    C
HCM2kAvgQ:      8    8    8     7    7    3     4    4    4     5    5    5
Note: Queue reported is the number of cars per lane.
```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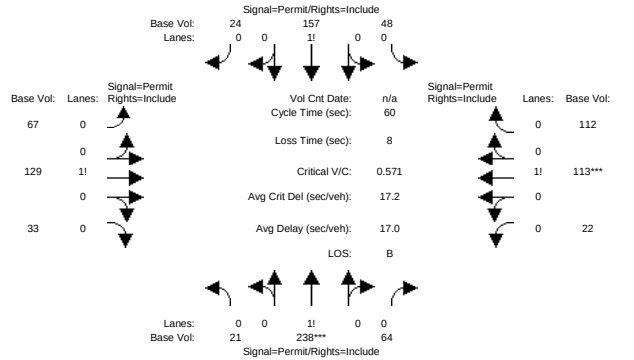
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #7: 9th Ave / Irving



Street Name:	9th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	31	31	31	31	31	21	21	21	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	238	64	48	157	24	67	129	33	22	113	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	238	64	48	157	24	67	129	33	22	113	112
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:	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:	23	264	71	53	174	27	74	143	37	24	126	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	264	71	53	174	27	74	143	37	24	126	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
FinalVolume:	23	264	71	53	174	27	74	143	37	24	126	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.69	0.63	0.63	0.63	0.62	0.63	0.62	0.66	0.66	0.64
Lanes:	0.06	0.74	0.20	0.21	0.68	0.11	0.29	0.57	0.14	0.09	0.45	0.46
Final Sat.:	86	969	261	252	825	126	347	667	171	110	565	560
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.21	0.21	0.21	0.21	0.21	0.21	0.22	0.22	0.22
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.53	0.53	0.53	0.41	0.41	0.41	0.61	0.61	0.61	0.64	0.64	0.64
Uniform Del:	9.6	9.6	9.6	8.9	8.9	8.9	16.1	16.1	16.1	16.3	16.3	16.3
IncremntDel:	2.9	2.9	2.9	2.0	2.0	2.0	6.6	6.6	6.6	7.0	7.0	7.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	12.6	12.6	12.6	10.9	10.9	10.9	22.8	22.8	22.8	23.3	23.3	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:	12.6	12.6	12.6	10.9	10.9	10.9	22.8	22.8	22.8	23.3	23.3	23.3
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	5	5	3	3	3	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

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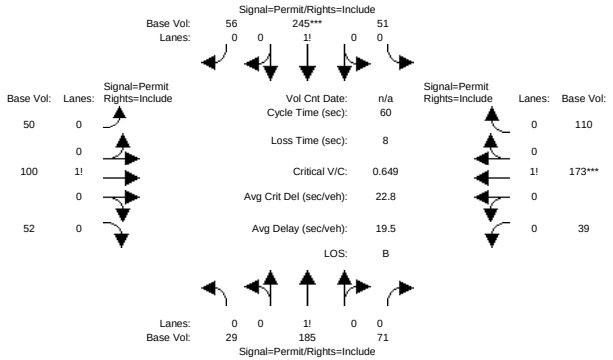
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #7: 9th Ave / Irving



Street Name:	9th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	32	32	32	32	32	32	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	185	71	51	245	56	50	100	52	39	173	110
Growth Adj:	1.00	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	185	71	51	245	56	50	100	52	39	173	110
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:	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:	30	193	74	53	255	58	52	104	54	41	180	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	193	74	53	255	58	52	104	54	41	180	115
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	30	193	74	53	255	58	52	104	54	41	180	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.66	0.66	0.66	0.66	0.62	0.63	0.62	0.66	0.66	0.64
Lanes:	0.10	0.65	0.25	0.15	0.69	0.16	0.25	0.49	0.26	0.12	0.53	0.35
Final Sat.:	129	823	316	182	872	199	293	586	305	150	667	424
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.29	0.29	0.29	0.18	0.18	0.18	0.27	0.27	0.27
Crit Moves:					****						****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.44	0.44	0.44	0.55	0.55	0.55	0.53	0.53	0.53	0.81	0.81	0.81
Uniform Del:	8.5	8.5	8.5	9.2	9.2	9.2	16.2	16.2	16.2	18.3	18.3	18.3
IncremntDel:	2.1	2.1	2.1	3.2	3.2	3.2	5.1	5.1	5.1	15.8	15.8	15.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	10.6	10.6	10.6	12.5	12.5	12.5	21.3	21.3	21.3	34.0	34.0	34.0
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:	10.6	10.6	10.6	12.5	12.5	12.5	21.3	21.3	21.3	34.0	34.0	34.0
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	4	3	4	4	4	3	3	3	6	6	6

Note: Queue reported is the number of cars per lane.

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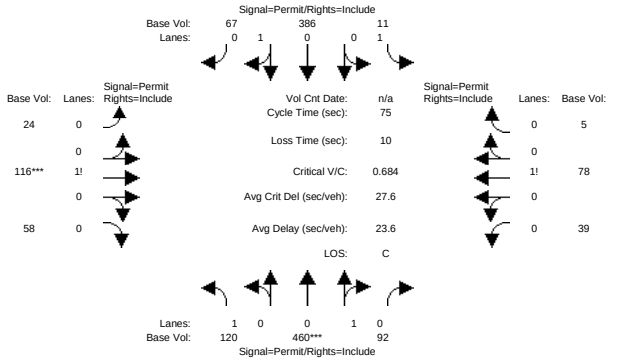
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #8: 7th Ave / Irving




```
Street Name:            7th Avenue                    Irving Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   38   38   38    38   38   38    28   28   28    28   28   28
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   4.5  4.5  4.5   4.5  4.5  4.5
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     120  460   92    11  386   67    24  116   58    39   78    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:  120  460   92    11  386   67    24  116   58    39   78    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:     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:   129  495   99    12  415   72    26  125   62    42   84    5
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  129  495   99    12  415   72    26  125   62    42   84    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
FinalVolume:  129  495   99    12  415   72    26  125   62    42   84    5
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.31 0.73 0.72  0.23 0.73 0.72  0.68 0.69 0.67  0.63 0.64 0.64
Lanes:       1.00 0.83 0.17  1.00 0.85 0.15  0.12 0.58 0.30  0.32 0.64 0.04
Final Sat.:   581 1150  230   444 1180  205   157  760  380   387  775   50
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.43 0.43  0.03 0.35 0.35  0.16 0.16 0.16  0.11 0.11 0.11
Crit Moves:       ****                          ****
Green/Cycle: 0.50 0.50 0.50  0.50 0.50 0.50  0.37 0.37 0.37  0.37 0.37 0.37
Volume/Cap:  0.44 0.86 0.86  0.05 0.70 0.70  0.45 0.45 0.45  0.29 0.29 0.29
Uniform Del: 12.2 16.7 16.7   9.8 14.7 14.7  18.1 18.1 18.1  17.0 17.0 17.0
IncremntDel:  4.8 13.2 13.2   0.5  5.9  5.9   3.0  3.0  3.0   1.7  1.7  1.7
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   17.1 29.9 29.9  10.2 20.6 20.6  21.1 21.1 21.1  18.7 18.7 18.7
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:  17.1 29.9 29.9  10.2 20.6 20.6  21.1 21.1 21.1  18.7 18.7 18.7
LOS by Move:    B    C    C     B    C    C     C    C    C     B    B    B
HCM2kAvgQ:      2   11   11     0   10   10     4    4    4     2    2    2
Note: Queue reported is the number of cars per lane.
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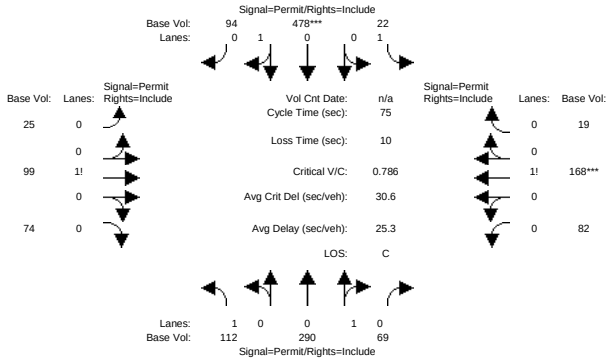
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #8: 7th Ave / Irving




```
Street Name:            7th Avenue                    Irving Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   38   38   38    38   38   38    28   28   28    28   28   28
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   4.5  4.5  4.5   4.5  4.5  4.5
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     112  290   69    22  478   94    25   99   74    82  168   19
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  112  290   69    22  478   94    25   99   74    82  168   19
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:     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:   119  309   73    23  509  100    27  105   79    87  179   20
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  119  309   73    23  509  100    27  105   79    87  179   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
FinalVolume:  119  309   73    23  509  100    27  105   79    87  179   20
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.22 0.72 0.72  0.38 0.73 0.72  0.66 0.67 0.65  0.62 0.63 0.62
Lanes:       1.00 0.81 0.19  1.00 0.83 0.17  0.13 0.49 0.38  0.31 0.62 0.07
Final Sat.:   425 1110  264   725 1154  227   158  626  468   361  740   84
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.28 0.28  0.03 0.44 0.44  0.17 0.17 0.17  0.24 0.24 0.24
Crit Moves:                       ****                          ****
Green/Cycle: 0.50 0.50 0.50  0.50 0.50 0.50  0.37 0.37 0.37  0.37 0.37 0.37
Volume/Cap:  0.56 0.56 0.56  0.06 0.88 0.88  0.46 0.46 0.46  0.66 0.66 0.66
Uniform Del: 13.2 13.2 13.2   9.8 17.0 17.0  18.2 18.2 18.2  20.0 20.0 20.0
IncremntDel: 10.3  3.2  3.2   0.3 15.1 15.1   3.2  3.2  3.2   7.5  7.5  7.5
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   23.5 16.4 16.4  10.2 32.1 32.1  21.5 21.5 21.5  27.5 27.5 27.5
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:  23.5 16.4 16.4  10.2 32.1 32.1  21.5 21.5 21.5  27.5 27.5 27.5
LOS by Move:    C    B    B     B    C    C     C    C    C     C    C    C
HCM2kAvgQ:      2    6    6     0   16   16     4    4    4     6    6    6
Note: Queue reported is the number of cars per lane.
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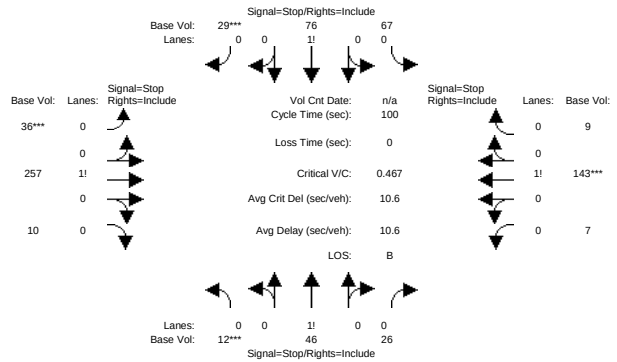
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #9: 4th Ave / Irving



Street Name:	4th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	12	46	26	67	76	29	36	257	10	7	143	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:	12	46	26	67	76	29	36	257	10	7	143	9
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:	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:	13	51	29	74	84	32	40	282	11	8	157	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	51	29	74	84	32	40	282	11	8	157	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
FinalVolume:	13	51	29	74	84	32	40	282	11	8	157	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:	0.14	0.55	0.31	0.39	0.44	0.17	0.12	0.85	0.03	0.04	0.90	0.06
Final Sat.:	89	340	192	249	283	108	85	605	24	30	607	38
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.30	0.30	0.30	0.47	0.47	0.47	0.26	0.26	0.26
Crit Moves:	****					****	****				****	
Delay/Veh:	9.1	9.1	9.1	10.2	10.2	10.2	11.8	11.8	11.8	9.6	9.6	9.6
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:	9.1	9.1	9.1	10.2	10.2	10.2	11.8	11.8	11.8	9.6	9.6	9.6
LOS by Move:	A	A	A	B	B	B	B	B	B	A	A	A
ApproachDel:		9.1			10.2			11.8			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			10.2			11.8			9.6	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	0.8	0.8	0.8	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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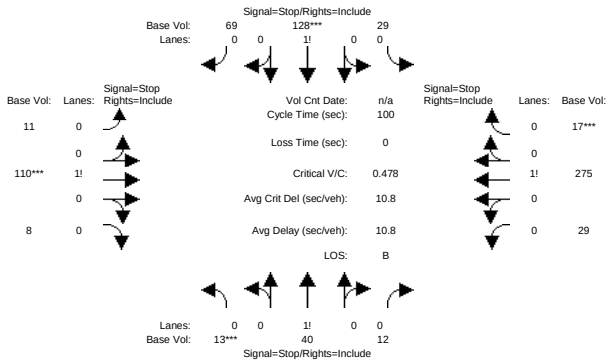
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #9: 4th Ave / Irving



Street Name:	4th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	13	40	12	29	128	69	11	110	8	29	275	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:	13	40	12	29	128	69	11	110	8	29	275	17
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:	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:	14	43	13	31	136	73	12	117	9	31	293	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	43	13	31	136	73	12	117	9	31	293	18
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	14	43	13	31	136	73	12	117	9	31	293	18
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	0.62	0.18	0.13	0.57	0.30	0.09	0.85	0.06	0.09	0.86	0.05
Final Sat.:	122	375	112	87	383	206	56	563	41	64	611	38
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.36	0.36	0.36	0.21	0.21	0.21	0.48	0.48	0.48
Crit Moves:	****				****			****				****
Delay/Veh:	8.9	8.9	8.9	10.5	10.5	10.5	9.3	9.3	9.3	11.9	11.9	11.9
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:	8.9	8.9	8.9	10.5	10.5	10.5	9.3	9.3	9.3	11.9	11.9	11.9
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	B
ApproachDel:		8.9			10.5			9.3			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.9			10.5			9.3			11.9	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	0.1	0.1	0.1	0.5	0.5	0.5	0.2	0.2	0.2	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

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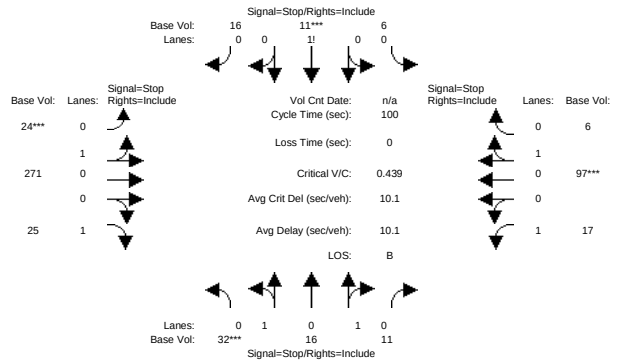
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #10: 2nd Avenue / Irving



Street Name:	2nd Avenue						Irving					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	32	16	11	6	11	16	24	271	25	17	97	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:	32	16	11	6	11	16	24	271	25	17	97	6
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:	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:	34	17	12	6	12	17	26	291	27	18	104	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	17	12	6	12	17	26	291	27	18	104	6
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	34	17	12	6	12	17	26	291	27	18	104	6
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	0.63	0.37	0.18	0.33	0.49	0.08	0.92	1.00	1.00	0.94	0.06
Final Sat.:	548	389	231	111	204	297	59	663	843	634	661	41
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.05	0.06	0.06	0.06	0.44	0.44	0.03	0.03	0.16	0.16
Crit Moves:	****				****		****				****	
Delay/Veh:	9.2	8.3	8.3	8.8	8.8	8.8	11.4	11.4	7.0	8.4	8.6	8.6
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:	9.2	8.3	8.3	8.8	8.8	8.8	11.4	11.4	7.0	8.4	8.6	8.6
LOS by Move:	A	A	A	A	A	A	B	B	A	A	A	A
ApproachDel:	8.8			8.8			11.0			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			8.8			11.0			8.6		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.0	0.0	0.1	0.1	0.1	0.7	0.7	0.0	0.0	0.2	0.2

Note: Queue reported is the number of cars per lane.

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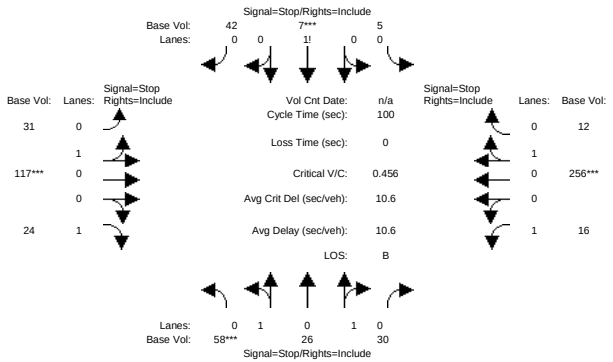
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #10: 2nd Avenue / Irving



Street Name:	2nd Avenue						Irving					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	58	26	30	5	7	42	31	117	24	16	256	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	26	30	5	7	42	31	117	24	16	256	12
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:	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:	67	30	34	6	8	48	36	134	28	18	294	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	30	34	6	8	48	36	134	28	18	294	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
FinalVolume:	67	30	34	6	8	48	36	134	28	18	294	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:	1.00	0.47	0.53	0.09	0.13	0.78	0.21	0.79	1.00	1.00	0.96	0.04
Final Sat.:	529	287	319	55	77	461	134	504	740	611	645	30
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.11	0.10	0.10	0.10	0.27	0.27	0.04	0.03	0.46	0.46
Crit Moves:	****				****			****			****	
Delay/Veh:	9.9	8.8	8.8	9.2	9.2	9.2	10.1	10.1	7.5	8.6	12.1	12.1
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:	9.9	8.8	8.8	9.2	9.2	9.2	10.1	10.1	7.5	8.6	12.1	12.1
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
ApproachDel:	9.4			9.2			9.7			11.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.4			9.2			9.7			11.9		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.0	0.0	0.8	0.8

Note: Queue reported is the number of cars per lane.

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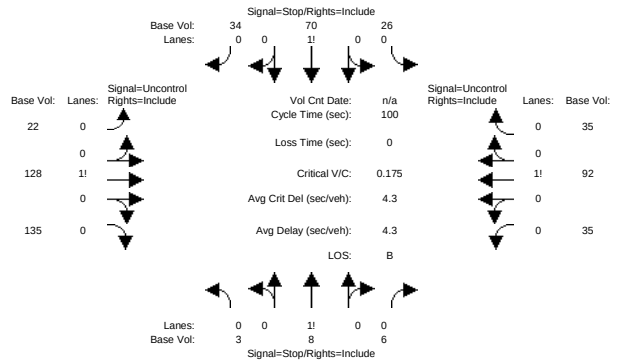
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing AM

Intersection #11: Arguello / Irving-Carl




```
Street Name:            Arguello                    Carl - Irving
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    8     6    26   70    34    22  128   135    35   92    35
Growth Adj:  1.00 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    8     6    26   70    34    22  128   135    35   92    35
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:     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:     3    9     7    28   76    37    24  139   147    38  100    38
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3    9     7    28   76    37    24  139   147    38  100    38
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  512  474   213   463  529   119   138 xxxx xxxxx   286 xxxx xxxxx
Potent Cap.:  472  489   828   509  455   933  1446 xxxx xxxxx  1276 xxxx xxxxx
Move Cap.:    379  466   828   480  434   933  1446 xxxx xxxxx  1276 xxxx xxxxx
Volume/Cap:  0.01 0.02  0.01  0.06 0.18  0.04  0.02 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.5 xxxx xxxxx   7.9 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  526 xxxxx  xxxx  516 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx  1.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 12.1 xxxxx xxxxx 14.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    B     *     *    B     *     *    *     *     *    *     *
ApproachDel:       12.1            14.6           xxxxxx           xxxxxx
ApproachLOS:          B               B              *                *
Note: Queue reported is the number of cars per lane.
```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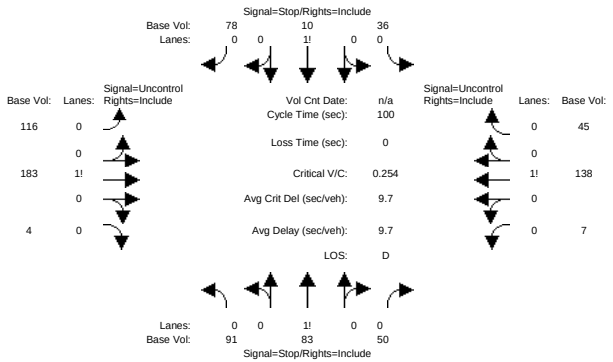
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing PM

Intersection #11: Arguello / Irving-Carl




```
Street Name:            Arguello                    Carl - Irving
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      91   83    50    36   10    78   116  183     4     7  138    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:   91   83    50    36   10    78   116  183     4     7  138    45
User Adj:    0.60 0.70  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.84 0.84  0.84  0.84 0.84  0.84  0.84 0.84  0.84  0.84 0.84  0.84
PHF Volume:    65   69    60    43   12    93   138  218     5     8  164    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   65   69    60    43   12    93   138  218     5     8  164    54
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  757  731   220   769  707   191   218 xxxx xxxxx   223 xxxx xxxxx
Potent Cap.:  324  349   819   318  360   851  1352 xxxx xxxxx  1346 xxxx xxxxx
Move Cap.:    256  308   819   223  318   851  1352 xxxx xxxxx  1346 xxxx xxxxx
Volume/Cap:  0.25 0.22  0.07  0.19 0.04  0.11  0.10 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx   7.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  351 xxxxx  xxxx  436 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  3.2 xxxxx xxxxx  1.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 27.1 xxxxx xxxxx 17.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    C     *     *    *     *     *    *     *
ApproachDel:       27.1            17.4           xxxxxx           xxxxxx
ApproachLOS:          D               C              *                *
Note: Queue reported is the number of cars per lane.
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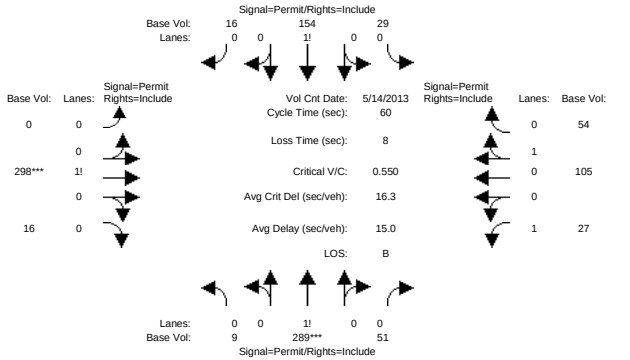
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #12: 9th Avenue / Judah Street



Street Name:	9th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	31	31	31	31	31	21	21	21	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 May 2013 <<												
Base Vol:	9	289	51	29	154	16	0	298	16	27	105	54
Growth Adj:	1.00	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	289	51	29	154	16	0	298	16	27	105	54
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:	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:	9	301	53	30	160	17	0	310	17	28	109	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	301	53	30	160	17	0	310	17	28	109	56
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	9	301	53	30	160	17	0	310	17	28	109	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.71	0.67	0.67	0.67	1.00	0.83	0.83	0.61	0.69	0.68
Lanes:	0.02	0.83	0.15	0.15	0.77	0.08	0.00	0.95	0.05	1.00	0.65	0.35
Final Sat.:	35	1119	197	185	985	102	0	1496	80	1153	864	444
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.16	0.16	0.16	0.00	0.21	0.21	0.02	0.13	0.13
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.00	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.52	0.52	0.52	0.32	0.32	0.32	0.00	0.59	0.59	0.07	0.36	0.36
Uniform Del:	9.6	9.6	9.6	8.4	8.4	8.4	0.0	16.0	16.0	13.0	14.5	14.5
IncremntDel:	2.8	2.8	2.8	1.3	1.3	1.3	0.0	4.6	4.6	0.3	2.2	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	12.4	12.4	12.4	9.6	9.6	9.6	0.0	20.6	20.6	13.3	16.7	16.7
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:	12.4	12.4	12.4	9.6	9.6	9.6	0.0	20.6	20.6	13.3	16.7	16.7
LOS by Move:	B	B	B	A	A	A	A	C	C	B	B	B
HCM2kAvgQ:	5	5	5	2	2	2	0	5	5	0	3	3

Note: Queue reported is the number of cars per lane.

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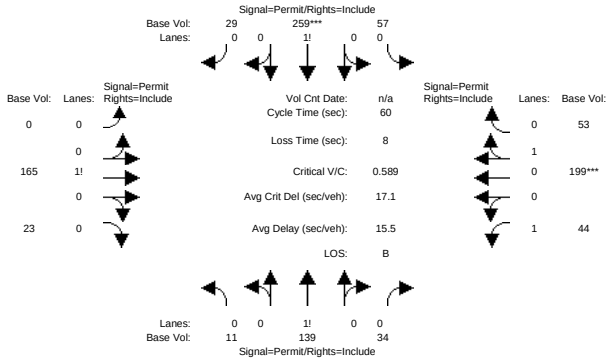
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #12: 9th Avenue / Judah Street



Street Name:	9th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	31	31	31	31	31	21	21	21	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	139	34	57	259	29	0	165	23	44	199	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:	11	139	34	57	259	29	0	165	23	44	199	53
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:	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:	12	154	38	63	288	32	0	183	26	49	221	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	154	38	63	288	32	0	183	26	49	221	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
FinalVolume:	12	154	38	63	288	32	0	183	26	49	221	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.70	0.69	0.67	0.67	0.67	1.00	0.82	0.82	0.59	0.71	0.70
Lanes:	0.06	0.75	0.19	0.17	0.75	0.08	0.00	0.88	0.12	1.00	0.79	0.21
Final Sat.:	79	997	244	210	953	107	0	1370	191	1118	1060	282
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.30	0.30	0.30	0.00	0.13	0.13	0.04	0.21	0.21
Crit Moves:					****						****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.00	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.30	0.30	0.30	0.58	0.58	0.58	0.00	0.38	0.38	0.12	0.60	0.60
Uniform Del:	8.3	8.3	8.3	10.0	10.0	10.0	0.0	14.6	14.6	13.3	16.0	16.0
IncremntDel:	1.1	1.1	1.1	3.8	3.8	3.8	0.0	2.0	2.0	0.7	5.5	5.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.4	9.4	9.4	13.8	13.8	13.8	0.0	16.7	16.7	13.9	21.5	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:	9.4	9.4	9.4	13.8	13.8	13.8	0.0	16.7	16.7	13.9	21.5	21.5
LOS by Move:	A	A	A	B	B	B	A	B	B	B	C	C
HCM2kAvgQ:	2	2	2	5	5	5	0	3	3	1	5	5

Note: Queue reported is the number of cars per lane.

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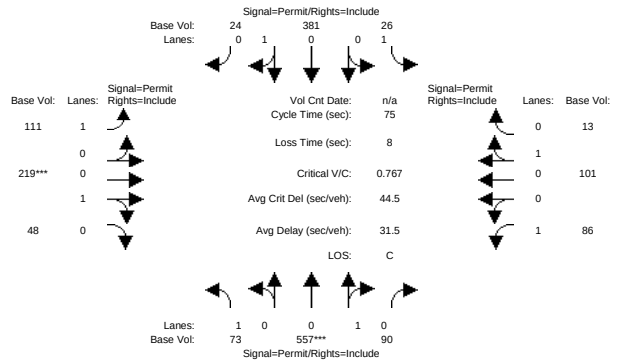
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #13: 7th Avenue / Judah Street



Street Name:	7th Avenue									Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Min. Green:	36	36	36	36	36	36	31	31	31	31	31	31			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:															
Base Vol:	73	557	90	26	381	24	111	219	48	86	101	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:	73	557	90	26	381	24	111	219	48	86	101	13			
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:	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:	75	574	93	27	393	25	114	226	49	89	104	13			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	75	574	93	27	393	25	114	226	49	89	104	13			
PCE Adj:	1.00	1.00	1.00	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			
FinalVolume:	75	574	93	27	393	25	114	226	49	89	104	13			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.34	0.73	0.73	0.16	0.74	0.74	0.55	0.71	0.70	0.42	0.72	0.71			
Lanes:	1.00	0.86	0.14	1.00	0.94	0.06	1.00	0.82	0.18	1.00	0.89	0.11			
Final Sat.:	639	1194	193	306	1322	83	1041	1107	243	794	1209	156			
Capacity Analysis Module:															
Vol/Sat:	0.12	0.48	0.48	0.09	0.30	0.30	0.11	0.20	0.20	0.11	0.09	0.09			
Crit Moves:		****						****							
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.41	0.41	0.41	0.41	0.41	0.41			
Volume/Cap:	0.25	1.00	1.00	0.18	0.62	0.62	0.27	0.49	0.49	0.27	0.21	0.21			
Uniform Del:	11.5	19.5	19.5	11.1	14.4	14.4	14.5	16.2	16.2	14.5	14.1	14.1			
IncremntDel:	1.9	35.4	35.4	2.7	4.2	4.2	1.5	3.1	3.1	2.0	0.8	0.8			
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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			
Delay/Veh:	13.4	54.9	54.9	13.8	18.7	18.7	16.0	19.3	19.3	16.5	15.0	15.0			
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:	13.4	54.9	54.9	13.8	18.7	18.7	16.0	19.3	19.3	16.5	15.0	15.0			
LOS by Move:	B	D	D	B	B	B	B	B	B	B	B	B			
HCM2kAvgQ:	1	16	16	0	7	7	2	5	5	2	2	2			

Note: Queue reported is the number of cars per lane.

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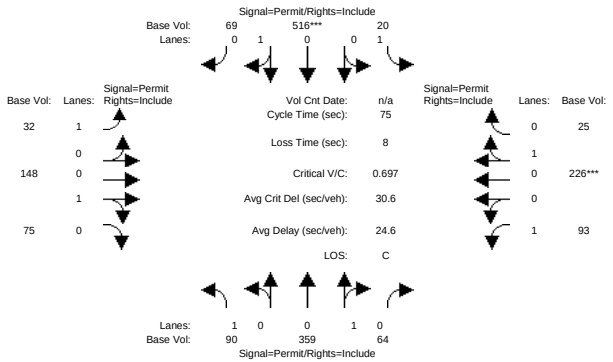
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #13: 7th Avenue / Judah Street



Street Name:	7th Avenue									Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Min. Green:	36	36	36	36	36	36	31	31	31	31	31	31			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:															
Base Vol:	90	359	64	20	516	69	32	148	75	93	226	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:	90	359	64	20	516	69	32	148	75	93	226	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:	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:	93	370	66	21	532	71	33	153	77	96	233	26			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	93	370	66	21	532	71	33	153	77	96	233	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			
FinalVolume:	93	370	66	21	532	71	33	153	77	96	233	26			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.21	0.73	0.72	0.32	0.73	0.73	0.43	0.69	0.68	0.46	0.72	0.72			
Lanes:	1.00	0.85	0.15	1.00	0.88	0.12	1.00	0.66	0.34	1.00	0.90	0.10			
Final Sat.:	390	1174	209	613	1227	164	820	870	441	869	1232	136			
Capacity Analysis Module:															
Vol/Sat:	0.24	0.32	0.32	0.03	0.43	0.43	0.04	0.18	0.18	0.11	0.19	0.19			
Crit Moves:					****						****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.41	0.41	0.41	0.41	0.41	0.41			
Volume/Cap:	0.50	0.66	0.66	0.07	0.90	0.90	0.10	0.42	0.42	0.27	0.46	0.46			
Uniform Del:	13.3	14.8	14.8	10.5	17.9	17.9	13.4	15.7	15.7	14.5	15.9	15.9			
IncremntDel:	9.1	5.0	5.0	0.5	17.8	17.8	0.6	2.4	2.4	1.8	2.7	2.7			
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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			
Delay/Veh:	22.4	19.8	19.8	11.0	35.7	35.7	14.0	18.1	18.1	16.3	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:	22.4	19.8	19.8	11.0	35.7	35.7	14.0	18.1	18.1	16.3	18.6	18.6			
LOS by Move:	C	B	B	B	D	D	B	B	B	B	B	B			
HCM2kAvgQ:	1	7	7	0	14	13	1	4	4	2	5	5			

Note: Queue reported is the number of cars per lane.

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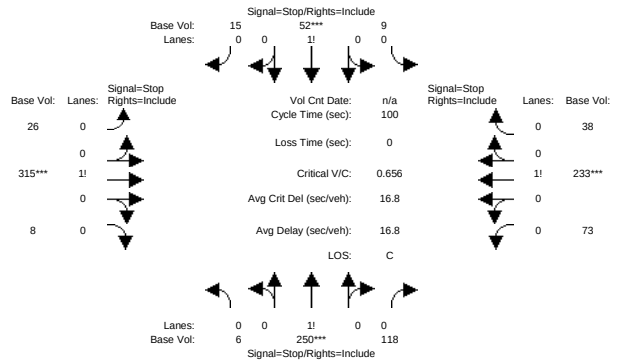
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #14: 6th Avenue / Judah Street




```
Street Name:            6th Avenue                    Judah Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6   250   118     9    52    15    26   315     8    73   233    38
Growth Adj:  1.00  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   250   118     9    52    15    26   315     8    73   233    38
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:     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   258   122     9    54    15    27   325     8    75   240    39
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    6   258   122     9    54    15    27   325     8    75   240    39
PCE Adj:     1.00  1.00  1.00  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
FinalVolume:    6   258   122     9    54    15    27   325     8    75   240    39
------------|---------------||---------------||---------------||---------------|
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  0.67  0.31  0.12  0.68  0.20  0.07  0.91  0.02  0.21  0.68  0.11
Final Sat.:     9   393   186    53   305    88    43   527    13   124   395    64
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.66  0.66  0.66  0.18  0.18  0.18  0.62  0.62  0.62  0.61  0.61  0.61
Crit Moves:       ****              ****              ****              ****
Delay/Veh:   18.0  18.0  18.0  10.7  10.7  10.7  17.0  17.0  17.0  16.7  16.7  16.7
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:  18.0  18.0  18.0  10.7  10.7  10.7  17.0  17.0  17.0  16.7  16.7  16.7
LOS by Move:    C     C     C     B     B     B     C     C     C     C     C     C
ApproachDel:         18.0              10.7              17.0              16.7
Delay Adj:           1.00              1.00              1.00              1.00
ApprAdjDel:          18.0              10.7              17.0              16.7
LOS by Appr:            C                 B                 C                 C
AllWayAvgQ:   1.5   1.5   1.5   0.1   0.1   0.1   1.3   1.3   1.3   1.3   1.3   1.3
Note: Queue reported is the number of cars per lane.
```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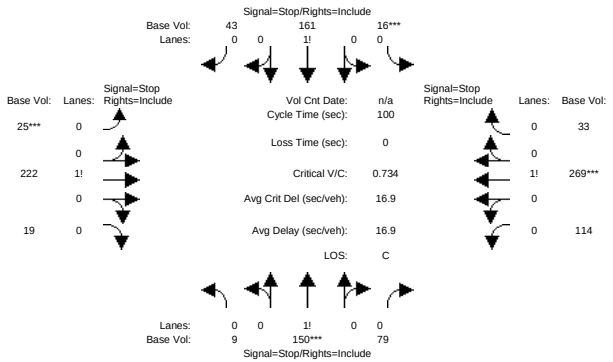
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #14: 6th Avenue / Judah Street




```
Street Name:            6th Avenue                    Judah Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9   150    79    16   161    43    25   222    19   114   269    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:    9   150    79    16   161    43    25   222    19   114   269    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:     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:     9   156    82    17   168    45    26   231    20   119   280    34
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    9   156    82    17   168    45    26   231    20   119   280    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
FinalVolume:    9   156    82    17   168    45    26   231    20   119   280    34
------------|---------------||---------------||---------------||---------------|
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  0.63  0.33  0.07  0.73  0.20  0.09  0.84  0.07  0.27  0.65  0.08
Final Sat.:    20   329   173    37   373   100    51   454    39   162   382    47
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.47  0.47  0.47  0.45  0.45  0.45  0.51  0.51  0.51  0.73  0.73  0.73
Crit Moves:       ****              ****              ****              ****
Delay/Veh:   13.8  13.8  13.8  13.6  13.6  13.6  14.5  14.5  14.5  21.8  21.8  21.8
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:  13.8  13.8  13.8  13.6  13.6  13.6  14.5  14.5  14.5  21.8  21.8  21.8
LOS by Move:    B     B     B     B     B     B     B     B     B     C     C     C
ApproachDel:         13.8              13.6              14.5              21.8
Delay Adj:           1.00              1.00              1.00              1.00
ApprAdjDel:          13.8              13.6              14.5              21.8
LOS by Appr:            B                 B                 B                 C
AllWayAvgQ:   0.7   0.7   0.7   0.6   0.6   0.6   0.8   0.8   0.8   2.1   2.1   2.1
Note: Queue reported is the number of cars per lane.
```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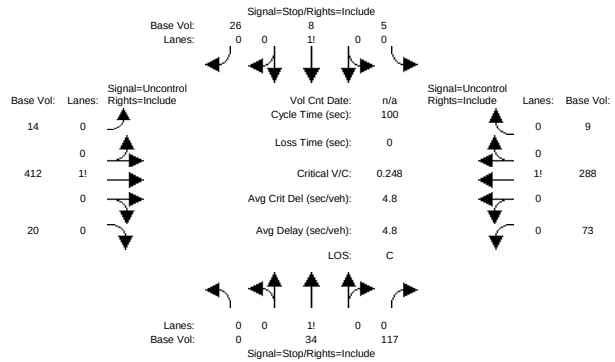
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing AM

Intersection #15: 5th Avenue / Judah Street




```
Street Name:            5th Avenue                    Judah Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   34   117     5    8    26    14  412    20    73  288     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:    0   34   117     5    8    26    14  412    20    73  288     9
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:     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   35   122     5    8    27    15  429    21    76  300     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   35   122     5    8    27    15  429    21    76  300     9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx 1030   540  1104 1036   405   359 xxxx xxxxx   500 xxxx xxxxx
Potent Cap.: xxxx  233   542   188  232   646  1199 xxxx xxxxx  1064 xxxx xxxxx
Move Cap.:   xxxx  193   492   103  191   586  1142 xxxx xxxxx  1013 xxxx xxxxx
Volume/Cap:  xxxx 0.18  0.25  0.05 0.04  0.05  0.01 xxxx  xxxx  0.08 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx   8.8 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx   364  xxxx  289 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx   2.1 xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx  22.2 xxxxx 19.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     C     *    C     *     *    *     *     *    *     *
ApproachDel:      22.2             19.5           xxxxxx           xxxxxx
ApproachLOS:         C                C              *                *
Note: Queue reported is the number of cars per lane.
```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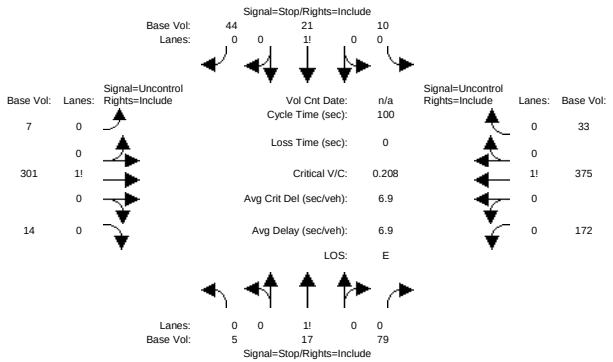
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing PM

Intersection #15: 5th Avenue / Judah Street




```
Street Name:            5th Avenue                    Judah Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5   17    79    10   21    44     7  301    14   172  375    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:    5   17    79    10   21    44     7  301    14   172  375    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:     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:     6   19    90    11   24    50     8  342    16   195  426    38
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    6   19    90    11   24    50     8  342    16   195  426    38
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1339 1320   450  1356 1310   545   514 xxxx xxxxx   408 xxxx xxxxx
Potent Cap.:  130  157   609   126  159   538  1052 xxxx xxxxx  1151 xxxx xxxxx
Move Cap.:     75  113   553    70  114   488  1002 xxxx xxxxx  1096 xxxx xxxxx
Volume/Cap:  0.08 0.17  0.16  0.16 0.21  0.10  0.01 xxxx  xxxx  0.18 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.6 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx   9.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  280 xxxxx  xxxx  181 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.9 xxxxx xxxxx  2.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 26.5 xxxxx xxxxx 41.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    E     *     *    *     *     *    *     *
ApproachDel:      26.5             41.6           xxxxxx           xxxxxx
ApproachLOS:         D                E              *                *
Note: Queue reported is the number of cars per lane.
```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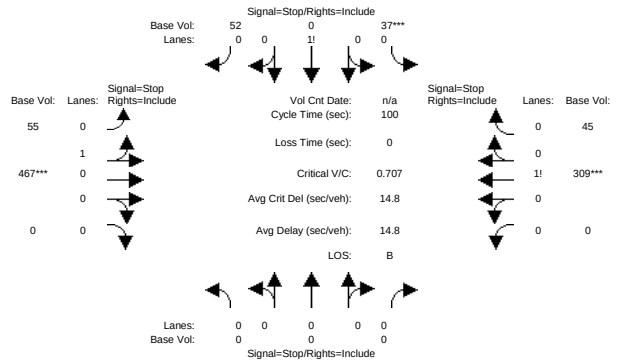
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #16: 4th Avenue / Parnassus



Street Name:	4th Avenue						Parnassus					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	37	0	52	55	467	0	0	309	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:	0	0	0	37	0	52	55	467	0	0	309	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:	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:	0	0	0	39	0	55	58	492	0	0	325	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	0	55	58	492	0	0	325	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
FinalVolume:	0	0	0	39	0	55	58	492	0	0	325	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:	0.00	0.00	0.00	0.41	0.01	0.58	0.11	0.89	0.00	0.00	0.87	0.13
Final Sat.:	0	0	0	243	0	341	82	695	0	0	659	96
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.16	0.00	0.16	0.71	0.71	xxxx	xxxx	0.49	0.49
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	9.4	9.4	9.4	17.6	17.6	0.0	0.0	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:	0.0	0.0	0.0	9.4	9.4	9.4	17.6	17.6	0.0	0.0	12.0	12.0
LOS by Move:	*	*	*	A	A	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			9.4			17.6			12.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.4			17.6			12.0		
LOS by Appr:		*			A			C			B	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	2.2	2.2	2.2	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

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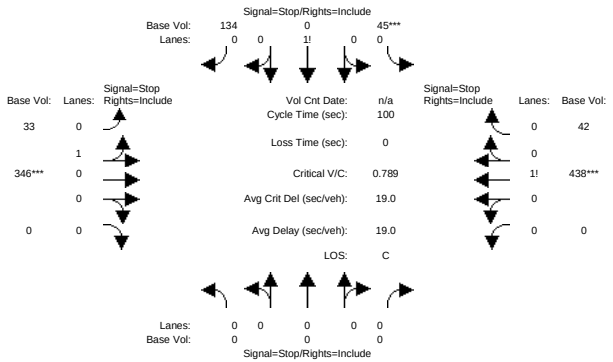
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #16: 4th Avenue / Parnassus



Street Name:	4th Avenue						Parnassus					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	45	0	134	33	346	0	0	438	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:	0	0	0	45	0	134	33	346	0	0	438	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:	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:	0	0	0	52	0	156	38	402	0	0	509	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	0	156	38	402	0	0	509	49
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	0	0	52	0	156	38	402	0	0	509	49
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	0.00	0.00	0.25	0.00	0.75	0.09	0.91	0.00	0.00	0.91	0.09
Final Sat.:	0	0	0	146	0	435	59	616	0	0	646	62
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.36	xxxx	0.36	0.65	0.65	xxxx	xxxx	0.79	0.79
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	11.5	0.0	11.5	17.0	17.0	0.0	0.0	23.4	23.4
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	0.0	0.0	11.5	0.0	11.5	17.0	17.0	0.0	0.0	23.4	23.4
LOS by Move:	*	*	*	B	*	B	C	C	*	*	C	C
ApproachDel:	xxxxxx			11.5			17.0			23.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			11.5			17.0			23.4		
LOS by Appr:		*			B			C			C	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.4	0.4	1.6	1.6	1.6	3.0	3.0	3.0

Note: Queue reported is the number of cars per lane.

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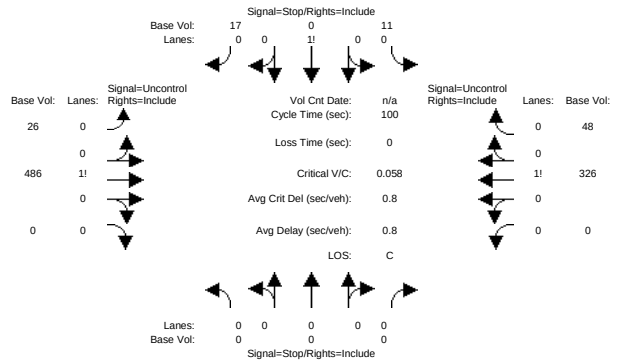
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing AM

Intersection #17: 3rd Avenue / Parnassus




```
Street Name:            3rd Avenue                    Parnassus
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    11    0    17    26  486     0     0  326    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    0     0    11    0    17    26  486     0     0  326    48
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:     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    19    29  534     0     0  358    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    12    0    19    29  534     0     0  358    53
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1076 1076   485   461 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   243  219   582  1100 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   208  193   511  1048 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.06 0.00  0.04  0.03 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control 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  325 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.3 xxxxx   0.1 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 17.2 xxxxx   8.5 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *    *    C     *     A    *     *     *    *     *
ApproachDel:    xxxxxx           17.2           xxxxxx           xxxxxx
ApproachLOS:         *              C              *                *
Note: Queue reported is the number of cars per lane.
```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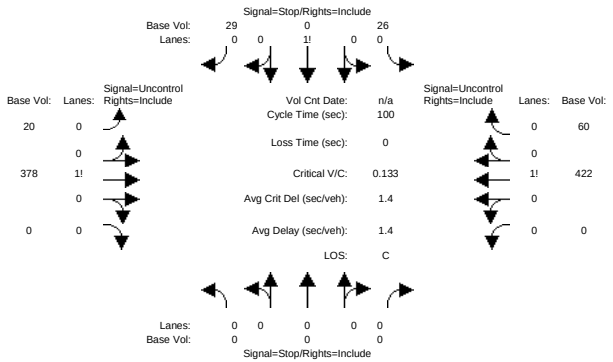
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing PM

Intersection #17: 3rd Avenue / Parnassus




```
Street Name:            3rd Avenue                    Parnassus
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    26    0    29    20  378     0     0  422    60
Growth Adj:  1.00 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    26    0    29    20  378     0     0  422    60
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:     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    29    0    32    22  415     0     0  464    66
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    29    0    32    22  415     0     0  464    66
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1056 1056   597   580 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   250  225   503   994 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   215  200   441   947 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.13 0.00  0.07  0.02 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.9 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  294 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.8 xxxxx   0.1 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 20.4 xxxxx   8.9 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *    *    C     *     A    *     *     *    *     *
ApproachDel:    xxxxxx           20.4           xxxxxx           xxxxxx
ApproachLOS:         *              C              *                *
Note: Queue reported is the number of cars per lane.
```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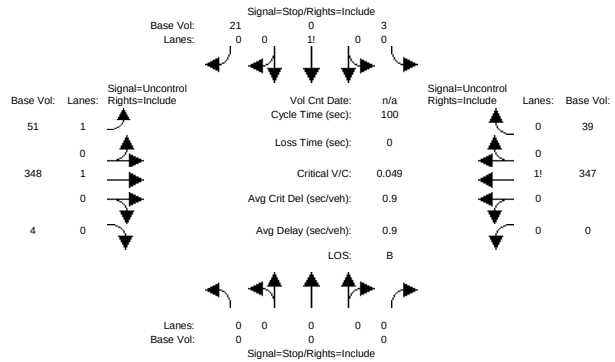
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing AM

Intersection #18: Hillway / Parnassus



Street Name: Hillway Parnassus Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	3	0	21	51	348	4	0	347	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	0	0	3	0	21	51	348	4	0	347	39
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:	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	0	0	3	0	21	52	355	4	0	354	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	21	52	355	4	0	354	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	935	937	474	444	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	295	265	590	1116	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	257	228	536	1063	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.04	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	472	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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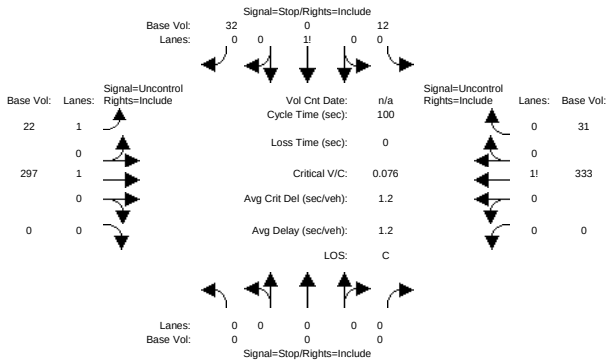
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing PM

Intersection #18: Hillway / Parnassus



Street Name: Hillway Parnassus Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	12	0	32	22	297	0	0	333	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:	0	0	0	12	0	32	22	297	0	0	333	31
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:	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	0	0	14	0	39	27	358	0	0	401	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	39	27	358	0	0	401	37
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	931	931	520	489	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	296	267	556	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	263	236	504	1023	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.08	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	404	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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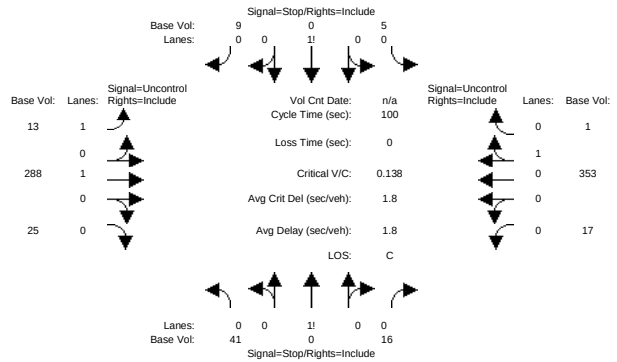
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing AM

Intersection #19: Hill Point / Parnassus




```
Street Name:            Hill Point                    Parnassus Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      41    0    16     5    0     9    13  288    25    17  353     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:   41    0    16     5    0     9    13  288    25    17  353     1
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:     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:    43    0    17     5    0     9    14  303    26    18  372     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   43    0    17     5    0     9    14  303    26    18  372     1
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  756  752   316   760  765   372   373 xxxx xxxxx   329 xxxx xxxxx
Potent Cap.:  324  339   724   323  333   674  1186 xxxx xxxxx  1230 xxxx xxxxx
Move Cap.:    313  330   724   309  325   674  1186 xxxx xxxxx  1230 xxxx xxxxx
Volume/Cap:  0.14 0.00  0.02  0.02 0.00  0.01  0.01 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.1 xxxx xxxxx   8.0 xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  373 xxxxx  xxxx  474 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.6 xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 16.5 xxxxx xxxxx 12.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    C     *     *    B     *     *    *     *     *    *     *
ApproachDel:      16.5            12.8           xxxxxx           xxxxxx
ApproachLOS:         C               B              *                *
Note: Queue reported is the number of cars per lane.
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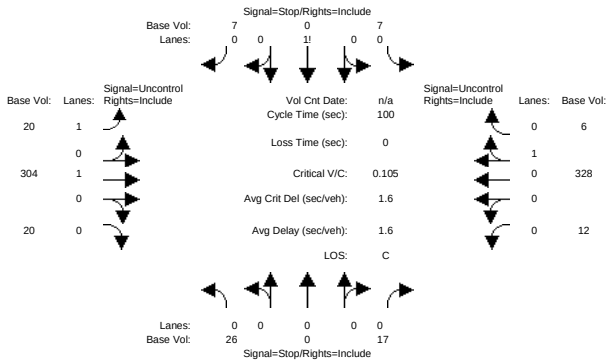
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing PM

Intersection #19: Hill Point / Parnassus




```
Street Name:            Hill Point                    Parnassus Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26    0    17     7    0     7    20  304    20    12  328     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:   26    0    17     7    0     7    20  304    20    12  328     6
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:     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:    30    0    20     8    0     8    23  349    23    14  377     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   30    0    20     8    0     8    23  349    23    14  377     7
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  819  818   361   825  826   380   384 xxxx xxxxx   372 xxxx xxxxx
Potent Cap.:  294  310   684   292  307   667  1175 xxxx xxxxx  1186 xxxx xxxxx
Move Cap.:    284  301   684   277  298   667  1175 xxxx xxxxx  1186 xxxx xxxxx
Volume/Cap:  0.11 0.00  0.03  0.03 0.00  0.01  0.02 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.1 xxxx xxxxx   8.1 xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  369 xxxxx  xxxx  391 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 16.3 xxxxx xxxxx 14.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    C     *     *    B     *     *    *     *     *    *     *
ApproachDel:      16.3            14.6           xxxxxx           xxxxxx
ApproachLOS:         C               B              *                *
Note: Queue reported is the number of cars per lane.
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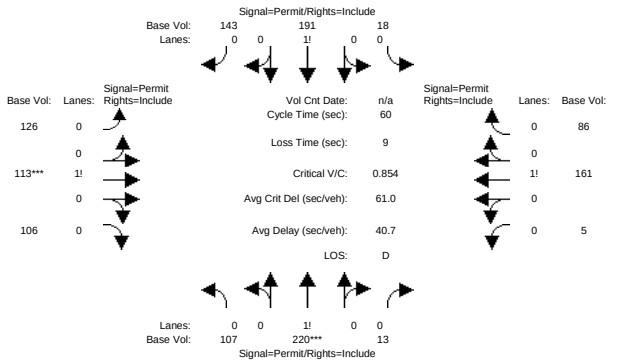
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #20: Stanyan / Parnassus



Street Name:	Stanyan						Parnassus Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	30	30	30	30	30	30	21	21	21	21	21	21
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	107	220	13	18	191	143	126	113	106	5	161	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	220	13	18	191	143	126	113	106	5	161	86
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:	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:	118	242	14	20	210	157	138	124	116	5	177	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	242	14	20	210	157	138	124	116	5	177	95
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	118	242	14	20	210	157	138	124	116	5	177	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.59	0.59	0.69	0.69	0.67	0.51	0.52	0.51	0.69	0.69	0.68
Lanes:	0.32	0.64	0.04	0.05	0.54	0.41	0.37	0.32	0.31	0.02	0.63	0.35
Final Sat.:	351	721	43	66	703	526	354	318	298	26	833	445
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.30	0.30	0.30	0.39	0.39	0.39	0.21	0.21	0.21
Crit Moves:		****						****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.67	0.67	0.67	0.60	0.60	0.60	1.12	1.12	1.12	0.61	0.61	0.61
Uniform Del:	11.3	11.3	11.3	10.7	10.7	10.7	19.5	19.5	19.5	16.1	16.1	16.1
IncremntDel:	6.3	6.3	6.3	4.0	4.0	4.0	84.2	84.2	84.2	5.9	5.9	5.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	17.6	17.6	17.6	14.7	14.7	14.7	103.7	104	103.7	22.0	22.0	22.0
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:	17.6	17.6	17.6	14.7	14.7	14.7	103.7	104	103.7	22.0	22.0	22.0
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
HCM2kAvgQ:	7	7	7	6	6	5	14	14	14	5	5	5

Note: Queue reported is the number of cars per lane.

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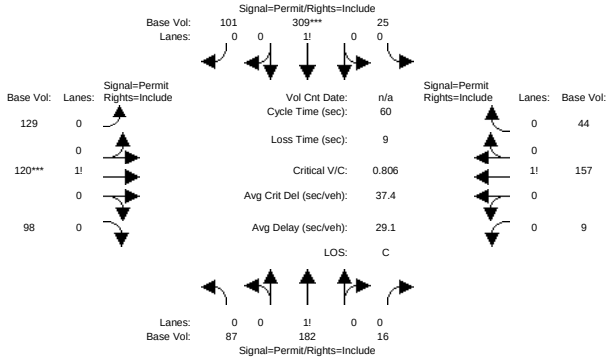
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #20: Stanyan / Parnassus



Street Name:	Stanyan						Parnassus Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	30	30	30	30	30	30	21	21	21	21	21	21
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	87	182	16	25	309	101	129	120	98	9	157	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	182	16	25	309	101	129	120	98	9	157	44
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:	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:	91	190	17	26	322	105	134	125	102	9	164	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	190	17	26	322	105	134	125	102	9	164	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
FinalVolume:	91	190	17	26	322	105	134	125	102	9	164	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.58	0.58	0.70	0.70	0.70	0.55	0.56	0.55	0.70	0.70	0.69
Lanes:	0.31	0.64	0.05	0.06	0.71	0.23	0.38	0.34	0.28	0.04	0.75	0.21
Final Sat.:	338	708	62	77	947	310	389	362	296	57	987	277
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.34	0.34	0.34	0.35	0.35	0.35	0.17	0.17	0.17
Crit Moves:					****			****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.54	0.54	0.54	0.68	0.68	0.68	0.99	0.99	0.99	0.47	0.47	0.47
Uniform Del:	10.2	10.2	10.2	11.4	11.4	11.4	19.4	19.4	19.4	15.2	15.2	15.2
IncremntDel:	3.7	3.7	3.7	5.5	5.5	5.5	43.7	43.7	43.7	3.4	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.9	13.9	13.9	16.9	16.9	16.9	63.1	63.1	63.1	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:	13.9	13.9	13.9	16.9	16.9	16.9	63.1	63.1	63.1	18.6	18.6	18.6
LOS by Move:	B	B	B	B	B	B	E	E	E	B	B	B
HCM2kAvgQ:	4	5	4	7	7	7	10	10	10	4	4	4

Note: Queue reported is the number of cars per lane.

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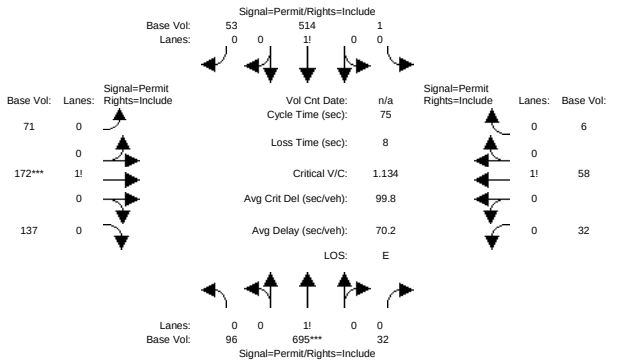
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #21: 7th Avenue / Kirkham Street



Street Name:	7th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	22	22	22	22	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	695	32	1	514	53	71	172	137	32	58	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:	96	695	32	1	514	53	71	172	137	32	58	6
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:	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:	100	724	33	1	535	55	74	179	143	33	60	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	724	33	1	535	55	74	179	143	33	60	6
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	100	724	33	1	535	55	74	179	143	33	60	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.74	0.74	0.73	0.64	0.65	0.63	0.59	0.59	0.59
Lanes:	0.12	0.84	0.04	0.01	0.90	0.09	0.19	0.44	0.37	0.34	0.60	0.06
Final Sat.:	145	1049	48	2	1265	130	229	554	441	375	679	70
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	0.42	0.42	0.42	0.32	0.32	0.32	0.09	0.09	0.09
Crit Moves:		****						****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	1.15	1.15	1.15	0.71	0.71	0.71	1.10	1.10	1.10	0.30	0.30	0.30
Uniform Del:	15.0	15.0	15.0	10.4	10.4	10.4	26.5	26.5	26.5	20.6	20.6	20.6
IncremntDel:	82.6	82.6	82.6	5.0	5.0	5.0	78.2	78.2	78.2	2.4	2.4	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	97.6	97.6	97.6	15.4	15.4	15.4	104.7	105	104.7	22.9	22.9	22.9
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:	97.6	97.6	97.6	15.4	15.4	15.4	104.7	105	104.7	22.9	22.9	22.9
LOS by Move:	F	F	F	B	B	B	F	F	F	C	C	C
HCM2kAvgQ:	37	37	37	10	10	10	18	18	18	2	2	2

Note: Queue reported is the number of cars per lane.

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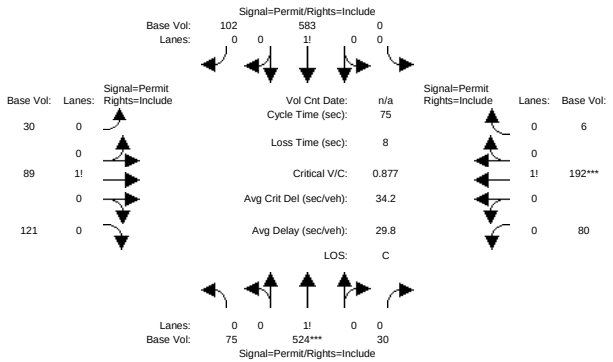
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #21: 7th Avenue / Kirkham Street



Street Name:	7th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	22	22	22	22	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	524	30	0	583	102	30	89	121	80	192	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:	75	524	30	0	583	102	30	89	121	80	192	6
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:	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:	77	540	31	0	601	105	31	92	125	82	198	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	540	31	0	601	105	31	92	125	82	198	6
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	77	540	31	0	601	105	31	92	125	82	198	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	1.00	0.73	0.73	0.65	0.66	0.63	0.59	0.60	0.60
Lanes:	0.12	0.83	0.05	0.00	0.85	0.15	0.12	0.36	0.52	0.29	0.69	0.02
Final Sat.:	145	1014	58	0	1182	207	152	452	614	329	789	25
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.53	0.00	0.51	0.51	0.20	0.20	0.20	0.25	0.25	0.25
Crit Moves:		****									****	
Green/Cycle:	0.60	0.60	0.60	0.00	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.89	0.89	0.89	0.00	0.85	0.85	0.69	0.69	0.69	0.86	0.86	0.86
Uniform Del:	12.8	12.8	12.8	0.0	12.2	12.2	23.5	23.5	23.5	25.0	25.0	25.0
IncremntDel:	15.0	15.0	15.0	0.0	10.4	10.4	10.6	10.6	10.6	23.4	23.4	23.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.9	27.9	27.9	0.0	22.7	22.7	34.1	34.1	34.1	48.4	48.4	48.4
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:	27.9	27.9	27.9	0.0	22.7	22.7	34.1	34.1	34.1	48.4	48.4	48.4
LOS by Move:	C	C	C	A	C	C	C	C	C	D	D	D
HCM2kAvgQ:	17	17	17	0	13	13	7	7	6	9	9	9

Note: Queue reported is the number of cars per lane.

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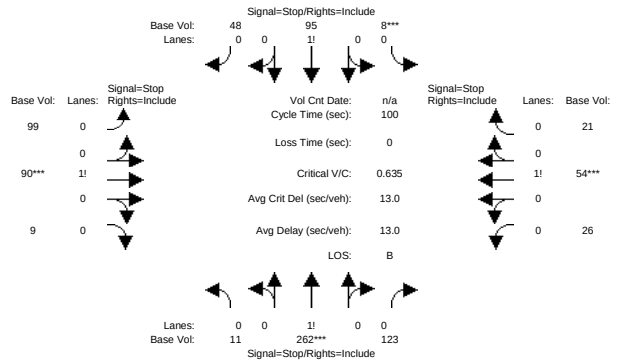
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #22: 6th Avenue / Kirkham Street



Street Name:	6th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	11	262	123	8	95	48	99	90	9	26	54	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:	11	262	123	8	95	48	99	90	9	26	54	21
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:	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:	13	298	140	9	108	55	113	102	10	30	61	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	298	140	9	108	55	113	102	10	30	61	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	13	298	140	9	108	55	113	102	10	30	61	24
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	0.66	0.31	0.05	0.63	0.32	0.50	0.45	0.05	0.26	0.53	0.21
Final Sat.:	20	469	220	33	396	200	293	266	27	144	299	116
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.64	0.27	0.27	0.27	0.38	0.38	0.38	0.21	0.21	0.21
Crit Moves:		****		****				****			****	
Delay/Veh:	15.5	15.5	15.5	10.1	10.1	10.1	11.8	11.8	11.8	10.0	10.0	10.0
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:	15.5	15.5	15.5	10.1	10.1	10.1	11.8	11.8	11.8	10.0	10.0	10.0
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:		15.5			10.1			11.8			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.5			10.1			11.8			10.0	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	1.5	1.5	1.5	0.3	0.3	0.3	0.5	0.5	0.5	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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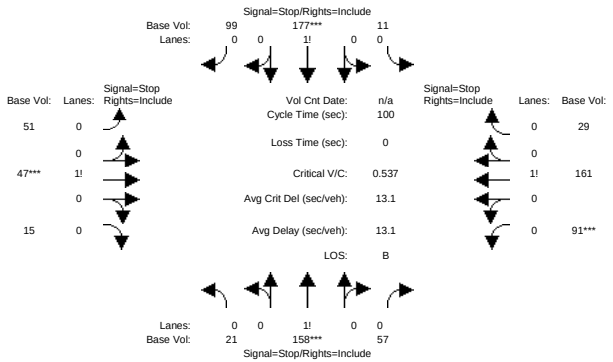
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #22: 6th Avenue / Kirkham Street



Street Name:	6th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	21	158	57	11	177	99	51	47	15	91	161	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:	21	158	57	11	177	99	51	47	15	91	161	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:	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:	24	180	65	13	201	113	58	53	17	103	183	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	180	65	13	201	113	58	53	17	103	183	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
FinalVolume:	24	180	65	13	201	113	58	53	17	103	183	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:	0.09	0.67	0.24	0.04	0.62	0.34	0.45	0.42	0.13	0.32	0.58	0.10
Final Sat.:	54	404	146	24	387	217	236	218	69	193	341	61
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.52	0.52	0.52	0.25	0.25	0.25	0.54	0.54	0.54
Crit Moves:		****			****			****			****	
Delay/Veh:	12.5	12.5	12.5	13.5	13.5	13.5	10.7	10.7	10.7	14.4	14.4	14.4
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:	12.5	12.5	12.5	13.5	13.5	13.5	10.7	10.7	10.7	14.4	14.4	14.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		12.5			13.5			10.7			14.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			13.5			10.7			14.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.7	0.7	0.7	0.9	0.9	0.9	0.2	0.2	0.2	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

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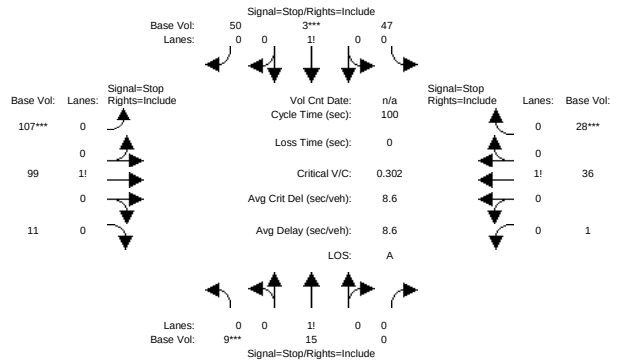
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #23: 5th Avenue / Kirkham Street



Street Name:	5th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	9	15	0	47	3	50	107	99	11	1	36	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:	9	15	0	47	3	50	107	99	11	1	36	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:	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:	10	17	0	53	3	56	120	111	12	1	40	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	17	0	53	3	56	120	111	12	1	40	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
FinalVolume:	10	17	0	53	3	56	120	111	12	1	40	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:	0.38	0.62	0.00	0.47	0.03	0.50	0.49	0.46	0.05	0.02	0.55	0.43
Final Sat.:	264	440	0	361	23	385	398	368	41	13	455	354
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	xxxx	0.15	0.15	0.15	0.30	0.30	0.30	0.09	0.09	0.09
Crit Moves:	****				****		****					****
Delay/Veh:	8.0	8.0	0.0	8.1	8.1	8.1	9.2	9.2	9.2	7.6	7.6	7.6
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:	8.0	8.0	0.0	8.1	8.1	8.1	9.2	9.2	9.2	7.6	7.6	7.6
LOS by Move:	A	A	*	A	A	A	A	A	A	A	A	A
ApproachDel:		8.0			8.1			9.2			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			8.1			9.2			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.4	0.4	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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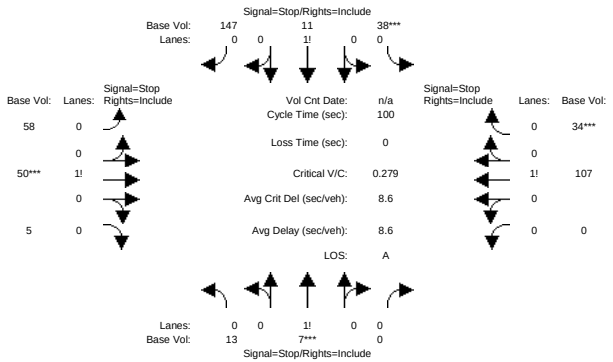
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #23: 5th Avenue / Kirkham Street



Street Name:	5th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	13	7	0	38	11	147	58	50	5	0	107	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:	13	7	0	38	11	147	58	50	5	0	107	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:	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:	15	8	0	44	13	171	67	58	6	0	124	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	8	0	44	13	171	67	58	6	0	124	40
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	15	8	0	44	13	171	67	58	6	0	124	40
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:	0.65	0.35	0.00	0.19	0.06	0.75	0.52	0.44	0.04	0.00	0.76	0.24
Final Sat.:	441	238	0	159	46	614	374	323	32	0	585	186
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	xxxx	0.28	0.28	0.28	0.18	0.18	0.18	xxxx	0.21	0.21
Crit Moves:		****			****				****			****
Delay/Veh:	8.1	8.1	0.0	8.7	8.7	8.7	8.7	8.7	8.7	0.0	8.6	8.6
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:	8.1	8.1	0.0	8.7	8.7	8.7	8.7	8.7	8.7	0.0	8.6	8.6
LOS by Move:	A	A	*	A	A	A	A	A	A	*	A	A
ApproachDel:		8.1			8.7			8.7			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			8.7			8.7			8.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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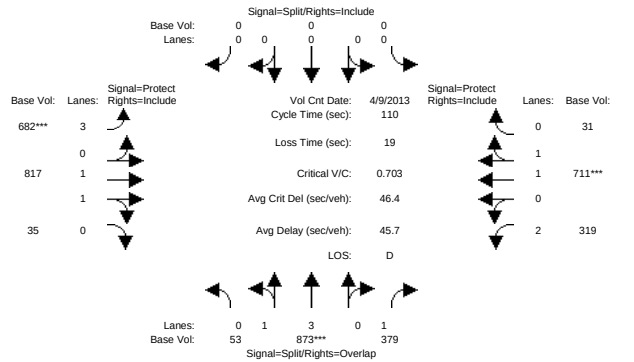
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #24: King/3rd

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Street Name:            3rd Street                    King Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   39   39   39     0    0    0     18   37   37     13   34   34
Y+R:         7.0  7.0  7.0   4.0  4.0  4.0    7.0  7.0  7.0    5.5  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 9 Apr 2013 << 7:00-8:45am
Base Vol:     53  873  379     0    0    0    682  817   35    319  711   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:  53  873  379     0    0    0    682  817   35    319  711   31
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:     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:   56  919  399     0    0    0    718  860   37    336  748   33
Reduct Vol:    0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:  56  919  399     0    0    0    718  860   37    336  748   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
FinalVolume:  56  919  399     0    0    0    718  860   37    336  748   33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.77 0.77 0.71  1.00 1.00 1.00  0.79 0.81 0.80  0.79 0.81 0.80
Lanes:       0.23 3.77 1.00  0.00 0.00 0.00  3.00 1.92 0.08  2.00 1.92 0.08
Final Sat.:   336 5528 1344     0    0    0  4480 2934  126  2987 2932  128
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17 0.30  0.00 0.00 0.00  0.16 0.29 0.29  0.11 0.26 0.26
Crit Moves:       ****                        ****                   ****
Green/Cycle: 0.35 0.35 0.48  0.00 0.00 0.00  0.16 0.35 0.35  0.12 0.31 0.31
Volume/Cap:  0.47 0.47 0.62  0.00 0.00 0.00  0.98 0.84 0.84  0.91 0.83 0.83
Uniform Del: 27.5 27.5 21.4   0.0  0.0  0.0  45.8 32.9 32.9  47.7 35.3 35.3
IncremntDel:  0.8  0.8  4.5   0.0  0.0  0.0  28.6  7.8  7.8  29.7  8.2  8.2
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:   1.00 1.00 1.00  0.00 0.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
Delay/Veh:   28.2 28.2 25.8   0.0  0.0  0.0  74.4 40.7 40.7  77.3 43.4 43.4
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:  28.2 28.2 25.8   0.0  0.0  0.0  74.4 40.7 40.7  77.3 43.4 43.4
LOS by Move:    C    C    C     A    A    A     E    D    D     E    D    D
HCM2kAvgQ:      7    7    9     0    0    0     9   14   14     9   15   15
Note: Queue reported is the number of cars per lane.
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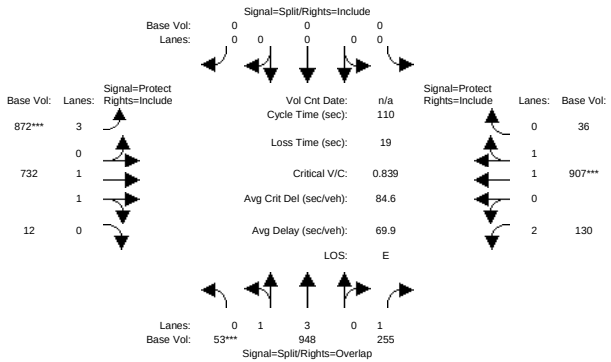
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #24: King/3rd




```
Street Name:            3rd Street                    King Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   39   39   39     0    0    0     18   37   37     13   34   34
Y+R:         7.0  7.0  7.0   4.0  4.0  4.0    7.0  7.0  7.0    5.5  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     53  948  255     0    0    0    872  732   12    130  907   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:  53  948  255     0    0    0    872  732   12    130  907   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:     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:   55  977  263     0    0    0    899  755   12    134  935   37
Reduct Vol:    0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:  55  977  263     0    0    0    899  755   12    134  935   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
FinalVolume:  55  977  263     0    0    0    899  755   12    134  935   37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.77 0.77 0.71  1.00 1.00 1.00  0.79 0.81 0.81  0.79 0.81 0.80
Lanes:       0.21 3.79 1.00  0.00 0.00 0.00  3.00 1.97 0.03  2.00 1.92 0.08
Final Sat.:   310 5553 1353     0    0    0  4480 3023   50  2987 2943  117
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.18 0.19  0.00 0.00 0.00  0.20 0.25 0.25  0.04 0.32 0.32
Crit Moves:  ****                           ****                   ****
Green/Cycle: 0.35 0.35 0.48  0.00 0.00 0.00  0.16 0.35 0.35  0.12 0.31 0.31
Volume/Cap:  0.50 0.50 0.41  0.00 0.00 0.00  1.23 0.71 0.71  0.37 1.03 1.03
Uniform Del: 27.8 27.8 18.6   0.0  0.0  0.0  46.0 31.0 31.0  44.3 38.0 38.0
IncremntDel:  0.9  0.9  1.9   0.0  0.0  0.0 113.8  4.0  4.0   2.8 36.6 36.6
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:   1.00 1.00 1.00  0.00 0.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
Delay/Veh:   28.7 28.7 20.5   0.0  0.0  0.0 159.8 35.0 35.0  47.1 74.6 74.6
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:  28.7 28.7 20.5   0.0  0.0  0.0 159.8 35.0 35.0  47.1 74.6 74.6
LOS by Move:    C    C    C     A    A    A     F    D    D     D    E    E
HCM2kAvgQ:      7    7    6     0    0    0    17   11   11     2   25   24
Note: Queue reported is the number of cars per lane.
```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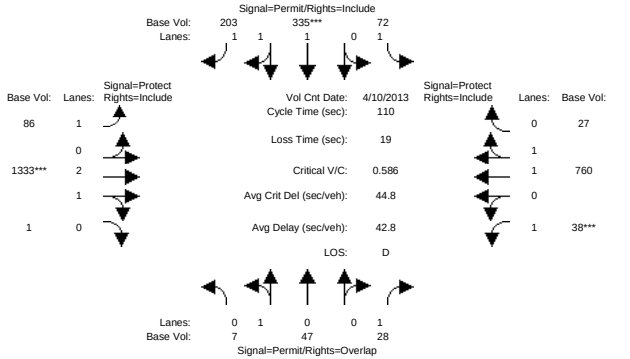
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #25: King/4th




```
Street Name:            4th Street                    King Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    39   39   39    39   39   39    15   37   37    15   37   37
Y+R:          6.0  6.0  6.0   6.0  6.0  6.0   7.0  7.0  7.0   7.0  7.0  7.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 Apr 2013 << 7:00-8:45am
Base Vol:       7   47   28    72  335  203    86 1333    1    38  760   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:    7   47   28    72  335  203    86 1333    1    38  760   27
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.70  1.00 1.00 1.00
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:     8   51   30    77  360  218    92 1433    1    41  817   29
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    8   51   30    77  360  218    92 1433    1    41  817   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
FinalVolume:    8   51   30    77  360  218    92 1433    1    41  817   29
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.81 0.81 0.69  0.59 0.76 0.74  0.81 0.78 0.78  0.81 0.81 0.80
Lanes:       0.13 0.87 1.00  1.00 1.85 1.15  1.00 2.99 0.01  1.00 1.93 0.07
Final Sat.:   200 1341 1319  1120 2684 1627  1539 4422    2  1539 2958  105
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04 0.02  0.07 0.13 0.13  0.06 0.32 0.32  0.03 0.28 0.28
Crit Moves:                       ****           ****       ****
Green/Cycle: 0.35 0.35 0.49  0.35 0.35 0.35  0.14 0.34 0.34  0.14 0.34 0.34
Volume/Cap:  0.11 0.11 0.05  0.20 0.38 0.38  0.44 0.96 0.96  0.19 0.82 0.82
Uniform Del: 23.8 23.8 14.6  24.6 26.5 26.5  43.6 35.8 35.8  42.1 33.5 33.5
IncremntDel:  0.4  0.4  0.1   1.1  0.7  0.7   6.6 16.2 16.2   2.1  7.4  7.4
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   24.2 24.2 14.7  25.7 27.2 27.2  50.2 52.0 52.0  44.2 40.8 40.8
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:  24.2 24.2 14.7  25.7 27.2 27.2  50.2 52.0 52.0  44.2 40.8 40.8
LOS by Move:    C    C     B     C    C    C     D    D    D     D    D    D
HCM2kAvgQ:      1    1     1     2    5    5     3   23   23     1   14   14
Note: Queue reported is the number of cars per lane.
```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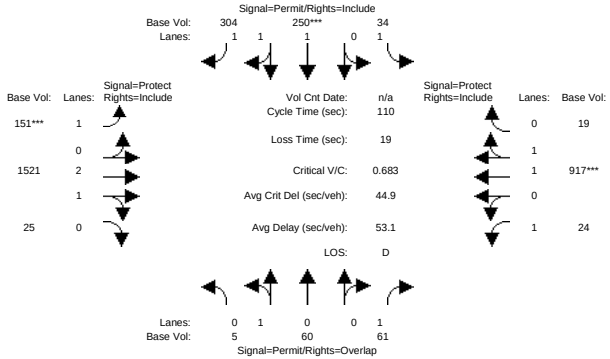
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #25: King/4th




```
Street Name:            4th Street                    King Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    39   39   39    39   39   39    15   37   37    15   37   37
Y+R:          6.0  6.0  6.0   6.0  6.0  6.0   7.0  7.0  7.0   7.0  7.0  7.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5   60   61    34  250  304   151 1521   25    24  917   19
Growth Adj:  1.00 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   60   61    34  250  304   151 1521   25    24  917   19
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:     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:     5   62   63    35  258  313   156 1568   26    25  945   20
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    5   62   63    35  258  313   156 1568   26    25  945   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
FinalVolume:    5   62   63    35  258  313   156 1568   26    25  945   20
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 0.83 0.59  0.51 0.74 0.62  0.81 0.81 0.77  0.81 0.81 0.80
Lanes:       0.08 0.92 1.00  1.00 1.22 1.78  1.00 2.95 0.05  1.00 1.96 0.04
Final Sat.:   122 1462 1126   975 1724 2096  1539 4557   75  1539 3007   62
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04 0.06  0.04 0.15 0.15  0.10 0.34 0.34  0.02 0.31 0.31
Crit Moves:                       ****           ****            ****
Green/Cycle: 0.35 0.35 0.49  0.35 0.35 0.35  0.14 0.34 0.34  0.14 0.34 0.34
Volume/Cap:  0.12 0.12 0.11  0.10 0.42 0.42  0.74 1.02 1.02  0.12 0.93 0.93
Uniform Del: 23.9 23.9 15.1  23.8 26.9 26.9  45.6 36.5 36.5  41.7 35.3 35.3
IncremntDel:  0.4  0.4  0.4   0.6  1.0  1.0  20.9 28.8 28.8   1.1 16.1 16.1
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   24.4 24.4 15.5  24.4 27.9 27.9  66.5 65.3 65.3  42.8 51.4 51.4
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:  24.4 24.4 15.5  24.4 27.9 27.9  66.5 65.3 65.3  42.8 51.4 51.4
LOS by Move:    C    C     B     C    C    C     E    E     E     D    D    D
HCM2kAvgQ:      1    1     1     1    6    5     7   27    26     1   16   16
Note: Queue reported is the number of cars per lane.
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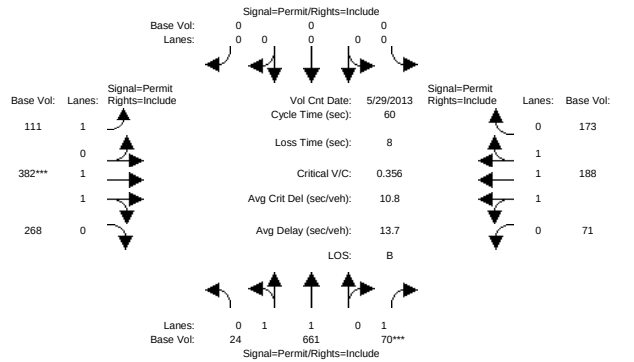
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	21	0	21	0	0	31	31	0	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 May 2013 << 7:00-8:45am												
Base Vol:	24	661	70	0	0	0	111	382	268	71	188	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	661	70	0	0	0	111	382	268	71	188	173
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:	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:	26	715	76	0	0	0	120	413	290	77	203	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	715	76	0	0	0	120	413	290	77	203	187
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	26	715	76	0	0	0	120	413	290	77	203	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.63	1.00	1.00	1.00	0.40	0.76	0.74	0.55	0.55	0.54
Lanes:	0.07	1.93	1.00	0.00	0.00	0.00	1.00	1.17	0.83	0.55	1.45	1.00
Final Sat.:	107	2956	1200	0	0	0	764	1683	1181	573	1518	1035
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.06	0.00	0.00	0.00	0.16	0.25	0.25	0.13	0.13	0.18
Crit Moves:			****					****				
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.69	0.69	0.18	0.00	0.00	0.00	0.30	0.48	0.48	0.26	0.26	0.35
Uniform Del:	16.7	16.7	13.5	0.0	0.0	0.0	8.3	9.3	9.3	8.1	8.1	8.6
IncremntDel:	3.7	3.7	0.9	0.0	0.0	0.0	2.0	1.1	1.1	0.3	0.3	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.4	20.4	14.5	0.0	0.0	0.0	10.3	10.4	10.4	8.4	8.4	9.3
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:	20.4	20.4	14.5	0.0	0.0	0.0	10.3	10.4	10.4	8.4	8.4	9.3
LOS by Move:	C	C	B	A	A	A	B	B	B	A	A	A
HCM2kAvgQ:	8	8	1	0	0	0	2	5	5	2	2	3

Note: Queue reported is the number of cars per lane.

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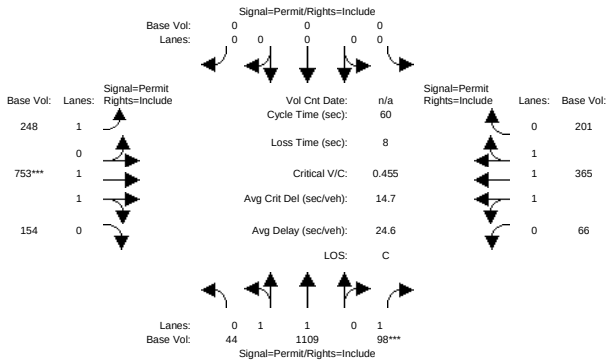
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	24	0	24	0	0	28	28	28	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	1109	98	0	0	0	248	753	154	66	365	201
Growth Adj:	1.00	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	1109	98	0	0	0	248	753	154	66	365	201
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:	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:	45	1139	101	0	0	0	255	773	158	68	375	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1139	101	0	0	0	255	773	158	68	375	206
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	45	1139	101	0	0	0	255	773	158	68	375	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.63	1.00	1.00	1.00	0.33	0.79	0.78	0.56	0.56	0.55
Lanes:	0.08	1.92	1.00	0.00	0.00	0.00	1.00	1.66	0.34	0.31	1.73	0.96
Final Sat.:	117	2946	1202	0	0	0	624	2488	509	330	1826	1006
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.08	0.00	0.00	0.00	0.41	0.31	0.31	0.21	0.21	0.21
Crit Moves:			****					****				
Green/Cycle:	0.40	0.40	0.40	0.00	0.00	0.00	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.97	0.97	0.21	0.00	0.00	0.00	0.87	0.67	0.67	0.44	0.44	0.44
Uniform Del:	17.6	17.6	11.8	0.0	0.0	0.0	14.4	12.4	12.4	10.7	10.7	10.7
IncremntDel:	18.8	18.8	1.0	0.0	0.0	0.0	28.6	2.5	2.5	1.0	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.4	36.4	12.8	0.0	0.0	0.0	43.0	14.9	14.9	11.7	11.7	11.7
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:	36.4	36.4	12.8	0.0	0.0	0.0	43.0	14.9	14.9	11.7	11.7	11.7
LOS by Move:	D	D	B	A	A	A	D	B	B	B	B	B
HCM2kAvgQ:	18	18	1	0	0	0	8	8	8	3	3	3

Note: Queue reported is the number of cars per lane.

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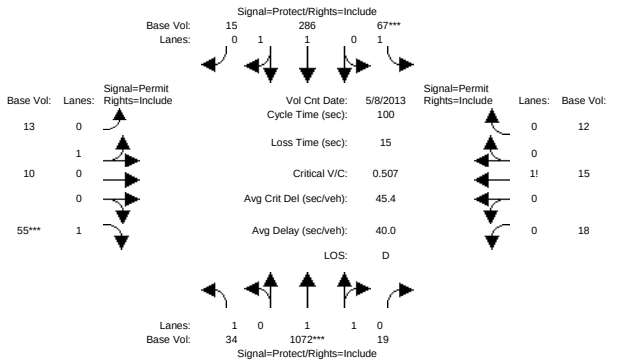
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	36	36	17	38	38	32	32	32	32	32	32
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	34	1072	19	67	286	15	13	10	55	18	15	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1072	19	67	286	15	13	10	55	18	15	12
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:	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:	36	1128	20	71	301	16	14	11	58	19	16	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1128	20	71	301	16	14	11	58	19	16	13
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	36	1128	20	71	301	16	14	11	58	19	16	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.89	0.81	0.81	0.80	0.80	0.74	0.76	0.69	0.74	0.75	0.74
Lanes:	1.00	1.96	0.04	1.00	1.90	0.10	0.57	0.43	1.00	0.40	0.33	0.27
Final Sat.:	1539	3312	59	1539	2905	152	806	620	1313	564	470	376
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.05	0.10	0.10	0.02	0.02	0.04	0.03	0.03	0.03
Crit Moves:		****		****					****			
Green/Cycle:	0.15	0.36	0.36	0.17	0.38	0.38	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.15	0.95	0.95	0.27	0.27	0.27	0.05	0.05	0.14	0.11	0.11	0.11
Uniform Del:	37.0	31.1	31.1	36.1	21.4	21.4	23.5	23.5	24.2	23.9	23.9	23.9
IncremntDel:	1.4	15.8	15.8	2.5	0.6	0.6	0.2	0.2	0.7	0.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	38.4	46.9	46.9	38.6	22.0	22.0	23.7	23.7	24.9	24.4	24.4	24.4
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:	38.4	46.9	46.9	38.6	22.0	22.0	23.7	23.7	24.9	24.4	24.4	24.4
LOS by Move:	D	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	19	17	2	4	4	0	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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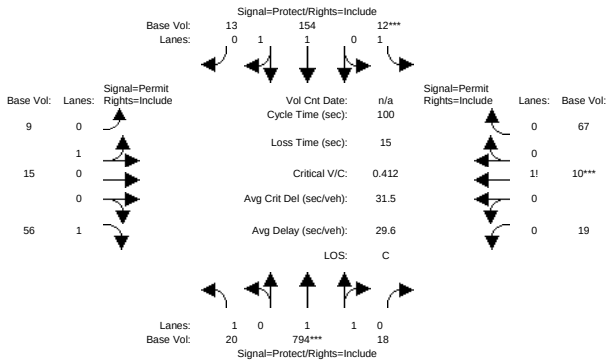
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	36	36	17	38	38	32	32	32	32	32	32
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	20	794	18	12	154	13	9	15	56	19	10	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:	20	794	18	12	154	13	9	15	56	19	10	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:	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:	21	836	19	13	162	14	9	16	59	20	11	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	836	19	13	162	14	9	16	59	20	11	71
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	21	836	19	13	162	14	9	16	59	20	11	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.80	0.81	0.80	0.79	0.76	0.79	0.65	0.72	0.73	0.68
Lanes:	1.00	1.95	0.05	1.00	1.84	0.16	0.38	0.62	1.00	0.19	0.10	0.71
Final Sat.:	1539	3148	71	1539	2802	237	555	924	1226	260	137	918
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.01	0.06	0.06	0.02	0.02	0.05	0.08	0.08	0.08
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.36	0.36	0.17	0.38	0.38	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.09	0.74	0.74	0.05	0.15	0.15	0.05	0.05	0.15	0.24	0.24	0.24
Uniform Del:	36.6	27.9	27.9	34.7	20.4	20.4	23.5	23.5	24.3	25.0	25.0	25.0
IncremntDel:	0.8	4.2	4.2	0.3	0.3	0.3	0.2	0.2	0.8	1.3	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	37.4	32.1	32.1	35.1	20.7	20.7	23.7	23.7	25.1	26.4	26.4	26.4
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:	37.4	32.1	32.1	35.1	20.7	20.7	23.7	23.7	25.1	26.4	26.4	26.4
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	12	12	0	2	2	1	1	1	2	3	2

Note: Queue reported is the number of cars per lane.

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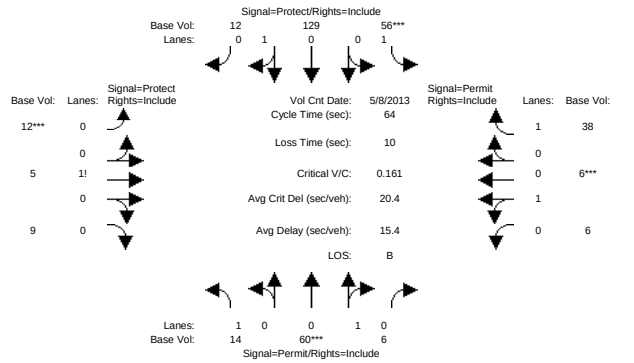
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	21	21	14	35	0	9	19	0	0	10	0
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	14	60	6	56	129	12	12	5	9	6	6	38
Growth Adj:	1.00	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	60	6	56	129	12	12	5	9	6	6	38
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	16	71	7	66	152	14	14	6	11	7	7	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	71	7	66	152	14	14	6	11	7	7	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
FinalVolume:	16	71	7	66	152	14	14	6	11	7	7	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.67	0.67	0.81	0.84	0.84	0.69	0.69	0.67	0.80	0.84	0.66
Lanes:	1.00	0.91	0.09	1.00	0.91	0.09	0.46	0.19	0.35	0.51	0.49	1.00
Final Sat.:	963	1161	116	1539	1463	136	603	251	452	779	779	1260
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.04	0.10	0.10	0.02	0.02	0.02	0.01	0.01	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.05	0.19	0.19	0.20	0.19	0.19	0.17	0.08	0.08	0.06	0.06	0.23
Uniform Del:	14.7	15.4	15.4	20.4	7.3	7.3	24.2	16.2	16.2	23.0	23.0	23.6
IncremntDel:	0.3	1.0	1.0	1.3	0.5	0.5	1.9	0.4	0.4	0.5	0.5	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	15.0	16.4	16.4	21.7	7.8	7.8	26.2	16.6	16.6	23.4	23.4	26.3
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:	15.0	16.4	16.4	21.7	7.8	7.8	26.2	16.6	16.6	23.4	23.4	26.3
LOS by Move:	B	B	B	C	A	A	C	B	B	C	C	C
HCM2kAvgQ:	0	1	1	1	2	2	0	0	0	0	0	1

Note: Queue reported is the number of cars per lane.

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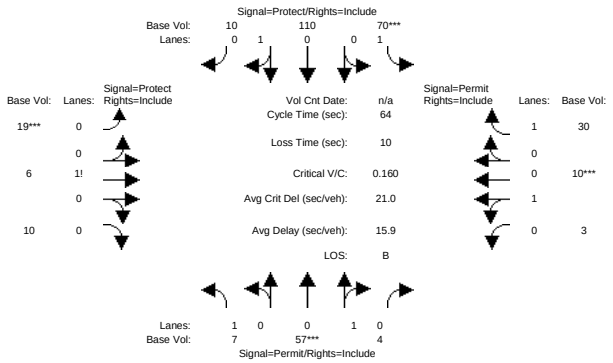
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	21	21	14	35	0	9	19	0	0	10	0
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	7	57	4	70	110	10	19	6	10	3	10	30
Growth Adj:	1.00	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	57	4	70	110	10	19	6	10	3	10	30
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:	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:	7	60	4	74	116	11	20	6	11	3	11	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	60	4	74	116	11	20	6	11	3	11	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	7	60	4	74	116	11	20	6	11	3	11	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.68	0.66	0.81	0.84	0.83	0.70	0.70	0.63	0.78	0.84	0.64
Lanes:	1.00	0.93	0.07	1.00	0.92	0.08	0.52	0.17	0.31	0.24	0.76	1.00
Final Sat.:	810	1198	84	1539	1466	133	698	220	367	364	1212	1220
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.05	0.08	0.08	0.03	0.03	0.03	0.01	0.01	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.03	0.15	0.15	0.22	0.14	0.14	0.20	0.10	0.10	0.06	0.06	0.17
Uniform Del:	14.6	15.2	15.2	20.5	7.1	7.1	24.3	16.3	16.3	23.0	23.0	23.4
IncremntDel:	0.2	0.8	0.8	1.5	0.3	0.3	2.5	0.5	0.5	0.4	0.4	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.8	16.0	16.0	22.0	7.5	7.5	26.9	16.8	16.8	23.4	23.4	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:	14.8	16.0	16.0	22.0	7.5	7.5	26.9	16.8	16.8	23.4	23.4	25.2
LOS by Move:	B	B	B	C	A	A	C	B	B	C	C	C
HCM2kAvgQ:	0	1	1	1	1	1	1	0	0	0	0	1

Note: Queue reported is the number of cars per lane.

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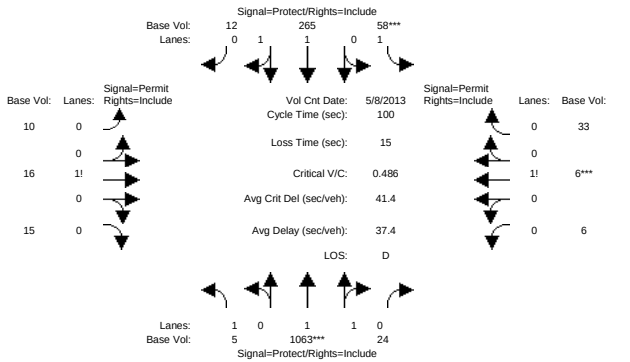
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #29: Mission Rock/3rd

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Street Name:            3rd Street                      Mission Rock
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   15   37   37    15   37   37    33   33   33    33   33   33
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am
Base Vol:      5 1063   24    58  265   12    10   16   15     6    6   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:   5 1063   24    58  265   12    10   16   15     6    6   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:     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:    5 1119   25    61  279   13    11   17   16     6    6   35
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   5 1119   25    61  279   13    11   17   16     6    6   35
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:   5 1119   25    61  279   13    11   17   16     6    6   35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.81 0.89 0.81  0.81 0.81 0.80  0.67 0.67 0.66  0.75 0.75 0.73
Lanes:       1.00 1.95 0.05  1.00 1.91 0.09  0.24 0.39 0.37  0.13 0.13 0.74
Final Sat.:  1539 3295   74  1539 2928  133   310  496  465   185  185 1020
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.34 0.34  0.04 0.10 0.10  0.03 0.03 0.03  0.03 0.03 0.03
Crit Moves:       ****       ****                          ****
Green/Cycle: 0.15 0.37 0.37  0.15 0.37 0.37  0.33 0.33 0.33  0.33 0.33 0.33
Volume/Cap:  0.02 0.92 0.92  0.26 0.26 0.26  0.10 0.10 0.10  0.10 0.10 0.10
Uniform Del: 36.2 30.1 30.1  37.6 21.9 21.9  23.2 23.2 23.2  23.2 23.2 23.2
IncremntDel:  0.2 12.1 12.1   2.8  0.6  0.6   0.5  0.5  0.5   0.5  0.5  0.5
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   36.4 42.2 42.2  40.4 22.5 22.5  23.7 23.7 23.7  23.7 23.7 23.7
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:  36.4 42.2 42.2  40.4 22.5 22.5  23.7 23.7 23.7  23.7 23.7 23.7
LOS by Move:    D    D    D     D    C    C     C    C    C     C    C    C
HCM2kAvgQ:      0   22   20     2    3    3     1    1    1     1    1    1
Note: Queue reported is the number of cars per lane.
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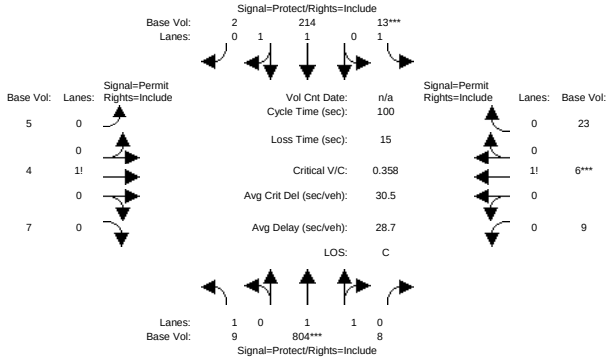
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #29: Mission Rock/3rd

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Street Name:            3rd Street                      Mission Rock
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   15   37   37    15   37   37    33   33   33    33   33   33
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      9  804    8    13  214    2     5    4    7     9    6   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:   9  804    8    13  214    2     5    4    7     9    6   23
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:     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:    9  846    8    14  225    2     5    4    7     9    6   24
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   9  846    8    14  225    2     5    4    7     9    6   24
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:   9  846    8    14  225    2     5    4    7     9    6   24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.81 0.85 0.81  0.81 0.81 0.81  0.63 0.67 0.61  0.72 0.75 0.66
Lanes:       1.00 1.98 0.02  1.00 1.98 0.02  0.31 0.24 0.45  0.23 0.14 0.63
Final Sat.:  1539 3196   32  1539 3047   28   375  300  525   309  206  790
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26 0.26  0.01 0.07 0.07  0.01 0.01 0.01  0.03 0.03 0.03
Crit Moves:       ****       ****                          ****
Green/Cycle: 0.15 0.37 0.37  0.15 0.37 0.37  0.33 0.33 0.33  0.33 0.33 0.33
Volume/Cap:  0.04 0.72 0.72  0.06 0.20 0.20  0.04 0.04 0.04  0.09 0.09 0.09
Uniform Del: 36.3 27.0 27.0  36.4 21.4 21.4  22.8 22.8 22.8  23.2 23.2 23.2
IncremntDel:  0.3  3.7  3.7   0.5  0.4  0.4   0.2  0.2  0.2   0.4  0.4  0.4
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   36.7 30.7 30.7  36.9 21.8 21.8  23.0 23.0 23.0  23.6 23.6 23.6
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:  36.7 30.7 30.7  36.9 21.8 21.8  23.0 23.0 23.0  23.6 23.6 23.6
LOS by Move:    D    C    C     D    C    C     C    C    C     C    C    C
HCM2kAvgQ:      0   13   12     0    2    2     0    0    0     1    1    1
Note: Queue reported is the number of cars per lane.
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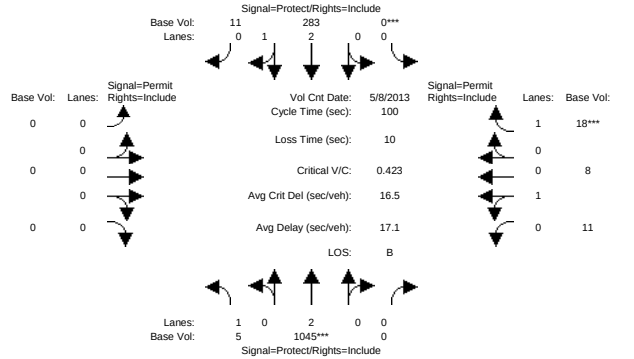
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	5	1045	0	0	283	11	0	0	0	11	8	18
Growth Adj:	1.00	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	1045	0	0	283	11	0	0	0	11	8	18
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:	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:	5	1122	0	0	304	12	0	0	0	12	9	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1122	0	0	304	12	0	0	0	12	9	19
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	5	1122	0	0	304	12	0	0	0	12	9	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.79	0.81	0.62
Lanes:	1.00	2.00	0.00	0.00	2.89	0.11	0.00	0.00	0.00	0.59	0.41	1.00
Final Sat.:	1539	3079	0	0	4233	165	0	0	0	882	642	1179
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.01	0.01	0.02
Crit Moves:		****		****								****
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.02	0.64	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.04	0.04	0.05
Uniform Del:	36.0	14.5	0.0	0.0	18.3	18.3	0.0	0.0	0.0	22.7	22.7	22.8
IncremntDel:	0.2	1.8	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	36.1	16.3	0.0	0.0	18.5	18.5	0.0	0.0	0.0	22.9	22.9	23.1
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:	36.1	16.3	0.0	0.0	18.5	18.5	0.0	0.0	0.0	22.9	22.9	23.1
LOS by Move:	D	B	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	0	13	0	0	2	2	0	0	0	0	0	0

Note: Queue reported as the number of cars per lane.

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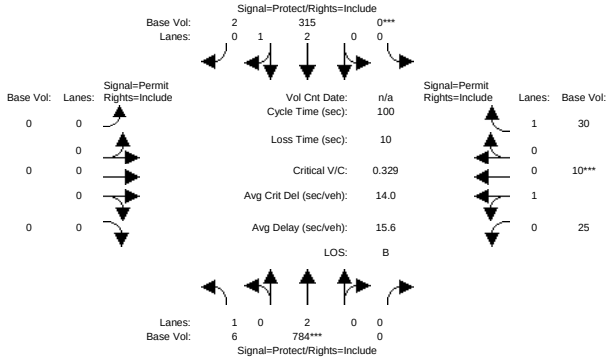
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	6	784	0	0	315	2	0	0	0	25	10	30
Growth Adj:	1.00	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	784	0	0	315	2	0	0	0	25	10	30
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:	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:	6	834	0	0	335	2	0	0	0	27	11	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	834	0	0	335	2	0	0	0	27	11	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	6	834	0	0	335	2	0	0	0	27	11	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.78	0.77	1.00	1.00	1.00	0.75	0.80	0.60
Lanes:	1.00	2.00	0.00	0.00	2.98	0.02	0.00	0.00	0.00	0.73	0.27	1.00
Final Sat.:	1539	3079	0	0	4392	28	0	0	0	1039	416	1147
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.03	0.48	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.08	0.08	0.08
Uniform Del:	36.0	12.7	0.0	0.0	18.4	18.4	0.0	0.0	0.0	23.0	23.0	23.1
IncremntDel:	0.2	0.9	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.3	0.3	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	36.2	13.6	0.0	0.0	18.6	18.6	0.0	0.0	0.0	23.3	23.3	23.5
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:	36.2	13.6	0.0	0.0	18.6	18.6	0.0	0.0	0.0	23.3	23.3	23.5
LOS by Move:	D	B	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	0	8	0	0	2	2	0	0	0	1	1	1

Note: Queue reported as the number of cars per lane.

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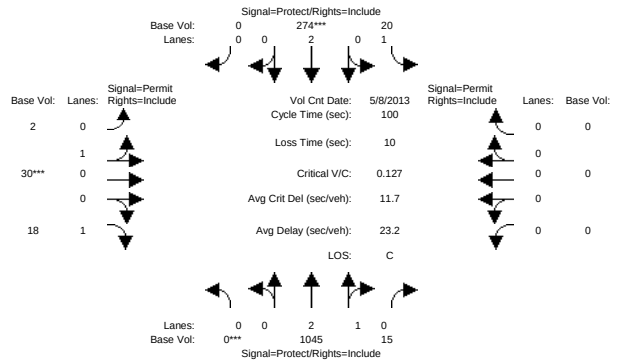
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	0	1045	15	20	274	0	2	30	18	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:	0	1045	15	20	274	0	2	30	18	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:	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:	0	1098	16	21	288	0	2	32	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1098	16	21	288	0	2	32	19	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
FinalVolume:	0	1098	16	21	288	0	2	32	19	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.85	0.85	0.62	1.00	1.00	1.00
Lanes:	0.00	2.96	0.04	1.00	2.00	0.00	0.06	0.94	1.00	0.00	0.00	0.00
Final Sat.:	0	4353	62	1539	3079	0	101	1510	1186	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.01	0.09	0.00	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.40	0.40	0.17	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.64	0.08	0.16	0.00	0.06	0.06	0.05	0.00	0.00	0.00
Uniform Del:	0.0	24.4	24.4	34.5	10.2	0.0	22.9	22.9	22.8	0.0	0.0	0.0
IncremntDel:	0.0	1.8	1.8	0.6	0.2	0.0	0.2	0.2	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.2	26.2	35.1	10.4	0.0	23.2	23.2	23.0	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:	0.0	26.2	26.2	35.1	10.4	0.0	23.2	23.2	23.0	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	11	11	1	2	0	1	1	0	0	0	0

Note: Queue reported is the number of cars per lane.

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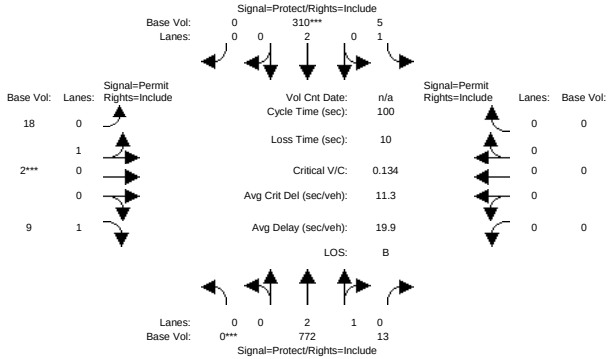
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	772	13	5	310	0	18	2	9	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:	0	772	13	5	310	0	18	2	9	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:	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:	0	813	14	5	326	0	19	2	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	813	14	5	326	0	19	2	9	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
FinalVolume:	0	813	14	5	326	0	19	2	9	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.74	0.77	0.63	1.00	1.00	1.00
Lanes:	0.00	2.95	0.05	1.00	2.00	0.00	0.90	0.10	1.00	0.00	0.00	0.00
Final Sat.:	0	4338	73	1539	3079	0	1274	142	1188	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.00	0.11	0.00	0.01	0.01	0.01	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.40	0.40	0.17	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.47	0.47	0.02	0.19	0.00	0.05	0.05	0.02	0.00	0.00	0.00
Uniform Del:	0.0	22.5	22.5	34.2	10.3	0.0	22.8	22.8	22.6	0.0	0.0	0.0
IncremntDel:	0.0	0.9	0.9	0.1	0.2	0.0	0.2	0.2	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	23.4	23.4	34.3	10.6	0.0	23.0	23.0	22.7	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:	0.0	23.4	23.4	34.3	10.6	0.0	23.0	23.0	22.7	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	7	7	0	3	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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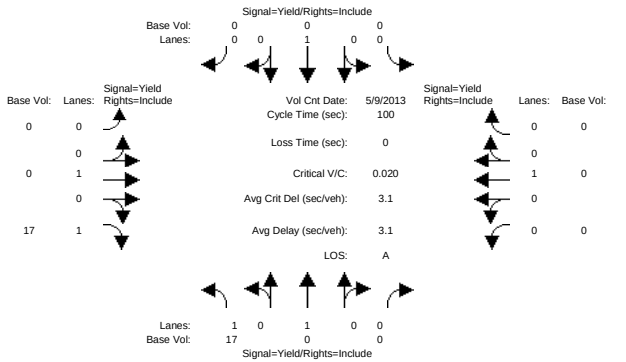
Level Of Service Computation Report
FHWA Roundabout (Base Volume Alternative)
Existing AM

Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	17	0	0	0	0	0	17	0	0	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:	17	0	0	0	0	0	0	0	17	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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	24	0	0	0	0	0	0	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	0	0	0	0	0	0	24	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
FinalVolume:	24	0	0	0	0	0	0	0	24	0	0	0
PCE Module:												
AutoPCE:	24	0	0	0	0	0	0	0	24	0	0	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	24	0	0	0	0	0	0	0	24	0	0	0
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	0			24			0			24		
MaxVolume:	1200			xxxxxx			1200			xxxxxx		
PedVolume:	0			0			0			0		
AdjMaxVol:	1200			xxxxxx			1200			xxxxxx		
ApproachVol:	24			xxxxxx			24			xxxxxx		
ApproachV/C:	0.02			1.00			0.02			1.00		
ApproachDel:	3.1			xxxxxx			3.1			xxxxxx		
ApproachLOS:	A			*			A			*		
Queue:	0.1			xxxx			0.1			xxxx		

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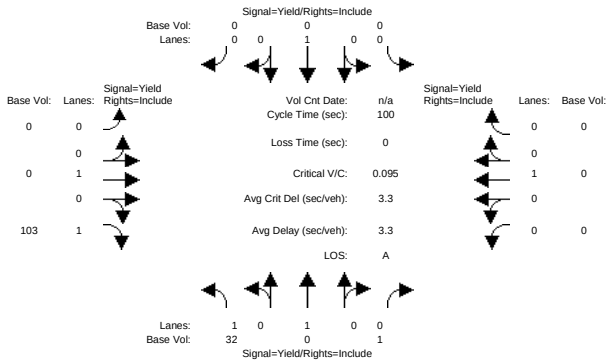
Level Of Service Computation Report
FHWA Roundabout (Base Volume Alternative)
Existing PM

Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	32	0	1	0	0	0	0	0	103	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:	32	0	1	0	0	0	0	0	103	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:	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:	36	0	1	0	0	0	0	0	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	1	0	0	0	0	0	114	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
FinalVolume:	36	0	1	0	0	0	0	0	114	0	0	0
PCE Module:												
AutoPCE:	36	0	1	0	0	0	0	0	114	0	0	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	36	0	1	0	0	0	0	0	114	0	0	0
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	0			36			0			36		
MaxVolume:	1200			xxxxxx			1200			xxxxxx		
PedVolume:	0			0			0			0		
AdjMaxVol:	1200			xxxxxx			1200			xxxxxx		
ApproachVol:	37			xxxxxx			114			xxxxxx		
ApproachV/C:	0.03			1.00			0.10			1.00		
ApproachDel:	3.1			xxxxxx			3.3			xxxxxx		
ApproachLOS:	A			*			A			*		
Queue:	0.1			xxxx			0.3			xxxx		

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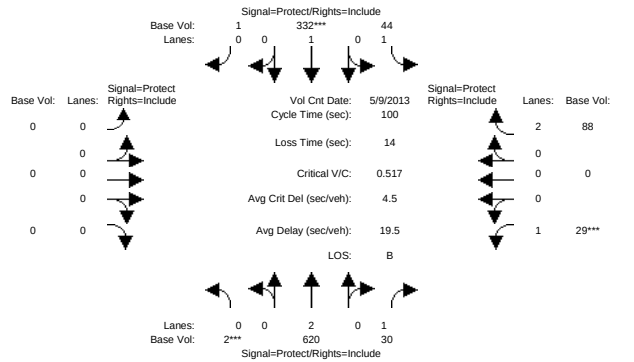
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #33: Mission Bay/7th




```
Street Name:            7th Street                    Mission Bay
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   36   36    14   61    0     0    0    0     25   0    25
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am
Base Vol:       2  620   30    44  332    1     0    0    0     29   0    88
Growth Adj:  1.00 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  620   30    44  332    1     0    0    0     29   0    88
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:     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:     2  647   31    46  347    1     0    0    0     30   0    92
Reduct Vol:     0    0    0     0    0    0     0    0    0      0   0     0
Reduced Vol:    2  647   31    46  347    1     0    0    0     30   0    92
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:    2  647   31    46  347    1     0    0    0     30   0    92
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.81 0.81  0.57  0.81 0.85  0.85  1.00 1.00  1.00  0.81 1.00  0.53
Lanes:       0.01 1.99  1.00  1.00 0.99  0.01  0.00 0.00  0.00  1.00 0.00  2.00
Final Sat.:    10 3069  1079  1539 1616     5     0    0     0  1539    0  2000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.21  0.03  0.03 0.21  0.21  0.00 0.00  0.00  0.02 0.00  0.05
Crit Moves:  ****                ****                          ****
Green/Cycle: 0.00 0.44  0.44  0.17 0.61  0.61  0.00 0.00  0.00  0.25 0.00  0.25
Volume/Cap:  xxxx 0.48  0.07  0.17 0.35  0.35  0.00 0.00  0.00  0.08 0.00  0.18
Uniform Del:  0.0 19.9  16.2  35.4  9.7   9.7   0.0  0.0   0.0  28.7  0.0  29.5
IncremntDel:  0.0  1.2   0.3   1.4  1.0   1.0   0.0  0.0   0.0   0.4  0.0   0.8
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   0.00 1.00  1.00  1.00 1.00  1.00  0.00 0.00  0.00  1.00 0.00  1.00
Delay/Veh:    0.0 21.1  16.5  36.9 10.7  10.7   0.0  0.0   0.0  29.1  0.0  30.3
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 21.1  16.5  36.9 10.7  10.7   0.0  0.0   0.0  29.1  0.0  30.3
LOS by Move:    A    C     B     D    B     B     A    A     A     C    A     C
HCM2kAvgQ:      9    8     1     1    5     5     0    0     0     1    0     1
Note: Queue reported is the number of cars per lane.
```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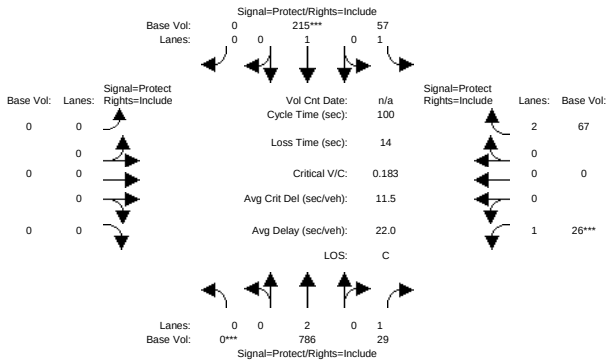
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #33: Mission Bay/7th




```
Street Name:            7th Street                    Mission Bay
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   36   36    14   61    0     0    0    0     25   0    25
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  786   29    57  215    0     0    0    0     26   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  786   29    57  215    0     0    0    0     26   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:     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:     0  827   31    60  226    0     0    0    0     27   0    71
Reduct Vol:     0    0    0     0    0    0     0    0    0      0   0     0
Reduced Vol:    0  827   31    60  226    0     0    0    0     27   0    71
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:    0  827   31    60  226    0     0    0    0     27   0    71
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 0.81  0.41  0.81 0.85  1.00  1.00 1.00  1.00  0.81 1.00  0.42
Lanes:       0.00 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  1.00 0.00  2.00
Final Sat.:     0 3079   784  1539 1620     0     0    0     0  1539    0  1580
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.27  0.04  0.04 0.14  0.00  0.00 0.00  0.00  0.02 0.00  0.04
Crit Moves:  ****                ****                          ****
Green/Cycle: 0.00 0.44  0.44  0.17 0.61  0.00  0.00 0.00  0.00  0.25 0.00  0.25
Volume/Cap:  0.00 0.61  0.09  0.23 0.23  0.00  0.00 0.00  0.00  0.07 0.00  0.18
Uniform Del:  0.0 21.5  16.4  35.8  8.8   0.0   0.0  0.0   0.0  28.6  0.0  29.4
IncremntDel:  0.0  2.1   0.5   2.0  0.5   0.0   0.0  0.0   0.0   0.4  0.0   1.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
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 23.6  16.9  37.8  9.4   0.0   0.0  0.0   0.0  29.0  0.0  30.4
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:   0.0 23.6  16.9  37.8  9.4   0.0   0.0  0.0   0.0  29.0  0.0  30.4
LOS by Move:    A    C     B     D    A     A     A    A     A     C    A     C
HCM2kAvgQ:      0   11     1     2    3     0     0    0     0     1    0     1
Note: Queue reported is the number of cars per lane.
```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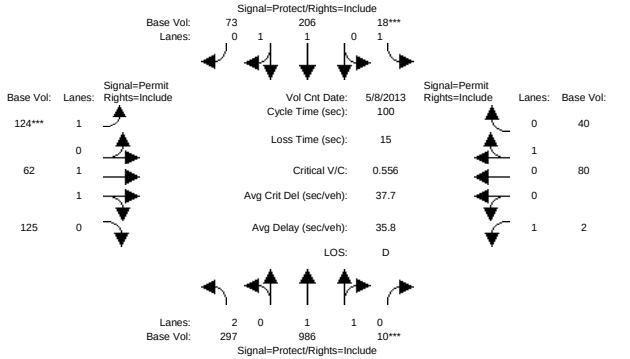
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	38	38	12	36	36	35	35	35	35	35	35
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	297	986	10	18	206	73	124	62	125	2	80	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	986	10	18	206	73	124	62	125	2	80	40
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:	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:	309	1025	10	19	214	76	129	64	130	2	83	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1025	10	19	214	76	129	64	130	2	83	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
FinalVolume:	309	1025	10	19	214	76	129	64	130	2	83	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.78	0.76	0.55	0.68	0.66	0.52	0.71	0.70
Lanes:	2.00	1.98	0.02	1.00	1.47	0.53	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	2987	3045	31	1539	2174	770	1039	1299	1262	986	894	447
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.34	0.01	0.10	0.10	0.12	0.05	0.10	0.00	0.09	0.09
Crit Moves:			****	****			****					
Green/Cycle:	0.14	0.38	0.38	0.12	0.36	0.36	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.74	0.89	0.89	0.10	0.27	0.27	0.35	0.14	0.29	0.01	0.27	0.27
Uniform Del:	41.2	29.0	29.0	39.2	22.7	22.7	24.1	22.2	23.6	21.2	23.3	23.3
IncremntDel:	11.1	10.0	10.0	1.1	0.6	0.6	2.7	0.2	1.1	0.0	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	52.3	39.0	39.0	40.3	23.4	23.4	26.8	22.4	24.7	21.2	24.7	24.7
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:	52.3	39.0	39.0	40.3	23.4	23.4	26.8	22.4	24.7	21.2	24.7	24.7
LOS by Move:	D	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	17	17	1	3	3	3	1	3	0	3	3

Note: Queue reported is the number of cars per lane.

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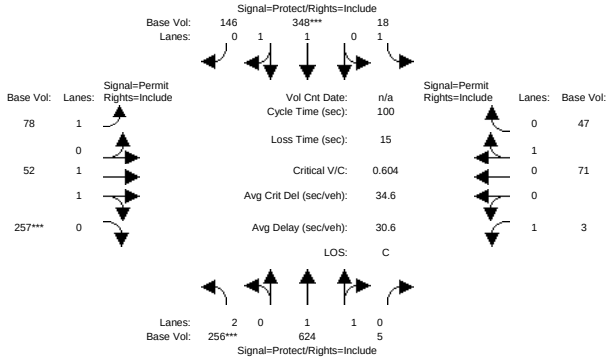
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	38	38	12	36	36	35	35	35	35	35	35
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	256	624	5	18	348	146	78	52	257	3	71	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:	256	624	5	18	348	146	78	52	257	3	71	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:	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:	275	671	5	19	374	157	84	56	276	3	76	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	671	5	19	374	157	84	56	276	3	76	51
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	275	671	5	19	374	157	84	56	276	3	76	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.77	0.74	0.52	0.66	0.61	0.43	0.70	0.67
Lanes:	2.00	1.98	0.02	1.00	1.39	0.61	1.00	1.00	1.00	1.00	0.59	0.41
Final Sat.:	2987	3051	24	1539	2043	857	996	1263	1159	815	789	522
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.01	0.18	0.18	0.08	0.04	0.24	0.00	0.10	0.10
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.38	0.38	0.12	0.36	0.36	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.66	0.58	0.58	0.10	0.51	0.51	0.24	0.13	0.68	0.01	0.28	0.28
Uniform Del:	40.7	24.6	24.6	39.2	25.1	25.1	23.1	22.1	27.7	21.2	23.4	23.4
IncremntDel:	7.9	2.1	2.1	1.1	1.8	1.8	1.6	0.1	7.5	0.1	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	48.6	26.7	26.7	40.4	26.8	26.8	24.7	22.2	35.2	21.3	24.9	24.9
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:	48.6	26.7	26.7	40.4	26.8	26.8	24.7	22.2	35.2	21.3	24.9	24.9
LOS by Move:	D	C	C	D	C	C	C	C	D	C	C	C
HCM2kAvgQ:	4	9	9	1	7	7	2	1	8	0	3	3

Note: Queue reported is the number of cars per lane.

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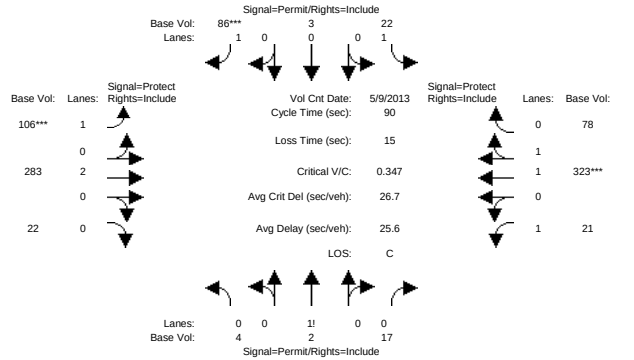
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #35: 16th/4th



Street Name:	4th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	30	30	30	15	30	30	15	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	4	2	17	22	3	86	106	283	22	21	323	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	2	17	22	3	86	106	283	22	21	323	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:	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:	4	2	18	23	3	90	111	297	23	22	339	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	18	23	3	90	111	297	23	22	339	82
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	4	2	18	23	3	90	111	297	23	22	339	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.74	0.72	0.64	0.65	0.63	0.81	0.75	0.75	0.81	0.79	0.78
Lanes:	0.17	0.08	0.75	0.88	0.12	1.00	1.00	1.86	0.14	1.00	1.61	0.39
Final Sat.:	239	120	1016	1079	147	1193	1539	2648	206	1539	2401	580
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.08	0.07	0.11	0.11	0.01	0.14	0.14
Crit Moves:						****	****				****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
Volume/Cap:	0.05	0.05	0.05	0.06	0.06	0.23	0.43	0.34	0.34	0.09	0.42	0.42
Uniform Del:	20.4	20.4	20.4	20.4	20.4	21.6	33.7	22.5	22.5	31.7	23.3	23.3
IncremntDel:	0.2	0.2	0.2	0.1	0.1	1.0	5.3	1.0	1.0	0.7	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	20.6	20.6	20.6	20.5	20.5	22.7	39.0	23.5	23.5	32.4	24.6	24.6
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:	20.6	20.6	20.6	20.5	20.5	22.7	39.0	23.5	23.5	32.4	24.6	24.6
LOS by Move:	C	C	C	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	0	0	0	1	1	2	3	4	4	1	5	5

Note: Queue reported is the number of cars per lane.

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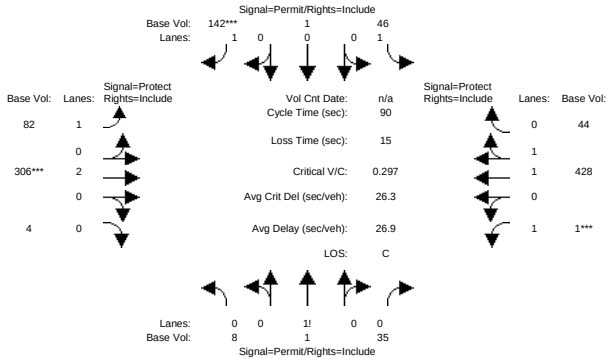
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #35: 16th/4th



Street Name:	4th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	30	30	30	15	50	50	15	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	8	1	35	46	1	142	82	306	4	1	428	44
Growth Adj:	1.00	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	1	35	46	1	142	82	306	4	1	428	44
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:	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:	9	1	38	51	1	156	90	336	4	1	470	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	38	51	1	156	90	336	4	1	470	48
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	9	1	38	51	1	156	90	336	4	1	470	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.72	0.69	0.62	0.62	0.60	0.81	0.76	0.76	0.81	0.80	0.79
Lanes:	0.18	0.02	0.80	0.98	0.02	1.00	1.00	1.97	0.03	1.00	1.81	0.19
Final Sat.:	240	30	1048	1146	25	1136	1539	2844	37	1539	2751	283
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.04	0.04	0.14	0.06	0.12	0.12	0.00	0.17	0.17
Crit Moves:						****		****		****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.20	0.45	0.45	0.14	0.39	0.39
Volume/Cap:	0.13	0.13	0.13	0.16	0.16	0.50	0.30	0.26	0.26	0.01	0.43	0.43
Uniform Del:	30.2	30.2	30.2	30.4	30.4	33.7	37.7	18.6	18.6	41.1	24.4	24.4
IncremntDel:	0.8	0.8	0.8	0.3	0.3	4.3	2.5	0.5	0.5	0.0	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	31.0	31.0	31.0	30.7	30.7	38.1	40.2	19.0	19.0	41.1	25.5	25.5
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:	31.0	31.0	31.0	30.7	30.7	38.1	40.2	19.0	19.0	41.1	25.5	25.5
LOS by Move:	C	C	C	C	C	D	D	B	B	D	C	C
HCM2kAvgQ:	1	1	1	1	1	5	3	4	4	0	7	7

Note: Queue reported is the number of cars per lane.

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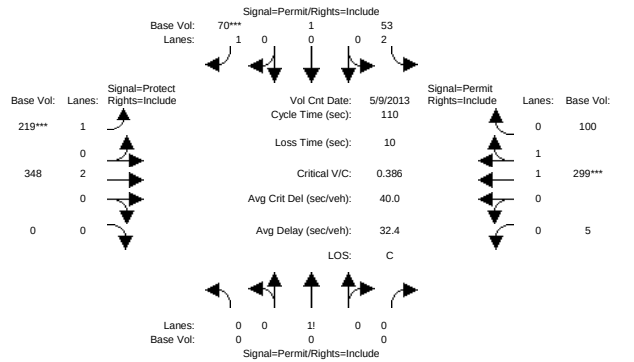
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #36: 16th/Owens




```
Street Name:            Owens St                        16th St
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0    45   45   45    20   55   55    35   35   35
Y+R:          5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am
Base Vol:       0    0    0    53    1   70   219  348    0     5  299  100
Growth Adj:  1.00 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    53    1   70   219  348    0     5  299  100
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:     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:     0    0    0    56    1   74   231  366    0     5  315  105
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0    56    1   74   231  366    0     5  315  105
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:    0    0    0    56    1   74   231  366    0     5  315  105
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 1.00  0.68 0.69 0.68  0.81 0.76 1.00  0.78 0.78 0.76
Lanes:       0.00 1.00 0.00  1.96 0.04 1.00  1.00 2.00 0.00  0.02 1.48 0.50
Final Sat.:     0 1900    0  2522   48 1291  1539 2887    0    36 2179  729
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.02 0.02 0.06  0.15 0.13 0.00  0.14 0.14 0.14
Crit Moves:                          ****  ****                ****
Green/Cycle: 0.00 0.00 0.00  0.41 0.41 0.41  0.18 0.50 0.00  0.32 0.32 0.32
Volume/Cap:  0.00 0.00 0.00  0.05 0.05 0.14  0.82 0.25 0.00  0.45 0.45 0.45
Uniform Del:  0.0  0.0  0.0  19.6 19.6 20.4  43.3 15.7  0.0  29.9 29.9 29.9
IncremntDel:  0.0  0.0  0.0   0.0  0.0  0.3  23.2  0.4  0.0   1.6  1.6  1.6
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:   0.00 0.00 0.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
Delay/Veh:    0.0  0.0  0.0  19.7 19.7 20.7  66.5 16.2  0.0  31.5 31.5 31.5
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  19.7 19.7 20.7  66.5 16.2  0.0  31.5 31.5 31.5
LOS by Move:    A    A    A     B    B    C     E    B    A     C    C    C
HCM2kAvgQ:      0    0    0     1    1    2     8    4    0     6    6    6
Note: Queue reported as the number of cars per lane.
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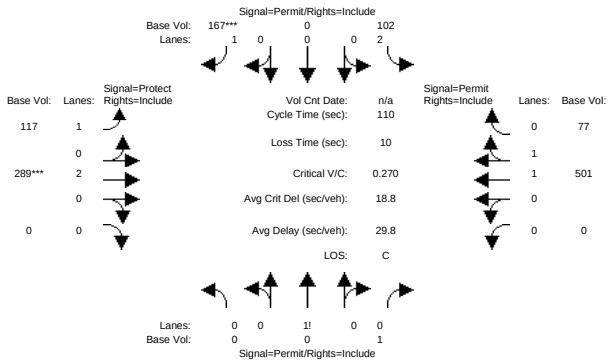
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #36: 16th/Owens




```
Street Name:            Owens St                        16th St
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0    45   45   45    15   55   55    35   35   35
Y+R:          5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    1   102    0  167   117  289    0     0  501   77
Growth Adj:  1.00 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    1   102    0  167   117  289    0     0  501   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:     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:     0    0    1   107    0  176   123  304    0     0  527   81
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    1   107    0  176   123  304    0     0  527   81
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:    0    0    1   107    0  176   123  304    0     0  527   81
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 0.67  0.45 1.00 0.66  0.81 0.76 1.00  1.00 0.79 0.78
Lanes:       0.00 0.00 1.00  2.00 0.00 1.00  1.00 2.00 0.00  0.00 1.73 0.27
Final Sat.:     0    0 1281  1694    0 1259  1539 2887    0     0 2609  401
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.06 0.00 0.14  0.08 0.11 0.00  0.00 0.20 0.20
Crit Moves:                          ****        ****
Green/Cycle: 0.00 0.00 0.41  0.41 0.00 0.41  0.09 0.50 0.00  0.00 0.41 0.41
Volume/Cap:  0.00 0.00 0.00  0.15 0.00 0.34  0.90 0.21 0.00  0.00 0.49 0.49
Uniform Del:  0.0  0.0 19.2  20.5  0.0 22.3  49.6 15.4  0.0   0.0 23.9 23.9
IncremntDel:  0.0  0.0  0.0   0.5  0.0  1.8  53.4  0.3  0.0   0.0  1.4  1.4
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:   0.00 0.00 1.00  1.00 0.00 1.00  1.00 1.00 0.00  0.00 1.00 1.00
Delay/Veh:    0.0  0.0 19.2  21.0  0.0 24.1 103.0 15.7  0.0   0.0 25.3 25.3
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 19.2  21.0  0.0 24.1 103.0 15.7  0.0   0.0 25.3 25.3
LOS by Move:    A    A    B     C    A    C     F    B    A     A    C    C
HCM2kAvgQ:      0    0    0     1    0    4     5    3    0     0    8    8
Note: Queue reported as the number of cars per lane.
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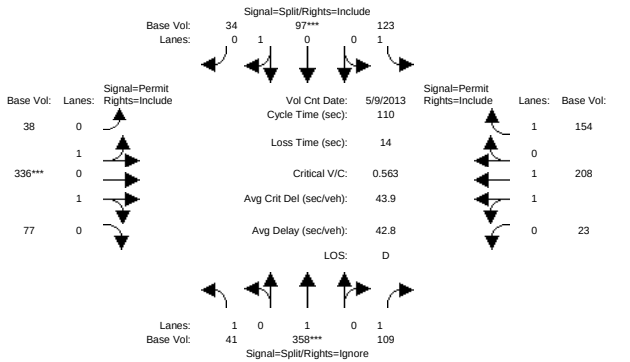
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #37: 16th/7th



Street Name:	7th Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	31	31	31	34	34	34	34	34	34	34	34	65
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0			
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am															
Base Vol:	41	358	109	123	97	34	38	336	77	23	208	154			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	41	358	109	123	97	34	38	336	77	23	208	154			
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
PHF Volume:	42	365	0	126	99	35	39	343	79	23	212	157			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	42	365	0	126	99	35	39	343	79	23	212	157			
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			
FinalVolume:	42	365	0	126	99	35	39	343	79	23	212	157			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.81	0.85	1.00	0.81	0.72	0.70	0.66	0.67	0.66	0.70	0.71	0.67			
Lanes:	1.00	1.00	1.00	1.00	0.74	0.26	0.17	1.49	0.34	0.20	1.80	1.00			
Final Sat.:	1539	1620	1900	1539	1004	352	213	1880	431	267	2414	1264			
Capacity Analysis Module:															
Vol/Sat:	0.03	0.23	0.00	0.08	0.10	0.10	0.18	0.18	0.18	0.09	0.09	0.12			
Crit Moves:		****			****			****							
Green/Cycle:	0.38	0.38	0.00	0.22	0.22	0.22	0.30	0.30	0.30	0.30	0.30	0.30			
Volume/Cap:	0.07	0.60	0.00	0.37	0.45	0.45	0.60	0.60	0.60	0.29	0.29	0.41			
Uniform Del:	28.1	35.3	0.0	46.2	47.1	47.1	41.5	41.5	41.5	37.2	37.2	38.8			
IncremntDel:	0.2	4.4	0.0	3.0	4.7	4.7	3.5	3.5	3.5	0.9	0.9	3.2			
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay 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			
Delay/Veh:	28.3	39.6	0.0	49.2	51.8	51.8	45.0	45.0	45.0	38.1	38.1	42.0			
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:	28.3	39.6	0.0	49.2	51.8	51.8	45.0	45.0	45.0	38.1	38.1	42.0			
LOS by Move:	C	D	A	D	D	D	D	D	D	D	D	D			
HCM2kAvgQ:	1	13	0	5	5	5	9	9	9	4	4	5			

Note: Queue reported is the number of cars per lane.

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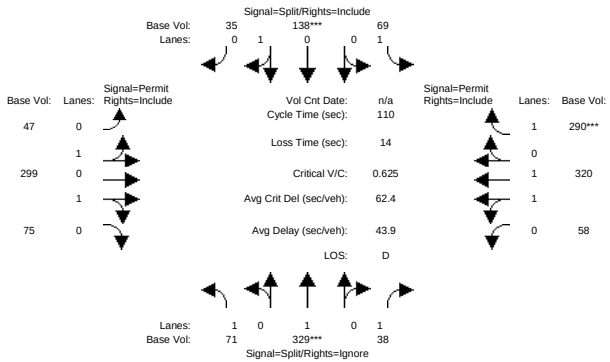
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #37: 16th/7th



Street Name:	7th Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	31	31	31	34	34	34	34	34	34	34	34	65
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0			
Volume Module:															
Base Vol:	71	329	38	69	138	35	47	299	75	58	320	290			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	71	329	38	69	138	35	47	299	75	58	320	290			
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
PHF Volume:	72	336	0	70	141	36	48	305	77	59	327	296			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	72	336	0	70	141	36	48	305	77	59	327	296			
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			
FinalVolume:	72	336	0	70	141	36	48	305	77	59	327	296			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.81	0.85	1.00	0.81	0.72	0.71	0.63	0.63	0.63	0.65	0.65	0.69			
Lanes:	1.00	1.00	1.00	1.00	0.80	0.20	0.22	1.42	0.36	0.31	1.69	1.00			
Final Sat.:	1539	1620	1900	1539	1094	277	268	1702	427	381	2099	1303			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.21	0.00	0.05	0.13	0.13	0.18	0.18	0.18	0.16	0.16	0.23			
Crit Moves:		****			****							****			
Green/Cycle:	0.21	0.21	0.00	0.22	0.22	0.22	0.46	0.46	0.46	0.46	0.46	0.46			
Volume/Cap:	0.22	0.97	0.00	0.21	0.58	0.58	0.39	0.39	0.39	0.33	0.33	0.49			
Uniform Del:	45.3	54.5	0.0	44.5	48.7	48.7	24.5	24.5	24.5	23.8	23.8	26.0			
IncremntDel:	1.5	40.6	0.0	1.4	7.9	7.9	1.0	1.0	1.0	0.8	0.8	2.8			
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay 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			
Delay/Veh:	46.9	95.1	0.0	45.8	56.6	56.6	25.5	25.5	25.5	24.6	24.6	28.8			
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:	46.9	95.1	0.0	45.8	56.6	56.6	25.5	25.5	25.5	24.6	24.6	28.8			
LOS by Move:	D	F	A	D	E	E	C	C	C	C	C	C			
HCM2kAvgQ:	3	19	0	2	7	7	6	6	6	5	5	9			

Note: Queue reported is the number of cars per lane.

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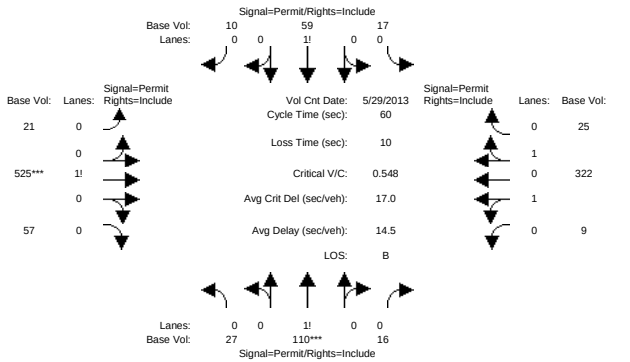
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	22	22	22	22	22	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 29 May 2013 << 7:00-8:45am												
Base Vol:	27	110	16	17	59	10	21	525	57	9	322	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:	27	110	16	17	59	10	21	525	57	9	322	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:	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:	30	121	18	19	65	11	23	577	63	10	354	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	121	18	19	65	11	23	577	63	10	354	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
FinalVolume:	30	121	18	19	65	11	23	577	63	10	354	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.92	0.92	0.92	0.96	0.96	0.96	0.88	0.88	0.88
Lanes:	0.18	0.72	0.10	0.20	0.68	0.12	0.03	0.88	0.09	0.05	1.81	0.14
Final Sat.:	312	1270	185	346	1199	203	64	1595	173	85	3035	236
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.05	0.05	0.05	0.36	0.36	0.36	0.12	0.12	0.12
Crit Moves:		****						****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.26	0.26	0.26	0.15	0.15	0.15	0.78	0.78	0.78	0.25	0.25	0.25
Uniform Del:	13.3	13.3	13.3	12.7	12.7	12.7	13.4	13.4	13.4	9.7	9.7	9.7
IncremntDel:	0.2	0.2	0.2	0.1	0.1	0.1	4.5	4.5	4.5	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.5	13.5	13.5	12.8	12.8	12.8	17.8	17.8	17.8	9.7	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:	13.5	13.5	13.5	12.8	12.8	12.8	17.8	17.8	17.8	9.7	9.7	9.7
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	2	2	2	1	1	1	10	10	10	2	2	2

Note: Queue reported is the number of cars per lane.

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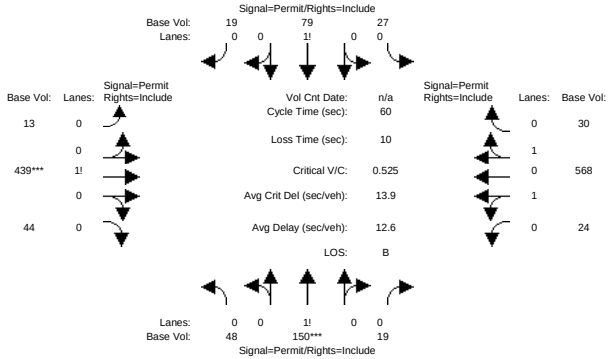
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	22	22	22	22	22	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	48	150	19	27	79	19	13	439	44	24	568	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	150	19	27	79	19	13	439	44	24	568	30
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:	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:	53	165	21	30	87	21	14	482	48	26	624	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	165	21	30	87	21	14	482	48	26	624	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
FinalVolume:	53	165	21	30	87	21	14	482	48	26	624	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.89	0.89	0.89	0.96	0.96	0.96	0.87	0.87	0.87
Lanes:	0.22	0.69	0.09	0.22	0.63	0.15	0.03	0.88	0.09	0.08	1.82	0.10
Final Sat.:	377	1180	149	364	1065	256	48	1622	163	128	3018	159
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.08	0.08	0.08	0.30	0.30	0.30	0.21	0.21	0.21
Crit Moves:		****						****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.38	0.38	0.38	0.22	0.22	0.22	0.64	0.64	0.64	0.44	0.44	0.44
Uniform Del:	14.0	14.0	14.0	13.1	13.1	13.1	12.1	12.1	12.1	10.8	10.8	10.8
IncremntDel:	0.4	0.4	0.4	0.2	0.2	0.2	1.6	1.6	1.6	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.4	14.4	14.4	13.3	13.3	13.3	13.8	13.8	13.8	11.0	11.0	11.0
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:	14.4	14.4	14.4	13.3	13.3	13.3	13.8	13.8	13.8	11.0	11.0	11.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	2	2	2	7	7	7	5	5	5

Note: Queue reported is the number of cars per lane.

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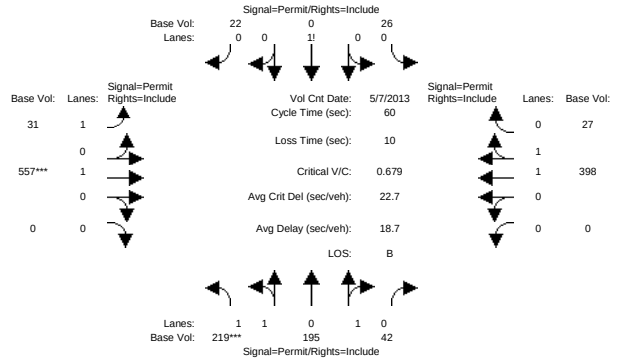
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:45am												
Base Vol:	219	195	42	26	0	22	31	557	0	0	398	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:	219	195	42	26	0	22	31	557	0	0	398	27
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:	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:	235	210	45	28	0	24	33	599	0	0	428	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	210	45	28	0	24	33	599	0	0	428	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
FinalVolume:	235	210	45	28	0	24	33	599	0	0	428	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.61	0.61	0.55	1.00	0.55	0.42	0.75	1.00	1.00	0.75	0.75
Lanes:	1.47	1.26	0.27	0.54	0.00	0.46	1.00	1.00	0.00	0.00	1.87	0.13
Final Sat.:	1641	1461	315	564	0	477	792	1418	0	0	2676	182
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.05	0.00	0.05	0.04	0.42	0.00	0.00	0.16	0.16
Crit Moves:	****							****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.41	0.41	0.41	0.14	0.00	0.14	0.09	0.87	0.00	0.00	0.33	0.33
Uniform Del:	14.8	14.8	14.8	13.3	0.0	13.3	8.4	13.9	0.0	0.0	9.5	9.5
IncremntDel:	1.0	1.0	1.0	0.8	0.0	0.8	0.4	14.5	0.0	0.0	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.8	15.8	15.8	14.1	0.0	14.1	8.8	28.4	0.0	0.0	10.2	10.2
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:	15.8	15.8	15.8	14.1	0.0	14.1	8.8	28.4	0.0	0.0	10.2	10.2
LOS by Move:	B	B	B	B	A	B	A	C	A	A	B	B
HCM2kAvgQ:	3	3	3	1	0	1	0	10	0	0	3	3

Note: Queue reported is the number of cars per lane.

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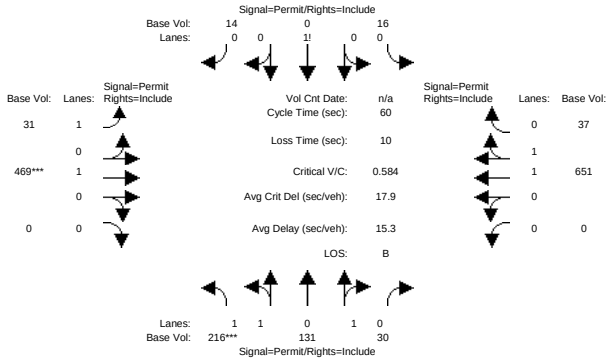
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	216	131	30	16	0	14	31	469	0	0	651	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:	216	131	30	16	0	14	31	469	0	0	651	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:	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:	237	144	33	18	0	15	34	515	0	0	715	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	144	33	18	0	15	34	515	0	0	715	41
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	237	144	33	18	0	15	34	515	0	0	715	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.60	0.60	0.58	1.00	0.58	0.28	0.75	1.00	1.00	0.75	0.75
Lanes:	1.75	1.02	0.23	0.54	0.00	0.46	1.00	1.00	0.00	0.00	1.89	0.11
Final Sat.:	1928	1170	268	588	0	515	529	1418	0	0	2709	154
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.03	0.00	0.03	0.06	0.36	0.00	0.00	0.26	0.26
Crit Moves:	****							****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.35	0.35	0.35	0.09	0.00	0.09	0.13	0.75	0.00	0.00	0.55	0.55
Uniform Del:	14.5	14.5	14.5	13.1	0.0	13.1	8.6	12.6	0.0	0.0	10.9	10.9
IncremntDel:	0.8	0.8	0.8	0.4	0.0	0.4	1.1	7.5	0.0	0.0	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.3	15.3	15.3	13.5	0.0	13.5	9.6	20.0	0.0	0.0	12.4	12.4
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:	15.3	15.3	15.3	13.5	0.0	13.5	9.6	20.0	0.0	0.0	12.4	12.4
LOS by Move:	B	B	B	B	A	B	A	C	A	A	B	B
HCM2kAvgQ:	2	2	2	0	0	0	0	8	0	0	5	5

Note: Queue reported is the number of cars per lane.

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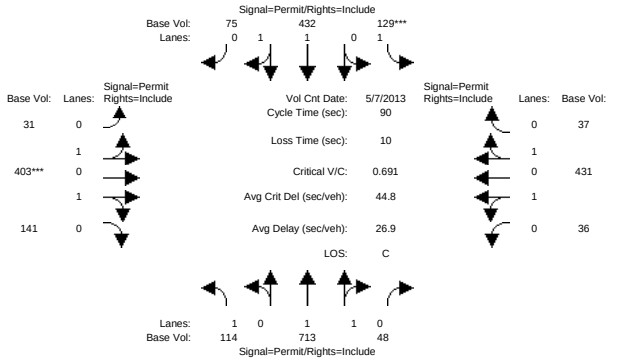
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #40: 16th/Potrero



Street Name: Potrero Ave 16th St

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	54	0	54	54	0	54	0	26	0	0	26	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:30am												
Base Vol:	114	713	48	129	432	75	31	403	141	36	431	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:	114	713	48	129	432	75	31	403	141	36	431	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:	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:	118	735	49	133	445	77	32	415	145	37	444	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	735	49	133	445	77	32	415	145	37	444	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
FinalVolume:	118	735	49	133	445	77	32	415	145	37	444	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.59	0.72	0.20	0.58	0.70	0.64	0.58	0.63	0.62	0.55	0.62
Lanes:	1.00	1.90	0.10	1.00	1.75	0.25	0.10	1.44	0.46	0.13	1.74	0.13
Final Sat.:	518	2115	142	379	1926	334	121	1579	552	153	1826	157
Capacity Analysis Module:												
Vol/Sat:	0.23	0.35	0.35	0.35	0.23	0.23	0.26	0.26	0.26	0.24	0.24	0.24
Crit Moves:				****				****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.38	0.58	0.58	0.59	0.39	0.39	0.91	0.91	0.91	0.84	0.84	0.84
Uniform Del:	9.3	11.0	11.0	11.1	9.4	9.4	30.9	30.9	30.9	30.1	30.1	30.1
IncremntDel:	3.5	1.8	1.8	10.6	0.8	0.8	19.2	19.2	19.2	13.2	13.2	13.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	12.8	12.8	12.8	21.7	10.2	10.2	50.0	50.0	50.0	43.2	43.2	43.2
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:	12.8	12.8	12.8	21.7	10.2	10.2	50.0	50.0	50.0	43.2	43.2	43.2
LOS by Move:	B	B	B	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	8	9	3	4	5	13	12	13	9	8	9

Note: Queue reported is the number of cars per lane.

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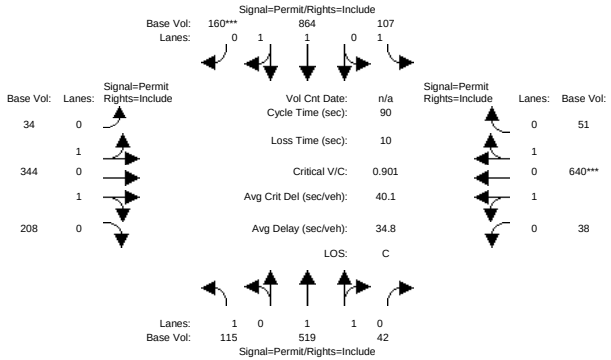
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #40: 16th/Potrero



Street Name: Potrero Ave 16th St

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	50	0	50	50	0	50	0	30	0	0	30	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	115	519	42	107	864	160	34	344	208	38	640	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	519	42	107	864	160	34	344	208	38	640	51
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:	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:	119	535	43	110	891	165	35	355	214	39	660	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	535	43	110	891	165	35	355	214	39	660	53
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	119	535	43	110	891	165	35	355	214	39	660	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.59	0.72	0.31	0.58	0.70	0.58	0.52	0.57	0.65	0.58	0.65
Lanes:	1.00	1.88	0.12	1.00	1.73	0.27	0.11	1.22	0.67	0.09	1.78	0.13
Final Sat.:	312	2089	169	593	1907	353	119	1206	729	117	1975	157
Capacity Analysis Module:												
Vol/Sat:	0.38	0.26	0.26	0.19	0.47	0.47	0.29	0.29	0.29	0.33	0.33	0.33
Crit Moves:						****					****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.68	0.46	0.46	0.33	0.84	0.84	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Del:	14.3	11.9	11.9	10.9	16.7	16.7	28.3	28.3	28.3	30.0	30.0	30.0
IncremntDel:	19.8	1.2	1.2	2.7	6.9	6.9	15.2	15.2	15.2	33.4	33.4	33.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	34.2	13.2	13.2	13.6	23.6	23.6	43.6	43.6	43.6	63.4	63.4	63.4
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:	34.2	13.2	13.2	13.6	23.6	23.6	43.6	43.6	43.6	63.4	63.4	63.4
LOS by Move:	C	B	B	B	C	C	D	D	D	E	E	E
HCM2kAvgQ:	4	5	6	2	15	18	12	11	12	16	15	16

Note: Queue reported is the number of cars per lane.

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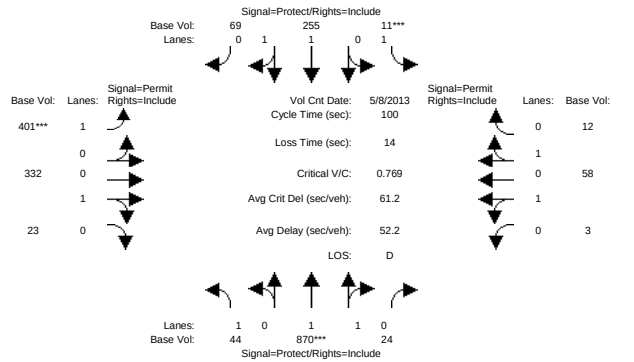
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	17	42	42	14	38	38	30	30	30	30	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	44	870	24	11	255	69	401	332	23	3	58	12
Growth Adj:	1.00	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	870	24	11	255	69	401	332	23	3	58	12
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:	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:	45	899	25	11	263	71	414	343	24	3	60	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	899	25	11	263	71	414	343	24	3	60	12
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	45	899	25	11	263	71	414	343	24	3	60	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.80	0.81	0.78	0.77	0.62	0.74	0.74	0.74	0.74	0.74
Lanes:	1.00	1.95	0.05	1.00	1.57	0.43	1.00	0.94	0.06	0.08	1.59	0.33
Final Sat.:	1539	2954	81	1539	2318	627	1183	1313	91	116	2246	465
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.01	0.11	0.11	0.35	0.26	0.26	0.03	0.03	0.03
Crit Moves:		****		****			****					
Green/Cycle:	0.17	0.42	0.42	0.14	0.39	0.39	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.17	0.72	0.72	0.05	0.29	0.29	1.17	0.87	0.87	0.09	0.09	0.09
Uniform Del:	35.2	24.2	24.2	37.3	21.2	21.2	35.0	33.2	33.2	25.2	25.2	25.2
IncremntDel:	1.4	3.6	3.6	0.5	0.7	0.7	101.4	21.2	21.2	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	36.6	27.8	27.8	37.7	21.9	21.9	136.4	54.3	54.3	25.4	25.4	25.4
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:	36.6	27.8	27.8	37.7	21.9	21.9	136.4	54.3	54.3	25.4	25.4	25.4
LOS by Move:	D	C	C	D	C	C	F	D	D	C	C	C
HCM2kAvgQ:	1	14	14	0	4	4	22	13	13	1	1	1

Note: Queue reported is the number of cars per lane.

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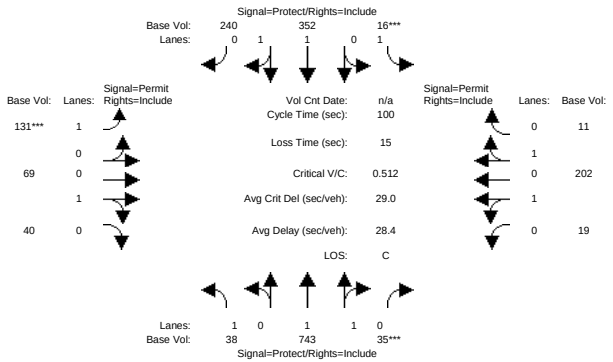
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	17	40	40	15	38	38	30	30	30	30	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	38	743	35	16	352	240	131	69	40	19	202	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	743	35	16	352	240	131	69	40	19	202	11
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:	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:	40	782	37	17	371	253	138	73	42	20	213	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	782	37	17	371	253	138	73	42	20	213	12
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	40	782	37	17	371	253	138	73	42	20	213	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.79	0.81	0.75	0.70	0.47	0.71	0.65	0.74	0.75	0.74
Lanes:	1.00	1.91	0.09	1.00	1.15	0.85	1.00	0.61	0.39	0.17	1.74	0.09
Final Sat.:	1539	2889	136	1539	1652	1126	900	823	477	232	2467	134
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.01	0.22	0.22	0.15	0.09	0.09	0.09	0.09	0.09
Crit Moves:			****	****			****					
Green/Cycle:	0.17	0.40	0.40	0.15	0.38	0.38	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.15	0.68	0.68	0.07	0.59	0.59	0.51	0.29	0.29	0.29	0.29	0.29
Uniform Del:	35.4	24.7	24.7	36.5	24.8	24.8	28.9	26.9	26.9	26.8	26.8	26.8
IncremntDel:	1.2	3.1	3.1	0.6	2.4	2.4	6.7	1.9	1.9	0.9	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	36.6	27.7	27.7	37.1	27.2	27.2	35.7	28.8	28.8	27.7	27.7	27.7
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:	36.6	27.7	27.7	37.1	27.2	27.2	35.7	28.8	28.8	27.7	27.7	27.7
LOS by Move:	D	C	C	D	C	C	D	C	C	C	C	C
HCM2kAvgQ:	1	12	12	0	8	8	4	3	3	3	3	3

Note: Queue reported is the number of cars per lane.

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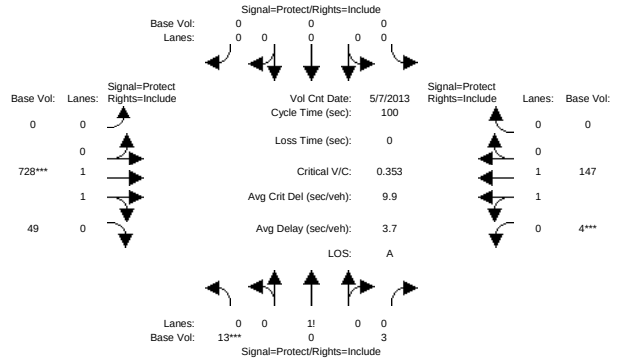
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #42: Mariposa/4th




```
Street Name:            4th Street                    Mariposa Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:45am
Base Vol:      13    0     3     0    0     0     0  728    49     4  147     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    0     3     0    0     0     0  728    49     4  147     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:     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:    14    0     3     0    0     0     0  766    52     4  155     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14    0     3     0    0     0     0  766    52     4  155     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
FinalVolume:   14    0     3     0    0     0     0  766    52     4  155     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.80 1.00  0.79  1.00 1.00  1.00  1.00 0.75  0.73  0.76 0.76  1.00
Lanes:       0.81 0.00  0.19  0.00 0.00  0.00  0.00 1.87  0.13  0.05 1.95  0.00
Final Sat.:  1230    0   284     0    0     0     0 2676   180    76 2807     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.00 0.00  0.00  0.00 0.29  0.29  0.06 0.06  0.00
Crit Moves:  ****                                 ****        ****
Green/Cycle: 0.03 0.00  0.03  0.00 0.00  0.00  0.00 0.81  0.81  0.16 0.97  0.00
Volume/Cap:  0.35 0.00  0.35  0.00 0.00  0.00  0.00 0.35  0.35  0.35 0.06  0.00
Uniform Del: 47.4  0.0  47.4   0.0  0.0   0.0   0.0  2.5   2.5  37.7  0.1   0.0
IncremntDel: 19.3  0.0  19.3   0.0  0.0   0.0   0.0  0.4   0.4   2.2  0.0   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 0.00  1.00  0.00 0.00  0.00  0.00 1.00  1.00  1.00 1.00  0.00
Delay/Veh:   66.7  0.0  66.7   0.0  0.0   0.0   0.0  2.9   2.9  39.8  0.1   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:  66.7  0.0  66.7   0.0  0.0   0.0   0.0  2.9   2.9  39.8  0.1   0.0
LOS by Move:    E    A     E     A    A     A     A    A     A     D    A     A
HCM2kAvgQ:      1    0     1     0    0     0     0    4     4     2    0     0
Note: Queue reported as the number of cars per lane.
```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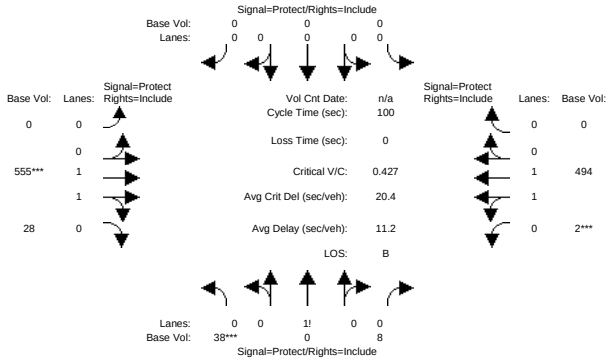
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #42: Mariposa/4th




```
Street Name:            4th Street                    Mariposa Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      38    0     8     0    0     0     0  555    28     2  494     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:   38    0     8     0    0     0     0  555    28     2  494     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:     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:    40    0     8     0    0     0     0  584    29     2  520     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   40    0     8     0    0     0     0  584    29     2  520     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
FinalVolume:   40    0     8     0    0     0     0  584    29     2  520     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.80 1.00  0.79  1.00 1.00  1.00  1.00 0.75  0.74  0.76 0.76  1.00
Lanes:       0.82 0.00  0.18  0.00 0.00  0.00  0.00 1.90  0.10  0.01 1.99  0.00
Final Sat.:  1253    0   264     0    0     0     0 2726   138    12 2875     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.00 0.00  0.00  0.00 0.21  0.21  0.18 0.18  0.00
Crit Moves:  ****                                 ****        ****
Green/Cycle: 0.07 0.00  0.07  0.00 0.00  0.00  0.00 0.50  0.50  0.42 0.93  0.00
Volume/Cap:  0.43 0.00  0.43  0.00 0.00  0.00  0.00 0.43  0.43  0.43 0.20  0.00
Uniform Del: 44.2  0.0  44.2   0.0  0.0   0.0   0.0 15.8  15.8  20.3  0.3   0.0
IncremntDel: 11.3  0.0  11.3   0.0  0.0   0.0   0.0  0.9   0.9   1.1  0.2   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 0.00  1.00  0.00 0.00  0.00  0.00 1.00  1.00  1.00 1.00  0.00
Delay/Veh:   55.6  0.0  55.6   0.0  0.0   0.0   0.0 16.7  16.7  21.4  0.5   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:  55.6  0.0  55.6   0.0  0.0   0.0   0.0 16.7  16.7  21.4  0.5   0.0
LOS by Move:    E    A     E     A    A     A     A    B     B     C    A     A
HCM2kAvgQ:      2    0     2     0    0     0     0    6     6     6    1     0
Note: Queue reported as the number of cars per lane.
```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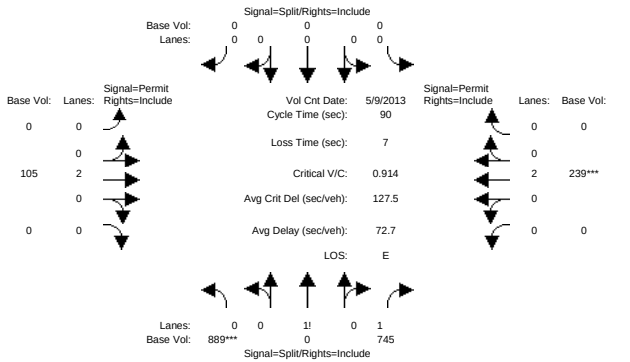
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #43: Mariposa/I-280NB



Street Name: I-280NB Mariposa Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	55	0	55	0	0	0	0	28	28	0	28	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	889	0	745	0	0	0	0	105	0	0	239	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:	889	0	745	0	0	0	0	105	0	0	239	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:	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:	922	0	773	0	0	0	0	109	0	0	248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	922	0	773	0	0	0	0	109	0	0	248	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
FinalVolume:	922	0	773	0	0	0	0	109	0	0	248	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.79	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00
Lanes:	0.67	0.00	1.33	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1193	0	2004	0	0	0	0	3558	0	0	3558	0
Capacity Analysis Module:												
Vol/Sat:	0.77	0.00	0.39	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.07	0.00
Crit Moves:	****										****	
Green/Cycle:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.31	0.00
Volume/Cap:	1.26	0.00	0.63	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.22	0.00
Uniform Del:	17.5	0.0	11.1	0.0	0.0	0.0	0.0	22.0	0.0	0.0	23.0	0.0
IncremntDel:	125.2	0.0	1.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	142.7	0.0	12.2	0.0	0.0	0.0	0.0	22.2	0.0	0.0	23.4	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:	142.7	0.0	12.2	0.0	0.0	0.0	0.0	22.2	0.0	0.0	23.4	0.0
LOS by Move:	F	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	75	0	11	0	0	0	0	1	0	0	3	0

Note: Queue reported as the number of cars per lane.

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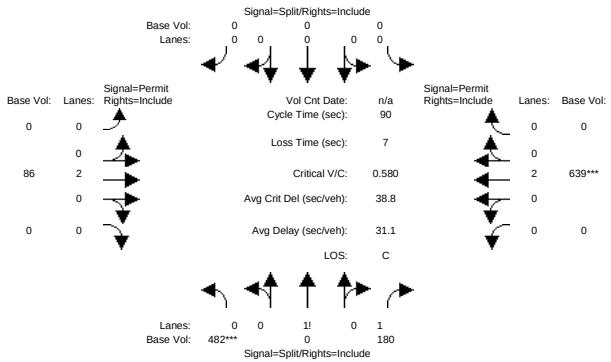
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #43: Mariposa/I-280NB



Street Name: I-280NB Mariposa Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	0	31	0	0	0	0	52	52	0	52	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	482	0	180	0	0	0	0	86	0	0	639	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:	482	0	180	0	0	0	0	86	0	0	639	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:	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:	502	0	188	0	0	0	0	90	0	0	666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	0	188	0	0	0	0	90	0	0	666	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
FinalVolume:	502	0	188	0	0	0	0	90	0	0	666	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.88	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00
Lanes:	0.84	0.00	1.16	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1443	0	1943	0	0	0	0	3558	0	0	3558	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.10	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.19	0.00
Crit Moves:	****										****	
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.58	0.00
Volume/Cap:	1.01	0.00	0.28	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.32	0.00
Uniform Del:	29.5	0.0	21.4	0.0	0.0	0.0	0.0	8.2	0.0	0.0	9.9	0.0
IncremntDel:	36.9	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	66.4	0.0	21.7	0.0	0.0	0.0	0.0	8.3	0.0	0.0	10.3	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:	66.4	0.0	21.7	0.0	0.0	0.0	0.0	8.3	0.0	0.0	10.3	0.0
LOS by Move:	E	A	C	A	A	A	A	A	A	A	B	A
HCM2kAvgQ:	24	0	3	0	0	0	0	1	0	0	5	0

Note: Queue reported as the number of cars per lane.

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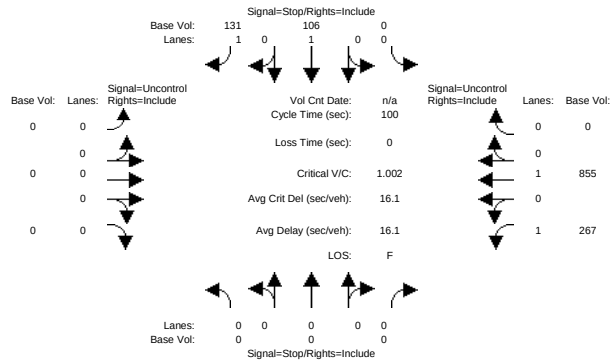
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing AM

Intersection #44: Mariposa/I-280 SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	106	131	0	0	0	267	855	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:	0	0	0	0	106	131	0	0	0	267	855	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:	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	0	0	0	110	136	0	0	0	278	891	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	110	136	0	0	0	278	891	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	1447	891	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	133	344	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	110	344	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	1.00	0.40	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	6.4	1.8	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	160	22.2	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	C	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			83.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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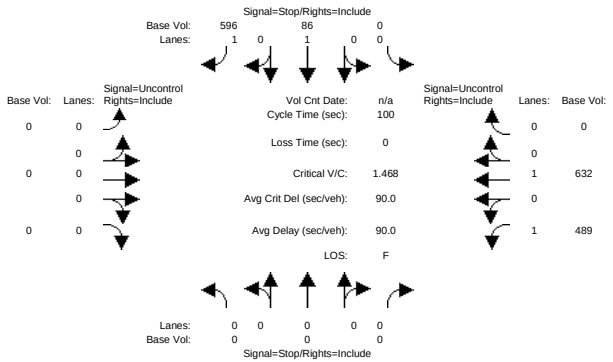
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing PM

Intersection #44: Mariposa/I-280 SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	86	596	0	0	0	489	632	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:	0	0	0	0	86	596	0	0	0	489	632	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:	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:	0	0	0	0	91	634	0	0	0	520	672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	91	634	0	0	0	520	672	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	1713	672	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	91	459	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	62	459	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	1.47	1.38	xxxx	xxxx	xxxx	0.32	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	8.0	29.8	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	390	209.2	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	F	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			232.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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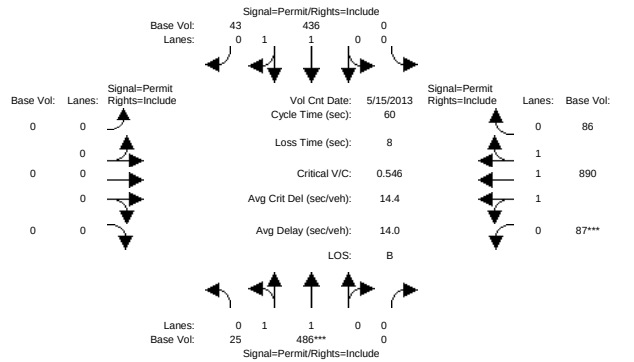
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #45: Divisadero/Pine



Street Name:	Divisadero Street						Pine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	26	0	0	26	0	26	0	26	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	25	486	0	0	436	43	0	0	0	87	890	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	486	0	0	436	43	0	0	0	87	890	86
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:	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:	26	512	0	0	459	45	0	0	0	92	937	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	512	0	0	459	45	0	0	0	92	937	91
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	26	512	0	0	459	45	0	0	0	92	937	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	1.00	1.00	0.74	0.74	1.00	1.00	1.00	0.72	0.73	0.72
Lanes:	0.10	1.90	0.00	0.00	1.82	0.18	0.00	0.00	0.00	0.25	2.51	0.24
Final Sat.:	130	2526	0	0	2567	253	0	0	0	338	3462	335
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.27	0.27	0.27
Crit Moves:		****								****		
Green/Cycle:	0.43	0.43	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.43	0.43	0.43
Volume/Cap:	0.47	0.47	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.62	0.62	0.62
Uniform Del:	12.1	12.1	0.0	0.0	11.7	11.7	0.0	0.0	0.0	13.2	13.2	13.2
IncremntDel:	1.4	1.4	0.0	0.0	1.0	1.0	0.0	0.0	0.0	1.7	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	13.4	13.4	0.0	0.0	12.8	12.8	0.0	0.0	0.0	14.9	14.9	14.9
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:	13.4	13.4	0.0	0.0	12.8	12.8	0.0	0.0	0.0	14.9	14.9	14.9
LOS by Move:	B	B	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	4	4	0	0	4	4	0	0	0	7	7	7

Note: Queue reported is the number of cars per lane.

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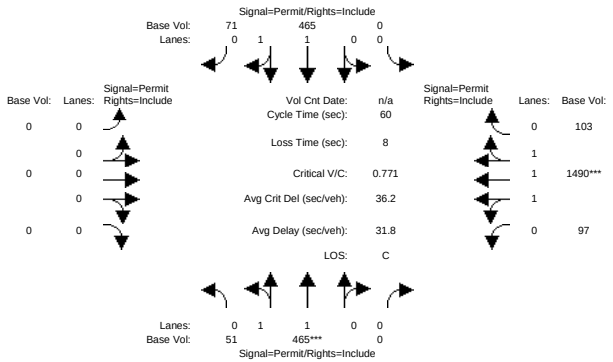
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #45: Divisadero/Pine



Street Name:	Divisadero Street						Pine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	26	0	0	26	0	26	0	26	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	51	465	0	0	465	71	0	0	0	97	1490	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	465	0	0	465	71	0	0	0	97	1490	103
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:	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:	55	505	0	0	505	77	0	0	0	105	1620	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	505	0	0	505	77	0	0	0	105	1620	112
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	55	505	0	0	505	77	0	0	0	105	1620	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	1.00	1.00	0.74	0.73	1.00	1.00	1.00	0.73	0.73	0.73
Lanes:	0.20	1.80	0.00	0.00	1.73	0.27	0.00	0.00	0.00	0.17	2.65	0.18
Final Sat.:	245	2232	0	0	2427	371	0	0	0	239	3670	254
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.44	0.44	0.44
Crit Moves:		****									****	
Green/Cycle:	0.43	0.43	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.43	0.43	0.43
Volume/Cap:	0.52	0.52	0.00	0.00	0.48	0.48	0.00	0.00	0.00	1.02	1.02	1.02
Uniform Del:	12.5	12.5	0.0	0.0	12.2	12.2	0.0	0.0	0.0	17.0	17.0	17.0
IncremntDel:	1.8	1.8	0.0	0.0	1.4	1.4	0.0	0.0	0.0	25.9	25.9	25.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	14.3	14.3	0.0	0.0	13.5	13.5	0.0	0.0	0.0	42.9	42.9	42.9
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:	14.3	14.3	0.0	0.0	13.5	13.5	0.0	0.0	0.0	42.9	42.9	42.9
LOS by Move:	B	B	A	A	B	B	A	A	A	D	D	D
HCM2kAvgQ:	4	4	0	0	5	5	0	0	0	21	21	21

Note: Queue reported is the number of cars per lane.

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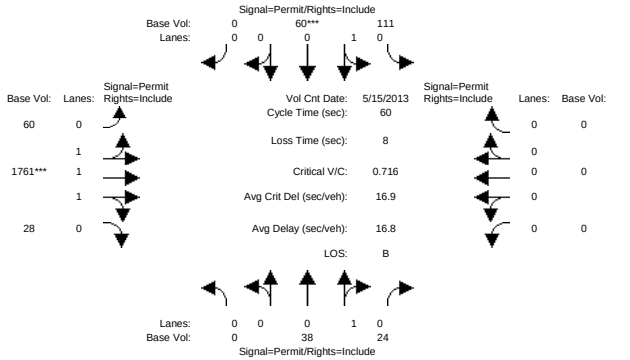
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #46: Broderick/Bush



Street Name:	Broderick Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	20	20	20	0	0	32	32	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	0	38	24	111	60	0	60	1761	28	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:	0	38	24	111	60	0	60	1761	28	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:	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	40	25	116	63	0	63	1834	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	25	116	63	0	63	1834	29	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
FinalVolume:	0	40	25	116	63	0	63	1834	29	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.71	0.70	0.57	0.58	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.00	0.61	0.39	0.65	0.35	0.00	0.10	2.86	0.04	0.00	0.00	0.00
Final Sat.:	0	820	518	707	382	0	137	4010	64	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.16	0.16	0.00	0.46	0.46	0.46	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.33	0.33	0.33	0.33	0.00	0.53	0.53	0.53	0.00	0.00	0.00
Volume/Cap:	0.00	0.14	0.14	0.49	0.49	0.00	0.86	0.86	0.86	0.00	0.00	0.00
Uniform Del:	0.0	14.0	14.0	15.9	15.9	0.0	12.0	12.0	12.0	0.0	0.0	0.0
IncremntDel:	0.0	0.7	0.7	4.7	4.7	0.0	4.5	4.5	4.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.7	14.7	20.6	20.6	0.0	16.6	16.6	16.6	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:	0.0	14.7	14.7	20.6	20.6	0.0	16.6	16.6	16.6	0.0	0.0	0.0
LOS by Move:	A	B	B	C	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	1	1	3	3	0	15	15	15	0	0	0

Note: Queue reported is the number of cars per lane.

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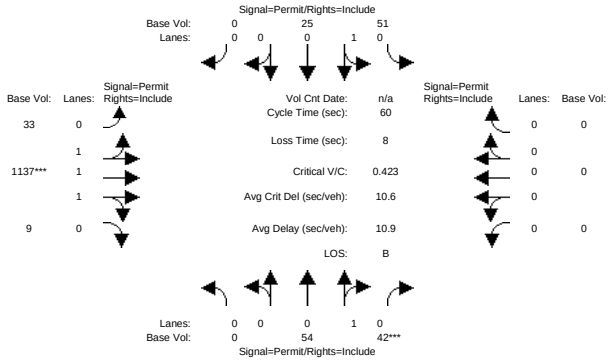
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #46: Broderick/Bush



Street Name:	Broderick Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	20	20	20	0	0	32	32	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	54	42	51	25	0	33	1137	9	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:	0	54	42	51	25	0	33	1137	9	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:	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	56	44	53	26	0	34	1184	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	56	44	53	26	0	34	1184	9	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
FinalVolume:	0	56	44	53	26	0	34	1184	9	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.70	0.69	0.59	0.60	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.00	0.56	0.44	0.67	0.33	0.00	0.08	2.90	0.02	0.00	0.00	0.00
Final Sat.:	0	744	579	752	368	0	118	4068	32	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.07	0.07	0.00	0.29	0.29	0.29	0.00	0.00	0.00
Crit Moves:			****					****				
Green/Cycle:	0.00	0.33	0.33	0.33	0.33	0.00	0.53	0.53	0.53	0.00	0.00	0.00
Volume/Cap:	0.00	0.23	0.23	0.21	0.21	0.00	0.55	0.55	0.55	0.00	0.00	0.00
Uniform Del:	0.0	14.4	14.4	14.4	14.3	0.0	9.2	9.2	9.2	0.0	0.0	0.0
IncremntDel:	0.0	1.2	1.2	1.3	1.3	0.0	1.0	1.0	1.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.6	15.6	15.6	15.6	0.0	10.2	10.2	10.2	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:	0.0	15.6	15.6	15.6	15.6	0.0	10.2	10.2	10.2	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	2	1	1	1	0	6	6	6	0	0	0

Note: Queue reported is the number of cars per lane.

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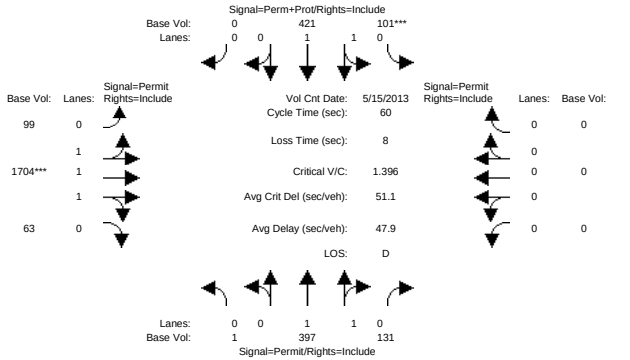
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #47: Divisadero/Bush



Street Name:	Divisadero Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	17	17	6	26	0	26	26	26	0	0	0
Y+R:	4.0	9.0	9.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	1	397	131	101	421	0	99	1704	63	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:	1	397	131	101	421	0	99	1704	63	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:	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:	1	418	138	106	443	0	104	1794	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	418	138	106	443	0	104	1794	66	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
FinalVolume:	1	418	138	106	443	0	104	1794	66	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.71	0.47	0.75	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Lanes:	0.01	1.49	0.50	0.39	1.61	0.00	0.16	2.74	0.10	0.00	0.00	0.00
Final Sat.:	5	2058	679	346	2304	0	222	3820	141	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.31	0.19	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.28	0.28	0.43	0.43	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	xxxx	0.72	0.72	0.56	0.44	0.00	1.08	1.08	1.08	0.00	0.00	0.00
Uniform Del:	0.0	19.3	19.3	0.0	11.9	0.0	17.0	17.0	17.0	0.0	0.0	0.0
IncremntDel:	0.0	5.6	5.6	2.3	1.2	0.0	47.7	47.7	47.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.0	25.0	2.3	13.1	0.0	64.7	64.7	64.7	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:	0.0	25.0	25.0	2.3	13.1	0.0	64.7	64.7	64.7	0.0	0.0	0.0
LOS by Move:	A	C	C	A	B	A	E	E	E	A	A	A
HCM2kAvgQ:	5	7	7	4	4	0	21	21	21	0	0	0

Note: Queue reported is the number of cars per lane.

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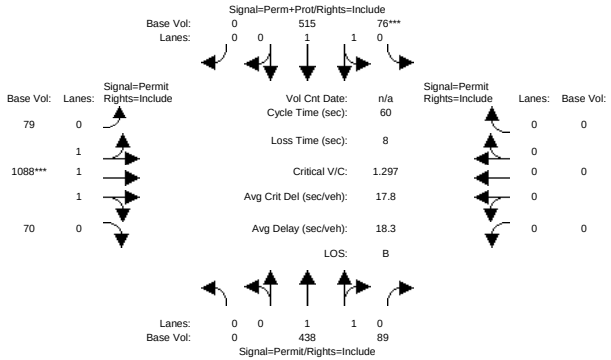
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #47: Divisadero/Bush



Street Name:	Divisadero Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	17	17	6	26	0	26	26	26	0	0	0
Y+R:	4.0	9.0	9.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	438	89	76	515	0	79	1088	70	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:	0	438	89	76	515	0	79	1088	70	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:	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:	0	476	97	83	560	0	86	1183	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	476	97	83	560	0	86	1183	76	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
FinalVolume:	0	476	97	83	560	0	86	1183	76	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.73	0.72	0.65	0.76	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Lanes:	0.00	1.66	0.34	0.26	1.74	0.00	0.19	2.64	0.17	0.00	0.00	0.00
Final Sat.:	0	2310	469	321	2500	0	266	3657	235	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.26	0.22	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.28	0.28	0.43	0.43	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	0.73	0.56	0.52	0.00	0.75	0.75	0.75	0.00	0.00	0.00
Uniform Del:	0.0	19.4	19.4	17.3	12.4	0.0	14.2	14.2	14.2	0.0	0.0	0.0
IncremntDel:	0.0	5.8	5.8	1.9	1.5	0.0	2.9	2.9	2.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.2	25.2	19.3	14.0	0.0	17.1	17.1	17.1	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:	0.0	25.2	25.2	19.3	14.0	0.0	17.1	17.1	17.1	0.0	0.0	0.0
LOS by Move:	A	C	C	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	7	7	5	5	0	8	8	8	0	0	0

Note: Queue reported is the number of cars per lane.

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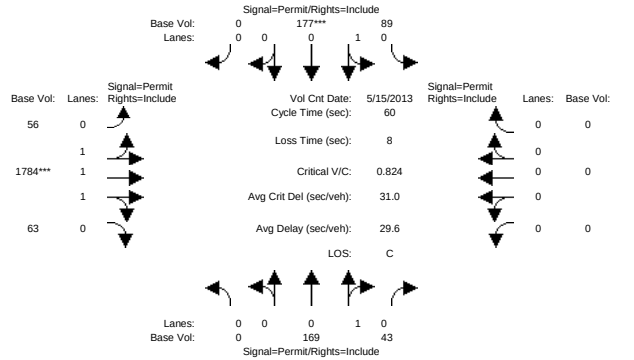
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #48: Scott/Bush



Street Name:	Scott Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	23	23	23	0	0	29	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	0	169	43	89	177	0	56	1784	63	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:	0	169	43	89	177	0	56	1784	63	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:	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:	0	178	45	94	186	0	59	1878	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	178	45	94	186	0	59	1878	66	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
FinalVolume:	0	178	45	94	186	0	59	1878	66	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.73	0.72	0.62	0.62	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.00	0.80	0.20	0.34	0.66	0.00	0.09	2.81	0.10	0.00	0.00	0.00
Final Sat.:	0	1098	279	395	786	0	124	3938	139	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.24	0.24	0.00	0.48	0.48	0.48	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.00	0.48	0.48	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.42	0.62	0.62	0.00	0.99	0.99	0.99	0.00	0.00	0.00
Uniform Del:	0.0	13.6	13.6	15.0	15.0	0.0	15.3	15.3	15.3	0.0	0.0	0.0
IncremntDel:	0.0	2.5	2.5	6.2	6.2	0.0	17.0	17.0	17.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.1	16.1	21.2	21.2	0.0	32.3	32.3	32.3	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:	0.0	16.1	16.1	21.2	21.2	0.0	32.3	32.3	32.3	0.0	0.0	0.0
LOS by Move:	A	B	B	C	C	A	C	C	C	A	A	A
HCM2kAvgQ:	0	3	3	5	5	0	21	21	21	0	0	0

Note: Queue reported is the number of cars per lane.

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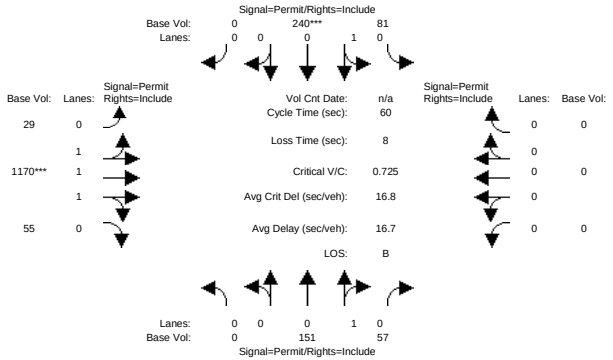
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #48: Scott/Bush



Street Name:	Scott Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	23	23	23	0	0	29	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	151	57	81	240	0	29	1170	55	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:	0	151	57	81	240	0	29	1170	55	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:	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:	0	170	64	91	270	0	33	1315	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	64	91	270	0	33	1315	62	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
FinalVolume:	0	170	64	91	270	0	33	1315	62	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.72	0.71	0.65	0.65	1.00	0.74	0.74	0.73	1.00	1.00	1.00
Lanes:	0.00	0.72	0.28	0.25	0.75	0.00	0.07	2.80	0.13	0.00	0.00	0.00
Final Sat.:	0	988	373	311	920	0	97	3916	184	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.29	0.29	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.00	0.48	0.48	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.45	0.45	0.76	0.76	0.00	0.69	0.69	0.69	0.00	0.00	0.00
Uniform Del:	0.0	13.8	13.8	16.1	16.1	0.0	12.1	12.1	12.1	0.0	0.0	0.0
IncremntDel:	0.0	2.8	2.8	11.2	11.2	0.0	2.0	2.0	2.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.5	16.5	27.3	27.3	0.0	14.0	14.0	14.0	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:	0.0	16.5	16.5	27.3	27.3	0.0	14.0	14.0	14.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	4	4	8	8	0	9	9	9	0	0	0

Note: Queue reported is the number of cars per lane.

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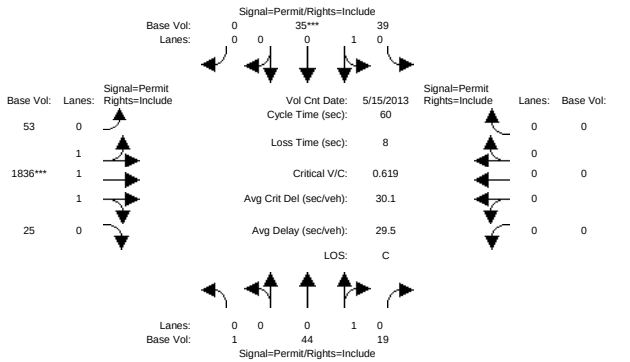
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #49: Bush/Pierce



Street Name:	Pierce Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	23	23	23	0	0	29	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	1	44	19	39	35	0	53	1836	25	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:	1	44	19	39	35	0	53	1836	25	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:	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:	1	46	20	41	36	0	55	1913	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	46	20	41	36	0	55	1913	26	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
FinalVolume:	1	46	20	41	36	0	55	1913	26	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.71	0.64	0.64	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.02	0.68	0.30	0.53	0.47	0.00	0.08	2.88	0.04	0.00	0.00	0.00
Final Sat.:	21	931	402	640	575	0	117	4042	55	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.06	0.06	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.00	0.48	0.48	0.48	0.00	0.00	0.00
Volume/Cap:	0.13	0.13	0.13	0.17	0.17	0.00	0.98	0.98	0.98	0.00	0.00	0.00
Uniform Del:	12.0	12.0	12.0	12.2	12.2	0.0	15.2	15.2	15.2	0.0	0.0	0.0
IncremntDel:	0.5	0.5	0.5	0.8	0.8	0.0	15.5	15.5	15.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	12.5	12.5	12.5	12.9	12.9	0.0	30.7	30.7	30.7	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:	12.5	12.5	12.5	12.9	12.9	0.0	30.7	30.7	30.7	0.0	0.0	0.0
LOS by Move:	B	B	B	B	B	A	C	C	C	A	A	A
HCM2kAvgQ:	1	1	1	1	1	0	14	14	14	0	0	0

Note: Queue reported is the number of cars per lane.

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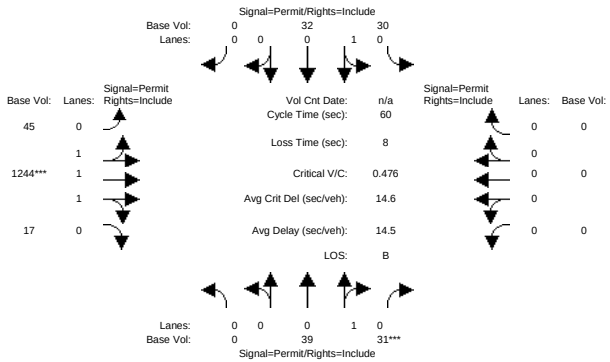
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #49: Bush/Pierce



Street Name:	Pierce Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	23	23	23	0	0	29	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	39	31	30	32	0	45	1244	17	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:	0	39	31	30	32	0	45	1244	17	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:	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	44	35	34	36	0	51	1414	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	44	35	34	36	0	51	1414	19	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
FinalVolume:	0	44	35	34	36	0	51	1414	19	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.70	0.69	0.64	0.65	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.00	0.55	0.45	0.49	0.51	0.00	0.10	2.86	0.04	0.00	0.00	0.00
Final Sat.:	0	736	585	596	636	0	145	4010	55	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.06	0.06	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Crit Moves:			****					****				
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.00	0.48	0.48	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.16	0.16	0.15	0.15	0.00	0.73	0.73	0.73	0.00	0.00	0.00
Uniform Del:	0.0	12.1	12.1	12.1	12.1	0.0	12.4	12.4	12.4	0.0	0.0	0.0
IncremntDel:	0.0	0.7	0.7	0.7	0.7	0.0	2.3	2.3	2.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.8	12.8	12.8	12.8	0.0	14.7	14.7	14.7	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:	0.0	12.8	12.8	12.8	12.8	0.0	14.7	14.7	14.7	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	1	1	1	1	0	8	8	8	0	0	0

Note: Queue reported is the number of cars per lane.

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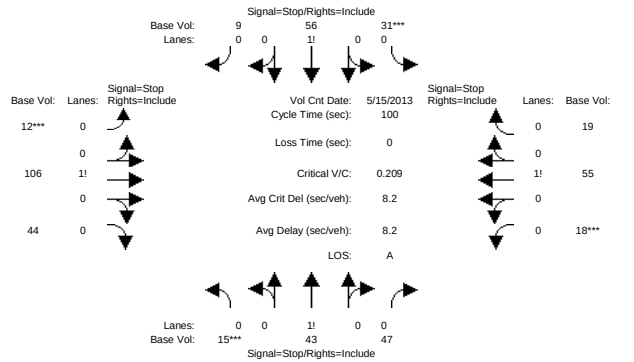
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #50: Broderick/Sutter



Street Name:	Broderick Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	15	43	47	31	56	9	12	106	44	18	55	19
Growth Adj:	1.00	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	43	47	31	56	9	12	106	44	18	55	19
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:	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:	15	44	48	32	58	9	12	109	45	19	57	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	44	48	32	58	9	12	109	45	19	57	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
FinalVolume:	15	44	48	32	58	9	12	109	45	19	57	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:	0.14	0.41	0.45	0.32	0.59	0.09	0.07	0.66	0.27	0.19	0.60	0.21
Final Sat.:	112	321	351	240	433	70	59	523	217	151	461	159
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.13	0.13	0.21	0.21	0.21	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	8.0	8.0	8.0	8.3	8.3	8.3	8.4	8.4	8.4	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:	8.0	8.0	8.0	8.3	8.3	8.3	8.4	8.4	8.4	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.0			8.3			8.4			8.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.0			8.3			8.4			8.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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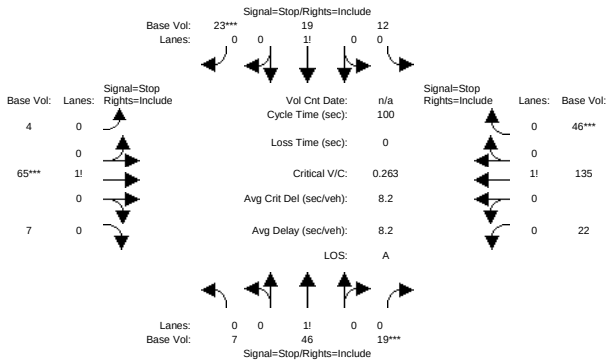
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #50: Broderick/Sutter



Street Name:	Broderick Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	7	46	19	12	19	23	4	65	7	22	135	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:	7	46	19	12	19	23	4	65	7	22	135	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:	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:	8	50	21	13	21	25	4	71	8	24	147	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	50	21	13	21	25	4	71	8	24	147	50
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	8	50	21	13	21	25	4	71	8	24	147	50
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:	0.10	0.64	0.26	0.22	0.35	0.43	0.05	0.86	0.09	0.11	0.66	0.23
Final Sat.:	74	485	200	170	269	326	42	677	73	91	558	190
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.08	0.08	0.08	0.10	0.10	0.10	0.26	0.26	0.26
Crit Moves:			****			****		****				****
Delay/Veh:	7.9	7.9	7.9	7.8	7.8	7.8	7.9	7.9	7.9	8.6	8.6	8.6
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:	7.9	7.9	7.9	7.8	7.8	7.8	7.9	7.9	7.9	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.9			7.8			7.9			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.9			7.8			7.9			8.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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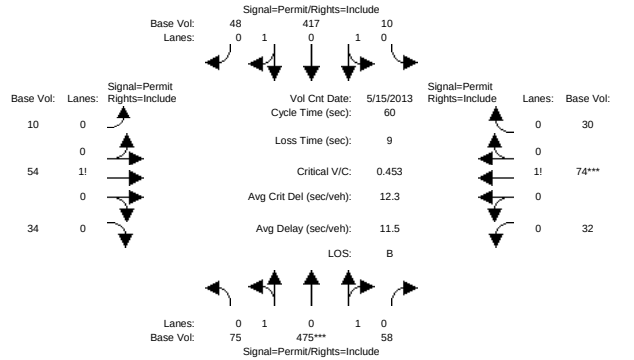
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #51: Divisadero/Sutter



Street Name:	Divisadero Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	75	475	58	10	417	48	10	54	34	32	74	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	475	58	10	417	48	10	54	34	32	74	30
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:	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:	78	495	60	10	434	50	10	56	35	33	77	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	495	60	10	434	50	10	56	35	33	77	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
FinalVolume:	78	495	60	10	434	50	10	56	35	33	77	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.62	0.61	0.70	0.70	0.69	0.66	0.68	0.63	0.63	0.65	0.62
Lanes:	0.25	1.56	0.19	0.04	1.76	0.20	0.10	0.54	0.36	0.24	0.53	0.23
Final Sat.:	291	1842	225	56	2326	268	127	688	433	286	661	268
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.19	0.19	0.19	0.08	0.08	0.08	0.12	0.12	0.12
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.52	0.52	0.52	0.36	0.36	0.36	0.25	0.25	0.25	0.35	0.35	0.35
Uniform Del:	9.6	9.6	9.6	8.6	8.6	8.6	14.5	14.5	14.5	15.1	15.1	15.1
IncremntDel:	1.6	1.6	1.6	0.7	0.7	0.7	1.4	1.4	1.4	2.4	2.4	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	11.2	11.2	11.2	9.4	9.4	9.4	15.9	15.9	15.9	17.5	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:	11.2	11.2	11.2	9.4	9.4	9.4	15.9	15.9	15.9	17.5	17.5	17.5
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	3	3	3	2	2	1	2	2	2

Note: Queue reported is the number of cars per lane.

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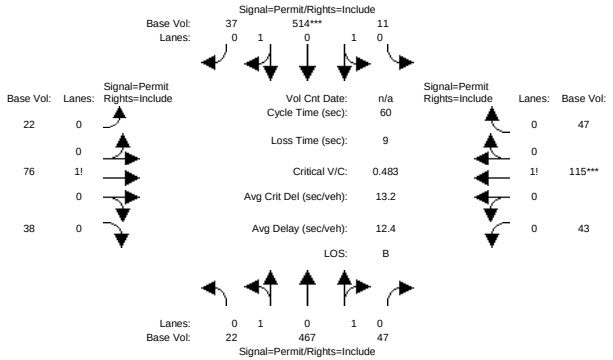
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #51: Divisadero/Sutter



Street Name:	Divisadero Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	22	467	47	11	514	37	22	76	38	43	115	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:	22	467	47	11	514	37	22	76	38	43	115	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:	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:	24	508	51	12	559	40	24	83	41	47	125	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	508	51	12	559	40	24	83	41	47	125	51
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	24	508	51	12	559	40	24	83	41	47	125	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.68	0.70	0.70	0.70	0.65	0.66	0.64	0.64	0.65	0.64
Lanes:	0.08	1.74	0.18	0.04	1.83	0.13	0.16	0.56	0.28	0.21	0.56	0.23
Final Sat.:	107	2264	228	52	2442	176	201	693	347	257	687	281
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.23	0.23	0.23	0.12	0.12	0.12	0.18	0.18	0.18
Crit Moves:					****						****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.43	0.43	0.43	0.44	0.44	0.44	0.36	0.36	0.36	0.55	0.55	0.55
Uniform Del:	9.0	9.0	9.0	9.1	9.1	9.1	15.1	15.1	15.1	16.3	16.3	16.3
IncremntDel:	1.0	1.0	1.0	1.0	1.0	1.0	2.4	2.4	2.4	5.2	5.2	5.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	10.1	10.1	10.1	10.1	10.1	10.1	17.5	17.5	17.5	21.5	21.5	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:	10.1	10.1	10.1	10.1	10.1	10.1	17.5	17.5	17.5	21.5	21.5	21.5
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	4	4	4	4	4	4	2	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

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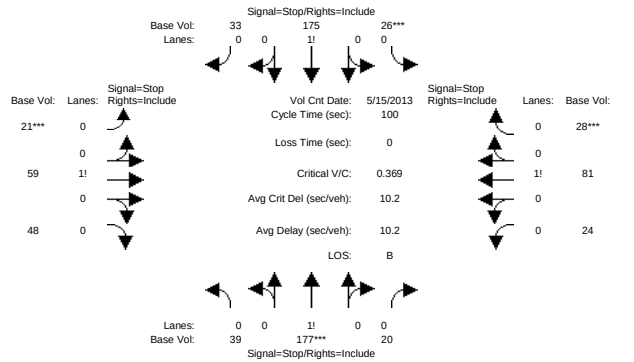
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #52: Sutter/Scott



Street Name:	Scott Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	39	177	20	26	175	33	21	59	48	24	81	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:	39	177	20	26	175	33	21	59	48	24	81	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:	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:	42	192	22	28	190	36	23	64	52	26	88	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	192	22	28	190	36	23	64	52	26	88	30
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	42	192	22	28	190	36	23	64	52	26	88	30
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:	0.17	0.75	0.08	0.11	0.75	0.14	0.16	0.47	0.37	0.18	0.61	0.21
Final Sat.:	115	521	59	78	523	99	105	295	240	114	384	133
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.36	0.36	0.36	0.22	0.22	0.22	0.23	0.23	0.23
Crit Moves:		****			****			****				****
Delay/Veh:	10.6	10.6	10.6	10.5	10.5	10.5	9.4	9.4	9.4	9.6	9.6	9.6
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:	10.6	10.6	10.6	10.5	10.5	10.5	9.4	9.4	9.4	9.6	9.6	9.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		10.6			10.5			9.4			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			10.5			9.4			9.6	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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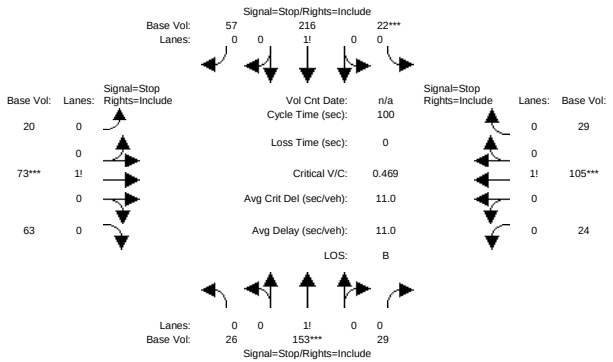
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #52: Sutter/Scott



Street Name:	Scott Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	26	153	29	22	216	57	20	73	63	24	105	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:	26	153	29	22	216	57	20	73	63	24	105	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:	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:	28	166	32	24	235	62	22	79	68	26	114	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	166	32	24	235	62	22	79	68	26	114	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	28	166	32	24	235	62	22	79	68	26	114	32
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	0.74	0.14	0.07	0.74	0.19	0.13	0.47	0.40	0.15	0.67	0.18
Final Sat.:	82	480	91	51	501	132	79	289	249	92	403	111
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.47	0.47	0.47	0.27	0.27	0.27	0.28	0.28	0.28
Crit Moves:		****			****			****			****	
Delay/Veh:	10.7	10.7	10.7	12.0	12.0	12.0	10.1	10.1	10.1	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:	10.7	10.7	10.7	12.0	12.0	12.0	10.1	10.1	10.1	10.3	10.3	10.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.7			12.0			10.1			10.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			12.0			10.1			10.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.4	0.4	0.4	0.8	0.8	0.8	0.3	0.3	0.3	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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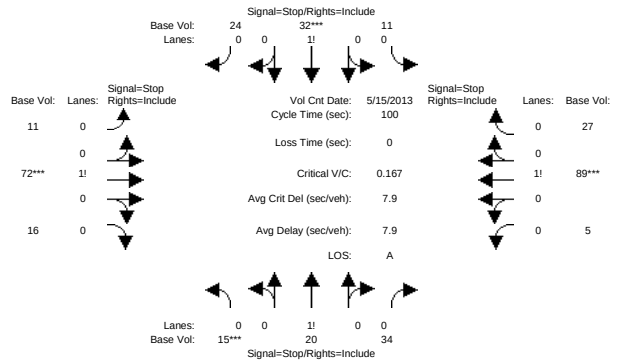
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #53: Pierce/Sutter



Street Name:	Pierce Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	15	20	34	11	32	24	11	72	16	5	89	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:	15	20	34	11	32	24	11	72	16	5	89	27
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:	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:	17	23	39	13	36	27	13	82	18	6	101	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	23	39	13	36	27	13	82	18	6	101	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
FinalVolume:	17	23	39	13	36	27	13	82	18	6	101	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:	0.22	0.29	0.49	0.16	0.48	0.36	0.11	0.73	0.16	0.04	0.74	0.22
Final Sat.:	174	232	394	129	376	282	90	588	131	34	606	184
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.10	0.10	0.10	0.14	0.14	0.14	0.17	0.17	0.17
Crit Moves:	****				****			****			****	
Delay/Veh:	7.7	7.7	7.7	7.8	7.8	7.8	8.0	8.0	8.0	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:	7.7	7.7	7.7	7.8	7.8	7.8	8.0	8.0	8.0	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.7			7.8			8.0			8.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.7			7.8			8.0			8.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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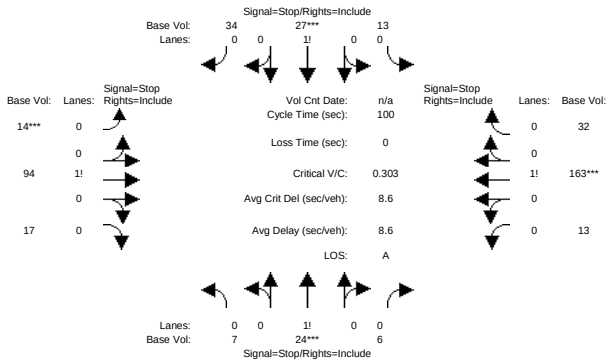
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #53: Pierce/Sutter



Street Name:	Pierce Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	7	24	6	13	27	34	14	94	17	13	163	32
Growth Adj:	1.00	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	24	6	13	27	34	14	94	17	13	163	32
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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	8	29	7	15	32	40	17	112	20	15	194	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	29	7	15	32	40	17	112	20	15	194	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
FinalVolume:	8	29	7	15	32	40	17	112	20	15	194	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:	0.19	0.65	0.16	0.18	0.36	0.46	0.11	0.75	0.14	0.06	0.79	0.15
Final Sat.:	131	450	113	129	268	337	89	595	108	51	641	126
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.12	0.12	0.19	0.19	0.19	0.30	0.30	0.30
Crit Moves:		****			****			****			****	
Delay/Veh:	8.1	8.1	8.1	8.1	8.1	8.1	8.4	8.4	8.4	9.1	9.1	9.1
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:	8.1	8.1	8.1	8.1	8.1	8.1	8.4	8.4	8.4	9.1	9.1	9.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.1			8.1			8.4			9.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.1			8.1			8.4			9.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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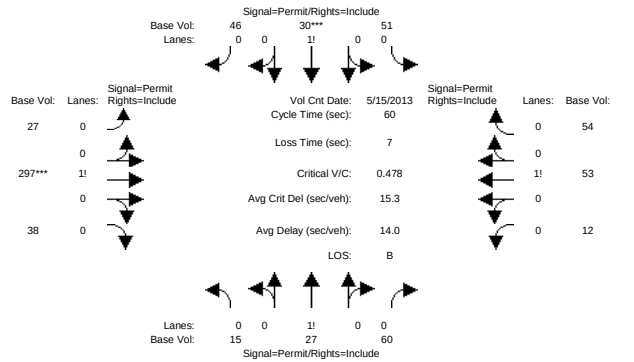
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #54: Broderick/Post



Street Name:	Broderick Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	24	24	24	24	0	29	29	29	0	0	0
Y+R:	4.0	3.5	3.5	3.5	3.5	4.0	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	15	27	60	51	30	46	27	297	38	12	53	54
Growth Adj:	1.00	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	27	60	51	30	46	27	297	38	12	53	54
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:	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:	17	30	67	57	34	52	30	334	43	13	60	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	30	67	57	34	52	30	334	43	13	60	61
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	17	30	67	57	34	52	30	334	43	13	60	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.64	0.60	0.62	0.60	0.72	0.72	0.71	0.67	0.67	0.66
Lanes:	0.15	0.26	0.59	0.41	0.23	0.36	0.07	0.82	0.11	0.10	0.44	0.46
Final Sat.:	181	326	724	462	272	417	102	1119	143	127	563	574
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.12	0.12	0.12	0.30	0.30	0.30	0.11	0.11	0.11
Crit Moves:					****			****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.23	0.23	0.23	0.31	0.31	0.31	0.62	0.62	0.62	0.22	0.22	0.22
Uniform Del:	11.9	11.9	11.9	12.3	12.3	12.3	11.4	11.4	11.4	9.0	9.0	9.0
IncremntDel:	1.1	1.1	1.1	1.7	1.7	1.7	4.3	4.3	4.3	0.8	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.0	13.0	13.0	14.1	14.1	14.1	15.7	15.7	15.7	9.8	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:	13.0	13.0	13.0	14.1	14.1	14.1	15.7	15.7	15.7	9.8	9.8	9.8
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	7	7	6	2	2	2

Note: Queue reported is the number of cars per lane.

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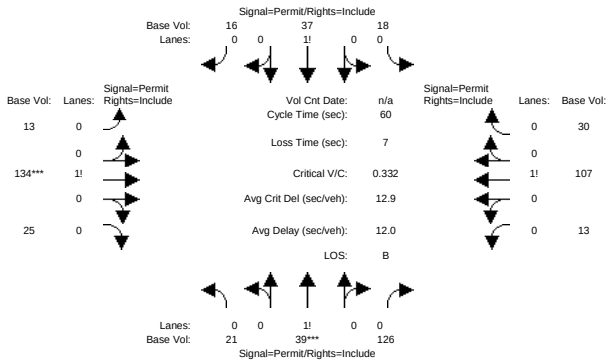
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #54: Broderick/Post



Street Name:	Broderick Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	24	24	24	24	0	29	29	29	0	0	0
Y+R:	4.0	3.5	3.5	3.5	3.5	4.0	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module:												
Base Vol:	21	39	126	18	37	16	13	134	25	13	107	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	39	126	18	37	16	13	134	25	13	107	30
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:	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:	22	41	133	19	39	17	14	141	26	14	113	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	41	133	19	39	17	14	141	26	14	113	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	22	41	133	19	39	17	14	141	26	14	113	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.64	0.67	0.67	0.66	0.72	0.72	0.71	0.71	0.71	0.70
Lanes:	0.11	0.20	0.69	0.25	0.52	0.23	0.07	0.78	0.15	0.09	0.71	0.20
Final Sat.:	138	257	830	322	661	286	103	1061	198	117	960	269
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.06	0.06	0.06	0.13	0.13	0.13	0.12	0.12	0.12
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.40	0.40	0.40	0.15	0.15	0.15	0.28	0.28	0.28	0.24	0.24	0.24
Uniform Del:	12.9	12.9	12.9	11.5	11.5	11.5	9.2	9.2	9.2	9.1	9.1	9.1
IncremntDel:	2.4	2.4	2.4	0.6	0.6	0.6	1.0	1.0	1.0	0.9	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	15.3	15.3	15.3	12.1	12.1	12.1	10.3	10.3	10.3	10.0	10.0	10.0
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:	15.3	15.3	15.3	12.1	12.1	12.1	10.3	10.3	10.3	10.0	10.0	10.0
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	3	3	3	1	1	1	2	2	2	2	2	2

Note: Queue reported is the number of cars per lane.

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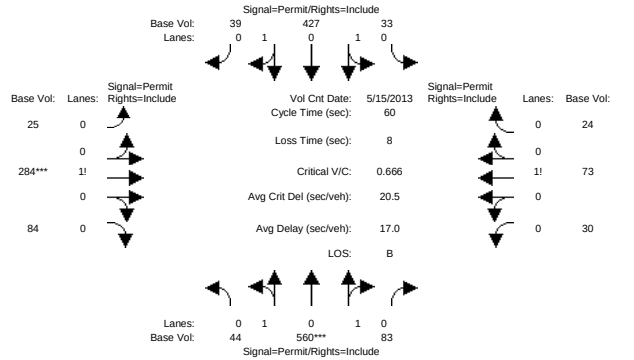
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #55: Divisadero/Post



Street Name:	Divisadero Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	44	560	83	33	427	39	25	284	84	30	73	24
Growth Adj:	1.00	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	560	83	33	427	39	25	284	84	30	73	24
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:	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:	45	571	85	34	436	40	26	290	86	31	74	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	571	85	34	436	40	26	290	86	31	74	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	45	571	85	34	436	40	26	290	86	31	74	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.66	0.67	0.67	0.66	0.70	0.71	0.67	0.63	0.64	0.62
Lanes:	0.13	1.63	0.24	0.13	1.71	0.16	0.06	0.72	0.22	0.24	0.57	0.19
Final Sat.:	163	2075	308	168	2170	198	85	961	284	285	693	228
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.20	0.20	0.20	0.30	0.30	0.30	0.11	0.11	0.11
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.53	0.53	0.53	0.39	0.39	0.39	0.86	0.86	0.86	0.31	0.31	0.31
Uniform Del:	9.7	9.7	9.7	8.8	8.8	8.8	18.1	18.1	18.1	14.2	14.2	14.2
IncremntDel:	1.6	1.6	1.6	0.9	0.9	0.9	18.5	18.5	18.5	1.9	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	11.2	11.2	11.2	9.6	9.6	9.6	36.7	36.7	36.7	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:	11.2	11.2	11.2	9.6	9.6	9.6	36.7	36.7	36.7	16.1	16.1	16.1
LOS by Move:	B	B	B	A	A	A	D	D	D	B	B	B
HCM2kAvgQ:	4	4	4	3	3	3	10	10	10	2	2	2

Note: Queue reported is the number of cars per lane.

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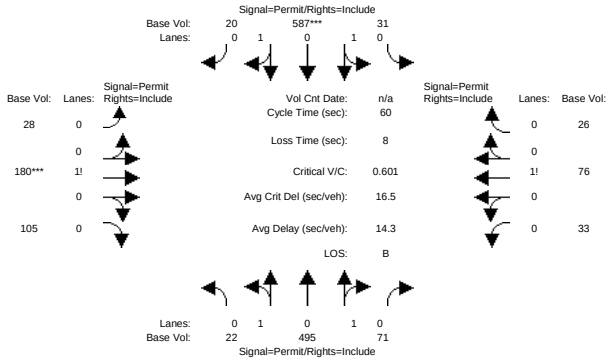
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #55: Divisadero/Post



Street Name:	Divisadero Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	22	495	71	31	587	20	28	180	105	33	76	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	495	71	31	587	20	28	180	105	33	76	26
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:	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:	23	527	76	33	624	21	30	191	112	35	81	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	527	76	33	624	21	30	191	112	35	81	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
FinalVolume:	23	527	76	33	624	21	30	191	112	35	81	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.68	0.69	0.69	0.69	0.68	0.69	0.64	0.62	0.64	0.62
Lanes:	0.07	1.69	0.24	0.10	1.84	0.06	0.09	0.56	0.35	0.25	0.55	0.20
Final Sat.:	98	2199	315	127	2404	82	114	732	427	293	674	231
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.26	0.26	0.26	0.26	0.26	0.26	0.12	0.12	0.12
Crit Moves:					****			****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.46	0.46	0.46	0.50	0.50	0.50	0.75	0.75	0.75	0.34	0.34	0.34
Uniform Del:	9.2	9.2	9.2	9.5	9.5	9.5	17.2	17.2	17.2	14.4	14.4	14.4
IncremntDel:	1.1	1.1	1.1	1.3	1.3	1.3	10.9	10.9	10.9	2.2	2.2	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	10.4	10.4	10.4	10.8	10.8	10.8	28.1	28.1	28.1	16.6	16.6	16.6
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:	10.4	10.4	10.4	10.8	10.8	10.8	28.1	28.1	28.1	16.6	16.6	16.6
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
HCM2kAvgQ:	4	4	4	4	4	4	7	8	7	2	2	2

Note: Queue reported is the number of cars per lane.

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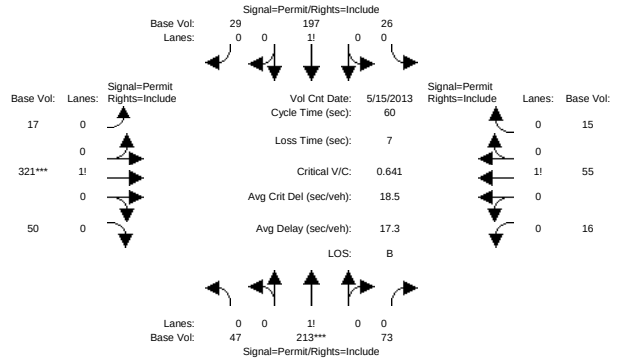
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #56: Scott/Post



Street Name:	Scott Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	24	24	24	24	24	24	29	29	29	29	29	29
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	47	213	73	26	197	29	17	321	50	16	55	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:	47	213	73	26	197	29	17	321	50	16	55	15
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:	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:	49	222	76	27	205	30	18	334	52	17	57	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	222	76	27	205	30	18	334	52	17	57	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
FinalVolume:	49	222	76	27	205	30	18	334	52	17	57	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.66	0.69	0.70	0.69	0.73	0.73	0.71	0.67	0.67	0.67
Lanes:	0.14	0.64	0.22	0.10	0.78	0.12	0.04	0.83	0.13	0.19	0.64	0.17
Final Sat.:	180	814	279	136	1034	152	60	1139	177	238	817	223
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.20	0.20	0.20	0.29	0.29	0.29	0.07	0.07	0.07
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.68	0.68	0.68	0.50	0.50	0.50	0.61	0.61	0.61	0.15	0.15	0.15
Uniform Del:	14.8	14.8	14.8	13.5	13.5	13.5	11.3	11.3	11.3	8.6	8.6	8.6
IncremntDel:	7.2	7.2	7.2	3.3	3.3	3.3	4.1	4.1	4.1	0.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	22.1	22.1	22.1	16.8	16.8	16.8	15.4	15.4	15.4	9.1	9.1	9.1
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:	22.1	22.1	22.1	16.8	16.8	16.8	15.4	15.4	15.4	9.1	9.1	9.1
LOS by Move:	C	C	C	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	7	7	7	4	4	4	5	5	5	1	1	1

Note: Queue reported is the number of cars per lane.

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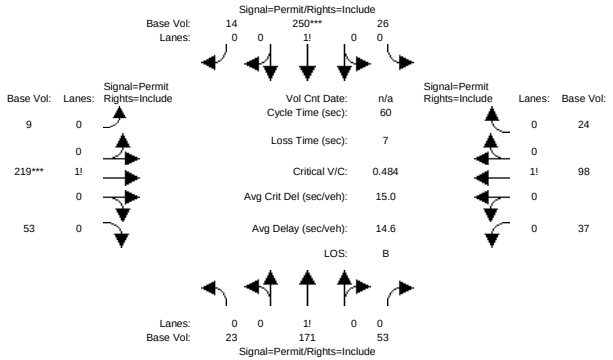
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #56: Scott/Post



Street Name:	Scott Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	24	24	24	24	24	24	29	29	29	29	29	29
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module:												
Base Vol:	23	171	53	26	250	14	9	219	53	37	98	24
Growth Adj:	1.00	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	171	53	26	250	14	9	219	53	37	98	24
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:	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:	23	174	54	27	255	14	9	223	54	38	100	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	174	54	27	255	14	9	223	54	38	100	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	23	174	54	27	255	14	9	223	54	38	100	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.70	0.68	0.71	0.71	0.71	0.72	0.72	0.71	0.65	0.66	0.65
Lanes:	0.09	0.69	0.22	0.09	0.86	0.05	0.03	0.78	0.19	0.23	0.62	0.15
Final Sat.:	123	912	283	122	1170	65	44	1065	258	289	767	188
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.22	0.22	0.22	0.21	0.21	0.21	0.13	0.13	0.13
Crit Moves:					****			****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.48	0.48	0.48	0.55	0.55	0.55	0.43	0.43	0.43	0.27	0.27	0.27
Uniform Del:	13.4	13.4	13.4	13.8	13.8	13.8	10.1	10.1	10.1	9.2	9.2	9.2
IncremntDel:	3.1	3.1	3.1	3.9	3.9	3.9	2.1	2.1	2.1	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	16.5	16.5	16.5	17.7	17.7	17.7	12.2	12.2	12.2	10.3	10.3	10.3
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:	16.5	16.5	16.5	17.7	17.7	17.7	12.2	12.2	12.2	10.3	10.3	10.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	5	5	5	3	3	3	2	2	2

Note: Queue reported is the number of cars per lane.

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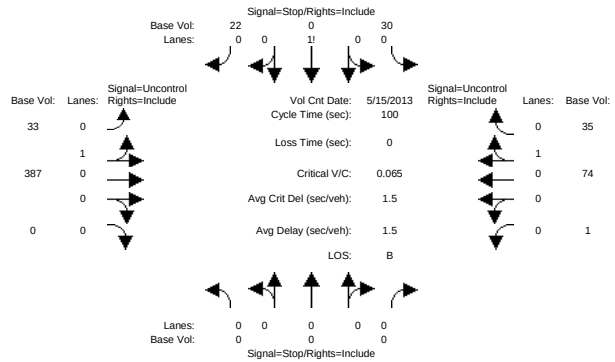
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing AM

Intersection #57: Pierce/Post



Street Name: Pierce Street Post Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	0	0	0	30	0	22	33	387	0	1	74	35
Growth Adj:	1.00	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	22	33	387	0	1	74	35
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:	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	0	0	31	0	23	34	403	0	1	77	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	23	34	403	0	1	77	36
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	569	569	95	114	xxxx	xxxxx	403	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	487	434	967	1488	xxxx	xxxxx	1167	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	478	424	967	1488	xxxx	xxxxx	1167	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.02	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	608	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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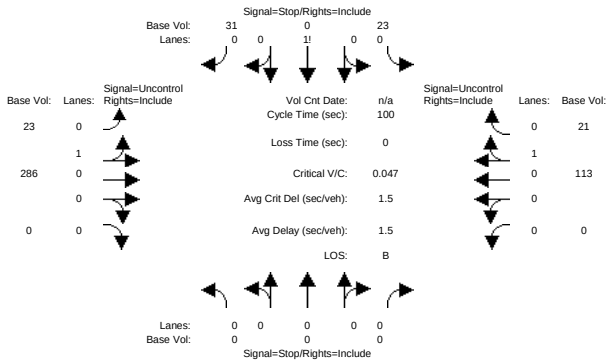
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing PM

Intersection #57: Pierce/Post



Street Name: Pierce Street Post Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	23	0	31	23	286	0	0	113	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:	0	0	0	23	0	31	23	286	0	0	113	21
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:	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:	0	0	0	25	0	34	25	311	0	0	123	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	25	0	34	25	311	0	0	123	23
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	495	495	134	146	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	534	476	915	1436	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	527	467	915	1436	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.04	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	696	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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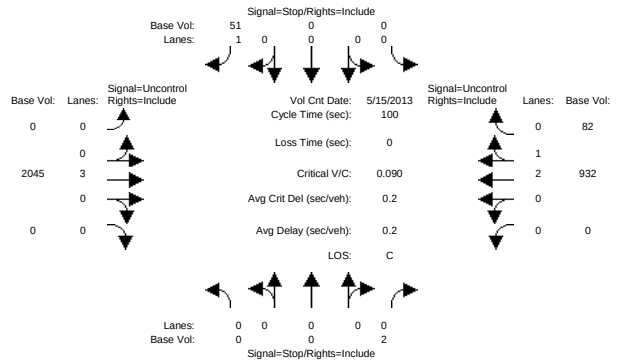
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing AM

Intersection #58: Broderick / Geary




```
Street Name:         Broderick Street                Geary Blvd
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am
Base Vol:       0    0     2     0    0    51     0 2045     0     0  932    82
Growth Adj:  1.00 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     2     0    0    51     0 2045     0     0  932    82
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:     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:     0    0     2     0    0    55     0 2223     0     0 1013    89
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     2     0    0    55     0 2223     0     0 1013    89
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   741  xxxx xxxx   382  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   359  xxxx xxxx   616  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   359  xxxx xxxx   616  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.01  xxxx xxxx  0.09  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.0  xxxx xxxx   0.3  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  15.1 xxxxx xxxx  11.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     C     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      15.1             11.4           xxxxxx           xxxxxx
ApproachLOS:         C                B                *                *
Note: Queue reported is the number of cars per lane.
```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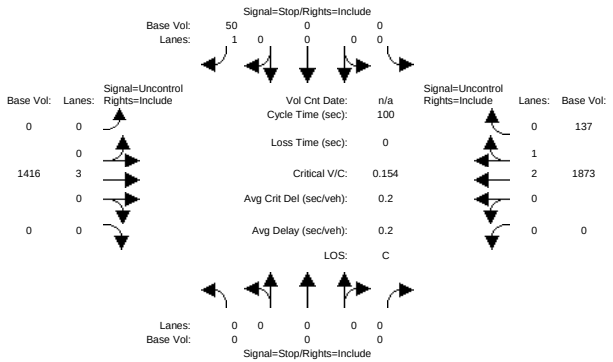
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing PM

Intersection #58: Broderick / Geary




```
Street Name:         Broderick Street                Geary Blvd
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0    50     0 1416     0     0 1873   137
Growth Adj:  1.00 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     0    0    50     0 1416     0     0 1873   137
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:     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:     0    0     0     0    0    54     0 1539     0     0 2036   149
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0    54     0 1539     0     0 2036   149
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   753  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   352  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   352  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  0.15  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.5  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  17.1 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     C     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:   xxxxxx             17.1           xxxxxx           xxxxxx
ApproachLOS:      *                 C                *                *
Note: Queue reported is the number of cars per lane.
```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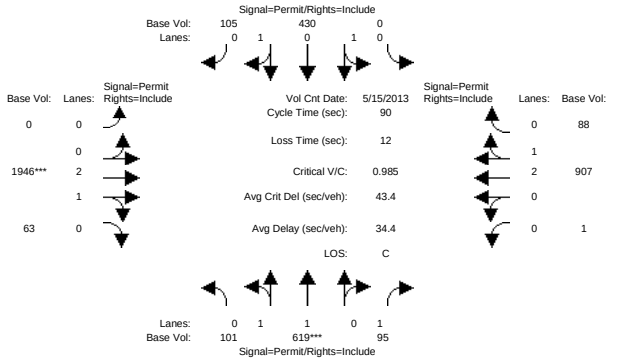
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #59: Divisadero/Geary



Street Name:	Divisadero Street							Geary Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	32	32	32	32	32	32	46	46	46	46	46	46	
Y+R:	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0	
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am													
Base Vol:	101	619	95	0	430	105	0	1946	63	1	907	88	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	101	619	95	0	430	105	0	1946	63	1	907	88	
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:	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	652	100	0	453	111	0	2048	66	1	955	93	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	106	652	100	0	453	111	0	2048	66	1	955	93	
PCE Adj:	1.00	1.00	1.00	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	
FinalVolume:	106	652	100	0	453	111	0	2048	66	1	955	93	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.57	0.57	0.55	0.95	0.73	0.71	1.00	0.74	0.73	0.69	0.69	0.68	
Lanes:	0.28	1.72	1.00	0.00	1.60	0.40	0.00	2.91	0.09	0.01	2.73	0.26	
Final Sat.:	305	1866	1037	0	2215	541	0	4058	131	4	3555	345	
Capacity Analysis Module:													
Vol/Sat:	0.35	0.35	0.10	0.00	0.20	0.20	0.00	0.50	0.50	0.27	0.27	0.27	
Crit Moves:		****						****					
Green/Cycle:	0.36	0.36	0.36	0.00	0.36	0.36	0.00	0.51	0.51	0.51	0.51	0.51	
Volume/Cap:	0.98	0.98	0.27	0.00	0.57	0.57	0.00	0.99	0.99	0.53	0.53	0.53	
Uniform Del:	28.7	28.7	20.7	0.0	23.5	23.5	0.0	21.7	21.7	14.7	14.7	14.7	
IncremntDel:	28.3	28.3	1.8	0.0	2.5	2.5	0.0	16.8	16.8	1.0	1.0	1.0	
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	57.0	57.0	22.5	0.0	25.9	25.9	0.0	38.5	38.5	15.7	15.7	15.7	
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:	57.0	57.0	22.5	0.0	25.9	25.9	0.0	38.5	38.5	15.7	15.7	15.7	
LOS by Move:	E	E	C	A	C	C	A	D	D	B	B	B	
HCM2kAvgQ:	16	17	2	0	7	7	0	28	28	8	8	7	

Note: Queue reported is the number of cars per lane.

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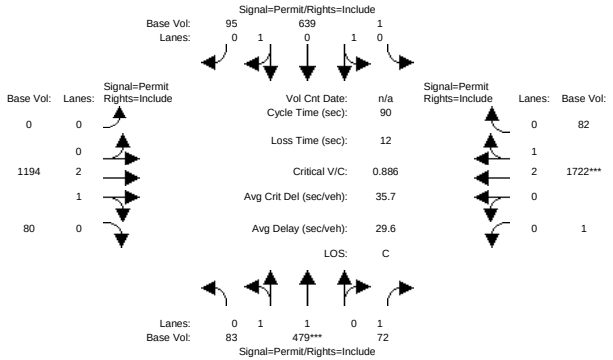
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #59: Divisadero/Geary



Street Name:	Divisadero Street							Geary Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	34	34	34	34	34	34	44	44	44	44	44	44	
Y+R:	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0	
Volume Module:													
Base Vol:	83	479	72	1	639	95	0	1194	80	1	1722	82	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	83	479	72	1	639	95	0	1194	80	1	1722	82	
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:	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:	86	494	74	1	659	98	0	1231	82	1	1775	85	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	86	494	74	1	659	98	0	1231	82	1	1775	85	
PCE Adj:	1.00	1.00	1.00	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	
FinalVolume:	86	494	74	1	659	98	0	1231	82	1	1775	85	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.51	0.52	0.56	0.70	0.70	0.69	1.00	0.73	0.72	0.69	0.69	0.69	
Lanes:	0.30	1.70	1.00	0.01	1.73	0.26	0.00	2.81	0.19	0.01	2.86	0.13	
Final Sat.:	291	1678	1059	4	2320	345	0	3907	262	2	3749	179	
Capacity Analysis Module:													
Vol/Sat:	0.29	0.29	0.07	0.28	0.28	0.28	0.00	0.32	0.32	0.47	0.47	0.47	
Crit Moves:		****									****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.00	0.49	0.49	0.49	0.49	0.49	
Volume/Cap:	0.78	0.78	0.19	0.75	0.75	0.75	0.00	0.64	0.64	0.97	0.97	0.97	
Uniform Del:	24.7	24.7	18.7	24.3	24.3	24.3	0.0	17.2	17.2	22.3	22.3	22.3	
IncremntDel:	7.9	7.9	1.0	5.2	5.2	5.2	0.0	1.6	1.6	14.3	14.3	14.3	
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	32.6	32.6	19.8	29.5	29.5	29.5	0.0	18.7	18.7	36.6	36.6	36.6	
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:	32.6	32.6	19.8	29.5	29.5	29.5	0.0	18.7	18.7	36.6	36.6	36.6	
LOS by Move:	C	C	B	C	C	C	A	B	B	D	D	D	
HCM2kAvgQ:	9	10	1	10	10	10	0	11	11	24	24	24	

Note: Queue reported is the number of cars per lane.

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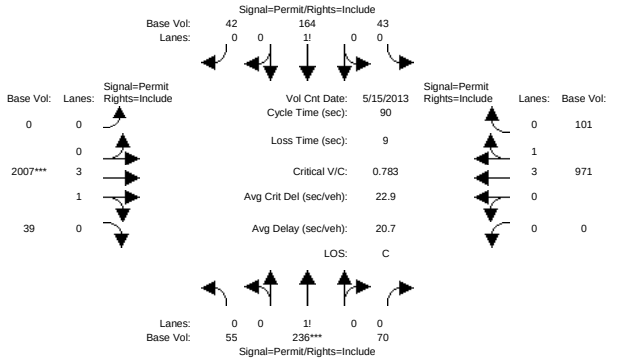
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #60: Scott/Geary



Street Name:	Scott Street						Geary Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	35	35	35	35	35	35	41	41	41	41	41	41
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	55	236	70	43	164	42	0	2007	39	0	971	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:	55	236	70	43	164	42	0	2007	39	0	971	101
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:	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:	60	257	76	47	178	46	0	2182	42	0	1055	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	257	76	47	178	46	0	2182	42	0	1055	110
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	60	257	76	47	178	46	0	2182	42	0	1055	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.65	0.65	0.65	0.64	1.00	0.75	0.74	1.00	0.74	0.73
Lanes:	0.15	0.65	0.20	0.17	0.66	0.17	0.00	3.92	0.08	0.00	3.62	0.38
Final Sat.:	191	820	243	212	808	207	0	5560	108	0	5075	528
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.22	0.22	0.22	0.00	0.39	0.39	0.00	0.21	0.21
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.00	0.50	0.50	0.00	0.50	0.50
Volume/Cap:	0.78	0.78	0.78	0.55	0.55	0.55	0.00	0.78	0.78	0.00	0.42	0.42
Uniform Del:	23.6	23.6	23.6	20.8	20.8	20.8	0.0	18.5	18.5	0.0	14.2	14.2
IncremntDel:	11.6	11.6	11.6	4.4	4.4	4.4	0.0	2.2	2.2	0.0	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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:	35.2	35.2	35.2	25.3	25.3	25.3	0.0	20.7	20.7	0.0	14.6	14.6
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:	35.2	35.2	35.2	25.3	25.3	25.3	0.0	20.7	20.7	0.0	14.6	14.6
LOS by Move:	D	D	D	C	C	C	A	C	C	A	B	B
HCM2kAvgQ:	12	12	11	6	6	6	0	16	16	0	6	6

Note: Queue reported is the number of cars per lane.

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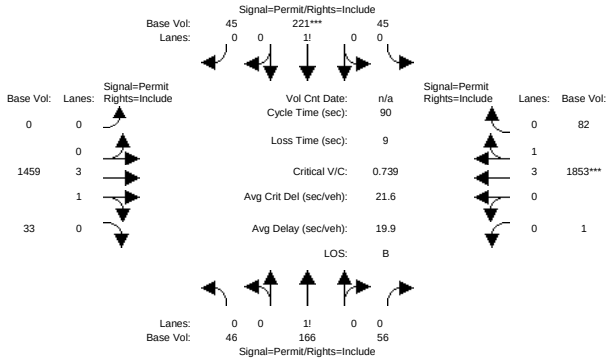
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #60: Scott/Geary



Street Name:	Scott Street						Geary Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	35	35	35	35	35	35	41	41	41	41	41	41
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	46	166	56	45	221	45	0	1459	33	1	1853	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	166	56	45	221	45	0	1459	33	1	1853	82
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:	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:	50	180	61	49	240	49	0	1586	36	1	2014	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	180	61	49	240	49	0	1586	36	1	2014	89
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	50	180	61	49	240	49	0	1586	36	1	2014	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.64	0.67	0.67	0.66	1.00	0.75	0.74	0.69	0.69	0.69
Lanes:	0.17	0.62	0.21	0.14	0.71	0.15	0.00	3.91	0.09	0.01	3.82	0.17
Final Sat.:	212	763	257	184	902	184	0	5543	125	3	5046	223
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.27	0.27	0.27	0.00	0.29	0.29	0.40	0.40	0.40
Crit Moves:					****						****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.00	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.61	0.61	0.61	0.68	0.68	0.68	0.00	0.56	0.56	0.78	0.78	0.78
Uniform Del:	22.0	22.0	22.0	22.9	22.9	22.9	0.0	15.1	15.1	17.9	17.9	17.9
IncremntDel:	5.6	5.6	5.6	7.5	7.5	7.5	0.0	0.8	0.8	2.3	2.3	2.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.7	27.7	27.7	30.4	30.4	30.4	0.0	15.9	15.9	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:	27.7	27.7	27.7	30.4	30.4	30.4	0.0	15.9	15.9	20.2	20.2	20.2
LOS by Move:	C	C	C	C	C	C	A	B	B	C	C	C
HCM2kAvgQ:	7	7	7	9	9	9	0	9	9	15	15	15

Note: Queue reported is the number of cars per lane.

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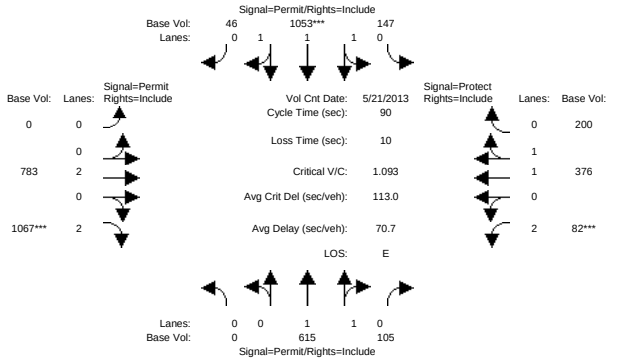
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #61: S Van Ness/13th Street




```
Street Name:            S Van Ness                    13th Street
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   30   30    30   30    0    39   39   39     7    0   50
Y+R:          4.0  5.0  5.0   5.0  5.0  4.0  10.0 10.0 10.0   5.0  4.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 May 2013 << 8:00-9:00am
Base Vol:       0  615  105   147 1053   46     0  783 1067    82  376  200
Growth Adj:  1.00 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  615  105   147 1053   46     0  783 1067    82  376  200
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:     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:     0  654  112   156 1120   49     0  833 1135    87  400  213
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0  654  112   156 1120   49     0  833 1135    87  400  213
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:    0  654  112   156 1120   49     0  833 1135    87  400  213
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.74 0.74  0.50 0.50 0.50  1.00 0.81 0.63  0.79 0.77 0.76
Lanes:       0.00 1.71 0.29  0.35 2.54 0.11  0.00 2.00 2.00  2.00 1.30 0.70
Final Sat.:     0 2409  411   335 2400  105     0 3079 2386  2987 1898 1010
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.27 0.27  0.47 0.47 0.47  0.00 0.27 0.48  0.03 0.21 0.21
Crit Moves:                       ****                    ****  ****
Green/Cycle: 0.00 0.38 0.38  0.38 0.38 0.38  0.00 0.43 0.43  0.08 0.51 0.51
Volume/Cap:  0.00 0.72 0.72  1.24 1.24 1.24  0.00 0.62 1.10  0.38 0.41 0.41
Uniform Del:  0.0 23.9 23.9  28.0 28.0 28.0   0.0 19.8 25.5  39.4 13.6 13.6
IncremntDel:  0.0  4.2  4.2 114.1  114 114.1   0.0  2.2 58.7   4.6  0.8  0.8
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:   0.00 1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00  1.00 1.00 1.00
Delay/Veh:    0.0 28.1 28.1 142.1  142 142.1   0.0 22.0 84.2  44.0 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 28.1 28.1 142.1  142 142.1   0.0 22.0 84.2  44.0 14.5 14.5
LOS by Move:    A    C    C     F    F    F     A    C    F     D    B    B
HCM2kAvgQ:      0   10   10    26   26   26     0   10   29     1    6    5
Note: Queue reported is the number of cars per lane.
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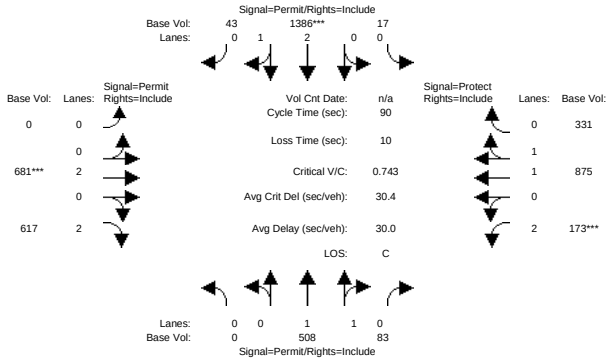
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #61: S Van Ness/13th Street




```
Street Name:            S Van Ness                    13th Street
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   35   35     0   35   35    34   34   34     7    0   45
Y+R:          4.0  5.0  5.0   5.0  5.0  4.0  10.0 10.0 10.0   5.0  4.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  508   83    17 1386   43     0  681  617   173  875  331
Growth Adj:  1.00 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  508   83    17 1386   43     0  681  617   173  875  331
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:     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  518   85    17 1414   44     0  695  630   177  893  338
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0  518   85    17 1414   44     0  695  630   177  893  338
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:    0  518   85    17 1414   44     0  695  630   177  893  338
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.74 0.74  0.69 0.69 0.69  1.00 0.81 0.61  0.79 0.78 0.76
Lanes:       0.00 1.72 0.28  0.03 2.88 0.09  0.00 2.00 2.00  2.00 1.44 0.56
Final Sat.:     0 2426  396    46 3764  117     0 3079 2315  2987 2131  806
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21 0.21  0.38 0.38 0.38  0.00 0.23 0.27  0.06 0.42 0.42
Crit Moves:                       ****                    ****  ****
Green/Cycle: 0.00 0.43 0.43  0.43 0.43 0.43  0.00 0.38 0.38  0.08 0.46 0.46
Volume/Cap:  0.00 0.49 0.49  0.87 0.87 0.87  0.00 0.60 0.72  0.76 0.92 0.92
Uniform Del:  0.0 18.4 18.4  23.2 23.2 23.2   0.0 22.5 23.9  40.7 23.0 23.0
IncremntDel:  0.0  1.4  1.4   6.3  6.3  6.3   0.0  2.3  5.1  20.6 11.6 11.6
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:   0.00 1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00  1.00 1.00 1.00
Delay/Veh:    0.0 19.8 19.8  29.4 29.4 29.4   0.0 24.8 29.0  61.3 34.6 34.6
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 19.8 19.8  29.4 29.4 29.4   0.0 24.8 29.0  61.3 34.6 34.6
LOS by Move:    A    B    B     C    C    C     A    C    C     E    C    C
HCM2kAvgQ:      0    6    6    16   16   16     0    9   10     2   18   17
Note: Queue reported is the number of cars per lane.
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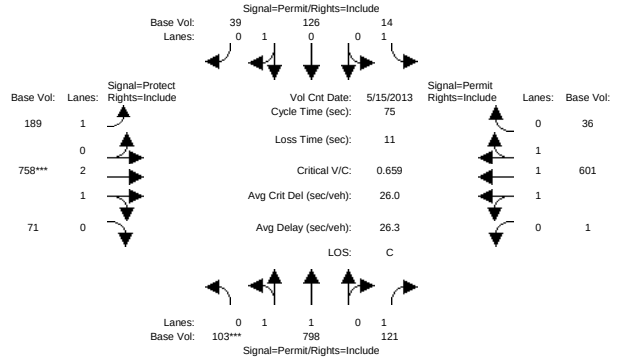
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #62: 13th St / Folsom



Street Name:	Folsom Street						13th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	0	29	29	29	29	10	35	35	21	21	21
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	103	798	121	14	126	39	189	758	71	1	601	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:	103	798	121	14	126	39	189	758	71	1	601	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:	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:	111	858	130	15	135	42	203	815	76	1	646	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	858	130	15	135	42	203	815	76	1	646	39
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	111	858	130	15	135	42	203	815	76	1	646	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.54	0.16	0.72	0.72	0.81	0.77	0.76	0.69	0.69	0.69
Lanes:	0.23	1.77	1.00	1.00	0.76	0.24	1.00	2.74	0.26	0.01	2.82	0.17
Final Sat.:	309	2394	1027	303	1043	323	1539	3990	374	6	3716	223
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.13	0.05	0.13	0.13	0.13	0.20	0.20	0.17	0.17	0.17
Crit Moves:	****							****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.19	0.47	0.47	0.28	0.28	0.28
Volume/Cap:	0.93	0.93	0.33	0.13	0.34	0.34	0.71	0.44	0.44	0.62	0.62	0.62
Uniform Del:	22.0	22.0	16.2	14.8	16.2	16.2	28.6	13.4	13.4	23.5	23.5	23.5
IncremntDel:	15.0	15.0	2.2	2.2	1.7	1.7	13.7	0.7	0.7	2.6	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	37.0	37.0	18.3	17.1	17.9	17.9	42.3	14.1	14.1	26.2	26.2	26.2
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:	37.0	37.0	18.3	17.1	17.9	17.9	42.3	14.1	14.1	26.2	26.2	26.2
LOS by Move:	D	D	B	B	B	B	D	B	B	C	C	C
HCM2kAvgQ:	14	14	2	0	3	3	5	5	5	5	5	5

Note: Queue reported is the number of cars per lane.

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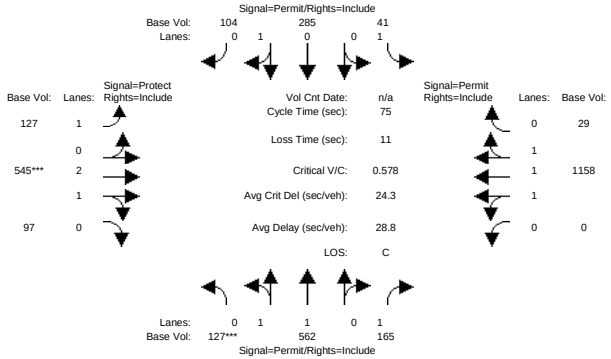
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #62: 13th St / Folsom



Street Name:	Folsom Street						13th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	0	29	29	29	29	7	35	35	24	24	24
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	562	165	41	285	104	127	545	97	0	1158	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:	127	562	165	41	285	104	127	545	97	0	1158	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:	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:	130	573	168	42	291	106	130	556	99	0	1182	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	573	168	42	291	106	130	556	99	0	1182	30
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	130	573	168	42	291	106	130	556	99	0	1182	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.54	0.58	0.26	0.72	0.70	0.81	0.76	0.75	0.91	0.74	0.74
Lanes:	0.37	1.63	1.00	1.00	0.73	0.27	1.00	2.54	0.46	0.00	2.93	0.07
Final Sat.:	380	1682	1111	499	992	362	1539	3660	651	0	4119	103
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.15	0.08	0.29	0.29	0.08	0.15	0.15	0.00	0.29	0.29
Crit Moves:	****							****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.15	0.47	0.47	0.00	0.32	0.32
Volume/Cap:	0.88	0.88	0.39	0.22	0.76	0.76	0.57	0.33	0.33	0.00	0.90	0.90
Uniform Del:	21.4	21.4	16.6	15.4	20.0	20.0	29.8	12.6	12.6	0.0	24.3	24.3
IncremntDel:	13.4	13.4	2.7	2.6	9.9	9.9	10.2	0.4	0.4	0.0	9.6	9.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	34.9	34.9	19.3	18.0	29.8	29.8	40.0	13.0	13.0	0.0	33.9	33.9
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:	34.9	34.9	19.3	18.0	29.8	29.8	40.0	13.0	13.0	0.0	33.9	33.9
LOS by Move:	C	C	B	B	C	C	D	B	B	A	C	C
HCM2kAvgQ:	10	10	3	1	10	10	3	3	3	0	11	11

Note: Queue reported is the number of cars per lane.

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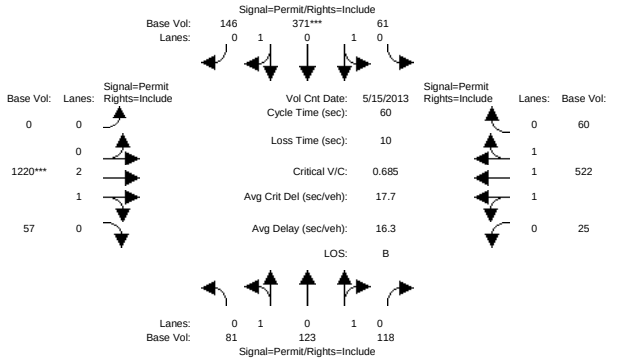
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #63: 13th St / Harrison




```
Street Name:         Harrison Street                 13th Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   25   25   25    25   25   25    25   25   25    25   25   25
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am
Base Vol:     81  123  118    61  371  146     0 1220   57    25  522   60
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  81  123  118    61  371  146     0 1220   57    25  522   60
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:     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:   85  129  124    64  391  154     0 1284   60    26  549   63
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  85  129  124    64  391  154     0 1284   60    26  549   63
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:  85  129  124    64  391  154     0 1284   60    26  549   63
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.52 0.52 0.50  0.64 0.64 0.63  1.00 0.74 0.74  0.63 0.63 0.62
Lanes:       0.50 0.75 0.75  0.21 1.28 0.51  0.00 2.87 0.13  0.12 2.58 0.30
Final Sat.:   492  746  716   256 1555  612     0 4021  188   147 3065  352
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17 0.17  0.25 0.25 0.25  0.00 0.32 0.32  0.18 0.18 0.18
Crit Moves:                      ****           ****
Green/Cycle: 0.42 0.42 0.42  0.42 0.42 0.42  0.00 0.42 0.42  0.42 0.42 0.42
Volume/Cap:  0.42 0.42 0.42  0.60 0.60 0.60  0.00 0.77 0.77  0.43 0.43 0.43
Uniform Del: 12.4 12.4 12.4  13.6 13.6 13.6   0.0 15.0 15.0  12.4 12.4 12.4
IncremntDel:  1.6  1.6  1.6   2.7  2.7  2.7   0.0  3.3  3.3   0.9  0.9  0.9
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00  1.00 1.00 1.00
Delay/Veh:   13.9 13.9 13.9  16.3 16.3 16.3   0.0 18.3 18.3  13.3 13.3 13.3
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:  13.9 13.9 13.9  16.3 16.3 16.3   0.0 18.3 18.3  13.3 13.3 13.3
LOS by Move:    B    B    B     B    B    B     A    B    B     B    B    B
HCM2kAvgQ:      3    3    3     6    6    6     0    9    9     3    3    3
Note: Queue reported is the number of cars per lane.
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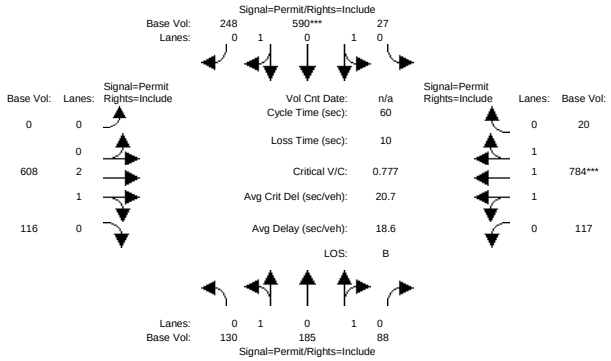
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #63: 13th St / Harrison




```
Street Name:         Harrison Street                 13th Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   25   25   25    25   25   25    25   25   25    25   25   25
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    130  185   88    27  590  248     0  608  116   117  784   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: 130  185   88    27  590  248     0  608  116   117  784   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:     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:  134  191   91    28  608  256     0  627  120   121  808   21
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 134  191   91    28  608  256     0  627  120   121  808   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
FinalVolume: 134  191   91    28  608  256     0  627  120   121  808   21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.40 0.40 0.39  0.68 0.68 0.66  1.00 0.73 0.72  0.56 0.56 0.56
Lanes:       0.64 0.92 0.44  0.06 1.36 0.58  0.00 2.52 0.48  0.38 2.55 0.07
Final Sat.:   491  699  332    80 1742  732     0 3470  662   404 2705   69
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.27 0.27  0.35 0.35 0.35  0.00 0.18 0.18  0.30 0.30 0.30
Crit Moves:                      ****                           ****
Green/Cycle: 0.42 0.42 0.42  0.42 0.42 0.42  0.00 0.42 0.42  0.42 0.42 0.42
Volume/Cap:  0.66 0.66 0.66  0.84 0.84 0.84  0.00 0.43 0.43  0.72 0.72 0.72
Uniform Del: 14.0 14.0 14.0  15.7 15.7 15.7   0.0 12.5 12.5  14.6 14.6 14.6
IncremntDel:  5.2  5.2  5.2   7.9  7.9  7.9   0.0  0.8  0.8   3.4  3.4  3.4
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00  1.00 1.00 1.00
Delay/Veh:   19.3 19.3 19.3  23.6 23.6 23.6   0.0 13.3 13.3  17.9 17.9 17.9
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:  19.3 19.3 19.3  23.6 23.6 23.6   0.0 13.3 13.3  17.9 17.9 17.9
LOS by Move:    B    B    B     C    C    C     A    B    B     B    B    B
HCM2kAvgQ:      5    5    5    11   11   11     0    4    4     6    6    6
Note: Queue reported is the number of cars per lane.
```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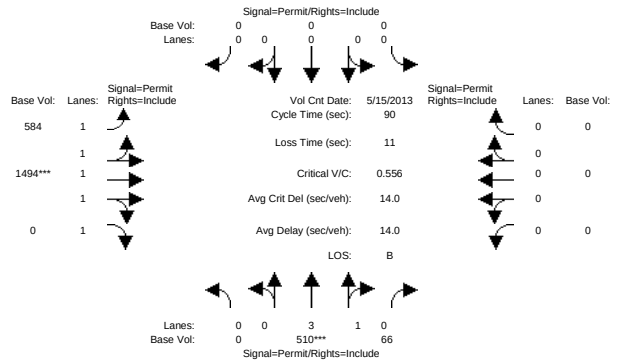
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #64: 10th St / Bryant



Street Name:	Bryant Street						10th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	19	19	0	0	0	0	59	59	0	0	0
Y+R:	4.0	5.5	5.5	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	0	510	66	0	0	0	584	1494	0	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:	0	510	66	0	0	0	584	1494	0	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:	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	527	68	0	0	0	604	1545	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	527	68	0	0	0	604	1545	0	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
FinalVolume:	0	527	68	0	0	0	604	1545	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.74	0.68	1.00	1.00	1.00	0.74	0.74	0.91	1.00	1.00	1.00
Lanes:	0.00	3.51	0.49	0.00	0.00	0.00	1.13	2.87	1.00	0.00	0.00	0.00
Final Sat.:	0	4928	638	0	0	0	1586	4058	1729	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.21	0.21	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.51	0.00	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.00
Uniform Del:	0.0	31.4	31.4	0.0	0.0	0.0	8.1	8.1	0.0	0.0	0.0	0.0
IncremntDel:	0.0	1.6	1.6	0.0	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	32.9	32.9	0.0	0.0	0.0	8.7	8.7	0.0	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:	0.0	32.9	32.9	0.0	0.0	0.0	8.7	8.7	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	4	4	0	0	0	9	9	0	0	0	0

Note: Queue reported is the number of cars per lane.

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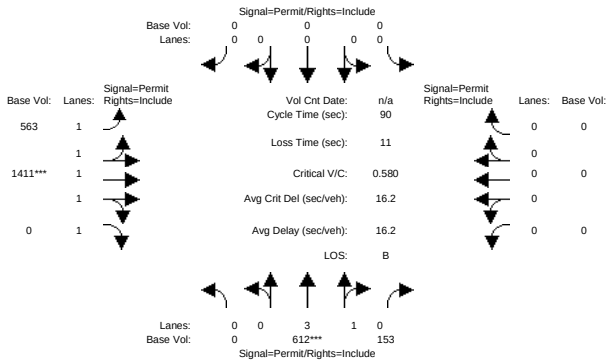
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #64: 10th St / Bryant



Street Name:	Bryant Street						10th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	19	19	0	0	0	0	59	59	0	0	0
Y+R:	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.5	5.5	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	612	153	0	0	0	563	1411	0	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:	0	612	153	0	0	0	563	1411	0	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:	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	636	159	0	0	0	585	1465	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	636	159	0	0	0	585	1465	0	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
FinalVolume:	0	636	159	0	0	0	585	1465	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.73	0.67	1.00	1.00	1.00	0.74	0.74	0.91	1.00	1.00	1.00
Lanes:	0.00	3.14	0.86	0.00	0.00	0.00	1.14	2.86	1.00	0.00	0.00	0.00
Final Sat.:	0	4353	1088	0	0	0	1610	4035	1729	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.22	0.22	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.66	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.00
Uniform Del:	0.0	31.9	31.9	0.0	0.0	0.0	8.4	8.4	0.0	0.0	0.0	0.0
IncremntDel:	0.0	2.8	2.8	0.0	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	34.7	34.7	0.0	0.0	0.0	9.0	9.0	0.0	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:	0.0	34.7	34.7	0.0	0.0	0.0	9.0	9.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	6	6	0	0	0	9	9	0	0	0	0

Note: Queue reported is the number of cars per lane.

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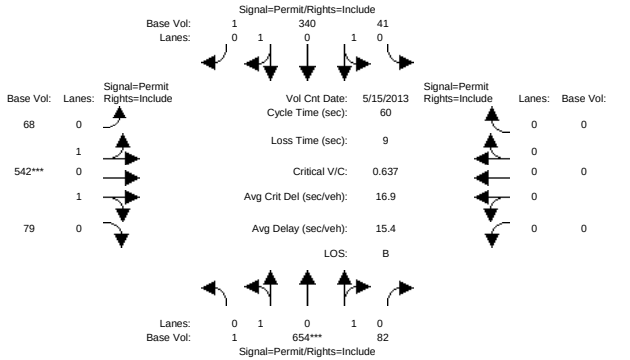
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #65: 14th St / S Van Ness




```
Street Name:            S Van Ness                    14th Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   30   30     30   30    0     21   21   21     0    0    0
Y+R:          4.0  4.5  4.5    4.5  4.5  4.0    4.5  4.5  4.5   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am
Base Vol:       1  654   82     41  340    1     68  542   79     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:    1  654   82     41  340    1     68  542   79     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:     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:     1  681   85     43  354    1     71  565   82     0    0    0
Reduct Vol:     0    0    0      0    0    0      0    0    0     0    0    0
Reduced Vol:    1  681   85     43  354    1     71  565   82     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
FinalVolume:    1  681   85     43  354    1     71  565   82     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900   1900 1900  1900   1900 1900  1900  1900 1900  1900
Adjustment:  0.71 0.71  0.71   0.64 0.64  0.64   0.73 0.74  0.72  1.00 1.00  1.00
Lanes:       0.01 1.77  0.22   0.21 1.78  0.01   0.20 1.57  0.23  0.00 0.00  0.00
Final Sat.:     4 2403   301    260 2158     6    275 2191   319     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.28  0.28   0.16 0.16  0.16   0.26 0.26  0.26  0.00 0.00  0.00
Crit Moves:       ****                           ****
Green/Cycle: 0.50 0.50  0.50   0.50 0.50  0.50   0.35 0.35  0.35  0.00 0.00  0.00
Volume/Cap:  0.57 0.57  0.57   0.33 0.33  0.33   0.74 0.74  0.74  0.00 0.00  0.00
Uniform Del: 10.5 10.5  10.5    9.0  9.0   9.0   17.1 17.1  17.1   0.0  0.0   0.0
IncremntDel:  1.7  1.7   1.7    0.7  0.7   0.7    4.9  4.9   4.9   0.0  0.0   0.0
InitQueuDel:  0.0  0.0   0.0    0.0  0.0   0.0    0.0  0.0   0.0   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  0.00 0.00  0.00
Delay/Veh:   12.2 12.2  12.2    9.7  9.7   9.7   22.0 22.0  22.0   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:  12.2 12.2  12.2    9.7  9.7   9.7   22.0 22.0  22.0   0.0  0.0   0.0
LOS by Move:    B    B     B      A    A     A      C    C     C     A    A     A
HCM2kAvgQ:      5    5     5      2    2     2      8    8     8     0    0     0
Note: Queue reported is the number of cars per lane.
```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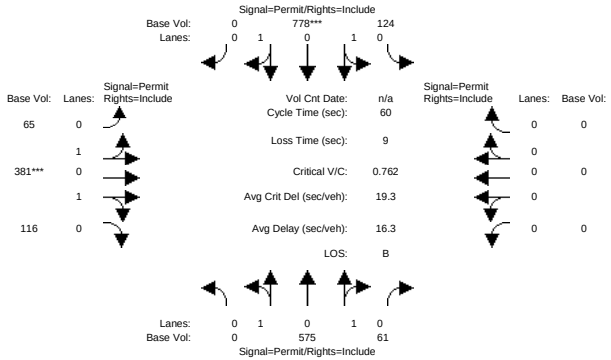
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #65: 14th St / S Van Ness




```
Street Name:            S Van Ness                    14th Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   32   32     32   32    0     19   19   19     0    0    0
Y+R:          4.0  4.5  4.5    4.5  4.5  4.0    4.5  4.5  4.5   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  575   61    124  778    0     65  381  116     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:    0  575   61    124  778    0     65  381  116     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:     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:     0  605   64    131  819    0     68  401  122     0    0    0
Reduct Vol:     0    0    0      0    0    0      0    0    0     0    0    0
Reduced Vol:    0  605   64    131  819    0     68  401  122     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
FinalVolume:    0  605   64    131  819    0     68  401  122     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900   1900 1900  1900   1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.75  0.74   0.58 0.58  0.95   0.72 0.72  0.71  1.00 1.00  1.00
Lanes:       0.00 1.81  0.19   0.28 1.72  0.00   0.23 1.35  0.42  0.00 0.00  0.00
Final Sat.:     0 2571   273    303 1898     0    317 1856   565     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.24   0.43 0.43  0.00   0.22 0.22  0.22  0.00 0.00  0.00
Crit Moves:                       ****                 ****
Green/Cycle: 0.00 0.53  0.53   0.53 0.53  0.00   0.32 0.32  0.32  0.00 0.00  0.00
Volume/Cap:  0.00 0.44  0.44   0.81 0.81  0.00   0.68 0.68  0.68  0.00 0.00  0.00
Uniform Del:  0.0  8.5   8.5   11.5 11.5   0.0   17.9 17.9  17.9   0.0  0.0   0.0
IncremntDel:  0.0  0.9   0.9    6.1  6.1   0.0    4.3  4.3   4.3   0.0  0.0   0.0
InitQueuDel:  0.0  0.0   0.0    0.0  0.0   0.0    0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   0.00 1.00  1.00   1.00 1.00  0.00   1.00 1.00  1.00  0.00 0.00  0.00
Delay/Veh:    0.0  9.5   9.5   17.6 17.6   0.0   22.2 22.2  22.2   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:   0.0  9.5   9.5   17.6 17.6   0.0   22.2 22.2  22.2   0.0  0.0   0.0
LOS by Move:    A    A     A      B    B     A      C    C     C     A    A     A
HCM2kAvgQ:      0    4     4      8    8     0      6    6     6     0    0     0
Note: Queue reported is the number of cars per lane.
```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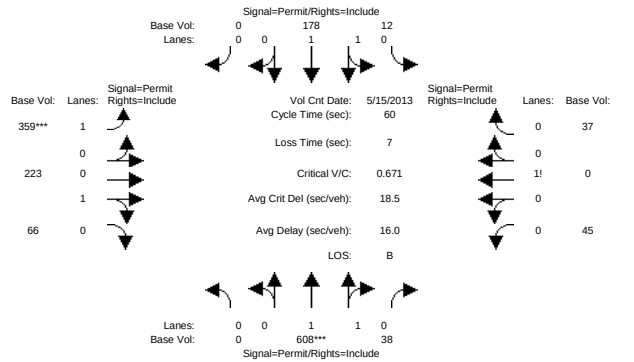
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #66: 14th St / Folsom



Street Name:	Folsom Street						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	22	22	22	22	0	21	21	21	7	0	7
Y+R:	4.0	3.5	3.5	3.5	3.5	4.0	3.5	3.5	3.5	3.5	4.0	3.5
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	0	608	38	12	178	0	359	223	66	45	0	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:	0	608	38	12	178	0	359	223	66	45	0	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:	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:	0	654	41	13	191	0	386	240	71	48	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	654	41	13	191	0	386	240	71	48	0	40
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	654	41	13	191	0	386	240	71	48	0	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.75	0.74	0.69	0.69	1.00	0.58	0.72	0.70	0.54	1.00	0.54
Lanes:	0.00	1.88	0.12	0.13	1.87	0.00	1.00	0.77	0.23	0.55	0.00	0.45
Final Sat.:	0	2690	168	165	2447	0	1103	1051	311	565	0	465
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.08	0.08	0.00	0.35	0.23	0.23	0.09	0.00	0.09
Crit Moves:		****					****					
Green/Cycle:	0.00	0.37	0.37	0.37	0.37	0.00	0.52	0.52	0.52	0.52	0.00	0.52
Volume/Cap:	0.00	0.66	0.66	0.21	0.21	0.00	0.68	0.44	0.44	0.17	0.00	0.17
Uniform Del:	0.0	15.9	15.9	13.1	13.1	0.0	10.8	9.1	9.1	7.7	0.0	7.7
IncremntDel:	0.0	3.3	3.3	0.5	0.5	0.0	6.3	2.0	2.0	0.7	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	19.2	19.2	13.6	13.6	0.0	17.1	11.1	11.1	8.3	0.0	8.3
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	19.2	19.2	13.6	13.6	0.0	17.1	11.1	11.1	8.3	0.0	8.3
LOS by Move:	A	B	B	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	7	7	1	1	0	5	4	3	1	0	1

Note: Queue reported is the number of cars per lane.

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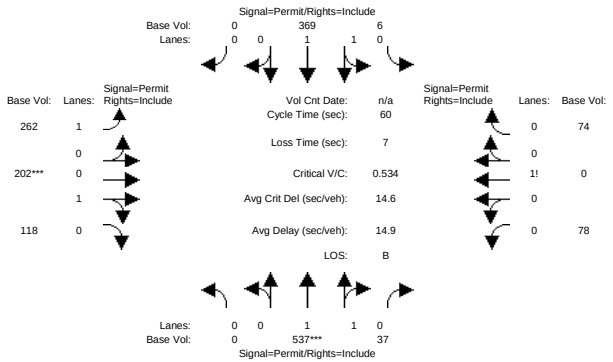
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #66: 14th St / Folsom



Street Name:	Folsom Street						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	29	29	29	29	0	24	24	24	9	0	9
Y+R:	4.0	3.5	3.5	3.5	3.5	4.0	3.5	3.5	3.5	3.5	4.0	3.5
Volume Module:												
Base Vol:	0	537	37	6	369	0	262	202	118	78	0	74
Growth Adj:	1.00	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	537	37	6	369	0	262	202	118	78	0	74
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:	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:	0	571	39	6	393	0	279	215	126	83	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	571	39	6	393	0	279	215	126	83	0	79
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	571	39	6	393	0	279	215	126	83	0	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.75	0.74	0.71	0.71	1.00	0.56	0.71	0.68	0.50	1.00	0.50
Lanes:	0.00	1.87	0.13	0.03	1.97	0.00	1.00	0.62	0.38	0.51	0.00	0.49
Final Sat.:	0	2672	184	43	2666	0	1058	833	486	485	0	460
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.15	0.15	0.00	0.26	0.26	0.26	0.17	0.00	0.17
Crit Moves:		****						****				
Green/Cycle:	0.00	0.48	0.48	0.48	0.48	0.00	0.40	0.40	0.40	0.40	0.00	0.40
Volume/Cap:	0.00	0.44	0.44	0.30	0.30	0.00	0.66	0.65	0.65	0.43	0.00	0.43
Uniform Del:	0.0	10.2	10.2	9.4	9.4	0.0	14.7	14.6	14.6	13.0	0.0	13.0
IncremntDel:	0.0	1.0	1.0	0.6	0.6	0.0	7.8	6.0	6.0	3.5	0.0	3.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.2	11.2	10.0	10.0	0.0	22.5	20.5	20.5	16.5	0.0	16.5
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	11.2	11.2	10.0	10.0	0.0	22.5	20.5	20.5	16.5	0.0	16.5
LOS by Move:	A	B	B	A	A	A	C	C	C	B	A	B
HCM2kAvgQ:	0	4	4	2	2	0	4	5	5	3	0	3

Note: Queue reported is the number of cars per lane.

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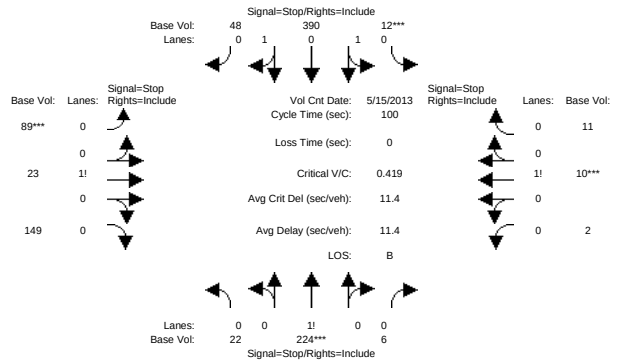
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #67: 14th St / Harrison



Street Name:	Harrison Street						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	22	224	6	12	390	48	89	23	149	2	10	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	224	6	12	390	48	89	23	149	2	10	11
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:	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:	23	231	6	12	402	49	92	24	154	2	10	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	231	6	12	402	49	92	24	154	2	10	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
FinalVolume:	23	231	6	12	402	49	92	24	154	2	10	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	0.89	0.02	0.05	1.74	0.21	0.34	0.09	0.57	0.09	0.43	0.48
Final Sat.:	57	576	15	33	1099	138	219	57	366	48	238	262
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.37	0.37	0.36	0.42	0.42	0.42	0.04	0.04	0.04
Crit Moves:		****			****			****			****	
Delay/Veh:	11.7	11.7	11.7	11.4	11.3	11.0	11.7	11.7	11.7	9.0	9.0	9.0
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:	11.7	11.7	11.7	11.4	11.3	11.0	11.7	11.7	11.7	9.0	9.0	9.0
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
ApproachDel:		11.7			11.2			11.7			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			11.2			11.7			9.0	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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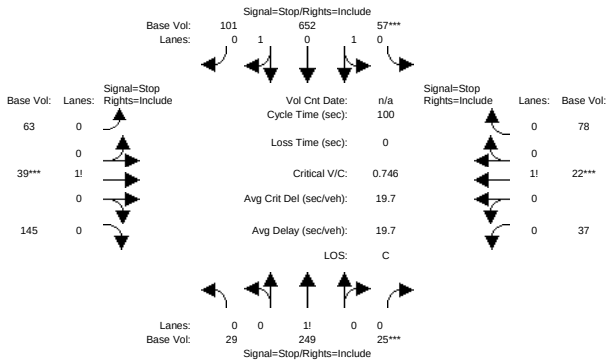
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #67: 14th St / Harrison



Street Name:	Harrison Street						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	249	25	57	652	101	63	39	145	37	22	78
Growth Adj:	1.00	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	249	25	57	652	101	63	39	145	37	22	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:	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:	30	259	26	59	679	105	66	41	151	39	23	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	259	26	59	679	105	66	41	151	39	23	81
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	30	259	26	59	679	105	66	41	151	39	23	81
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:	0.10	0.82	0.08	0.14	1.61	0.25	0.25	0.16	0.59	0.27	0.16	0.57
Final Sat.:	53	456	46	80	927	147	136	84	312	132	78	277
Capacity Analysis Module:												
Vol/Sat:	0.57	0.57	0.57	0.75	0.73	0.72	0.48	0.48	0.29	0.29	0.29	
Crit Moves:			****	****				****			****	
Delay/Veh:	16.6	16.6	16.6	25.0	23.8	22.5	14.7	14.7	14.7	12.2	12.2	12.2
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:	16.6	16.6	16.6	25.0	23.8	22.5	14.7	14.7	14.7	12.2	12.2	12.2
LOS by Move:	C	C	C	D	C	C	B	B	B	B	B	B
ApproachDel:		16.6			23.7			14.7			12.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.6			23.7			14.7			12.2	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.1	1.1	1.1	2.5	2.2	2.2	0.8	0.8	0.8	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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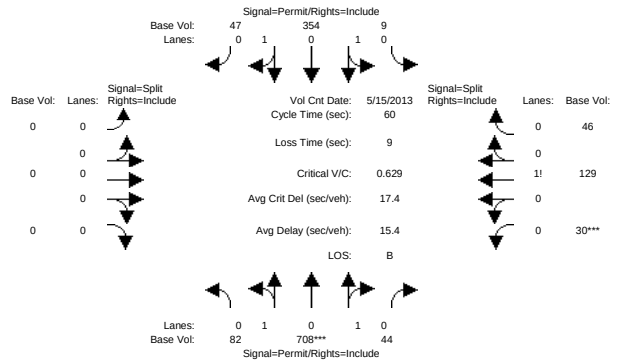
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #68: 15th St / S Van Ness



Street Name:	S Van Ness									15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Min. Green:	0	29	29	29	29	0	22	0	22	22	0	22			
Y+R:	4.0	4.5	4.5	4.5	4.5	4.0	4.5	4.0	4.5	4.5	4.0	4.5			
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am															
Base Vol:	82	708	44	9	354	47	0	0	0	30	129	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:	82	708	44	9	354	47	0	0	0	30	129	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:	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:	89	770	48	10	385	51	0	0	0	33	140	50			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	89	770	48	10	385	51	0	0	0	33	140	50			
PCE Adj:	1.00	1.00	1.00	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			
FinalVolume:	89	770	48	10	385	51	0	0	0	33	140	50			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.64	0.65	0.64	0.70	0.70	0.69	1.00	1.00	1.00	0.71	0.71	0.70			
Lanes:	0.20	1.70	0.10	0.04	1.73	0.23	0.00	0.00	0.00	0.14	0.63	0.23			
Final Sat.:	241	2084	130	58	2285	303	0	0	0	197	846	302			
Capacity Analysis Module:															
Vol/Sat:	0.37	0.37	0.37	0.17	0.17	0.17	0.00	0.00	0.00	0.17	0.17	0.17			
Crit Moves:		****								****					
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.00	0.00	0.00	0.37	0.37	0.37			
Volume/Cap:	0.76	0.76	0.76	0.35	0.35	0.35	0.00	0.00	0.00	0.45	0.45	0.45			
Uniform Del:	12.7	12.7	12.7	9.6	9.6	9.6	0.0	0.0	0.0	14.4	14.4	14.4			
IncremntDel:	4.7	4.7	4.7	0.8	0.8	0.8	0.0	0.0	0.0	3.0	3.0	3.0			
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00			
Delay/Veh:	17.4	17.4	17.4	10.4	10.4	10.4	0.0	0.0	0.0	17.4	17.4	17.4			
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:	17.4	17.4	17.4	10.4	10.4	10.4	0.0	0.0	0.0	17.4	17.4	17.4			
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B			
HCM2kAvgQ:	8	8	8	3	3	3	0	0	0	3	3	3			

Note: Queue reported is the number of cars per lane.

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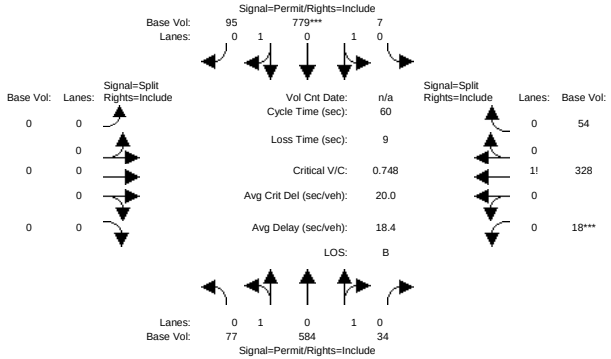
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #68: 15th St / S Van Ness



Street Name:	S Van Ness									15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Min. Green:	0	29	29	29	29	0	22	0	22	22	0	22			
Y+R:	4.0	4.5	4.5	4.5	4.5	4.0	4.5	4.0	4.5	4.5	4.0	4.5			
Volume Module:															
Base Vol:	77	584	34	7	779	95	0	0	0	18	328	54			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	77	584	34	7	779	95	0	0	0	18	328	54			
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:	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:	79	602	35	7	803	98	0	0	0	19	338	56			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	79	602	35	7	803	98	0	0	0	19	338	56			
PCE Adj:	1.00	1.00	1.00	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			
FinalVolume:	79	602	35	7	803	98	0	0	0	19	338	56			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.57	0.57	0.57	0.71	0.71	0.70	1.00	1.00	1.00	0.73	0.73	0.72			
Lanes:	0.22	1.68	0.10	0.01	1.77	0.22	0.00	0.00	0.00	0.04	0.82	0.14			
Final Sat.:	242	1835	107	21	2380	290	0	0	0	62	1133	186			
Capacity Analysis Module:															
Vol/Sat:	0.33	0.33	0.33	0.34	0.34	0.34	0.00	0.00	0.00	0.30	0.30	0.30			
Crit Moves:					****					****					
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.00	0.00	0.00	0.37	0.37	0.37			
Volume/Cap:	0.68	0.68	0.68	0.70	0.70	0.70	0.00	0.00	0.00	0.81	0.81	0.81			
Uniform Del:	11.9	11.9	11.9	12.1	12.1	12.1	0.0	0.0	0.0	17.2	17.2	17.2			
IncremntDel:	3.5	3.5	3.5	3.1	3.1	3.1	0.0	0.0	0.0	13.4	13.4	13.4			
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00			
Delay/Veh:	15.4	15.4	15.4	15.2	15.2	15.2	0.0	0.0	0.0	30.6	30.6	30.6			
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:	15.4	15.4	15.4	15.2	15.2	15.2	0.0	0.0	0.0	30.6	30.6	30.6			
LOS by Move:	B	B	B	B	B	B	A	A	A	C	C	C			
HCM2kAvgQ:	6	6	6	7	7	7	0	0	0	8	8	8			

Note: Queue reported is the number of cars per lane.

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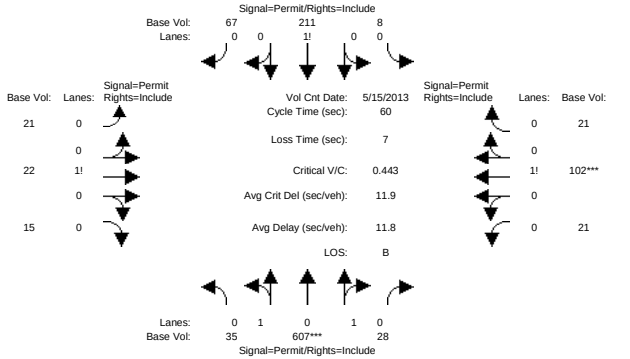
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #69: 15th St / Folsom



Street Name: Folsom Street 15th Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	31	31	31	31	31	22	22	22	22	22	22
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	35	607	28	8	211	67	21	22	15	21	102	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:	35	607	28	8	211	67	21	22	15	21	102	21
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:	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:	38	660	30	9	229	73	23	24	16	23	111	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	660	30	9	229	73	23	24	16	23	111	23
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	38	660	30	9	229	73	23	24	16	23	111	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.70	0.71	0.71	0.70	0.64	0.65	0.63	0.70	0.71	0.70
Lanes:	0.10	1.82	0.08	0.03	0.73	0.24	0.36	0.38	0.26	0.15	0.70	0.15
Final Sat.:	139	2409	111	38	990	314	441	462	315	195	946	195
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.23	0.23	0.23	0.05	0.05	0.05	0.12	0.12	0.12
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.53	0.53	0.53	0.45	0.45	0.45	0.14	0.14	0.14	0.32	0.32	0.32
Uniform Del:	9.7	9.7	9.7	9.1	9.1	9.1	12.7	12.7	12.7	13.6	13.6	13.6
IncremntDel:	1.5	1.5	1.5	2.1	2.1	2.1	0.7	0.7	0.7	1.7	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	11.1	11.1	11.1	11.2	11.2	11.2	13.4	13.4	13.4	15.3	15.3	15.3
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:	11.1	11.1	11.1	11.2	11.2	11.2	13.4	13.4	13.4	15.3	15.3	15.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	4	4	4	1	1	1	2	2	2

Note: Queue reported is the number of cars per lane.

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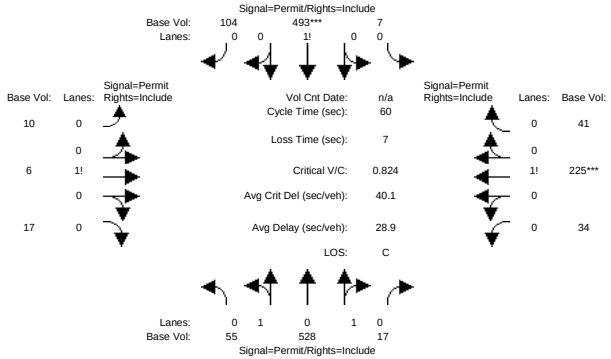
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #69: 15th St / Folsom



Street Name: Folsom Street 15th Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	29	29	29	24	24	24	24	24	24
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module:												
Base Vol:	55	528	17	7	493	104	10	6	17	34	225	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	528	17	7	493	104	10	6	17	34	225	41
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:	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:	60	580	19	8	542	114	11	7	19	37	247	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	580	19	8	542	114	11	7	19	37	247	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
FinalVolume:	60	580	19	8	542	114	11	7	19	37	247	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.73	0.73	0.71	0.62	0.63	0.59	0.70	0.71	0.70
Lanes:	0.18	1.76	0.06	0.01	0.81	0.18	0.29	0.17	0.54	0.11	0.75	0.14
Final Sat.:	226	2165	70	16	1121	236	348	209	592	153	1010	184
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.48	0.48	0.48	0.03	0.03	0.03	0.24	0.24	0.24
Crit Moves:					****						****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.55	0.55	0.55	1.00	1.00	1.00	0.08	0.08	0.08	0.61	0.61	0.61
Uniform Del:	10.9	10.9	10.9	15.5	15.5	15.5	11.2	11.2	11.2	14.3	14.3	14.3
IncremntDel:	1.9	1.9	1.9	34.9	34.9	34.9	0.3	0.3	0.3	5.1	5.1	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	12.8	12.8	12.8	50.4	50.4	50.4	11.5	11.5	11.5	19.4	19.4	19.4
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:	12.8	12.8	12.8	50.4	50.4	50.4	11.5	11.5	11.5	19.4	19.4	19.4
LOS by Move:	B	B	B	D	D	D	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	20	20	20	0	0	0	6	6	6

Note: Queue reported is the number of cars per lane.

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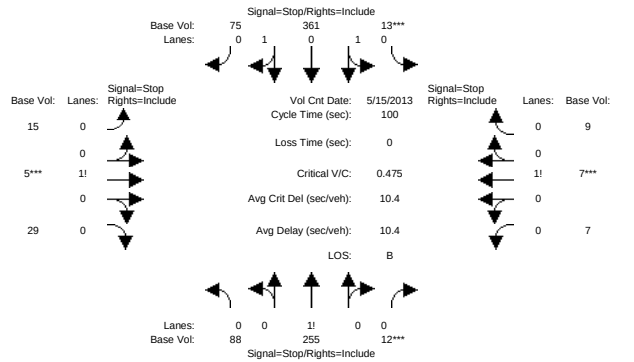
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #70: 15th St / Harrison



Street Name:	Harrison Street						15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	88	255	12	13	361	75	15	5	29	7	7	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:	88	255	12	13	361	75	15	5	29	7	7	9
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:	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:	90	260	12	13	368	77	15	5	30	7	7	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	260	12	13	368	77	15	5	30	7	7	9
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	90	260	12	13	368	77	15	5	30	7	7	9
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:	0.25	0.72	0.03	0.06	1.61	0.33	0.31	0.10	0.59	0.30	0.30	0.40
Final Sat.:	189	548	26	41	1172	251	188	63	363	179	179	231
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.32	0.31	0.30	0.08	0.08	0.08	0.04	0.04	0.04
Crit Moves:			****	****				****			****	
Delay/Veh:	11.7	11.7	11.7	10.0	9.8	9.5	8.7	8.7	8.7	8.7	8.7	8.7
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:	11.7	11.7	11.7	10.0	9.8	9.5	8.7	8.7	8.7	8.7	8.7	8.7
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		11.7			9.7			8.7			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			9.7			8.7			8.7	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.9	0.9	0.9	0.5	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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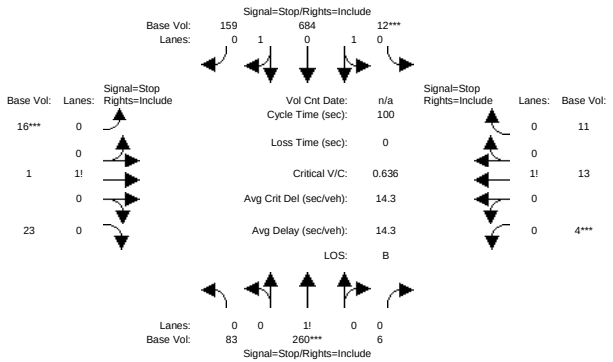
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #70: 15th St / Harrison



Street Name:	Harrison Street						15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	83	260	6	12	684	159	16	1	23	4	13	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	260	6	12	684	159	16	1	23	4	13	11
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:	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:	88	277	6	13	728	169	17	1	24	4	14	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	277	6	13	728	169	17	1	24	4	14	12
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	88	277	6	13	728	169	17	1	24	4	14	12
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:	0.24	0.74	0.02	0.03	1.60	0.37	0.40	0.03	0.57	0.14	0.47	0.39
Final Sat.:	171	535	12	20	1169	281	225	14	323	79	256	216
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.64	0.62	0.60	0.08	0.08	0.08	0.05	0.05	0.05
Crit Moves:		****			****			****			****	
Delay/Veh:	13.1	13.1	13.1	16.0	15.3	14.3	9.4	9.4	9.4	9.3	9.3	9.3
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:	13.1	13.1	13.1	16.0	15.3	14.3	9.4	9.4	9.4	9.3	9.3	9.3
LOS by Move:	B	B	B	C	C	B	A	A	A	A	A	A
ApproachDel:		13.1			15.2			9.4			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.1			15.2			9.4			9.3	
LOS by Appr:		B			C			A			A	
AllWayAvgQ:	1.0	1.0	1.0	1.6	1.4	1.4	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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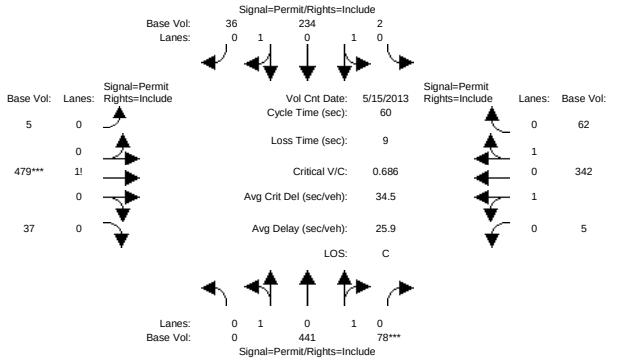
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #71: 16th St/Mission



Street Name:	Mission Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	0	28	28	0	28	0	24	0	0	24	0
Y+R:	4.5	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.0	4.0	4.5	4.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	0	441	78	2	234	36	5	479	37	5	342	62
Growth Adj:	1.00	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	441	78	2	234	36	5	479	37	5	342	62
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:	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	455	80	2	241	37	5	494	38	5	353	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	455	80	2	241	37	5	494	38	5	353	64
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	455	80	2	241	37	5	494	38	5	353	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.74	0.72	0.70	0.70	0.68	0.72	0.72	0.71	0.70	0.70	0.69
Lanes:	0.00	1.69	0.31	0.01	1.72	0.27	0.01	0.92	0.07	0.02	1.67	0.31
Final Sat.:	0	2367	419	20	2286	352	13	1258	97	32	2213	401
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.11	0.11	0.11	0.39	0.39	0.39	0.16	0.16	0.16
Crit Moves:			****					****				
Green/Cycle:	0.00	0.46	0.46	0.46	0.46	0.46	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.00	0.42	0.42	0.23	0.23	0.23	1.00	1.00	1.00	0.40	0.40	0.40
Uniform Del:	0.0	11.0	11.0	10.0	10.0	10.0	18.5	18.5	18.5	13.3	13.3	13.3
IncremntDel:	0.0	1.0	1.0	0.4	0.4	0.4	38.3	38.3	38.3	1.2	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	12.1	12.1	10.4	10.4	10.4	56.8	56.8	56.8	14.5	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	12.1	12.1	10.4	10.4	10.4	56.8	56.8	56.8	14.5	14.5	14.5
LOS by Move:	A	B	B	B	B	B	E	E	E	B	B	B
HCM2kAvgQ:	0	4	4	2	2	2	17	17	17	3	3	3

Note: Queue reported is the number of cars per lane.

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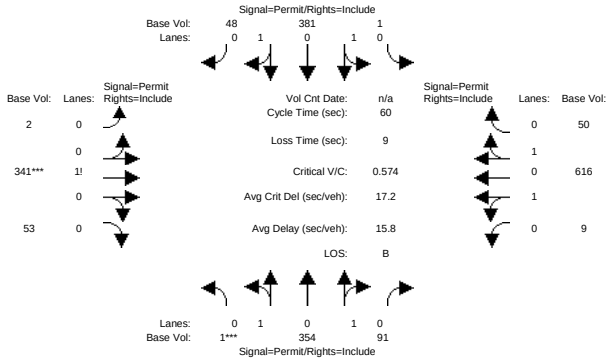
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #71: 16th St/Mission



Street Name:	Mission Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	0	25	25	0	25	0	25	0	0	25	0
Y+R:	4.5	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.0	4.0	4.5	4.0
Volume Module:												
Base Vol:	1	354	91	1	381	48	2	341	53	9	616	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	354	91	1	381	48	2	341	53	9	616	50
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:	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:	1	373	96	1	401	51	2	359	56	9	648	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	373	96	1	401	51	2	359	56	9	648	53
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	1	373	96	1	401	51	2	359	56	9	648	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.65	0.71	0.71	0.70	0.71	0.71	0.70	0.71	0.71	0.70
Lanes:	0.01	1.56	0.43	0.01	1.77	0.22	0.01	0.86	0.13	0.03	1.82	0.15
Final Sat.:	6	2071	532	6	2374	299	7	1166	181	36	2443	198
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.17	0.17	0.17	0.31	0.31	0.31	0.27	0.27	0.27
Crit Moves:	****							****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.43	0.43	0.43	0.41	0.41	0.41	0.71	0.71	0.71	0.61	0.61	0.61
Uniform Del:	12.4	12.4	12.4	12.4	12.3	12.3	13.9	13.9	13.9	13.1	13.1	13.1
IncremntDel:	1.3	1.3	1.3	1.1	1.1	1.1	7.1	7.1	7.1	2.4	2.4	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.7	13.7	13.7	13.4	13.4	13.4	21.0	21.0	21.0	15.5	15.5	15.5
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:	13.7	13.7	13.7	13.4	13.4	13.4	21.0	21.0	21.0	15.5	15.5	15.5
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
HCM2kAvgQ:	4	4	4	3	3	3	8	8	8	5	5	5

Note: Queue reported is the number of cars per lane.

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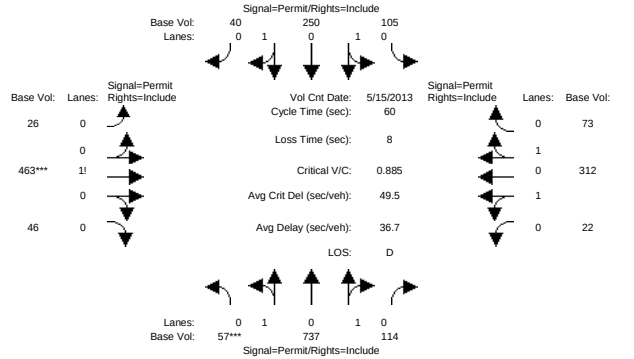
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #72: 16th St / S Van Ness



Street Name: S Van Ness 16th Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	0	31	31	0	31	21	21	0	0	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	57	737	114	105	250	40	26	463	46	22	312	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	737	114	105	250	40	26	463	46	22	312	73
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:	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:	58	752	116	107	255	41	27	472	47	22	318	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	752	116	107	255	41	27	472	47	22	318	74
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	58	752	116	107	255	41	27	472	47	22	318	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.65	0.48	0.48	0.48	0.71	0.71	0.71	0.68	0.68	0.67
Lanes:	0.13	1.61	0.26	0.54	1.26	0.20	0.05	0.86	0.09	0.11	1.53	0.36
Final Sat.:	160	2065	319	486	1157	185	66	1172	116	139	1973	462
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.22	0.22	0.22	0.40	0.40	0.40	0.16	0.16	0.16
Crit Moves:	****							****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.70	0.70	0.70	0.43	0.43	0.43	1.15	1.15	1.15	0.46	0.46	0.46
Uniform Del:	11.0	11.0	11.0	9.0	9.0	9.0	19.5	19.5	19.5	15.1	15.1	15.1
IncremntDel:	3.2	3.2	3.2	1.4	1.4	1.4	90.0	90.0	90.0	1.7	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.2	14.2	14.2	10.4	10.4	10.4	109.5	109	109.5	16.8	16.8	16.8
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:	14.2	14.2	14.2	10.4	10.4	10.4	109.5	109	109.5	16.8	16.8	16.8
LOS by Move:	B	B	B	B	B	B	F	F	F	B	B	B
HCM2kAvgQ:	8	8	8	3	3	3	18	18	18	3	3	3

Note: Queue reported is the number of cars per lane.

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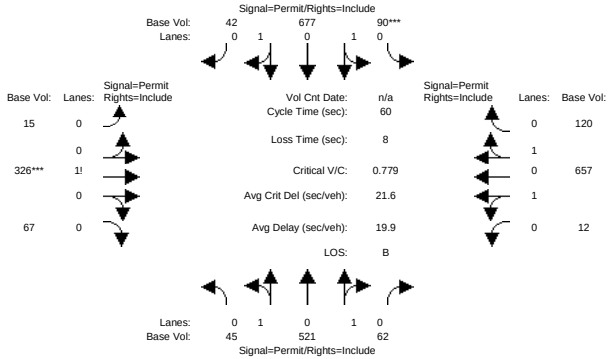
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #72: 16th St / S Van Ness



Street Name: S Van Ness 16th Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	0	29	29	0	29	23	23	0	0	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	521	62	90	677	42	15	326	67	12	657	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:	45	521	62	90	677	42	15	326	67	12	657	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:	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:	46	537	64	93	698	43	15	336	69	12	677	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	537	64	93	698	43	15	336	69	12	677	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
FinalVolume:	46	537	64	93	698	43	15	336	69	12	677	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.62	0.61	0.61	0.61	0.70	0.70	0.69	0.70	0.70	0.69
Lanes:	0.14	1.66	0.20	0.22	1.67	0.11	0.04	0.79	0.17	0.03	1.66	0.31
Final Sat.:	174	2017	240	259	1947	121	49	1062	218	41	2220	405
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.36	0.36	0.36	0.32	0.32	0.32	0.31	0.31	0.31
Crit Moves:				****				****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.55	0.55	0.55	0.74	0.74	0.74	0.83	0.83	0.83	0.80	0.80	0.80
Uniform Del:	10.9	10.9	10.9	12.5	12.5	12.5	16.7	16.7	16.7	16.4	16.4	16.4
IncremntDel:	1.9	1.9	1.9	4.4	4.4	4.4	14.1	14.1	14.1	6.4	6.4	6.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	12.8	12.8	12.8	16.9	16.9	16.9	30.8	30.8	30.8	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:	12.8	12.8	12.8	16.9	16.9	16.9	30.8	30.8	30.8	22.8	22.8	22.8
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	5	5	7	7	7	8	8	8	7	7	7

Note: Queue reported is the number of cars per lane.

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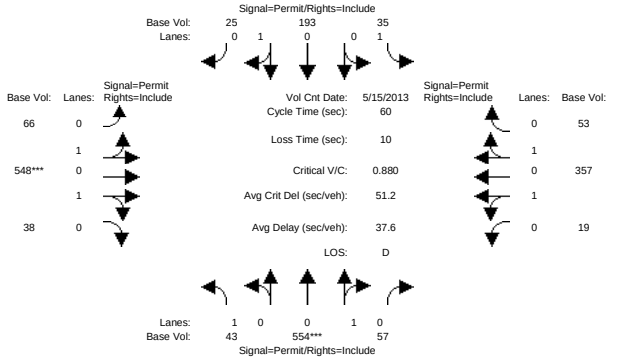
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #73: 16th St / Folsom



Street Name:	Folsom Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	24	24	24	24	24	25	25	25	25	25	25
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	43	554	57	35	193	25	66	548	38	19	357	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:	43	554	57	35	193	25	66	548	38	19	357	53
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:	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:	44	571	59	36	199	26	68	565	39	20	368	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	571	59	36	199	26	68	565	39	20	368	55
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	44	571	59	36	199	26	68	565	39	20	368	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.72	0.71	0.15	0.72	0.71	0.65	0.65	0.64	0.67	0.67	0.67
Lanes:	1.00	0.91	0.09	1.00	0.88	0.12	0.20	1.68	0.12	0.09	1.66	0.25
Final Sat.:	907	1240	128	290	1207	156	249	2071	144	113	2129	316
Capacity Analysis Module:												
Vol/Sat:	0.05	0.46	0.46	0.12	0.16	0.16	0.27	0.27	0.27	0.17	0.17	0.17
Crit Moves:		****						****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.12	1.11	1.11	0.30	0.40	0.40	0.65	0.65	0.65	0.41	0.41	0.41
Uniform Del:	10.7	17.5	17.5	11.7	12.2	12.2	14.0	14.0	14.0	12.3	12.3	12.3
IncremntDel:	0.6	69.9	69.9	6.2	2.1	2.1	3.3	3.3	3.3	1.2	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	11.4	87.4	87.4	17.9	14.3	14.3	17.3	17.3	17.3	13.5	13.5	13.5
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:	11.4	87.4	87.4	17.9	14.3	14.3	17.3	17.3	17.3	13.5	13.5	13.5
LOS by Move:	B	F	F	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	24	24	0	3	3	5	5	5	3	3	3

Note: Queue reported is the number of cars per lane.

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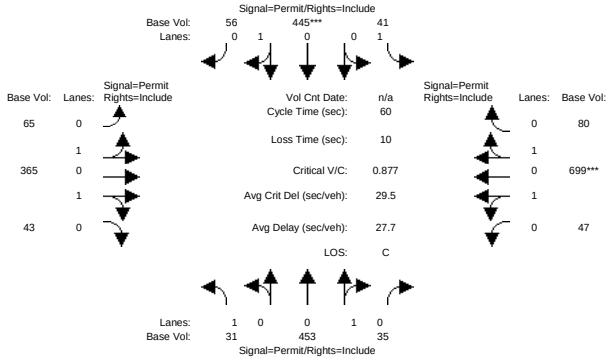
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #73: 16th St / Folsom



Street Name:	Folsom Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	24	24	24	24	24	25	25	25	25	25	25
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	31	453	35	41	445	56	65	365	43	47	699	80
Growth Adj:	1.00	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	453	35	41	445	56	65	365	43	47	699	80
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:	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:	33	477	37	43	468	59	68	384	45	49	736	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	477	37	43	468	59	68	384	45	49	736	84
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	33	477	37	43	468	59	68	384	45	49	736	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.72	0.72	0.24	0.72	0.70	0.55	0.55	0.54	0.66	0.67	0.66
Lanes:	1.00	0.93	0.07	1.00	0.89	0.11	0.28	1.54	0.18	0.11	1.69	0.20
Final Sat.:	434	1275	98	460	1210	152	286	1605	189	144	2140	245
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.37	0.09	0.39	0.39	0.24	0.24	0.24	0.34	0.34	0.34
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.18	0.90	0.90	0.23	0.93	0.93	0.57	0.57	0.57	0.83	0.83	0.83
Uniform Del:	11.0	16.3	16.3	11.3	16.7	16.7	13.4	13.4	13.4	15.6	15.6	15.6
IncremntDel:	2.2	19.4	19.4	2.7	23.8	23.8	2.8	2.8	2.8	7.4	7.4	7.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.2	35.7	35.7	14.0	40.5	40.5	16.2	16.2	16.2	22.9	22.9	22.9
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:	13.2	35.7	35.7	14.0	40.5	40.5	16.2	16.2	16.2	22.9	22.9	22.9
LOS by Move:	B	D	D	B	D	D	B	B	B	C	C	C
HCM2kAvgQ:	1	13	13	0	9	9	4	4	4	8	8	8

Note: Queue reported is the number of cars per lane.

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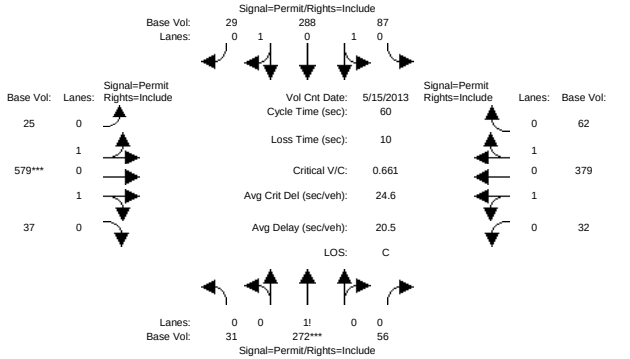
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #74: 16th St / Harrison



Street Name:	Harrison Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	19	19	19	0	19	31	31	0	0	31	31
Y+R:	5.0	5.0	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	31	272	56	87	288	29	25	579	37	32	379	62
Growth Adj:	1.00	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	272	56	87	288	29	25	579	37	32	379	62
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:	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:	33	286	59	92	303	31	26	609	39	34	399	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	286	59	92	303	31	26	609	39	34	399	65
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	33	286	59	92	303	31	26	609	39	34	399	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.65	0.53	0.54	0.53	0.69	0.69	0.69	0.65	0.65	0.65
Lanes:	0.09	0.75	0.16	0.44	1.42	0.14	0.08	1.81	0.11	0.13	1.61	0.26
Final Sat.:	111	975	201	441	1459	147	102	2366	151	168	1988	325
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.21	0.21	0.21	0.26	0.26	0.26	0.20	0.20	0.20
Crit Moves:		****						****				
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.93	0.93	0.93	0.66	0.66	0.66	0.50	0.50	0.50	0.39	0.39	0.39
Uniform Del:	19.8	19.8	19.8	17.7	17.7	17.7	9.4	9.4	9.4	8.8	8.8	8.8
IncremntDel:	29.5	29.5	29.5	5.1	5.1	5.1	1.3	1.3	1.3	0.9	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	49.3	49.3	49.3	22.8	22.8	22.8	10.8	10.8	10.8	9.7	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:	49.3	49.3	49.3	22.8	22.8	22.8	10.8	10.8	10.8	9.7	9.7	9.7
LOS by Move:	D	D	D	C	C	C	B	B	B	A	A	A
HCM2kAvgQ:	11	11	11	5	5	5	4	4	4	3	3	3

Note: Queue reported is the number of cars per lane.

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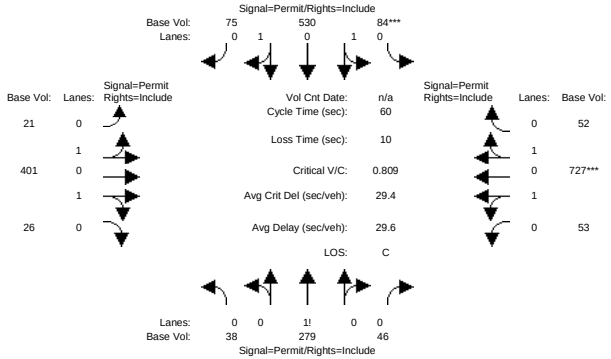
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #74: 16th St / Harrison



Street Name:	Harrison Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	0	20	30	30	0	0	30	30
Y+R:	5.0	5.0	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	38	279	46	84	530	75	21	401	26	53	727	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	279	46	84	530	75	21	401	26	53	727	52
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:	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:	40	297	49	89	564	80	22	427	28	56	773	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	297	49	89	564	80	22	427	28	56	773	55
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	40	297	49	89	564	80	22	427	28	56	773	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.64	0.62	0.59	0.60	0.57	0.67	0.67	0.67	0.67	0.67	0.66
Lanes:	0.10	0.77	0.13	0.25	1.53	0.22	0.09	1.79	0.12	0.13	1.75	0.12
Final Sat.:	127	930	153	275	1735	246	119	2279	148	161	2214	158
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.32	0.32	0.32	0.19	0.19	0.19	0.35	0.35	0.35
Crit Moves:				****							****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.96	0.96	0.96	0.97	0.97	0.97	0.37	0.37	0.37	0.70	0.70	0.70
Uniform Del:	19.6	19.6	19.6	19.8	19.8	19.8	9.2	9.2	9.2	11.5	11.5	11.5
IncremntDel:	35.3	35.3	35.3	27.2	27.2	27.2	0.8	0.8	0.8	3.2	3.2	3.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	54.9	54.9	54.9	47.0	47.0	47.0	10.1	10.1	10.1	14.7	14.7	14.7
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:	54.9	54.9	54.9	47.0	47.0	47.0	10.1	10.1	10.1	14.7	14.7	14.7
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B
HCM2kAvgQ:	12	12	12	13	13	12	3	3	3	7	7	7

Note: Queue reported is the number of cars per lane.

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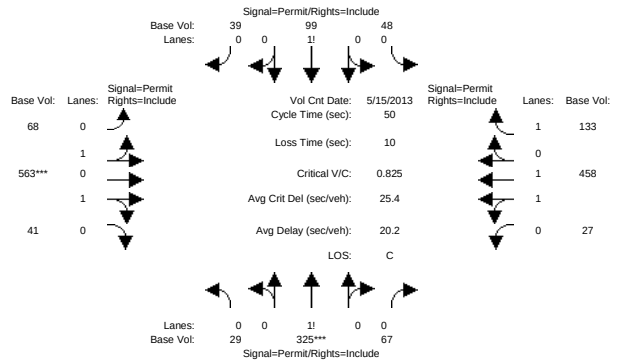
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #75: 16th St / Bryant




```
Street Name:          Bryant Street                    16th Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   20   20   20    20   20   20    20   20   20    20   20   20
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am
Base Vol:     29  325   67    48   99   39    68  563   41    27  458  133
Growth Adj:  1.00 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  325   67    48   99   39    68  563   41    27  458  133
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:     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:   30  335   69    49  102   40    70  580   42    28  472  137
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  30  335   69    49  102   40    70  580   42    28  472  137
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:  30  335   69    49  102   40    70  580   42    28  472  137
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.63 0.64 0.62  0.54 0.55 0.54  0.60 0.61 0.61  0.73 0.73 0.44
Lanes:       0.07 0.77 0.16  0.26 0.53 0.21  0.20 1.68 0.12  0.11 1.89 1.00
Final Sat.:    83  929  192   266  549  216   234 1940  141   154 2614  844
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.36 0.36 0.36  0.19 0.19 0.19  0.30 0.30 0.30  0.18 0.18 0.16
Crit Moves:       ****                          ****
Green/Cycle: 0.40 0.40 0.40  0.40 0.40 0.40  0.40 0.40 0.40  0.40 0.40 0.40
Volume/Cap:  0.90 0.90 0.90  0.46 0.46 0.46  0.75 0.75 0.75  0.45 0.45 0.41
Uniform Del: 14.1 14.1 14.1  11.1 11.1 11.1  12.8 12.8 12.8  11.0 11.0 10.7
IncremntDel: 22.6 22.6 22.6   3.7  3.7  3.7   5.5  5.5  5.5   1.3  1.3  3.6
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   36.7 36.7 36.7  14.8 14.8 14.8  18.3 18.3 18.3  12.3 12.3 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:  36.7 36.7 36.7  14.8 14.8 14.8  18.3 18.3 18.3  12.3 12.3 14.3
LOS by Move:    D    D    D     B    B    B     B    B    B     B    B    B
HCM2kAvgQ:     11   11   11     2    2    2     5    5    5     3    3    2
Note: Queue reported is the number of cars per lane.
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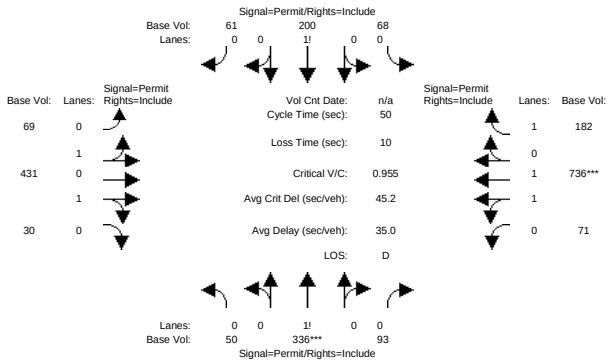
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #75: 16th St / Bryant




```
Street Name:          Bryant Street                    16th Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   20   20   20    20   20   20    20   20   20    20   20   20
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     50  336   93    68  200   61    69  431   30    71  736  182
Growth Adj:  1.00 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  336   93    68  200   61    69  431   30    71  736  182
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:     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:   53  354   98    72  211   64    73  454   32    75  775  192
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  53  354   98    72  211   64    73  454   32    75  775  192
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:  53  354   98    72  211   64    73  454   32    75  775  192
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.60 0.61 0.59  0.54 0.54 0.52  0.53 0.53 0.53  0.69 0.69 0.43
Lanes:       0.10 0.70 0.20  0.21 0.60 0.19  0.26 1.63 0.11  0.18 1.82 1.00
Final Sat.:   119  802  222   212  623  190   262 1636  114   232 2400  812
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.44 0.44 0.44  0.34 0.34 0.34  0.28 0.28 0.28  0.32 0.32 0.24
Crit Moves:       ****                          ****
Green/Cycle: 0.40 0.40 0.40  0.40 0.40 0.40  0.40 0.40 0.40  0.40 0.40 0.40
Volume/Cap:  1.10 1.10 1.10  0.85 0.85 0.85  0.69 0.69 0.69  0.81 0.81 0.59
Uniform Del: 15.0 15.0 15.0  13.6 13.6 13.6  12.5 12.5 12.5  13.3 13.3 11.8
IncremntDel: 72.8 72.8 72.8  18.9 18.9 18.9   4.9  4.9  4.9   6.6  6.6  7.6
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   87.8 87.8 87.8  32.5 32.5 32.5  17.3 17.3 17.3  19.9 19.9 19.4
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:  87.8 87.8 87.8  32.5 32.5 32.5  17.3 17.3 17.3  19.9 19.9 19.4
LOS by Move:    F    F    F     C    C    C     B    B    B     B    B    B
HCM2kAvgQ:     18   18   18     6    6    6     4    4    4     9    9    3
Note: Queue reported is the number of cars per lane.
```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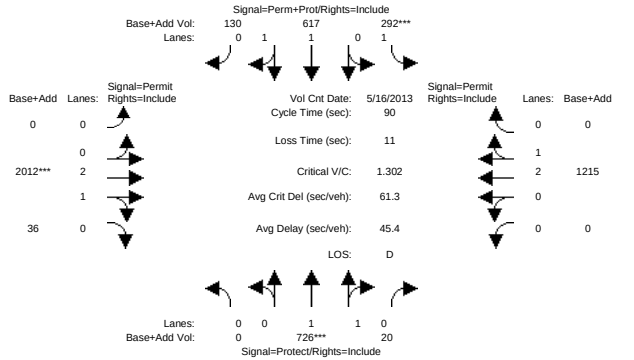
Existing Plus LRDP

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #1: Stanyan / Oak-Fell / Kezar



Street Name:	Stanyan Street						Kezar / Oak / Fell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	0	21	8	33	33	0	46	46	46	46	0
Y+R:	12.0	4.0	12.0	6.0	6.0	6.0	4.0	5.0	5.0	5.0	5.0	4.0
Volume Module: >> Count Date: 16 May 2013 <<												
Base Vol:	0	724	16	292	616	129	0	2004	36	0	1208	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:	0	724	16	292	616	129	0	2004	36	0	1208	0
Added Vol:	0	2	4	0	1	1	0	8	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	726	20	292	617	130	0	2012	36	0	1215	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:	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	733	20	295	623	131	0	2032	36	0	1227	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	733	20	295	623	131	0	2032	36	0	1227	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
FinalVolume:	0	733	20	295	623	131	0	2032	36	0	1227	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.75	0.75	0.39	0.79	0.78	1.00	0.77	0.77	1.00	0.78	0.91
Lanes:	0.00	1.95	0.05	1.00	1.65	0.35	0.00	2.95	0.05	0.00	3.00	0.00
Final Sat.:	0	2770	76	743	2474	521	0	4333	78	0	4424	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.40	0.25	0.25	0.00	0.47	0.47	0.00	0.28	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.21	0.21	0.44	0.37	0.37	0.00	0.51	0.51	0.00	0.51	0.00
Volume/Cap:	0.00	1.25	1.25	0.77	0.69	0.69	0.00	0.92	0.92	0.00	0.54	0.00
Uniform Del:	0.0	35.4	35.4	32.2	24.1	24.1	0.0	20.3	20.3	0.0	14.9	0.0
IncremntDel:	0.0	124	124.1	13.8	3.5	3.5	0.0	7.4	7.4	0.0	0.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	0.0	160	159.5	46.1	27.6	27.6	0.0	27.7	27.7	0.0	15.8	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	160	159.5	46.1	27.6	27.6	0.0	27.7	27.7	0.0	15.8	0.0
LOS by Move:	A	F	F	D	C	C	A	C	C	A	B	A
HCM2kAvgQ:	0	20	20	9	10	10	0	24	24	0	9	0

Note: Queue reported is the number of cars per lane.

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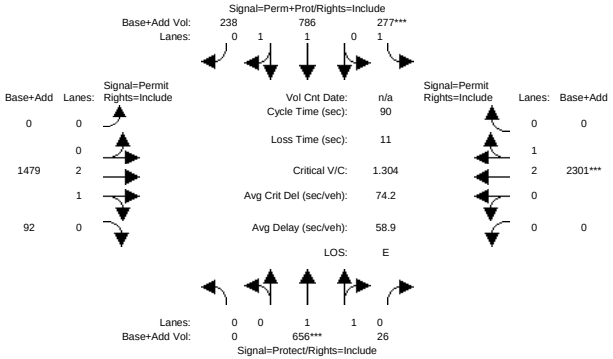
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #1: Stanyan / Oak-Fell / Kezar



Street Name:	Stanyan Street						Kezar / Oak / Fell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	0	19	8	31	31	0	48	48	48	48	0
Y+R:	12.0	4.0	12.0	6.0	6.0	6.0	4.0	5.0	5.0	5.0	5.0	4.0
Volume Module:												
Base Vol:	0	652	23	277	783	237	0	1472	92	0	2295	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:	0	652	23	277	783	237	0	1472	92	0	2295	0
Added Vol:	0	4	3	0	3	1	0	7	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	656	26	277	786	238	0	1479	92	0	2301	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:	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:	0	691	27	292	827	251	0	1557	97	0	2422	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	691	27	292	827	251	0	1557	97	0	2422	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
FinalVolume:	0	691	27	292	827	251	0	1557	97	0	2422	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.75	0.75	0.41	0.78	0.77	1.00	0.77	0.77	1.00	0.78	0.91
Lanes:	0.00	1.92	0.08	1.00	1.53	0.47	0.00	2.82	0.18	0.00	3.00	0.00
Final Sat.:	0	2732	108	777	2275	689	0	4127	257	0	4424	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.38	0.36	0.36	0.00	0.38	0.38	0.00	0.55	0.00
Crit Moves:		****		****							****	
Green/Cycle:	0.00	0.20	0.20	0.42	0.34	0.34	0.00	0.53	0.53	0.00	0.53	0.00
Volume/Cap:	0.00	1.29	1.29	0.78	1.06	1.06	0.00	0.71	0.71	0.00	1.03	0.00
Uniform Del:	0.0	36.2	36.2	32.8	29.5	29.5	0.0	15.7	15.7	0.0	21.0	0.0
IncremntDel:	0.0	142	141.5	14.8	44.1	44.1	0.0	1.8	1.8	0.0	25.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	0.0	178	177.7	47.5	73.6	73.6	0.0	17.6	17.6	0.0	46.7	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	178	177.7	47.5	73.6	73.6	0.0	17.6	17.6	0.0	46.7	0.0
LOS by Move:	A	F	F	D	E	E	A	B	B	A	D	A
HCM2kAvgQ:	0	21	21	9	25	25	0	14	14	0	34	0

Note: Queue reported is the number of cars per lane.

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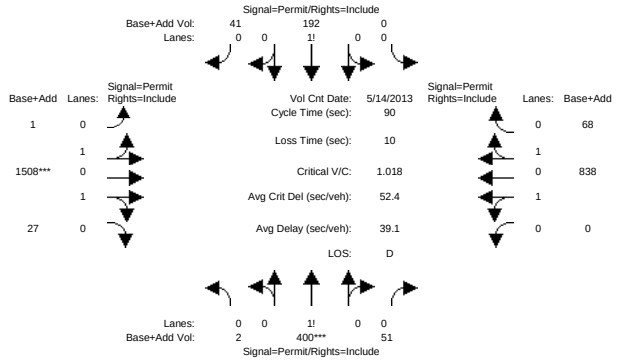
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #2: 9th Ave / Lincoln



Street Name:	9th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	26	26	26	26	26	26	54	54	54	54	54	54
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 14 May 2013 <<												
Base Vol:	2	399	51	0	191	41	1	1506	27	0	835	68
Growth Adj:	1.00	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	399	51	0	191	41	1	1506	27	0	835	68
Added Vol:	0	1	0	0	1	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	400	51	0	192	41	1	1508	27	0	838	68
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:	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:	2	404	52	0	194	41	1	1523	27	0	846	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	404	52	0	194	41	1	1523	27	0	846	69
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	2	404	52	0	194	41	1	1523	27	0	846	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.72	1.00	0.82	0.81	0.72	0.72	0.72	0.95	0.74	0.74
Lanes:	0.01	0.88	0.11	0.00	0.82	0.18	0.01	1.96	0.03	0.00	1.85	0.15
Final Sat.:	6	1207	154	0	1275	272	2	2671	48	0	2613	212
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.00	0.15	0.15	0.57	0.57	0.57	0.00	0.32	0.32
Crit Moves:		****						****				
Green/Cycle:	0.29	0.29	0.29	0.00	0.29	0.29	0.60	0.60	0.60	0.00	0.60	0.60
Volume/Cap:	1.16	1.16	1.16	0.00	0.53	0.53	0.95	0.95	0.95	0.00	0.54	0.54
Uniform Del:	32.0	32.0	32.0	0.0	26.8	26.8	16.8	16.8	16.8	0.0	10.6	10.6
IncremntDel:	96.3	96.3	96.3	0.0	4.4	4.4	13.3	13.3	13.3	0.0	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	128.3	128	128.3	0.0	31.2	31.2	30.0	30.0	30.0	0.0	11.9	11.9
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:	128.3	128	128.3	0.0	31.2	31.2	30.0	30.0	30.0	0.0	11.9	11.9
LOS by Move:	F	F	F	A	C	C	C	C	C	A	B	B
HCM2kAvgQ:	22	22	22	0	6	6	27	27	27	0	8	8

Note: Queue reported is the number of cars per lane.

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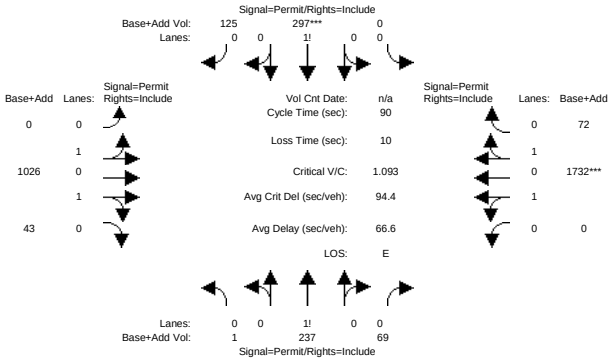
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #2: 9th Ave / Lincoln



Street Name:	9th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	28	28	28	28	28	28	52	52	52	52	52	52
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	1	235	69	0	294	125	0	1021	43	0	1723	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:	1	235	69	0	294	125	0	1021	43	0	1723	72
Added Vol:	0	2	0	0	3	0	0	5	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	237	69	0	297	125	0	1026	43	0	1732	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:	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:	1	252	73	0	316	133	0	1091	46	0	1843	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	252	73	0	316	133	0	1091	46	0	1843	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
FinalVolume:	1	252	73	0	316	133	0	1091	46	0	1843	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.70	1.00	0.80	0.79	0.95	0.75	0.75	0.95	0.75	0.75
Lanes:	0.01	0.77	0.22	0.00	0.70	0.30	0.00	1.92	0.08	0.00	1.92	0.08
Final Sat.:	4	1037	302	0	1068	450	0	2726	114	0	2727	113
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.00	0.30	0.30	0.00	0.40	0.40	0.00	0.68	0.68
Crit Moves:					****						****	
Green/Cycle:	0.31	0.31	0.31	0.00	0.31	0.31	0.00	0.58	0.58	0.00	0.58	0.58
Volume/Cap:	0.78	0.78	0.78	0.00	0.95	0.95	0.00	0.69	0.69	0.00	1.17	1.17
Uniform Del:	28.2	28.2	28.2	0.0	30.3	30.3	0.0	13.4	13.4	0.0	19.0	19.0
IncremntDel:	13.5	13.5	13.5	0.0	30.8	30.8	0.0	2.4	2.4	0.0	83.2	83.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	41.8	41.8	41.8	0.0	61.1	61.1	0.0	15.8	15.8	0.0	102	102.2
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:	41.8	41.8	41.8	0.0	61.1	61.1	0.0	15.8	15.8	0.0	102	102.2
LOS by Move:	D	D	D	A	E	E	A	B	B	A	F	F
HCM2kAvgQ:	9	9	9	0	17	17	0	13	13	0	47	47

Note: Queue reported is the number of cars per lane.

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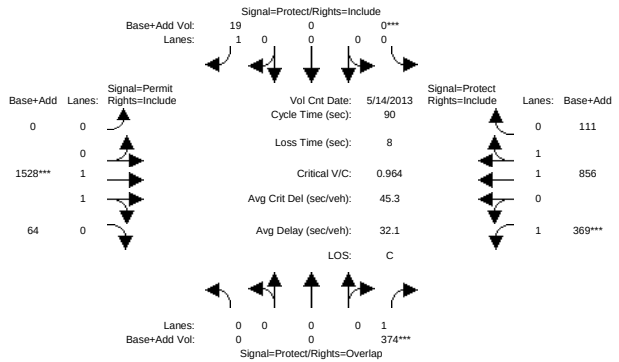
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #3: 7th Ave / Lincoln



Street Name:	7th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	29	0	0	24	52	52	52	29	58	58
Y+R:	4.0	4.0	5.0	4.0	4.0	4.0	4.5	4.5	4.5	5.0	4.5	4.5
Volume Module: >> Count Date: 14 May 2013 <<												
Base Vol:	0	0	373	0	0	19	0	1526	64	365	853	111
Growth Adj:	1.00	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	373	0	0	19	0	1526	64	365	853	111
Added Vol:	0	0	1	0	0	0	0	2	0	4	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	374	0	0	19	0	1528	64	369	856	111
User Adj:	1.00	1.00	0.70	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00	1.00
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	0	273	0	0	20	0	1114	67	384	892	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	273	0	0	20	0	1114	67	384	892	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
FinalVolume:	0	0	273	0	0	20	0	1114	67	384	892	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.62	1.00	1.00	0.69	1.00	0.75	0.74	0.81	0.74	0.74
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.89	0.11	1.00	1.77	0.23
Final Sat.:	0	0	1187	0	0	1303	0	2674	160	1539	2485	322
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.23	0.00	0.00	0.02	0.00	0.42	0.42	0.25	0.36	0.36
Crit Moves:			****	****				****		****		
Green/Cycle:	0.00	0.00	0.47	0.00	0.00	0.21	0.00	0.46	0.46	0.26	0.72	0.72
Volume/Cap:	0.00	0.00	0.49	0.00	0.00	0.07	0.00	0.91	0.91	0.97	0.50	0.50
Uniform Del:	0.0	0.0	20.7	0.0	0.0	35.6	0.0	28.2	28.2	41.6	7.1	7.1
IncremntDel:	0.0	0.0	3.1	0.0	0.0	0.5	0.0	10.6	10.6	39.0	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	23.7	0.0	0.0	36.1	0.0	38.8	38.8	80.6	8.0	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	23.7	0.0	0.0	36.1	0.0	38.8	38.8	80.6	8.0	8.0
LOS by Move:	A	A	C	A	A	D	A	D	D	F	A	A
HCM2kAvgQ:	0	0	6	0	0	1	0	20	20	17	9	9

Note: Queue reported is the number of cars per lane.

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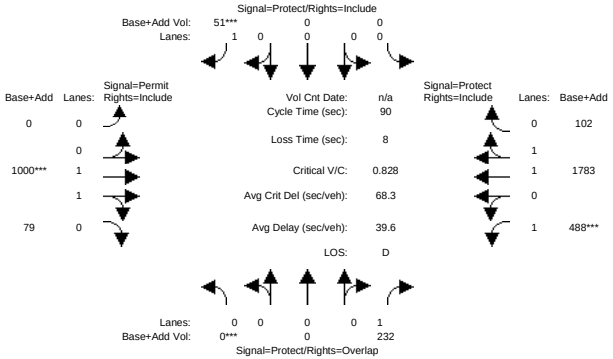
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #3: 7th Ave / Lincoln



Street Name:	7th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	38	0	0	24	43	43	43	38	58	58
Y+R:	4.0	4.0	5.0	4.0	4.0	4.0	4.5	4.5	4.5	5.0	4.5	4.5
Volume Module:												
Base Vol:	0	0	231	0	0	51	0	995	79	484	1774	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:	0	0	231	0	0	51	0	995	79	484	1774	102
Added Vol:	0	0	1	0	0	0	0	5	0	4	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	232	0	0	51	0	1000	79	488	1783	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00
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	0	242	0	0	53	0	1042	82	508	1486	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	242	0	0	53	0	1042	82	508	1486	106
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	0	242	0	0	53	0	1042	82	508	1486	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.63	1.00	1.00	0.68	1.00	0.74	0.74	0.81	0.74	0.74
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.85	0.15	1.00	1.87	0.13
Final Sat.:	0	0	1192	0	0	1299	0	2618	207	1539	2640	189
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.20	0.00	0.00	0.04	0.00	0.40	0.40	0.33	0.56	0.56
Crit Moves:	****					****		****		****		
Green/Cycle:	0.00	0.00	0.54	0.00	0.00	0.20	0.00	0.39	0.39	0.34	0.73	0.73
Volume/Cap:	0.00	0.00	0.38	0.00	0.00	0.20	0.00	1.02	1.02	0.98	0.78	0.78
Uniform Del:	0.0	0.0	15.0	0.0	0.0	37.3	0.0	34.5	34.5	37.2	9.8	9.8
IncremntDel:	0.0	0.0	1.7	0.0	0.0	1.7	0.0	33.2	33.2	35.3	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	16.6	0.0	0.0	39.0	0.0	67.7	67.7	72.5	12.7	12.7
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	16.6	0.0	0.0	39.0	0.0	67.7	67.7	72.5	12.7	12.7
LOS by Move:	A	A	B	A	A	D	A	E	E	E	B	B
HCM2kAvgQ:	0	0	5	0	0	2	0	26	26	23	21	21

Note: Queue reported is the number of cars per lane.

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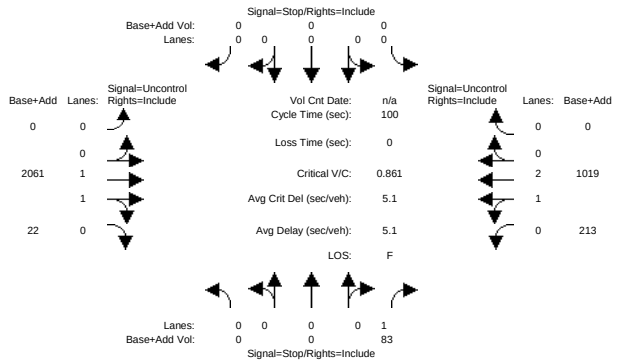
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project AM

Intersection #4: 4th Ave / Lincoln



Street Name:	4th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	79	0	0	0	2058	22	210	1012	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:	0	0	79	0	0	0	2058	22	210	1012	0	
Added Vol:	0	0	4	0	0	0	3	0	3	7	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	83	0	0	0	2061	22	213	1019	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:	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	0	85	0	0	0	2103	22	217	1040	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	0	85	0	0	0	2103	22	217	1040	0	
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	1063	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2126	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	219	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	219	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.39	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.86	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	7.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	31.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	68.5	xxxx	xxxxx
LOS by Move:	*	*	D	*	*	*	*	*	*	F	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	68.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	F	*	*
ApproachDel:	31.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

Note: Queue reported is the number of cars per lane.

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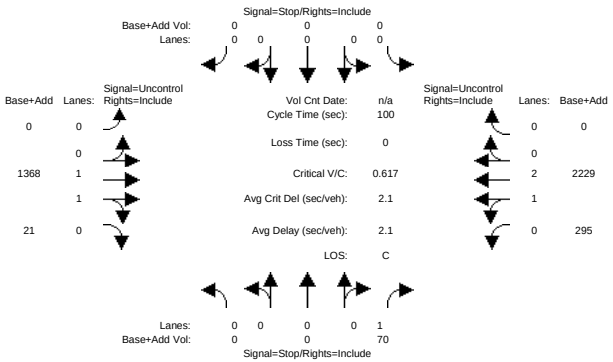
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project PM

Intersection #4: 4th Ave / Lincoln



Street Name:	4th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	66	0	0	0	1361	21	292	2217	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:	0	0	66	0	0	0	1361	21	292	2217	0	
Added Vol:	0	0	4	0	0	0	7	0	3	12	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	70	0	0	0	1368	21	295	2229	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:	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	71	0	0	0	1382	21	298	2252	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	0	71	0	0	0	1382	21	298	2252	0	
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	702	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1403	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	381	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	483	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	381	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	483	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.62	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.8	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	C	*	*
ApproachDel:	16.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

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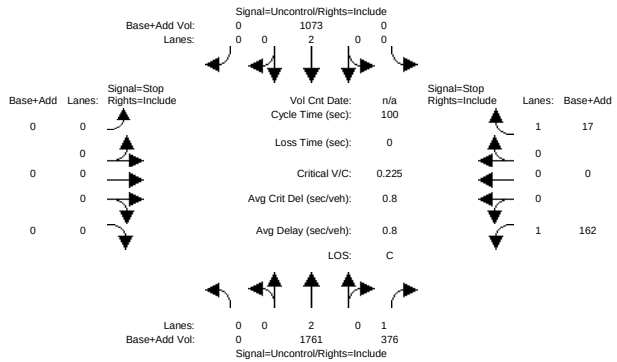
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project AM

Intersection #5: Lincoln Way-Kezar Drive-Third Avenue



Street Name:	Lincoln Way-Kezar Drive						Third Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1761	376	0	1073	0	0	0	0	162	0	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:	0	1761	376	0	1073	0	0	0	0	162	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	6	2	0	7	0	0	0	0	3	0	3
Initial Fut:	0	1767	378	0	1080	0	0	0	0	165	0	20
User Adj:	1.00	0.50	1.00	1.00	0.50	1.00	1.00	1.00	1.00	0.25	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	902	386	0	551	0	0	0	0	42	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	902	386	0	551	0	0	0	0	42	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1177	xxxx	451
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	187	xxxx	561
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	187	xxxx	561
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	29.8	xxxx	11.7
LOS by Move:	*	*	*	*	*	*	*	*	*	D	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.9		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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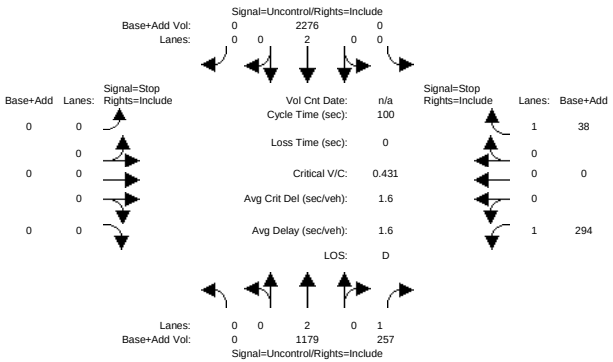
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project PM

Intersection #5: Lincoln Way-Kezar Drive-Third Avenue



Street Name:	Lincoln Way-Kezar Drive						Third Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1179	257	0	2276	0	0	0	0	294	0	38
Growth Adj:	1.00	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	1179	257	0	2276	0	0	0	0	294	0	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	5	5	0	7	0	0	0	0	9	0	2
Initial Fut:	0	1184	262	0	2283	0	0	0	0	303	0	40
User Adj:	1.00	0.50	1.00	1.00	0.50	1.00	1.00	1.00	1.00	0.25	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	610	270	0	1177	0	0	0	0	78	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	610	270	0	1177	0	0	0	0	78	0	41
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1199	xxxx	305
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	181	xxxx	697
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	181	xxxx	697
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.43	xxxx	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.0	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	39.2	xxxx	10.5
LOS by Move:	*	*	*	*	*	*	*	*	*	E	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			29.3		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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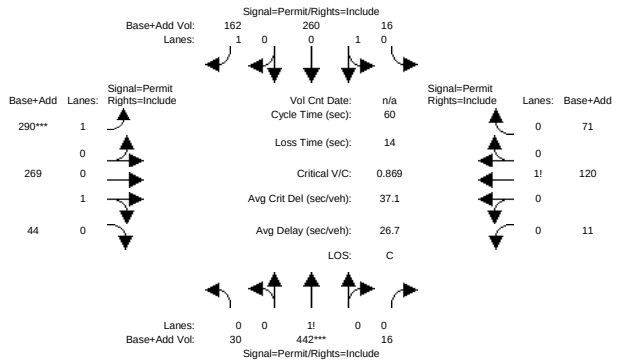
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #6: Stanyan / Frederick



Street Name: Stanyan Street Frederick Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	25	25	25	25	25	25	21	21	21	21	21	21
Y+R:	9.0	9.0	9.0	9.0	9.0	9.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	30	437	16	16	259	162	290	269	44	7	118	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	437	16	16	259	162	290	269	44	7	118	71
Added Vol:	0	5	0	0	1	0	0	0	0	4	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	442	16	16	260	162	290	269	44	11	120	71
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:	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:	31	456	16	16	268	167	299	277	45	11	124	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	456	16	16	268	167	299	277	45	11	124	73
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	31	456	16	16	268	167	299	277	45	11	124	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.70	0.81	0.81	0.63	0.55	0.73	0.73	0.68	0.68	0.68
Lanes:	0.06	0.91	0.03	0.06	0.94	1.00	1.00	0.86	0.14	0.05	0.60	0.35
Final Sat.:	82	1206	44	90	1456	1205	1037	1193	195	70	768	454
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.18	0.18	0.14	0.29	0.23	0.23	0.16	0.16	0.16
Crit Moves:		****					****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.91	0.91	0.91	0.44	0.44	0.33	0.82	0.66	0.66	0.46	0.46	0.46
Uniform Del:	16.4	16.4	16.4	12.5	12.5	11.9	17.8	16.5	16.5	15.1	15.1	15.1
IncremntDel:	21.0	21.0	21.0	2.2	2.2	1.8	18.7	7.0	7.0	3.3	3.3	3.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	37.4	37.4	37.4	14.7	14.7	13.6	36.5	23.5	23.5	18.5	18.5	18.5
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:	37.4	37.4	37.4	14.7	14.7	13.6	36.5	23.5	23.5	18.5	18.5	18.5
LOS by Move:	D	D	D	B	B	B	D	C	C	B	B	B
HCM2kAvgQ:	11	11	11	4	4	2	8	6	6	4	4	4

Note: Queue reported is the number of cars per lane.

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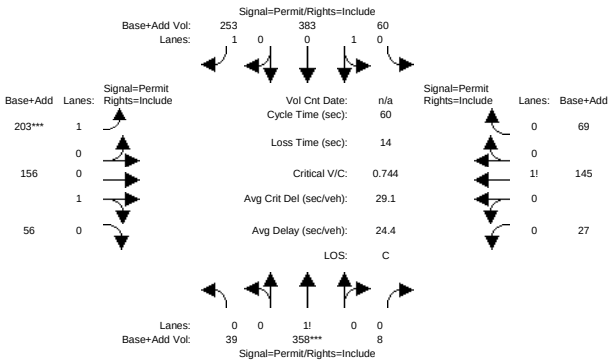
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #6: Stanyan / Frederick



Street Name: Stanyan Street Frederick Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	25	25	25	25	25	25	21	21	21	21	21	21
Y+R:	9.0	9.0	9.0	9.0	9.0	9.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	39	351	8	60	380	253	202	156	56	24	144	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	351	8	60	380	253	202	156	56	24	144	69
Added Vol:	0	7	0	0	3	0	1	0	0	3	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	358	8	60	383	253	203	156	56	27	145	69
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:	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:	41	381	9	64	407	269	216	166	60	29	154	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	381	9	64	407	269	216	166	60	29	154	73
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	41	381	9	64	407	269	216	166	60	29	154	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.75	0.75	0.60	0.52	0.72	0.70	0.66	0.67	0.65
Lanes:	0.10	0.88	0.02	0.14	0.86	1.00	1.00	0.73	0.27	0.11	0.60	0.29
Final Sat.:	118	1081	24	193	1232	1133	990	997	358	141	756	360
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.33	0.33	0.24	0.22	0.17	0.17	0.20	0.20	0.20
Crit Moves:		****					****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.85	0.85	0.85	0.79	0.79	0.57	0.62	0.48	0.48	0.58	0.58	0.58
Uniform Del:	15.8	15.8	15.8	15.3	15.3	13.4	16.2	15.2	15.2	15.9	15.9	15.9
IncremntDel:	15.8	15.8	15.8	10.5	10.5	4.9	8.2	3.4	3.4	5.6	5.6	5.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	31.5	31.5	31.5	25.7	25.7	18.3	24.4	18.6	18.6	21.5	21.5	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:	31.5	31.5	31.5	25.7	25.7	18.3	24.4	18.6	18.6	21.5	21.5	21.5
LOS by Move:	C	C	C	C	C	B	C	B	B	C	C	C
HCM2kAvgQ:	9	9	9	7	7	3	5	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

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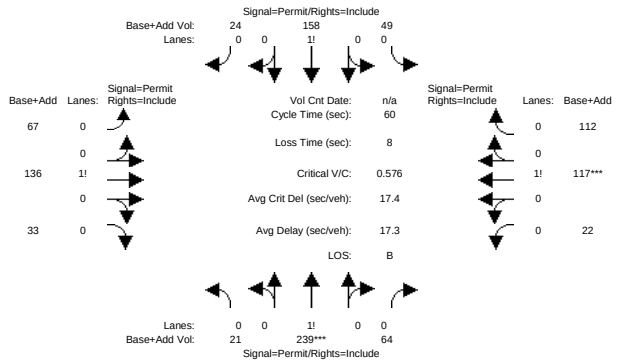
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #7: 9th Ave / Irving



Street Name:	9th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	31	31	31	31	31	21	21	21	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	238	64	48	157	24	67	129	33	22	113	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	238	64	48	157	24	67	129	33	22	113	112
Added Vol:	0	1	0	1	1	0	0	7	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	239	64	49	158	24	67	136	33	22	117	112
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:	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:	23	266	71	54	176	27	74	151	37	24	130	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	266	71	54	176	27	74	151	37	24	130	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
FinalVolume:	23	266	71	54	176	27	74	151	37	24	130	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.69	0.63	0.63	0.63	0.62	0.63	0.62	0.66	0.66	0.64
Lanes:	0.06	0.74	0.20	0.21	0.69	0.10	0.29	0.57	0.14	0.09	0.46	0.45
Final Sat.:	85	970	260	255	821	125	337	684	166	108	576	552
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.21	0.21	0.21	0.22	0.22	0.22	0.23	0.23	0.23
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.53	0.53	0.53	0.41	0.41	0.41	0.63	0.63	0.63	0.64	0.64	0.64
Uniform Del:	9.6	9.6	9.6	8.9	8.9	8.9	16.3	16.3	16.3	16.4	16.4	16.4
IncremntDel:	2.9	2.9	2.9	2.0	2.0	2.0	7.1	7.1	7.1	7.2	7.2	7.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	12.6	12.6	12.6	10.9	10.9	10.9	23.4	23.4	23.4	23.6	23.6	23.6
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:	12.6	12.6	12.6	10.9	10.9	10.9	23.4	23.4	23.4	23.6	23.6	23.6
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	5	5	3	3	3	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

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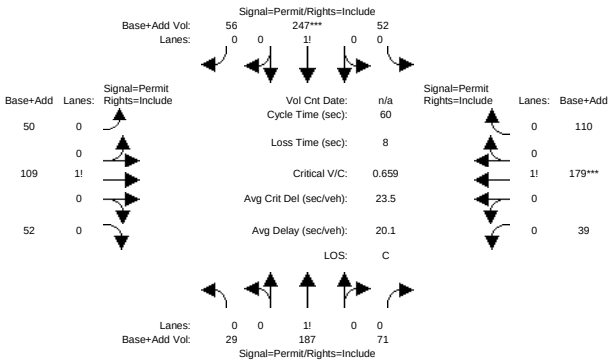
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #7: 9th Ave / Irving



Street Name:	9th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	32	32	32	32	32	32	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	185	71	51	245	56	50	100	52	39	173	110
Growth Adj:	1.00	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	185	71	51	245	56	50	100	52	39	173	110
Added Vol:	0	2	0	1	2	0	0	9	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	187	71	52	247	56	50	109	52	39	179	110
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:	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:	30	195	74	54	257	58	52	114	54	41	186	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	195	74	54	257	58	52	114	54	41	186	115
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	30	195	74	54	257	58	52	114	54	41	186	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.66	0.66	0.66	0.65	0.62	0.63	0.62	0.66	0.66	0.64
Lanes:	0.10	0.65	0.25	0.15	0.69	0.16	0.24	0.51	0.25	0.12	0.54	0.34
Final Sat.:	128	827	314	183	870	197	282	614	293	148	677	416
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.30	0.30	0.30	0.18	0.18	0.18	0.28	0.28	0.28
Crit Moves:					****						****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.44	0.44	0.44	0.55	0.55	0.55	0.55	0.55	0.55	0.83	0.83	0.83
Uniform Del:	8.5	8.5	8.5	9.3	9.3	9.3	16.4	16.4	16.4	18.4	18.4	18.4
IncremntDel:	2.1	2.1	2.1	3.3	3.3	3.3	5.5	5.5	5.5	17.0	17.0	17.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	10.6	10.6	10.6	12.6	12.6	12.6	21.9	21.9	21.9	35.4	35.4	35.4
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:	10.6	10.6	10.6	12.6	12.6	12.6	21.9	21.9	21.9	35.4	35.4	35.4
LOS by Move:	B	B	B	B	B	B	C	C	C	D	D	D
HCM2kAvgQ:	4	4	4	4	4	4	4	4	4	7	7	6

Note: Queue reported is the number of cars per lane.

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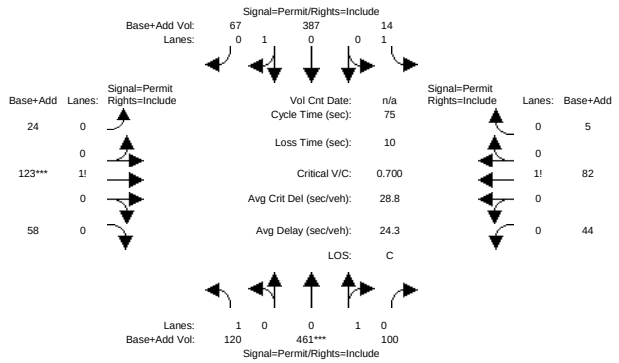
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #8: 7th Ave / Irving



Street Name:	7th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	38	38	38	38	38	38	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	120	460	92	11	386	67	24	116	58	39	78	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:	120	460	92	11	386	67	24	116	58	39	78	5
Added Vol:	0	1	8	3	1	0	0	7	0	5	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	461	100	14	387	67	24	123	58	44	82	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:	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:	129	496	108	15	416	72	26	132	62	47	88	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	496	108	15	416	72	26	132	62	47	88	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
FinalVolume:	129	496	108	15	416	72	26	132	62	47	88	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.73	0.72	0.23	0.73	0.72	0.68	0.69	0.68	0.62	0.63	0.63
Lanes:	1.00	0.82	0.18	1.00	0.85	0.15	0.12	0.59	0.29	0.34	0.62	0.04
Final Sat.:	580	1132	246	433	1181	204	152	780	368	401	748	46
Capacity Analysis Module:												
Vol/Sat:	0.22	0.44	0.44	0.03	0.35	0.35	0.17	0.17	0.17	0.12	0.12	0.12
Crit Moves:		****						****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.45	0.88	0.88	0.07	0.70	0.70	0.46	0.46	0.46	0.32	0.32	0.32
Uniform Del:	12.2	16.9	16.9	9.8	14.7	14.7	18.3	18.3	18.3	17.2	17.2	17.2
IncremntDel:	4.9	14.6	14.6	0.6	5.9	5.9	3.2	3.2	3.2	1.9	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	17.1	31.5	31.5	10.5	20.6	20.6	21.4	21.4	21.4	19.1	19.1	19.1
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:	17.1	31.5	31.5	10.5	20.6	20.6	21.4	21.4	21.4	19.1	19.1	19.1
LOS by Move:	B	C	C	B	C	C	C	C	C	B	B	B
HCM2kAvgQ:	2	12	12	0	10	10	4	4	4	2	2	2

Note: Queue reported is the number of cars per lane.

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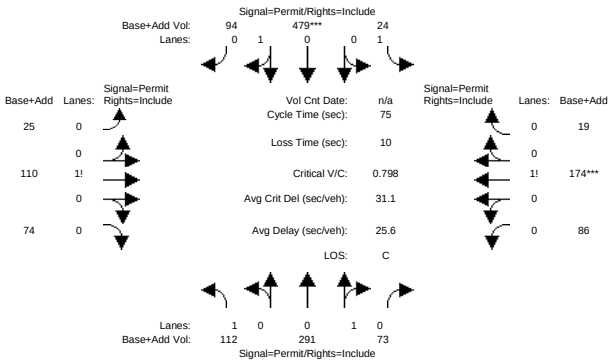
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #8: 7th Ave / Irving



Street Name:	7th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	38	38	38	38	38	38	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	112	290	69	22	478	94	25	99	74	82	168	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	290	69	22	478	94	25	99	74	82	168	19
Added Vol:	0	1	4	2	1	0	0	11	0	4	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	291	73	24	479	94	25	110	74	86	174	19
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:	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:	119	310	78	26	510	100	27	117	79	91	185	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	310	78	26	510	100	27	117	79	91	185	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
FinalVolume:	119	310	78	26	510	100	27	117	79	91	185	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.72	0.72	0.38	0.73	0.72	0.66	0.67	0.65	0.62	0.62	0.62
Lanes:	1.00	0.80	0.20	1.00	0.83	0.17	0.12	0.52	0.36	0.31	0.62	0.07
Final Sat.:	424	1097	275	719	1154	226	150	662	445	364	737	80
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.04	0.44	0.44	0.18	0.18	0.18	0.25	0.25	0.25
Crit Moves:					****						****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.56	0.56	0.56	0.07	0.88	0.88	0.48	0.48	0.48	0.68	0.68	0.68
Uniform Del:	13.2	13.2	13.2	9.8	17.0	17.0	18.4	18.4	18.4	20.2	20.2	20.2
IncremntDel:	10.4	3.3	3.3	0.4	15.3	15.3	3.5	3.5	3.5	8.4	8.4	8.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	23.6	16.6	16.6	10.2	32.3	32.3	21.9	21.9	21.9	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:	23.6	16.6	16.6	10.2	32.3	32.3	21.9	21.9	21.9	28.6	28.6	28.6
LOS by Move:	C	B	B	B	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	6	6	0	16	16	4	4	4	6	6	6

Note: Queue reported is the number of cars per lane.

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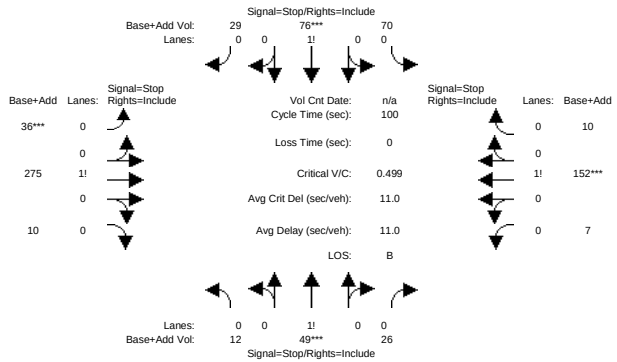
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #9: 4th Ave / Irving



Street Name:	4th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	12	46	26	67	76	29	36	257	10	7	143	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:	12	46	26	67	76	29	36	257	10	7	143	9
Added Vol:	0	3	0	3	0	0	0	18	0	0	9	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	49	26	70	76	29	36	275	10	7	152	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:	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:	13	54	29	77	84	32	40	302	11	8	167	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	54	29	77	84	32	40	302	11	8	167	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
FinalVolume:	13	54	29	77	84	32	40	302	11	8	167	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:	0.14	0.56	0.30	0.40	0.43	0.17	0.11	0.86	0.03	0.04	0.90	0.06
Final Sat.:	83	341	181	251	272	104	79	606	22	28	599	39
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.31	0.31	0.31	0.50	0.50	0.50	0.28	0.28	0.28
Crit Moves:		****			****		****				****	
Delay/Veh:	9.2	9.2	9.2	10.4	10.4	10.4	12.4	12.4	12.4	9.9	9.9	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:	9.2	9.2	9.2	10.4	10.4	10.4	12.4	12.4	12.4	9.9	9.9	9.9
LOS by Move:	A	A	A	B	B	B	B	B	B	A	A	A
ApproachDel:		9.2			10.4			12.4			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			10.4			12.4			9.9	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.4	0.4	0.9	0.9	0.9	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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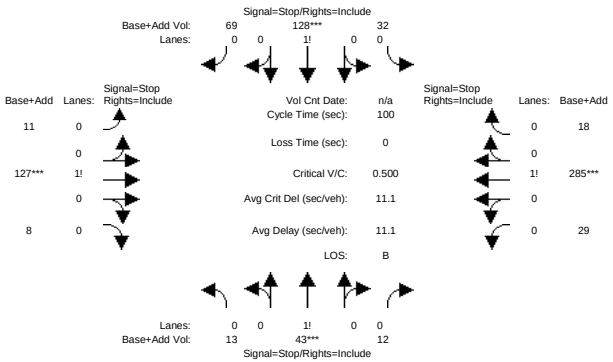
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #9: 4th Ave / Irving



Street Name:	4th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	13	40	12	29	128	69	11	110	8	29	275	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:	13	40	12	29	128	69	11	110	8	29	275	17
Added Vol:	0	3	0	3	0	0	0	17	0	0	10	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	43	12	32	128	69	11	127	8	29	285	18
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:	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:	14	46	13	34	136	73	12	135	9	31	303	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	46	13	34	136	73	12	135	9	31	303	19
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	14	46	13	34	136	73	12	135	9	31	303	19
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	0.63	0.18	0.14	0.56	0.30	0.08	0.87	0.05	0.09	0.86	0.05
Final Sat.:	114	376	105	93	370	200	49	569	36	62	607	38
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.37	0.37	0.37	0.24	0.24	0.24	0.50	0.50	0.50
Crit Moves:		****			****			****			****	
Delay/Veh:	9.1	9.1	9.1	10.7	10.7	10.7	9.6	9.6	9.6	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:	9.1	9.1	9.1	10.7	10.7	10.7	9.6	9.6	9.6	12.4	12.4	12.4
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	B
ApproachDel:		9.1			10.7			9.6			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			10.7			9.6			12.4	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	0.1	0.1	0.1	0.5	0.5	0.5	0.3	0.3	0.3	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

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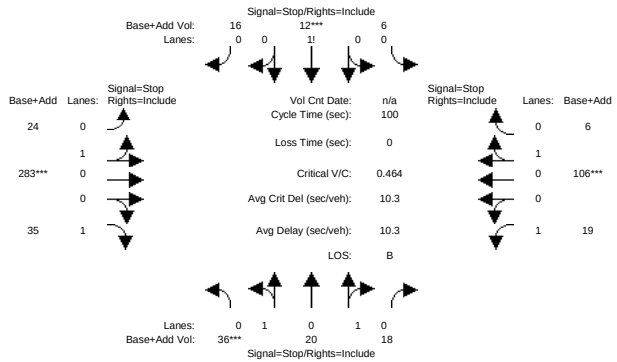
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #10: 2nd Avenue / Irving



Street Name:	2nd Avenue						Irving					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	32	16	11	6	11	16	24	271	25	17	97	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:	32	16	11	6	11	16	24	271	25	17	97	6
Added Vol:	4	4	7	0	1	0	0	12	10	2	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	20	18	6	12	16	24	283	35	19	106	6
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:	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:	39	22	19	6	13	17	26	304	38	20	114	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	22	19	6	13	17	26	304	38	20	114	6
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	39	22	19	6	13	17	26	304	38	20	114	6
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:	0.97	0.54	0.49	0.18	0.35	0.47	0.08	0.92	1.00	1.00	0.95	0.05
Final Sat.:	526	331	300	105	211	281	56	656	829	622	651	37
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.06	0.06	0.06	0.46	0.46	0.05	0.03	0.17	0.17
Crit Moves:	****				****			****			****	
Delay/Veh:	9.4	8.5	8.4	8.9	8.9	8.9	11.8	11.8	7.2	8.5	8.9	8.9
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:	9.4	8.5	8.4	8.9	8.9	8.9	11.8	11.8	7.2	8.5	8.9	8.9
LOS by Move:	A	A	A	A	A	A	B	B	A	A	A	A
ApproachDel:	8.9			8.9			11.4			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.9			8.9			11.4			8.8		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.8	0.0	0.0	0.2	0.2

Note: Queue reported is the number of cars per lane.

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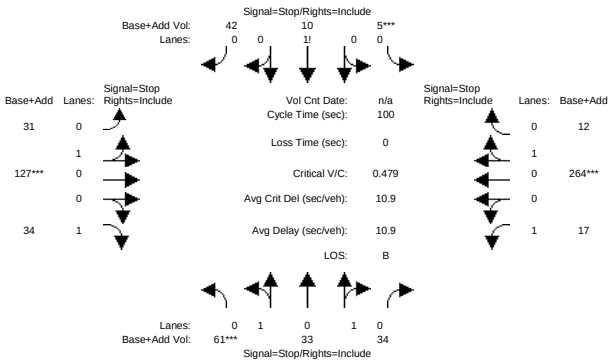
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #10: 2nd Avenue / Irving



Street Name:	2nd Avenue						Irving					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	58	26	30	5	7	42	31	117	24	16	256	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	26	30	5	7	42	31	117	24	16	256	12
Added Vol:	3	7	4	0	3	0	0	10	10	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	33	34	5	10	42	31	127	34	17	264	12
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:	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:	70	38	39	6	11	48	36	146	39	20	303	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	38	39	6	11	48	36	146	39	20	303	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
FinalVolume:	70	38	39	6	11	48	36	146	39	20	303	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:	0.95	0.52	0.53	0.09	0.17	0.74	0.20	0.80	1.00	1.00	0.96	0.04
Final Sat.:	498	304	316	51	101	424	123	505	726	600	633	29
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.11	0.11	0.11	0.29	0.29	0.05	0.03	0.48	0.48
Crit Moves:	****			****				****			****	
Delay/Veh:	10.1	9.1	9.0	9.4	9.4	9.4	10.4	10.4	7.7	8.7	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:	10.1	9.1	9.0	9.4	9.4	9.4	10.4	10.4	7.7	8.7	12.6	12.6
LOS by Move:	B	A	A	A	A	A	B	B	A	A	B	B
ApproachDel:	9.6			9.4			9.9			12.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			9.4			9.9			12.4		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.1	0.0	0.8	0.8

Note: Queue reported is the number of cars per lane.

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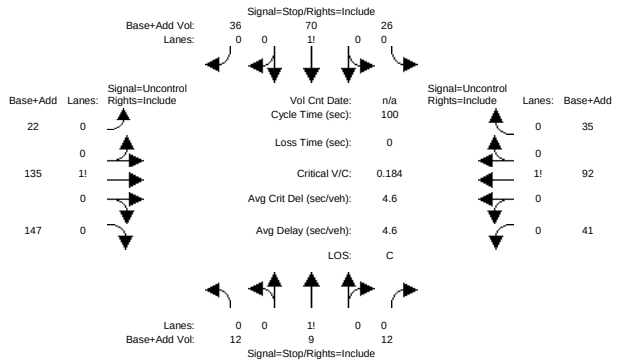
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project AM

Intersection #11: Arguello / Irving-Carl




```
Street Name:            Arguello                    Carl - Irving
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    8     6    26   70    34    22  128   135    35   92    35
Growth Adj:  1.00 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    8     6    26   70    34    22  128   135    35   92    35
Added Vol:      9    1     6     0    0     2     0    7    12     6    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   12    9    12    26   70    36    22  135   147    41   92    35
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:     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:    13   10    13    28   76    39    24  147   160    45  100    38
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   13   10    13    28   76    39    24  147   160    45  100    38
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  540  502   227   494  563   119   138 xxxx xxxxx   307 xxxx xxxxx
Potent Cap.:  452  472   813   486  436   933  1446 xxxx xxxxx  1254 xxxx xxxxx
Move Cap.:    358  447   813   451  413   933  1446 xxxx xxxxx  1254 xxxx xxxxx
Volume/Cap:  0.04 0.02  0.02  0.06 0.18  0.04  0.02 xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.5 xxxx xxxxx   8.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A     *     *     A     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  482 xxxxx  xxxx  496 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.2 xxxxx xxxxx  1.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 13.1 xxxxx xxxxx 15.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    B     *     *    C     *     *    *     *     *    *     *
ApproachDel:      13.1            15.2           xxxxxx           xxxxxx
ApproachLOS:         B              C               *                *
Note: Queue reported is the number of cars per lane.
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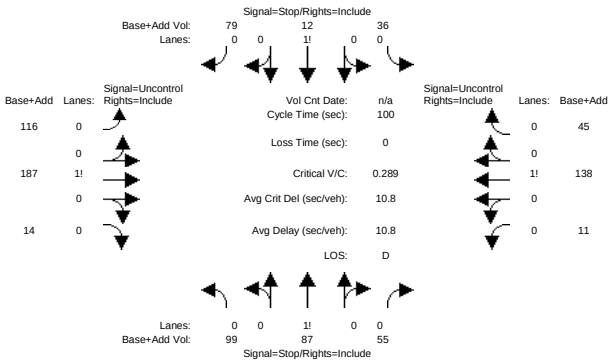
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project PM

Intersection #11: Arguello / Irving-Carl




```
Street Name:            Arguello                    Carl - Irving
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      91   83    50    36   10    78   116  183     4     7  138    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:   91   83    50    36   10    78   116  183     4     7  138    45
Added Vol:      8    4     5     0    2     1     0    4    10     4    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   99   87    55    36   12    79   116  187    14    11  138    45
User Adj:    0.60 0.70  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.84 0.84  0.84  0.84 0.84  0.84  0.84 0.84  0.84  0.84 0.84  0.84
PHF Volume:    71   73    65    43   14    94   138  223    17    13  164    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   71   73    65    43   14    94   138  223    17    13  164    54
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  779  751   231   793  733   191   218 xxxx xxxxx   239 xxxx xxxxx
Potent Cap.:  313  340   808   306  348   851  1352 xxxx xxxxx  1327 xxxx xxxxx
Move Cap.:    244  299   808   209  306   851  1352 xxxx xxxxx  1327 xxxx xxxxx
Volume/Cap:  0.29 0.24  0.08  0.21 0.05  0.11  0.10 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx   7.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A     *     *     A     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  340 xxxxx  xxxx  417 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  3.9 xxxxx xxxxx  1.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 31.0 xxxxx xxxxx 18.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    C     *     *    *     *     *    *     *
ApproachDel:      31.0            18.5           xxxxxx           xxxxxx
ApproachLOS:         D              C               *                *
Note: Queue reported is the number of cars per lane.
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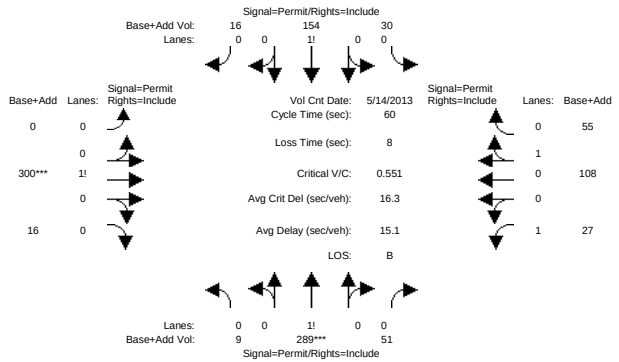
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #12: 9th Avenue / Judah Street



Street Name:	9th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	31	31	31	31	31	21	21	21	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 May 2013 <<												
Base Vol:	9	289	51	29	154	16	0	298	16	27	105	54
Growth Adj:	1.00	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	289	51	29	154	16	0	298	16	27	105	54
Added Vol:	0	0	0	1	0	0	0	2	0	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	289	51	30	154	16	0	300	16	27	108	55
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:	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:	9	301	53	31	160	17	0	313	17	28	113	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	301	53	31	160	17	0	313	17	28	113	57
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	9	301	53	31	160	17	0	313	17	28	113	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.71	0.67	0.67	0.67	1.00	0.83	0.83	0.61	0.69	0.68
Lanes:	0.02	0.83	0.15	0.15	0.77	0.08	0.00	0.95	0.05	1.00	0.66	0.34
Final Sat.:	35	1119	197	191	978	102	0	1497	80	1151	867	441
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.16	0.16	0.16	0.00	0.21	0.21	0.02	0.13	0.13
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.00	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.52	0.52	0.52	0.32	0.32	0.32	0.00	0.60	0.60	0.07	0.37	0.37
Uniform Del:	9.6	9.6	9.6	8.4	8.4	8.4	0.0	16.0	16.0	13.0	14.6	14.6
IncremntDel:	2.8	2.8	2.8	1.3	1.3	1.3	0.0	4.7	4.7	0.3	2.3	2.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	12.4	12.4	12.4	9.7	9.7	9.7	0.0	20.7	20.7	13.3	16.9	16.9
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:	12.4	12.4	12.4	9.7	9.7	9.7	0.0	20.7	20.7	13.3	16.9	16.9
LOS by Move:	B	B	B	A	A	A	A	C	C	B	B	B
HCM2kAvgQ:	5	5	5	2	2	2	0	5	5	0	3	3

Note: Queue reported is the number of cars per lane.

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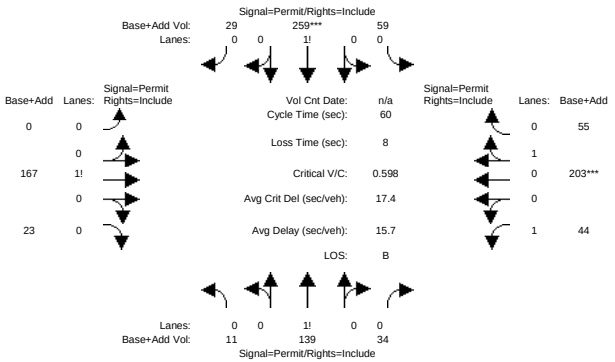
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #12: 9th Avenue / Judah Street



Street Name:	9th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	31	31	31	31	31	21	21	21	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	139	34	57	259	29	0	165	23	44	199	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:	11	139	34	57	259	29	0	165	23	44	199	53
Added Vol:	0	0	0	2	0	0	0	2	0	0	4	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	139	34	59	259	29	0	167	23	44	203	55
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:	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:	12	154	38	66	288	32	0	186	26	49	226	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	154	38	66	288	32	0	186	26	49	226	61
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	12	154	38	66	288	32	0	186	26	49	226	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.70	0.69	0.66	0.67	0.66	1.00	0.82	0.82	0.59	0.71	0.70
Lanes:	0.06	0.75	0.19	0.17	0.75	0.08	0.00	0.88	0.12	1.00	0.78	0.22
Final Sat.:	79	997	244	215	944	106	0	1372	189	1117	1055	286
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.30	0.30	0.30	0.00	0.14	0.14	0.04	0.21	0.21
Crit Moves:					****						****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.00	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.30	0.30	0.30	0.59	0.59	0.59	0.00	0.39	0.39	0.13	0.61	0.61
Uniform Del:	8.3	8.3	8.3	10.1	10.1	10.1	0.0	14.7	14.7	13.3	16.1	16.1
IncremntDel:	1.1	1.1	1.1	3.9	3.9	3.9	0.0	2.1	2.1	0.7	5.8	5.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.4	9.4	9.4	14.0	14.0	14.0	0.0	16.7	16.7	13.9	22.0	22.0
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:	9.4	9.4	9.4	14.0	14.0	14.0	0.0	16.7	16.7	13.9	22.0	22.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	C	C
HCM2kAvgQ:	2	2	2	5	5	5	0	3	3	1	5	5

Note: Queue reported is the number of cars per lane.

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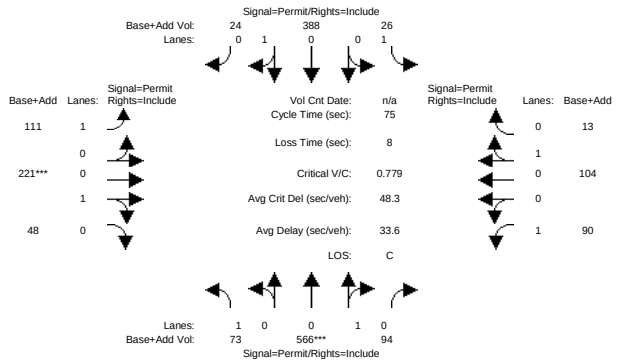
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #13: 7th Avenue / Judah Street



Street Name:	7th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	36	36	36	36	36	36	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	557	90	26	381	24	111	219	48	86	101	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:	73	557	90	26	381	24	111	219	48	86	101	13
Added Vol:	0	9	4	0	7	0	0	2	0	4	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	566	94	26	388	24	111	221	48	90	104	13
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:	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:	75	584	97	27	400	25	114	228	49	93	107	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	584	97	27	400	25	114	228	49	93	107	13
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	75	584	97	27	400	25	114	228	49	93	107	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.73	0.73	0.15	0.74	0.74	0.55	0.71	0.70	0.42	0.72	0.71
Lanes:	1.00	0.86	0.14	1.00	0.94	0.06	1.00	0.82	0.18	1.00	0.89	0.11
Final Sat.:	628	1189	197	289	1323	82	1038	1109	241	792	1213	152
Capacity Analysis Module:												
Vol/Sat:	0.12	0.49	0.49	0.09	0.30	0.30	0.11	0.21	0.21	0.12	0.09	0.09
Crit Moves:		****						****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.25	1.02	1.02	0.19	0.63	0.63	0.27	0.50	0.50	0.28	0.21	0.21
Uniform Del:	11.5	19.5	19.5	11.2	14.5	14.5	14.5	16.2	16.2	14.6	14.2	14.2
IncremntDel:	2.0	40.6	40.6	3.1	4.4	4.4	1.5	3.1	3.1	2.2	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.5	60.1	60.1	14.3	19.0	19.0	16.0	19.4	19.4	16.8	15.0	15.0
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:	13.5	60.1	60.1	14.3	19.0	19.0	16.0	19.4	19.4	16.8	15.0	15.0
LOS by Move:	B	E	E	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	18	18	0	7	7	2	5	5	2	2	2

Note: Queue reported is the number of cars per lane.

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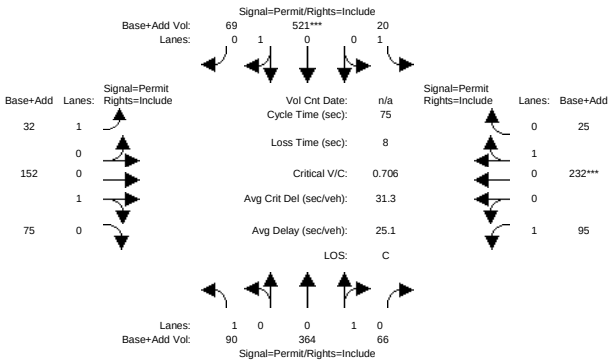
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #13: 7th Avenue / Judah Street



Street Name:	7th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	36	36	36	36	36	36	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	359	64	20	516	69	32	148	75	93	226	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:	90	359	64	20	516	69	32	148	75	93	226	25
Added Vol:	0	5	2	0	5	0	0	4	0	2	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	364	66	20	521	69	32	152	75	95	232	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:	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:	93	375	68	21	537	71	33	157	77	98	239	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	375	68	21	537	71	33	157	77	98	239	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
FinalVolume:	93	375	68	21	537	71	33	157	77	98	239	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.73	0.72	0.32	0.73	0.73	0.43	0.70	0.68	0.45	0.72	0.72
Lanes:	1.00	0.85	0.15	1.00	0.88	0.12	1.00	0.67	0.33	1.00	0.90	0.10
Final Sat.:	384	1171	212	602	1229	163	811	879	434	862	1235	133
Capacity Analysis Module:												
Vol/Sat:	0.24	0.32	0.32	0.03	0.44	0.44	0.04	0.18	0.18	0.11	0.19	0.19
Crit Moves:					****						****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.50	0.67	0.67	0.07	0.91	0.91	0.10	0.43	0.43	0.27	0.47	0.47
Uniform Del:	13.4	14.9	14.9	10.5	18.0	18.0	13.5	15.7	15.7	14.6	16.0	16.0
IncremntDel:	9.5	5.3	5.3	0.5	18.7	18.7	0.6	2.5	2.5	1.9	2.8	2.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	22.9	20.2	20.2	11.0	36.8	36.8	14.0	18.2	18.2	16.5	18.8	18.8
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:	22.9	20.2	20.2	11.0	36.8	36.8	14.0	18.2	18.2	16.5	18.8	18.8
LOS by Move:	C	C	C	B	D	D	B	B	B	B	B	B
HCM2kAvgQ:	1	8	7	0	14	14	1	4	4	2	5	5

Note: Queue reported is the number of cars per lane.

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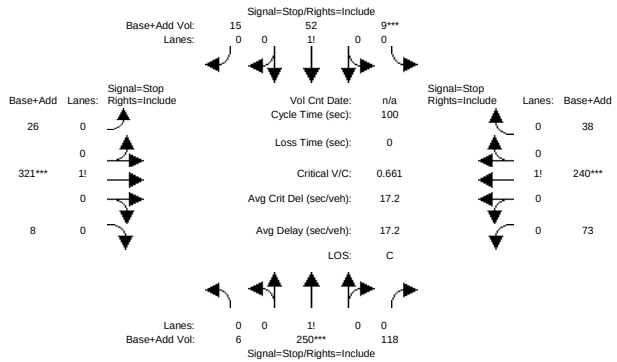
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #14: 6th Avenue / Judah Street



Street Name:	6th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	250	118	9	52	15	26	315	8	73	233	38
Growth Adj:	1.00	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	250	118	9	52	15	26	315	8	73	233	38
Added Vol:	0	0	0	0	0	0	0	6	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	250	118	9	52	15	26	321	8	73	240	38
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:	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	258	122	9	54	15	27	331	8	75	247	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	258	122	9	54	15	27	331	8	75	247	39
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	6	258	122	9	54	15	27	331	8	75	247	39
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	0.67	0.31	0.12	0.68	0.20	0.07	0.91	0.02	0.21	0.68	0.11
Final Sat.:	9	390	184	52	300	87	43	525	13	121	398	63
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.18	0.18	0.18	0.63	0.63	0.63	0.62	0.62	0.62
Crit Moves:		****		****				****			****	
Delay/Veh:	18.3	18.3	18.3	10.8	10.8	10.8	17.5	17.5	17.5	17.2	17.2	17.2
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:	18.3	18.3	18.3	10.8	10.8	10.8	17.5	17.5	17.5	17.2	17.2	17.2
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
ApproachDel:		18.3			10.8			17.5			17.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.3			10.8			17.5			17.2	
LOS by Appr:		C			B			C			C	
AllWayAvgQ:	1.5	1.5	1.5	0.1	0.1	0.1	1.4	1.4	1.4	1.3	1.3	1.3

Note: Queue reported is the number of cars per lane.

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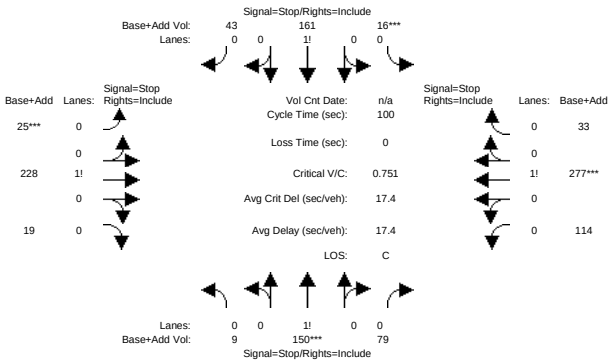
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #14: 6th Avenue / Judah Street



Street Name:	6th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	9	150	79	16	161	43	25	222	19	114	269	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:	9	150	79	16	161	43	25	222	19	114	269	33
Added Vol:	0	0	0	0	0	0	0	6	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	150	79	16	161	43	25	228	19	114	277	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:	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:	9	156	82	17	168	45	26	238	20	119	289	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	156	82	17	168	45	26	238	20	119	289	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
FinalVolume:	9	156	82	17	168	45	26	238	20	119	289	34
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	0.63	0.33	0.07	0.73	0.20	0.09	0.84	0.07	0.27	0.65	0.08
Final Sat.:	20	326	172	37	368	98	50	453	38	158	384	46
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.46	0.46	0.46	0.52	0.52	0.52	0.75	0.75	0.75
Crit Moves:		****		****				****			****	
Delay/Veh:	14.0	14.0	14.0	13.7	13.7	13.7	14.8	14.8	14.8	22.9	22.9	22.9
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:	14.0	14.0	14.0	13.7	13.7	13.7	14.8	14.8	14.8	22.9	22.9	22.9
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:		14.0			13.7			14.8			22.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			13.7			14.8			22.9	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	0.9	0.9	0.9	2.3	2.3	2.3

Note: Queue reported is the number of cars per lane.

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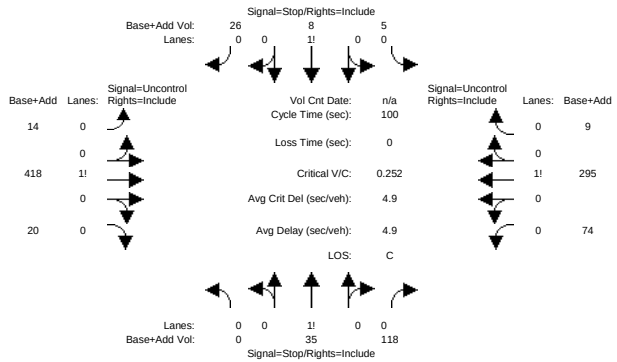
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project AM

Intersection #15: 5th Avenue / Judah Street



Street Name:	5th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	34	117	5	8	26	14	412	20	73	288	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:	0	34	117	5	8	26	14	412	20	73	288	9
Added Vol:	0	1	1	0	0	0	0	6	0	1	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	35	118	5	8	26	14	418	20	74	295	9
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:	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	36	123	5	8	27	15	435	21	77	307	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	36	123	5	8	27	15	435	21	77	307	9
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	1046	546	1121	1052	412	367	xxxx	xxxxx	506	xxxx	xxxxx
Potent Cap.:	xxxx	228	538	183	227	640	1192	xxxx	xxxxx	1059	xxxx	xxxxx
Move Cap.:	xxxx	188	488	99	187	580	1135	xxxx	xxxxx	1008	xxxx	xxxxx
Volume/Cap:	xxxx	0.19	0.25	0.05	0.04	0.05	0.01	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	358	xxxx	282	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	2.2	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	22.9	xxxxx	19.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	*	C	*	*	*	*	*	*	*
ApproachDel:		22.9			19.9			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

Note: Queue reported is the number of cars per lane.

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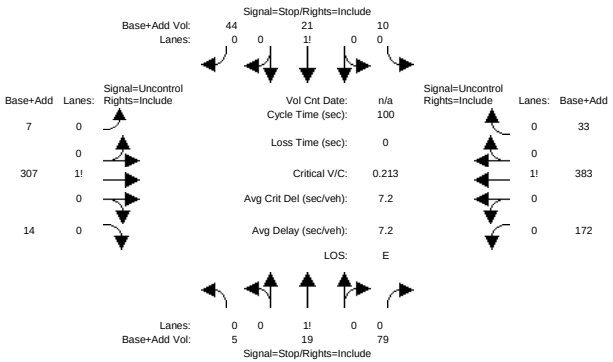
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project PM

Intersection #15: 5th Avenue / Judah Street



Street Name:	5th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	5	17	79	10	21	44	7	301	14	172	375	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:	5	17	79	10	21	44	7	301	14	172	375	33
Added Vol:	0	2	0	0	0	0	0	6	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	19	79	10	21	44	7	307	14	172	383	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:	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:	6	22	90	11	24	50	8	349	16	195	435	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	22	90	11	24	50	8	349	16	195	435	38
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1355	1336	457	1373	1326	554	523	xxxx	xxxxx	415	xxxx	xxxxx
Potent Cap.:	127	153	604	123	156	532	1044	xxxx	xxxxx	1144	xxxx	xxxxx
Move Cap.:	73	110	548	67	112	483	994	xxxx	xxxxx	1090	xxxx	xxxxx
Volume/Cap:	0.08	0.20	0.16	0.17	0.21	0.10	0.01	xxxx	xxxx	0.18	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	267	xxxxx	xxxx	175	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.1	xxxxx	xxxxx	2.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	28.6	xxxxx	xxxxx	43.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	E	*	*	*	*	*	*	*
ApproachDel:		28.6			43.6			xxxxxx			xxxxxx	
ApproachLOS:		D			E			*			*	

Note: Queue reported is the number of cars per lane.

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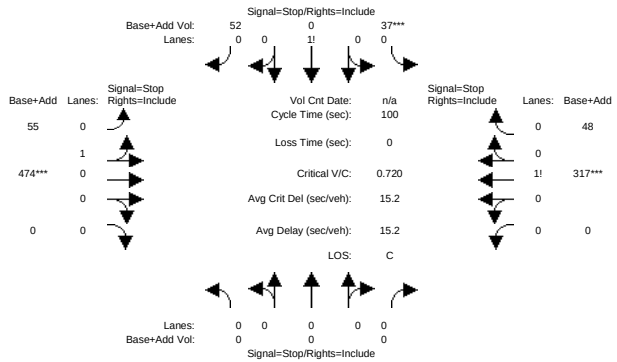
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #16: 4th Avenue / Parnassus




```
Street Name:            4th Avenue                    Parnassus
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0     0     0    37     0    52    55   467     0     0   309    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:    0     0     0    37     0    52    55   467     0     0   309    45
Added Vol:      0     0     0     0     0     0     0     7     0     0     8     3
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:    0     0     0    37     0    52    55   474     0     0   317    48
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:     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:     0     0     0    39     0    55    58   499     0     0   334    51
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0    39     0    55    58   499     0     0   334    51
PCE Adj:     1.00  1.00  1.00  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
FinalVolume:    0     0     0    39     0    55    58   499     0     0   334    51
------------|---------------||---------------||---------------||---------------|
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  0.00  0.00  0.41  0.01  0.58  0.10  0.90  0.00  0.00  0.87  0.13
Final Sat.:     0     0     0   242     0   339    80   693     0     0   654    99
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx  xxxx  xxxx  0.16  0.00  0.16  0.72  0.72  xxxx  xxxx  0.51  0.51
Crit Moves:                     ****                ****                ****
Delay/Veh:    0.0   0.0   0.0   9.5   9.5   9.5  18.2  18.2   0.0   0.0  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:   0.0   0.0   0.0   9.5   9.5   9.5  18.2  18.2   0.0   0.0  12.3  12.3
LOS by Move:    *     *     *     A     A     A     C     C     *     *     B     B
ApproachDel:       xxxxxx             9.5            18.2            12.3
Delay Adj:          xxxxx            1.00            1.00            1.00
ApprAdjDel:        xxxxxx             9.5            18.2            12.3
LOS by Appr:            *               A               C               B
AllWayAvgQ:   0.0   0.0   0.0   0.2   0.2   0.2   2.3   2.3   2.3   1.0   1.0   1.0
Note: Queue reported is the number of cars per lane.
```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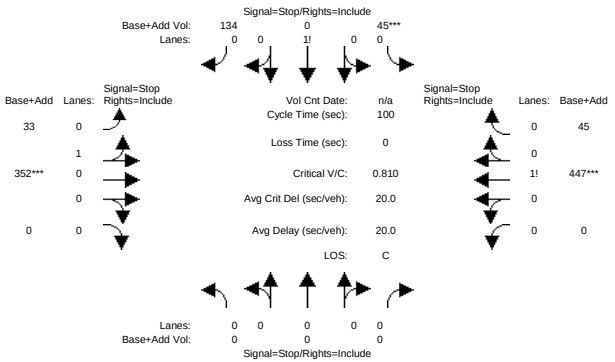
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #16: 4th Avenue / Parnassus




```
Street Name:            4th Avenue                    Parnassus
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0     0     0    45     0   134    33   346     0     0   438    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:    0     0     0    45     0   134    33   346     0     0   438    42
Added Vol:      0     0     0     0     0     0     0     6     0     0     9     3
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:    0     0     0    45     0   134    33   352     0     0   447    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:     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:     0     0     0    52     0   156    38   409     0     0   520    52
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0    52     0   156    38   409     0     0   520    52
PCE Adj:     1.00  1.00  1.00  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
FinalVolume:    0     0     0    52     0   156    38   409     0     0   520    52
------------|---------------||---------------||---------------||---------------|
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  0.00  0.00  0.25  0.00  0.75  0.09  0.91  0.00  0.00  0.91  0.09
Final Sat.:     0     0     0   146     0   434    58   615     0     0   642    65
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx  xxxx  xxxx  0.36  xxxx  0.36  0.67  0.67  xxxx  xxxx  0.81  0.81
Crit Moves:                     ****                ****                ****
Delay/Veh:    0.0   0.0   0.0  11.6   0.0  11.6  17.5  17.5   0.0   0.0  25.1  25.1
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   0.0   0.0  11.6   0.0  11.6  17.5  17.5   0.0   0.0  25.1  25.1
LOS by Move:    *     *     *     B     *     B     C     C     *     *     D     D
ApproachDel:       xxxxxx            11.6            17.5            25.1
Delay Adj:          xxxxx            1.00            1.00            1.00
ApprAdjDel:        xxxxxx            11.6            17.5            25.1
LOS by Appr:            *               B               C               D
AllWayAvgQ:   0.0   0.0   0.0   0.5   0.5   0.5   1.7   1.7   1.7   3.3   3.3   3.3
Note: Queue reported is the number of cars per lane.
```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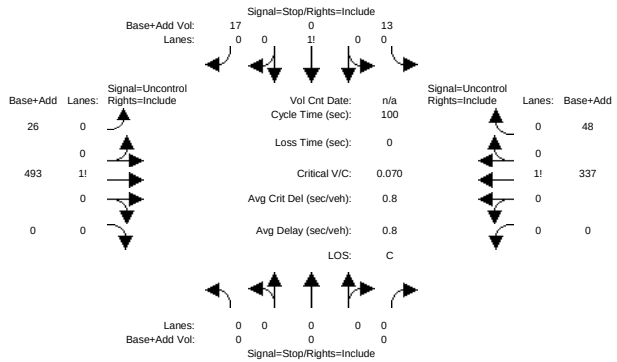
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project AM

Intersection #17: 3rd Avenue / Parnassus




```
Street Name:            3rd Avenue                    Parnassus
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    11    0    17    26  486     0     0  326    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    0     0    11    0    17    26  486     0     0  326    48
Added Vol:      0    0     0     2    0     0     0    7     0     0   11     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    13    0    17    26  493     0     0  337    48
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:     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    14    0    19    29  542     0     0  370    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    14    0    19    29  542     0     0  370    53
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1096 1096   497   473 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   236  213   573  1089 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   203  188   503  1037 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.07 0.00  0.04  0.03 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control 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  306 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.4 xxxxx   0.1 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 18.2 xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A     *     *     *    *     *
ApproachDel:    xxxxxx            18.2           xxxxxx           xxxxxx
ApproachLOS:         *              C              *                *
Note: Queue reported is the number of cars per lane.
```

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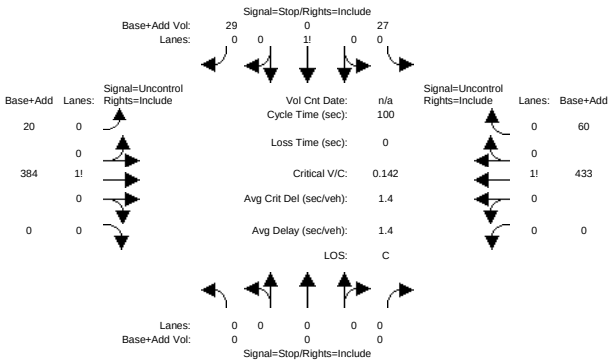
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project PM

Intersection #17: 3rd Avenue / Parnassus




```
Street Name:            3rd Avenue                    Parnassus
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    26    0    29    20  378     0     0  422    60
Growth Adj:  1.00 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    26    0    29    20  378     0     0  422    60
Added Vol:      0    0     0     1    0     0     0    6     0     0   11     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    27    0    29    20  384     0     0  433    60
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:     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    30    0    32    22  422     0     0  476    66
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    30    0    32    22  422     0     0  476    66
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1075 1075   609   592 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   243  220   495   984 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   209  194   434   937 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.14 0.00  0.07  0.02 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.9 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  286 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.8 xxxxx   0.1 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 21.0 xxxxx   8.9 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A     *     *     *    *     *
ApproachDel:    xxxxxx            21.0           xxxxxx           xxxxxx
ApproachLOS:         *              C              *                *
Note: Queue reported is the number of cars per lane.
```

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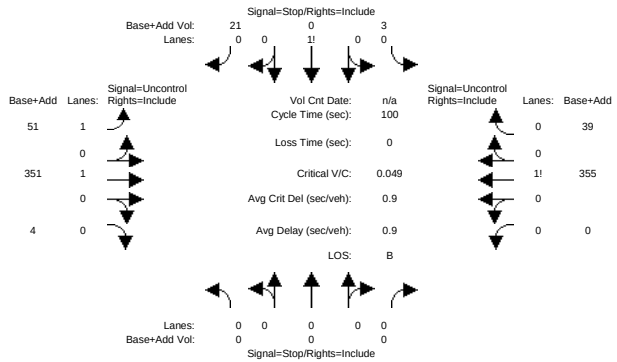
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project AM

Intersection #18: Hillway / Parnassus



Street Name:	Hillway						Parnassus Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	0	0	0	3	0	21	51	348	4	0	347	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	0	0	3	0	21	51	348	4	0	347	39
Added Vol:	0	0	0	0	0	0	0	3	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	21	51	351	4	0	355	39
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:	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	0	0	3	0	21	52	358	4	0	362	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	21	52	358	4	0	362	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	946	948	482	452	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	290	261	584	1109	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	253	225	530	1056	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.04	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	466	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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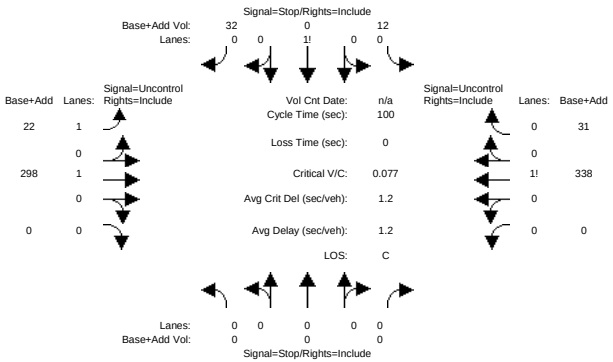
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project PM

Intersection #18: Hillway / Parnassus



Street Name:	Hillway						Parnassus Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	0	0	0	12	0	32	22	297	0	0	333	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:	0	0	0	12	0	32	22	297	0	0	333	31
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	0	32	22	298	0	0	338	31
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:	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	0	0	14	0	39	27	359	0	0	407	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	39	27	359	0	0	407	37
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	938	938	526	495	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	293	264	552	1069	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	261	234	501	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	0.00	0.08	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	400	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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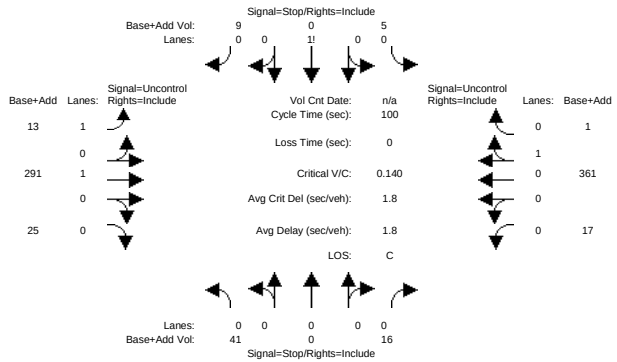
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project AM

Intersection #19: Hill Point / Parnassus



Street Name:	Hill Point						Parnassus Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	41	0	16	5	0	9	13	288	25	17	353	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:	41	0	16	5	0	9	13	288	25	17	353	1
Added Vol:	0	0	0	0	0	0	0	3	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	0	16	5	0	9	13	291	25	17	361	1
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:	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:	43	0	17	5	0	9	14	306	26	18	380	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	0	17	5	0	9	14	306	26	18	380	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	768	764	319	772	776	381	381	xxxx	xxxxx	333	xxxx	xxxxx
Potent Cap.:	319	334	721	317	328	667	1177	xxxx	xxxxx	1227	xxxx	xxxxx
Move Cap.:	308	325	721	303	320	667	1177	xxxx	xxxxx	1227	xxxx	xxxxx
Volume/Cap:	0.14	0.00	0.02	0.02	0.00	0.01	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	367	xxxxx	xxxx	467	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.7	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:		16.7			13.0			xxxxx			xxxxx	
ApproachLOS:		C			B			*			*	

Note: Queue reported is the number of cars per lane.

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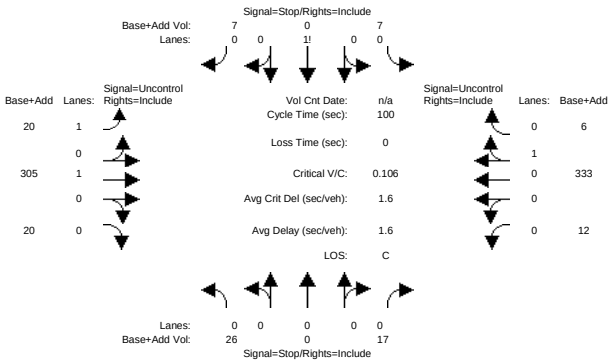
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project PM

Intersection #19: Hill Point / Parnassus



Street Name:	Hill Point						Parnassus Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	26	0	17	7	0	7	20	304	20	12	328	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:	26	0	17	7	0	7	20	304	20	12	328	6
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	17	7	0	7	20	305	20	12	333	6
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:	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:	30	0	20	8	0	8	23	351	23	14	383	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	0	20	8	0	8	23	351	23	14	383	7
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	826	825	362	832	833	386	390	xxxx	xxxxx	374	xxxx	xxxxx
Potent Cap.:	291	308	683	289	304	662	1169	xxxx	xxxxx	1185	xxxx	xxxxx
Move Cap.:	281	298	683	274	295	662	1169	xxxx	xxxxx	1185	xxxx	xxxxx
Volume/Cap:	0.11	0.00	0.03	0.03	0.00	0.01	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	366	xxxxx	xxxx	387	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.4	xxxxx	xxxxx	14.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:		16.4			14.7			xxxxx			xxxxx	
ApproachLOS:		C			B			*			*	

Note: Queue reported is the number of cars per lane.

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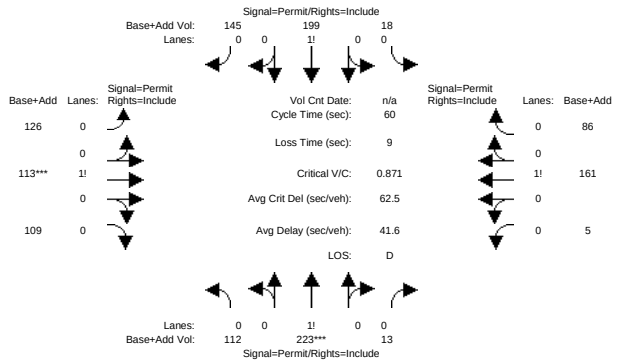
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #20: Stanyan / Parnassus



Street Name:	Stanyan						Parnassus Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	30	30	30	30	30	30	21	21	21	21	21	21
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	107	220	13	18	191	143	126	113	106	5	161	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	220	13	18	191	143	126	113	106	5	161	86
Added Vol:	5	3	0	0	8	2	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	223	13	18	199	145	126	113	109	5	161	86
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:	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:	123	245	14	20	219	159	138	124	120	5	177	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	245	14	20	219	159	138	124	120	5	177	95
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	123	245	14	20	219	159	138	124	120	5	177	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.58	0.58	0.69	0.69	0.67	0.51	0.52	0.51	0.69	0.69	0.68
Lanes:	0.32	0.64	0.04	0.05	0.54	0.41	0.36	0.32	0.32	0.02	0.63	0.35
Final Sat.:	355	707	41	64	713	520	352	315	304	26	833	445
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.31	0.31	0.31	0.39	0.39	0.39	0.21	0.21	0.21
Crit Moves:		****						****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.69	0.69	0.69	0.61	0.61	0.61	1.12	1.12	1.12	0.61	0.61	0.61
Uniform Del:	11.5	11.5	11.5	10.8	10.8	10.8	19.5	19.5	19.5	16.1	16.1	16.1
IncremntDel:	7.0	7.0	7.0	4.3	4.3	4.3	87.0	87.0	87.0	5.9	5.9	5.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	18.5	18.5	18.5	15.1	15.1	15.1	106.5	106	106.5	22.0	22.0	22.0
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:	18.5	18.5	18.5	15.1	15.1	15.1	106.5	106	106.5	22.0	22.0	22.0
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
HCM2kAvgQ:	7	7	7	6	6	6	14	14	14	5	5	5

Note: Queue reported is the number of cars per lane.

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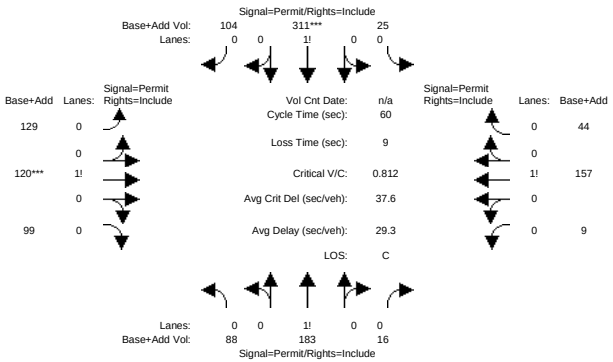
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #20: Stanyan / Parnassus



Street Name:	Stanyan						Parnassus Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	30	30	30	30	30	30	21	21	21	21	21	21
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	87	182	16	25	309	101	129	120	98	9	157	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	182	16	25	309	101	129	120	98	9	157	44
Added Vol:	1	1	0	0	2	3	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	183	16	25	311	104	129	120	99	9	157	44
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:	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:	92	191	17	26	324	108	134	125	103	9	164	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	191	17	26	324	108	134	125	103	9	164	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
FinalVolume:	92	191	17	26	324	108	134	125	103	9	164	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.58	0.58	0.70	0.70	0.69	0.55	0.56	0.55	0.70	0.70	0.69
Lanes:	0.31	0.64	0.05	0.06	0.70	0.24	0.37	0.34	0.29	0.04	0.75	0.21
Final Sat.:	339	705	62	76	941	315	389	361	298	57	987	277
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.34	0.34	0.34	0.35	0.35	0.35	0.17	0.17	0.17
Crit Moves:					****			****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.54	0.54	0.54	0.69	0.69	0.69	0.99	0.99	0.99	0.47	0.47	0.47
Uniform Del:	10.3	10.3	10.3	11.4	11.4	11.4	19.4	19.4	19.4	15.2	15.2	15.2
IncremntDel:	3.8	3.8	3.8	5.7	5.7	5.7	44.1	44.1	44.1	3.4	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.0	14.0	14.0	17.2	17.2	17.2	63.5	63.5	63.5	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:	14.0	14.0	14.0	17.2	17.2	17.2	63.5	63.5	63.5	18.6	18.6	18.6
LOS by Move:	B	B	B	B	B	B	E	E	E	B	B	B
HCM2kAvgQ:	5	5	5	7	7	7	10	10	10	4	4	4

Note: Queue reported is the number of cars per lane.

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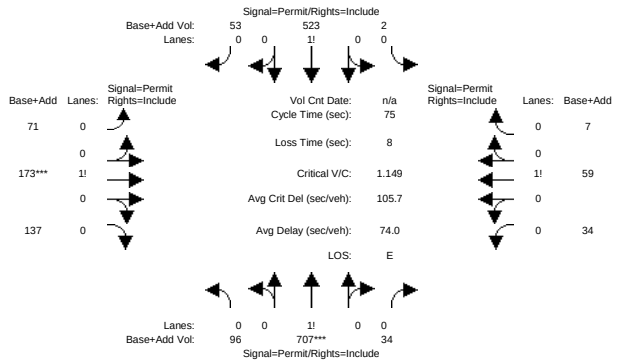
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #21: 7th Avenue / Kirkham Street




```
Street Name:            7th Avenue                    Kirkham Street
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    45   45   45    45   45   45    22   22   22    22   22   22
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      96  695   32     1  514   53    71  172  137    32   58    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:   96  695   32     1  514   53    71  172  137    32   58    6
Added Vol:      0   12    2     1    9    0     0    1    0     2    1    1
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   96  707   34     2  523   53    71  173  137    34   59    7
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:     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:   100  736   35     2  545   55    74  180  143    35   61    7
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  100  736   35     2  545   55    74  180  143    35   61    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
FinalVolume:  100  736   35     2  545   55    74  180  143    35   61    7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.65 0.65  0.65  0.74 0.74  0.73  0.64 0.65  0.63  0.58 0.58  0.58
Lanes:       0.11 0.85  0.04  0.01 0.90  0.09  0.19 0.45  0.36  0.34 0.59  0.07
Final Sat.:   142 1049   50     5 1266   128   228  556   440   376  653    77
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.70 0.70  0.70  0.43 0.43  0.43  0.32 0.32  0.32  0.09 0.09  0.09
Crit Moves:       ****                      ****
Green/Cycle: 0.60 0.60  0.60  0.60 0.60  0.60  0.29 0.29  0.29  0.29 0.29  0.29
Volume/Cap:  1.17 1.17  1.17  0.72 0.72  0.72  1.11 1.11  1.11  0.32 0.32  0.32
Uniform Del: 15.0 15.0  15.0  10.5 10.5  10.5  26.5 26.5  26.5  20.7 20.7  20.7
IncremntDel: 90.8 90.8  90.8   5.2  5.2   5.2  79.1 79.1  79.1   2.6  2.6   2.6
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   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
Delay/Veh:  105.8  106 105.8  15.8 15.8  15.8 105.6  106 105.6  23.3 23.3  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: 105.8  106 105.8  15.8 15.8  15.8 105.6  106 105.6  23.3 23.3  23.3
LOS by Move:    F    F     F     B    B     B     F    F     F     C    C     C
HCM2kAvgQ:     39   39    39    10   10    10    18   18    18     2    2     2
Note: Queue reported is the number of cars per lane.
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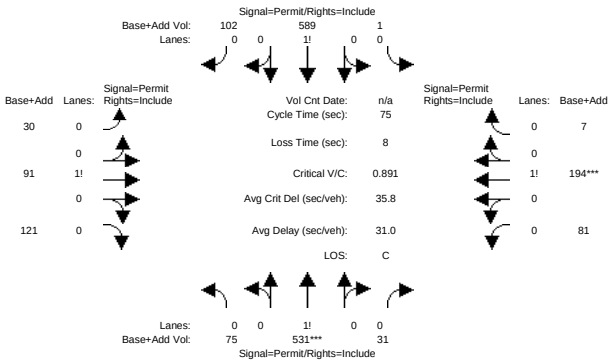
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #21: 7th Avenue / Kirkham Street




```
Street Name:            7th Avenue                    Kirkham Street
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    45   45   45    45   45   45    22   22   22    22   22   22
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      75  524   30     0  583  102    30   89  121    80  192    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:   75  524   30     0  583  102    30   89  121    80  192    6
Added Vol:      0    7    1     1    6    0     0    2    0     1    2    1
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   75  531   31     1  589  102    30   91  121    81  194    7
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:     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:   77  547   32     1  607  105    31   94  125    84  200    7
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  77  547   32     1  607  105    31   94  125    84  200    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
FinalVolume:  77  547   32     1  607  105    31   94  125    84  200    7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.64 0.64  0.64  0.73 0.73  0.73  0.65 0.66  0.63  0.59 0.60  0.60
Lanes:       0.12 0.83  0.05  0.01 0.85  0.14  0.12 0.37  0.51  0.29 0.69  0.02
Final Sat.:   143 1014   59     2 1182   205   151  459   610   327  783    28
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.54 0.54  0.54  0.51 0.51  0.51  0.20 0.20  0.20  0.26 0.26  0.26
Crit Moves:       ****                      ****
Green/Cycle: 0.60 0.60  0.60  0.60 0.60  0.60  0.29 0.29  0.29  0.29 0.29  0.29
Volume/Cap:  0.90 0.90  0.90  0.86 0.86  0.86  0.70 0.70  0.70  0.87 0.87  0.87
Uniform Del: 13.0 13.0  13.0  12.3 12.3  12.3  23.5 23.5  23.5  25.2 25.2  25.2
IncremntDel: 16.3 16.3  16.3  11.0 11.0  11.0  10.7 10.7  10.7  25.4 25.4  25.4
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   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
Delay/Veh:   29.3 29.3  29.3  23.4 23.4  23.4  34.2 34.2  34.2  50.5 50.5  50.5
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:  29.3 29.3  29.3  23.4 23.4  23.4  34.2 34.2  34.2  50.5 50.5  50.5
LOS by Move:    C    C     C     C    C     C     C    C     C     D    D     D
HCM2kAvgQ:     17   17    17    14   14    14     7    7     7    10   10    10
Note: Queue reported is the number of cars per lane.
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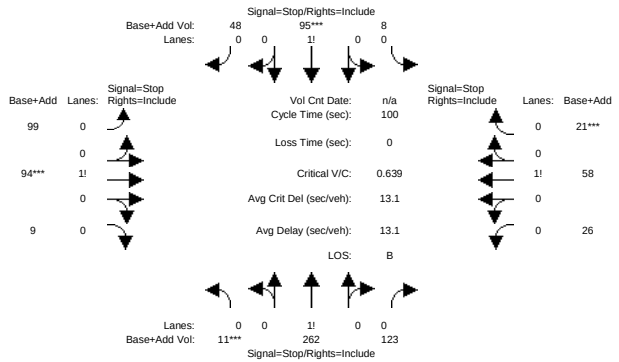
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #22: 6th Avenue / Kirkham Street



Street Name:	6th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	11	262	123	8	95	48	99	90	9	26	54	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:	11	262	123	8	95	48	99	90	9	26	54	21
Added Vol:	0	0	0	0	0	0	0	4	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	262	123	8	95	48	99	94	9	26	58	21
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:	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:	13	298	140	9	108	55	113	107	10	30	66	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	298	140	9	108	55	113	107	10	30	66	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	13	298	140	9	108	55	113	107	10	30	66	24
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	0.66	0.31	0.05	0.63	0.32	0.49	0.47	0.04	0.25	0.55	0.20
Final Sat.:	20	466	219	33	393	199	287	272	26	138	308	111
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.64	0.27	0.27	0.27	0.39	0.39	0.39	0.21	0.21	0.21
Crit Moves:	****				****			****				****
Delay/Veh:	15.6	15.6	15.6	10.1	10.1	10.1	11.9	11.9	11.9	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:	15.6	15.6	15.6	10.1	10.1	10.1	11.9	11.9	11.9	10.1	10.1	10.1
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	15.6			10.1			11.9			10.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.6			10.1			11.9			10.1		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.5	1.5	1.5	0.3	0.3	0.3	0.5	0.5	0.5	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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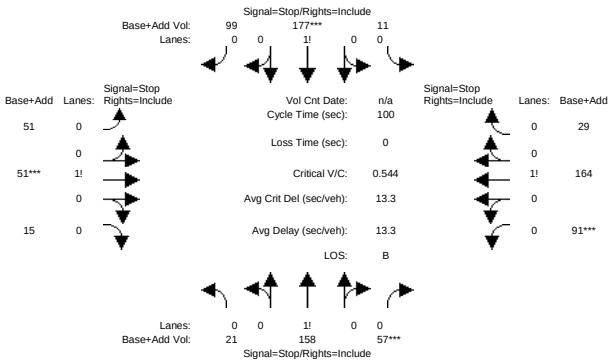
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #22: 6th Avenue / Kirkham Street



Street Name:	6th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	21	158	57	11	177	99	51	47	15	91	161	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:	21	158	57	11	177	99	51	47	15	91	161	29
Added Vol:	0	0	0	0	0	0	0	4	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	158	57	11	177	99	51	51	15	91	164	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:	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:	24	180	65	13	201	113	58	58	17	103	186	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	180	65	13	201	113	58	58	17	103	186	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
FinalVolume:	24	180	65	13	201	113	58	58	17	103	186	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:	0.09	0.67	0.24	0.04	0.62	0.34	0.43	0.44	0.13	0.32	0.58	0.10
Final Sat.:	53	401	145	24	385	215	228	228	67	190	343	61
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.52	0.52	0.52	0.25	0.25	0.25	0.54	0.54	0.54
Crit Moves:			****		****			****			****	
Delay/Veh:	12.5	12.5	12.5	13.6	13.6	13.6	10.8	10.8	10.8	14.5	14.5	14.5
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:	12.5	12.5	12.5	13.6	13.6	13.6	10.8	10.8	10.8	14.5	14.5	14.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	12.5			13.6			10.8			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			13.6			10.8			14.5		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.7	0.7	0.7	0.9	0.9	0.9	0.3	0.3	0.3	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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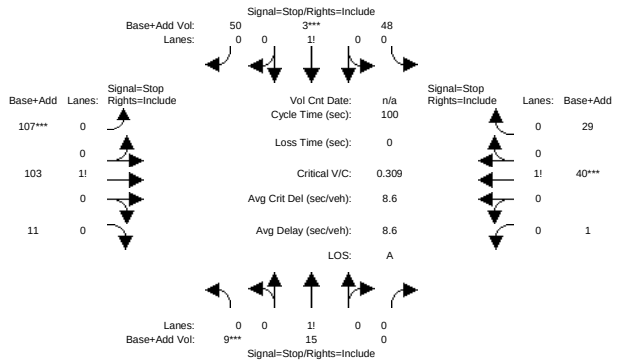
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #23: 5th Avenue / Kirkham Street



Street Name:	5th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	9	15	0	47	3	50	107	99	11	1	36	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:	9	15	0	47	3	50	107	99	11	1	36	28
Added Vol:	0	0	0	1	0	0	0	4	0	0	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	15	0	48	3	50	107	103	11	1	40	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:	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:	10	17	0	54	3	56	120	116	12	1	45	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	17	0	54	3	56	120	116	12	1	45	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
FinalVolume:	10	17	0	54	3	56	120	116	12	1	45	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:	0.38	0.62	0.00	0.48	0.03	0.49	0.48	0.47	0.05	0.01	0.58	0.41
Final Sat.:	262	437	0	363	23	378	389	375	40	12	467	339
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	xxxx	0.15	0.15	0.15	0.31	0.31	0.31	0.10	0.10	0.10
Crit Moves:	****				****		****				****	
Delay/Veh:	8.0	8.0	0.0	8.2	8.2	8.2	9.2	9.2	9.2	7.7	7.7	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:	8.0	8.0	0.0	8.2	8.2	8.2	9.2	9.2	9.2	7.7	7.7	7.7
LOS by Move:	A	A	*	A	A	A	A	A	A	A	A	A
ApproachDel:	8.0			8.2			9.2			7.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.0			8.2			9.2			7.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.4	0.4	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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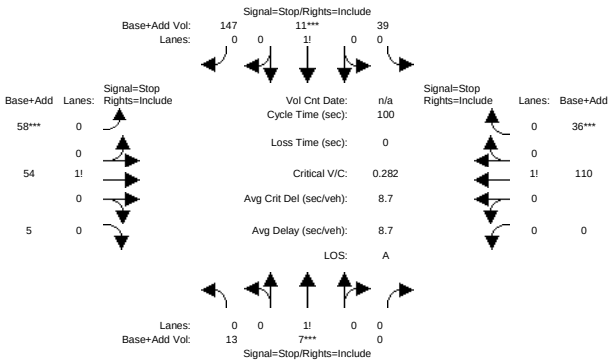
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #23: 5th Avenue / Kirkham Street



Street Name:	5th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	13	7	0	38	11	147	58	50	5	0	107	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:	13	7	0	38	11	147	58	50	5	0	107	34
Added Vol:	0	0	0	1	0	0	0	4	0	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	7	0	39	11	147	58	54	5	0	110	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:	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:	15	8	0	45	13	171	67	63	6	0	128	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	8	0	45	13	171	67	63	6	0	128	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
FinalVolume:	15	8	0	45	13	171	67	63	6	0	128	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:	0.65	0.35	0.00	0.20	0.05	0.75	0.50	0.46	0.04	0.00	0.75	0.25
Final Sat.:	437	235	0	161	45	607	361	336	31	0	579	190
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	xxxx	0.28	0.28	0.28	0.19	0.19	0.19	xxxx	0.22	0.22
Crit Moves:		****			****		****					****
Delay/Veh:	8.1	8.1	0.0	8.7	8.7	8.7	8.7	8.7	8.7	0.0	8.6	8.6
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:	8.1	8.1	0.0	8.7	8.7	8.7	8.7	8.7	8.7	0.0	8.6	8.6
LOS by Move:	A	A	*	A	A	A	A	A	A	*	A	A
ApproachDel:	8.1			8.7			8.7			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.1			8.7			8.7			8.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.2	0.2	0.2	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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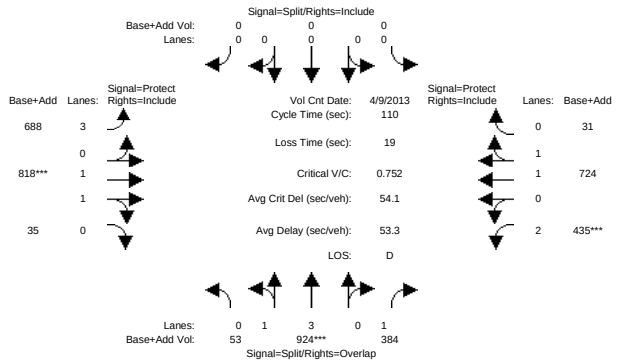
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	39	39	39	0	0	0	18	37	37	13	34	34
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module: >> Count Date: 9 Apr 2013 << 7:00-8:45am												
Base Vol:	53	873	379	0	0	0	682	817	35	319	711	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:	53	873	379	0	0	0	682	817	35	319	711	31
Added Vol:	0	51	5	0	0	0	6	1	0	116	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	924	384	0	0	0	688	818	35	435	724	31
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:	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:	56	973	404	0	0	0	724	861	37	458	762	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	973	404	0	0	0	724	861	37	458	762	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
FinalVolume:	56	973	404	0	0	0	724	861	37	458	762	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.71	1.00	1.00	1.00	0.79	0.81	0.80	0.79	0.81	0.80
Lanes:	0.22	3.78	1.00	0.00	0.00	0.00	3.00	1.92	0.08	2.00	1.92	0.08
Final Sat.:	318	5545	1345	0	0	0	4480	2934	126	2987	2934	126
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.30	0.00	0.00	0.00	0.16	0.29	0.29	0.15	0.26	0.26
Crit Moves:		****						****			****	
Green/Cycle:	0.35	0.35	0.49	0.00	0.00	0.00	0.16	0.34	0.34	0.14	0.31	0.31
Volume/Cap:	0.49	0.49	0.61	0.00	0.00	0.00	0.99	0.87	0.87	1.12	0.84	0.84
Uniform Del:	27.8	27.8	20.4	0.0	0.0	0.0	45.9	34.3	34.3	47.5	35.5	35.5
IncremntDel:	0.8	0.8	4.2	0.0	0.0	0.0	30.4	10.2	10.2	82.9	8.9	8.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.6	28.6	24.6	0.0	0.0	0.0	76.3	44.4	44.4	130.4	44.4	44.4
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:	28.6	28.6	24.6	0.0	0.0	0.0	76.3	44.4	44.4	130.4	44.4	44.4
LOS by Move:	C	C	C	A	A	A	E	D	D	F	D	D
HCM2kAvgQ:	7	7	9	0	0	0	9	14	14	15	16	16

Note: Queue reported is the number of cars per lane.

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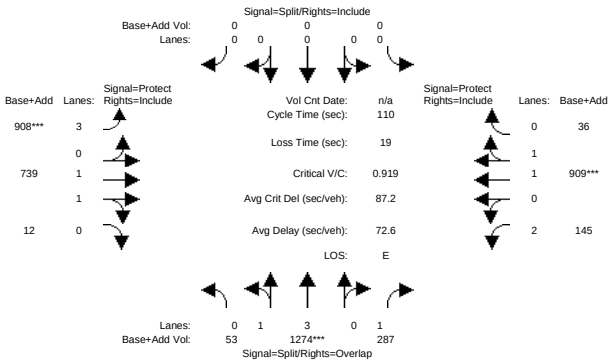
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	39	39	39	0	0	0	18	37	37	13	34	34
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module:												
Base Vol:	53	948	255	0	0	0	872	732	12	130	907	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:	53	948	255	0	0	0	872	732	12	130	907	36
Added Vol:	0	326	32	0	0	0	36	7	0	15	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1274	287	0	0	0	908	739	12	145	909	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:	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:	55	1313	296	0	0	0	936	762	12	149	937	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1313	296	0	0	0	936	762	12	149	937	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
FinalVolume:	55	1313	296	0	0	0	936	762	12	149	937	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.71	1.00	1.00	1.00	0.79	0.81	0.81	0.79	0.81	0.80
Lanes:	0.16	3.84	1.00	0.00	0.00	0.00	3.00	1.97	0.03	2.00	1.92	0.08
Final Sat.:	234	5635	1356	0	0	0	4480	3024	49	2987	2943	117
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.22	0.00	0.00	0.00	0.21	0.25	0.25	0.05	0.32	0.32
Crit Moves:		****					****				****	
Green/Cycle:	0.35	0.35	0.48	0.00	0.00	0.00	0.16	0.35	0.35	0.12	0.31	0.31
Volume/Cap:	0.66	0.66	0.46	0.00	0.00	0.00	1.28	0.72	0.72	0.41	1.03	1.03
Uniform Del:	29.9	29.9	19.2	0.0	0.0	0.0	46.0	31.1	31.1	44.5	38.0	38.0
IncremntDel:	1.6	1.6	2.3	0.0	0.0	0.0	135.1	4.2	4.2	3.3	37.2	37.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.5	31.5	21.5	0.0	0.0	0.0	181.1	35.3	35.3	47.9	75.2	75.2
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:	31.5	31.5	21.5	0.0	0.0	0.0	181.1	35.3	35.3	47.9	75.2	75.2
LOS by Move:	C	C	C	A	A	A	F	D	D	D	E	E
HCM2kAvgQ:	10	10	6	0	0	0	19	11	11	3	25	25

Note: Queue reported is the number of cars per lane.

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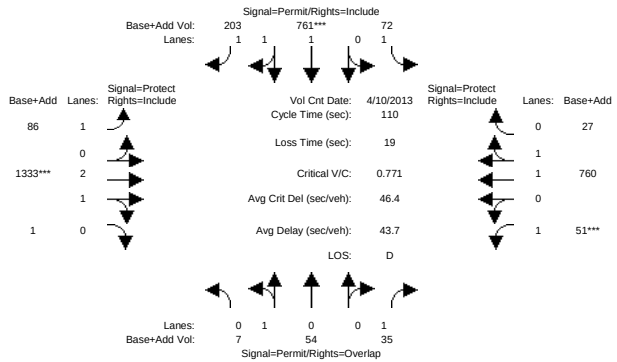
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	39	39	39	15	37	37	15	37	37
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module: >> Count Date: 10 Apr 2013 << 7:00-8:45am												
Base Vol:	7	47	28	72	335	203	86	1333	1	38	760	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:	7	47	28	72	335	203	86	1333	1	38	760	27
Added Vol:	0	7	7	0	426	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	54	35	72	761	203	86	1333	1	51	760	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00
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:	8	58	38	77	818	218	92	1433	1	55	817	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	58	38	77	818	218	92	1433	1	55	817	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
FinalVolume:	8	58	38	77	818	218	92	1433	1	55	817	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.69	0.58	0.78	0.77	0.81	0.77	0.78	0.81	0.80	0.80
Lanes:	0.11	0.89	1.00	1.00	2.00	1.00	1.00	2.99	0.01	1.00	1.93	0.07
Final Sat.:	170	1311	1319	1111	2980	1468	1539	4377	2	1539	2930	104
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.07	0.27	0.15	0.06	0.33	0.33	0.04	0.28	0.28
Crit Moves:					****			****		****		
Green/Cycle:	0.35	0.35	0.49	0.35	0.35	0.35	0.14	0.34	0.34	0.14	0.34	0.34
Volume/Cap:	0.12	0.12	0.06	0.20	0.77	0.42	0.44	0.97	0.97	0.26	0.83	0.83
Uniform Del:	24.0	24.0	14.7	24.6	31.6	26.9	43.6	36.0	36.0	42.5	33.6	33.6
IncremntDel:	0.5	0.5	0.2	1.1	4.4	0.5	6.6	17.9	17.9	3.0	7.8	7.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	24.5	24.5	14.8	25.7	36.0	27.4	50.2	53.9	53.9	45.5	41.4	41.4
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:	24.5	24.5	14.8	25.7	36.0	27.4	50.2	53.9	53.9	45.5	41.4	41.4
LOS by Move:	C	C	B	C	D	C	D	D	D	D	D	D
HCM2kAvgQ:	1	1	1	2	15	6	3	23	23	2	14	14

Note: Queue reported is the number of cars per lane.

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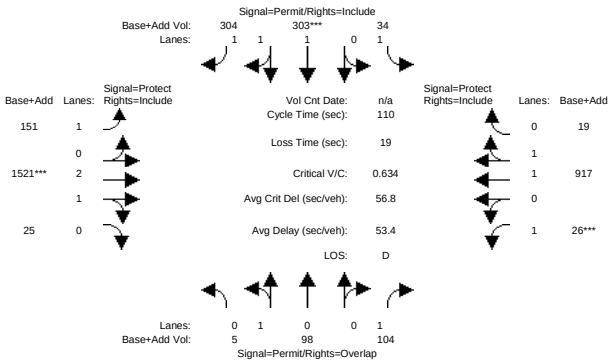
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	39	39	39	15	37	37	15	37	37
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module:												
Base Vol:	5	60	61	34	250	304	151	1521	25	24	917	19
Growth Adj:	1.00	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	60	61	34	250	304	151	1521	25	24	917	19
Added Vol:	0	38	43	0	53	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	98	104	34	303	304	151	1521	25	26	917	19
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:	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:	5	101	107	35	312	313	156	1568	26	27	945	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	101	107	35	312	313	156	1568	26	27	945	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
FinalVolume:	5	101	107	35	312	313	156	1568	26	27	945	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.84	0.84	0.59	0.50	0.75	0.64	0.81	0.81	0.77	0.81	0.80
Lanes:	0.05	0.95	1.00	1.00	1.37	1.63	1.00	2.95	0.05	1.00	1.96	0.04
Final Sat.:	77	1517	1126	942	1957	1963	1539	4514	74	1539	3007	62
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.10	0.04	0.16	0.16	0.10	0.35	0.35	0.02	0.31	0.31
Crit Moves:					****			****		****		
Green/Cycle:	0.35	0.35	0.49	0.35	0.35	0.35	0.14	0.34	0.34	0.14	0.34	0.34
Volume/Cap:	0.19	0.19	0.19	0.10	0.45	0.45	0.74	1.03	1.03	0.13	0.93	0.93
Uniform Del:	24.5	24.5	15.8	23.8	27.3	27.3	45.6	36.5	36.5	41.7	35.3	35.3
IncremntDel:	0.7	0.7	0.8	0.6	1.1	1.1	20.9	31.8	31.8	1.3	16.1	16.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	25.3	25.3	16.5	24.4	28.3	28.3	66.5	68.3	68.3	43.0	51.4	51.4
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:	25.3	25.3	16.5	24.4	28.3	28.3	66.5	68.3	68.3	43.0	51.4	51.4
LOS by Move:	C	C	B	C	C	C	E	E	E	D	D	D
HCM2kAvgQ:	2	2	2	1	6	6	7	28	27	1	16	16

Note: Queue reported is the number of cars per lane.

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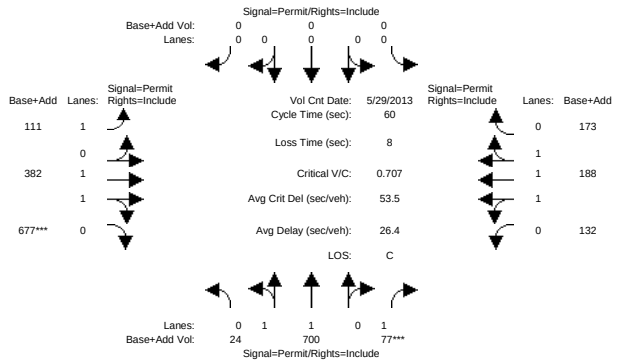
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #26: 7th St/Brannan




```
Street Name:            7th Street                    Brannan Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0   21     0   21    0     0   31   31    31    0    0
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 29 May 2013 << 7:00-8:45am
Base Vol:      24  661   70     0    0    0   111  382  268    71  188  173
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   24  661   70     0    0    0   111  382  268    71  188  173
Added Vol:      0   39    7     0    0    0     0    0  409    61    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   24  700   77     0    0    0   111  382  677   132  188  173
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:     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:    26  758   83     0    0    0   120  413  733   143  203  187
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   26  758   83     0    0    0   120  413  733   143  203  187
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:   26  758   83     0    0    0   120  413  733   143  203  187
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.81 0.81 0.63  1.00 1.00 1.00  0.38 0.73 0.71  0.47 0.47 0.47
Lanes:       0.07 1.93 1.00  0.00 0.00 0.00  1.00 1.00 1.00  0.83 1.17 1.00
Final Sat.:   102 2965 1200     0    0    0   719 1392 1349   738 1051  886
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.26 0.07  0.00 0.00 0.00  0.17 0.30 0.54  0.19 0.19 0.21
Crit Moves:            ****                          ****
Green/Cycle: 0.35 0.35 0.35  0.00 0.00 0.00  0.52 0.52 0.52  0.52 0.52 0.52
Volume/Cap:  0.73 0.73 0.20  0.00 0.00 0.00  0.32 0.57 1.05  0.37 0.37 0.41
Uniform Del: 17.0 17.0 13.6   0.0  0.0  0.0   8.4 10.0 14.5   8.7  8.7  8.9
IncremntDel:  4.4  4.4  1.1   0.0  0.0  0.0   2.3  1.2 41.8   0.8  0.8  1.0
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:   1.00 1.00 1.00  0.00 0.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
Delay/Veh:   21.4 21.4 14.7   0.0  0.0  0.0  10.7 11.2 56.3   9.4  9.4  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:  21.4 21.4 14.7   0.0  0.0  0.0  10.7 11.2 56.3   9.4  9.4  9.8
LOS by Move:    C    C    B     A    A    A     B    B    E     A    A    A
HCM2kAvgQ:      8    8    1     0    0    0     2    6   25     2    2    3
Note: Queue reported is the number of cars per lane.
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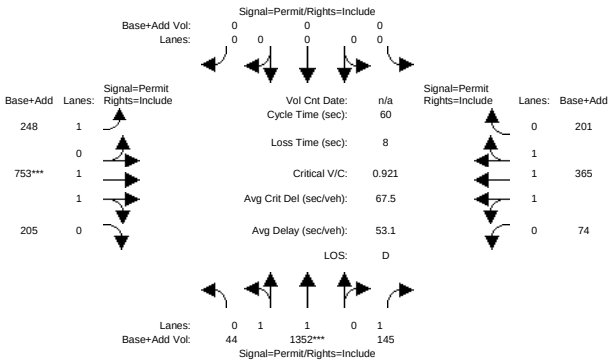
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #26: 7th St/Brannan




```
Street Name:            7th Street                    Brannan Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0   24     0   24    0     0   28   28    28    0    0
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      44 1109   98     0    0    0   248  753  154    66  365  201
Growth Adj:  1.00 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 1109   98     0    0    0   248  753  154    66  365  201
Added Vol:      0  243   47     0    0    0     0    0   51     8    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   44 1352  145     0    0    0   248  753  205    74  365  201
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:     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:    45 1388  149     0    0    0   255  773  210    76  375  206
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   45 1388  149     0    0    0   255  773  210    76  375  206
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:   45 1388  149     0    0    0   255  773  210    76  375  206
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.81 0.81 0.63  1.00 1.00 1.00  0.32 0.78 0.78  0.54 0.54 0.53
Lanes:       0.06 1.94 1.00  0.00 0.00 0.00  1.00 1.57 0.43  0.35 1.70 0.95
Final Sat.:   97 2970 1201     0    0    0   616 2337  636   352 1739  957
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.47 0.47 0.12  0.00 0.00 0.00  0.41 0.33 0.33  0.22 0.22 0.22
Crit Moves:       ****                          ****
Green/Cycle: 0.40 0.40 0.40  0.00 0.00 0.00  0.47 0.47 0.47  0.47 0.47 0.47
Volume/Cap:  1.17 1.17 0.31  0.00 0.00 0.00  0.89 0.71 0.71  0.46 0.46 0.46
Uniform Del: 18.0 18.0 12.3   0.0  0.0  0.0  14.5 12.8 12.8  10.9 10.9 10.9
IncremntDel: 84.9 84.9  1.7   0.0  0.0  0.0  30.5  3.1  3.1   1.1  1.1  1.1
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:   1.00 1.00 1.00  0.00 0.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
Delay/Veh:  102.9  103 14.0   0.0  0.0  0.0  45.0 15.8 15.8  12.0 12.0 12.0
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: 102.9  103 14.0   0.0  0.0  0.0  45.0 15.8 15.8  12.0 12.0 12.0
LOS by Move:    F    F    B     A    A    A     D    B    B     B    B    B
HCM2kAvgQ:     31   31    2     0    0    0     8    9    9     4    4    4
Note: Queue reported is the number of cars per lane.
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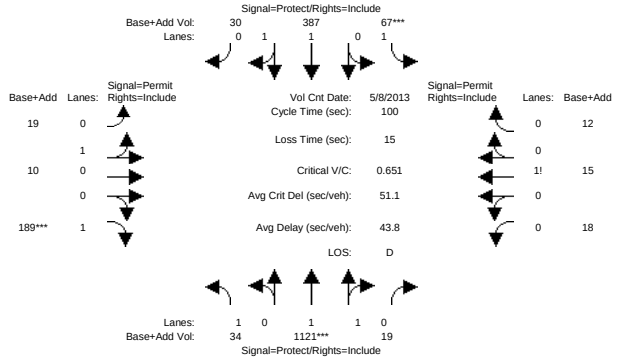
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	36	36	17	38	38	32	32	32	32	32	32
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	34	1072	19	67	286	15	13	10	55	18	15	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1072	19	67	286	15	13	10	55	18	15	12
Added Vol:	0	49	0	0	101	15	6	0	134	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1121	19	67	387	30	19	10	189	18	15	12
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:	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:	36	1180	20	71	407	32	20	11	199	19	16	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1180	20	71	407	32	20	11	199	19	16	13
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	36	1180	20	71	407	32	20	11	199	19	16	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.89	0.81	0.81	0.80	0.80	0.71	0.73	0.69	0.73	0.75	0.74
Lanes:	1.00	1.96	0.04	1.00	1.86	0.14	0.66	0.34	1.00	0.40	0.33	0.27
Final Sat.:	1539	3315	56	1539	2825	219	895	471	1313	563	469	375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.05	0.14	0.14	0.02	0.02	0.15	0.03	0.03	0.03
Crit Moves:		****			****				****			
Green/Cycle:	0.15	0.36	0.36	0.17	0.38	0.38	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.15	0.99	0.99	0.27	0.38	0.38	0.07	0.07	0.47	0.11	0.11	0.11
Uniform Del:	37.0	31.8	31.8	36.1	22.5	22.5	23.6	23.6	27.2	23.9	23.9	23.9
IncremntDel:	1.4	23.3	23.3	2.5	0.9	0.9	0.3	0.3	3.8	0.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	38.4	55.1	55.1	38.6	23.4	23.4	24.0	24.0	31.0	24.4	24.4	24.4
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:	38.4	55.1	55.1	38.6	23.4	23.4	24.0	24.0	31.0	24.4	24.4	24.4
LOS by Move:	D	E	E	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	21	19	2	5	5	1	1	5	1	1	1

Note: Queue reported is the number of cars per lane.

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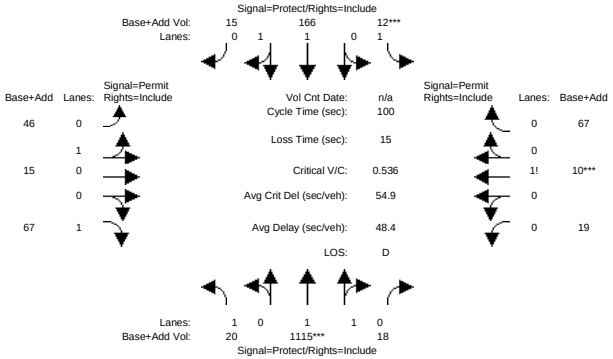
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	37	37	16	38	38	32	32	32	32	32	32
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	20	794	18	12	154	13	9	15	56	19	10	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:	20	794	18	12	154	13	9	15	56	19	10	67
Added Vol:	0	321	0	0	12	2	37	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1115	18	12	166	15	46	15	67	19	10	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:	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:	21	1174	19	13	175	16	48	16	71	20	11	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1174	19	13	175	16	48	16	71	20	11	71
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	21	1174	19	13	175	16	48	16	71	20	11	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.81	0.81	0.80	0.79	0.61	0.65	0.65	0.72	0.73	0.67
Lanes:	1.00	1.97	0.03	1.00	1.83	0.17	0.77	0.23	1.00	0.19	0.10	0.71
Final Sat.:	1539	3173	51	1539	2787	252	887	289	1226	259	136	912
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.01	0.06	0.06	0.05	0.05	0.06	0.08	0.08	0.08
Crit Moves:		****			****						****	
Green/Cycle:	0.15	0.37	0.37	0.16	0.38	0.38	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.09	1.00	1.00	0.05	0.17	0.17	0.17	0.17	0.18	0.24	0.24	0.24
Uniform Del:	36.6	31.5	31.5	35.6	20.5	20.5	24.5	24.5	24.5	25.1	25.1	25.1
IncremntDel:	0.8	26.0	26.0	0.4	0.3	0.3	1.0	1.0	1.0	1.4	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	37.4	57.5	57.5	36.0	20.8	20.8	25.4	25.4	25.5	26.4	26.4	26.4
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:	37.4	57.5	57.5	36.0	20.8	20.8	25.4	25.4	25.5	26.4	26.4	26.4
LOS by Move:	D	E	E	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	21	20	0	2	2	1	1	2	2	3	2

Note: Queue reported is the number of cars per lane.

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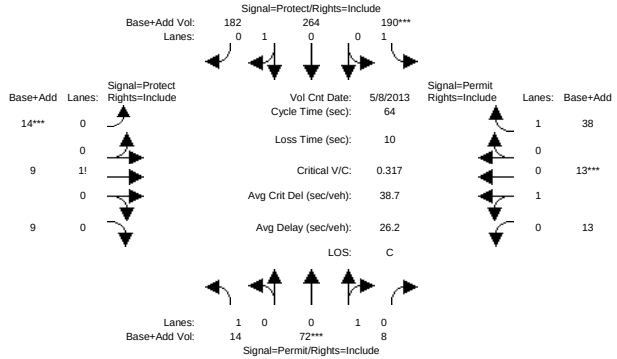
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	21	21	11	32	0	12	22	0	0	10	0
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	14	60	6	56	129	12	12	5	9	6	6	38
Growth Adj:	1.00	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	60	6	56	129	12	12	5	9	6	6	38
Added Vol:	0	12	2	134	135	170	2	4	0	7	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	72	8	190	264	182	14	9	9	13	13	38
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	16	85	9	224	311	214	16	11	11	15	15	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	85	9	224	311	214	16	11	11	15	15	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
FinalVolume:	16	85	9	224	311	214	16	11	11	15	15	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.67	0.67	0.81	0.80	0.78	0.70	0.70	0.69	0.80	0.83	0.68
Lanes:	1.00	0.90	0.10	1.00	0.59	0.41	0.43	0.28	0.29	0.51	0.49	1.00
Final Sat.:	361	1148	128	1539	893	616	581	373	373	772	772	1286
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.15	0.35	0.35	0.03	0.03	0.03	0.02	0.02	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.17	0.50	0.50	0.19	0.34	0.34	0.16	0.16	0.16
Volume/Cap:	0.14	0.23	0.23	0.85	0.70	0.70	0.15	0.08	0.08	0.13	0.13	0.22
Uniform Del:	15.1	15.6	15.6	25.7	12.3	12.3	21.7	14.2	14.2	23.2	23.2	23.6
IncremntDel:	2.4	1.2	1.2	26.9	5.3	5.3	1.3	0.4	0.4	1.1	1.1	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	17.6	16.8	16.8	52.5	17.5	17.5	23.0	14.5	14.5	24.3	24.3	26.1
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:	17.6	16.8	16.8	52.5	17.5	17.5	23.0	14.5	14.5	24.3	24.3	26.1
LOS by Move:	B	B	B	D	B	B	C	B	B	C	C	C
HCM2kAvgQ:	0	2	1	5	8	8	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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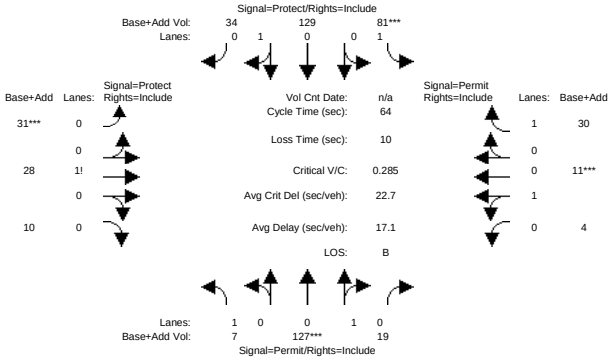
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	21	21	14	35	35	9	19	19	10	10	10
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	7	57	4	70	110	10	19	6	10	3	10	30
Growth Adj:	1.00	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	57	4	70	110	10	19	6	10	3	10	30
Added Vol:	0	70	15	11	19	24	12	22	0	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	127	19	81	129	34	31	28	10	4	11	30
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:	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:	7	134	20	85	136	36	33	29	11	4	12	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	134	20	85	136	36	33	29	11	4	12	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	7	134	20	85	136	36	33	29	11	4	12	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.67	0.64	0.81	0.83	0.79	0.72	0.72	0.68	0.78	0.84	0.65
Lanes:	1.00	0.86	0.14	1.00	0.78	0.22	0.45	0.40	0.15	0.28	0.72	1.00
Final Sat.:	773	1100	165	1539	1231	325	606	547	195	417	1147	1227
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.06	0.11	0.11	0.05	0.05	0.05	0.01	0.01	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.03	0.37	0.37	0.25	0.20	0.20	0.38	0.18	0.18	0.06	0.06	0.16
Uniform Del:	14.6	16.4	16.4	20.7	7.4	7.4	25.0	16.7	16.7	23.0	23.0	23.4
IncremntDel:	0.2	2.5	2.5	1.8	0.5	0.5	5.8	1.0	1.0	0.5	0.5	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.8	19.0	19.0	22.5	7.9	7.9	30.8	17.7	17.7	23.5	23.5	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:	14.8	19.0	19.0	22.5	7.9	7.9	30.8	17.7	17.7	23.5	23.5	25.2
LOS by Move:	B	B	B	C	A	A	C	B	B	C	C	C
HCM2kAvgQ:	0	3	3	1	2	2	1	1	0	0	0	1

Note: Queue reported is the number of cars per lane.

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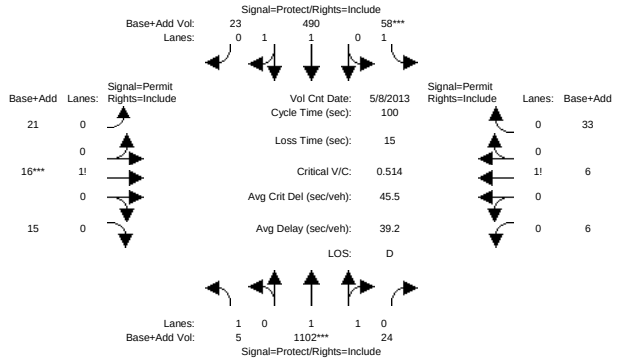
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	37	37	15	37	37	33	33	33	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	5	1063	24	58	265	12	10	16	15	6	6	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:	5	1063	24	58	265	12	10	16	15	6	6	33
Added Vol:	0	39	0	0	225	11	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1102	24	58	490	23	21	16	15	6	6	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:	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:	5	1160	25	61	516	24	22	17	16	6	6	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1160	25	61	516	24	22	17	16	6	6	35
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	5	1160	25	61	516	24	22	17	16	6	6	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.89	0.81	0.81	0.80	0.80	0.64	0.65	0.64	0.75	0.75	0.73
Lanes:	1.00	1.95	0.05	1.00	1.91	0.09	0.41	0.30	0.29	0.13	0.13	0.74
Final Sat.:	1539	3298	72	1539	2920	137	490	374	350	185	185	1019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.04	0.18	0.18	0.05	0.05	0.05	0.03	0.03	0.03
Crit Moves:		****		****				****				
Green/Cycle:	0.15	0.37	0.37	0.15	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.02	0.95	0.95	0.26	0.48	0.48	0.14	0.14	0.14	0.10	0.10	0.10
Uniform Del:	36.2	30.6	30.6	37.6	24.1	24.1	23.5	23.5	23.5	23.2	23.2	23.2
IncremntDel:	0.2	16.1	16.1	2.8	1.4	1.4	0.7	0.7	0.7	0.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	36.4	46.7	46.7	40.4	25.5	25.5	24.2	24.2	24.2	23.7	23.7	23.7
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:	36.4	46.7	46.7	40.4	25.5	25.5	24.2	24.2	24.2	23.7	23.7	23.7
LOS by Move:	D	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	24	22	2	7	7	1	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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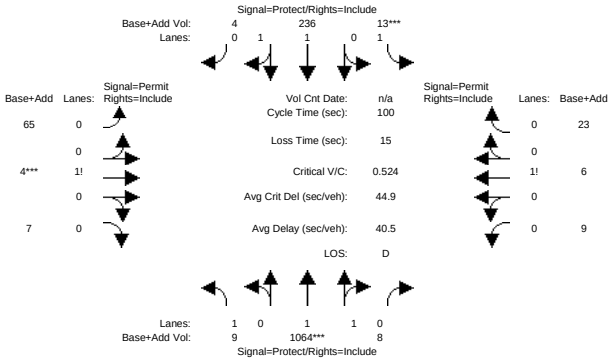
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	37	37	15	37	37	33	33	33	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	9	804	8	13	214	2	5	4	7	9	6	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:	9	804	8	13	214	2	5	4	7	9	6	23
Added Vol:	0	260	0	0	22	2	60	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1064	8	13	236	4	65	4	7	9	6	23
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:	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:	9	1120	8	14	248	4	68	4	7	9	6	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1120	8	14	248	4	68	4	7	9	6	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	9	1120	8	14	248	4	68	4	7	9	6	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.81	0.81	0.81	0.80	0.47	0.56	0.55	0.71	0.74	0.66
Lanes:	1.00	1.98	0.02	1.00	1.97	0.03	0.87	0.05	0.08	0.23	0.14	0.63
Final Sat.:	1539	3204	24	1539	3018	51	785	48	85	307	204	784
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.01	0.08	0.08	0.09	0.09	0.09	0.03	0.03	0.03
Crit Moves:		****		****				****				
Green/Cycle:	0.15	0.37	0.37	0.15	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.04	0.94	0.94	0.06	0.22	0.22	0.26	0.26	0.26	0.09	0.09	0.09
Uniform Del:	36.3	30.5	30.5	36.4	21.6	21.6	24.6	24.6	24.6	23.2	23.2	23.2
IncremntDel:	0.3	15.8	15.8	0.5	0.5	0.5	2.1	2.1	2.1	0.4	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	36.7	46.3	46.3	36.9	22.1	22.1	26.7	26.7	26.7	23.6	23.6	23.6
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:	36.7	46.3	46.3	36.9	22.1	22.1	26.7	26.7	26.7	23.6	23.6	23.6
LOS by Move:	D	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	23	22	0	3	3	2	2	2	1	1	1

Note: Queue reported is the number of cars per lane.

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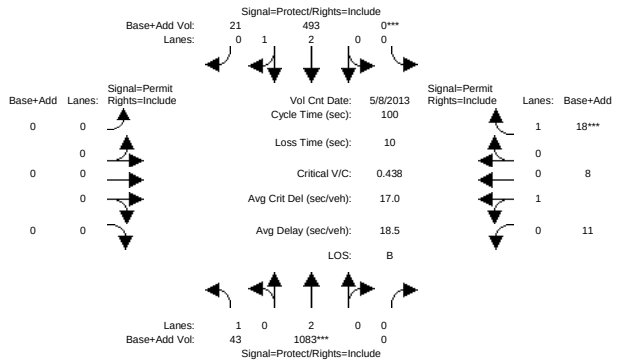
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	5	1045	0	0	283	11	0	0	0	11	8	18
Growth Adj:	1.00	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	1045	0	0	283	11	0	0	0	11	8	18
Added Vol:	38	38	0	0	210	10	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1083	0	0	493	21	0	0	0	11	8	18
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:	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:	46	1163	0	0	530	23	0	0	0	12	9	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1163	0	0	530	23	0	0	0	12	9	19
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	46	1163	0	0	530	23	0	0	0	12	9	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.79	0.81	0.62
Lanes:	1.00	2.00	0.00	0.00	2.88	0.12	0.00	0.00	0.00	0.59	0.41	1.00
Final Sat.:	1539	3079	0	0	4217	180	0	0	0	882	642	1179
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.01	0.01	0.02
Crit Moves:		****		****								****
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.20	0.66	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.04	0.04	0.05
Uniform Del:	36.9	14.9	0.0	0.0	19.5	19.5	0.0	0.0	0.0	22.7	22.7	22.8
IncremntDel:	1.8	2.0	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	38.8	16.8	0.0	0.0	19.9	19.9	0.0	0.0	0.0	22.9	22.9	23.1
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:	38.8	16.8	0.0	0.0	19.9	19.9	0.0	0.0	0.0	22.9	22.9	23.1
LOS by Move:	D	B	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	1	13	0	0	4	4	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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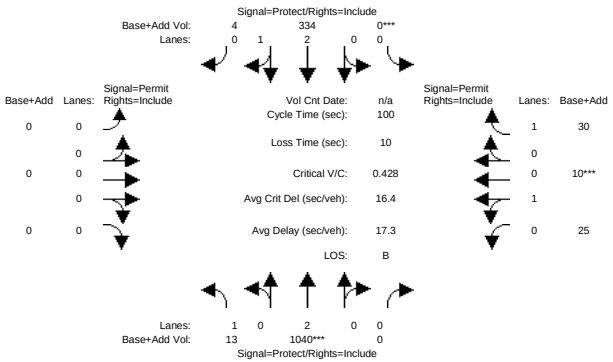
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	6	784	0	0	315	2	0	0	0	25	10	30
Growth Adj:	1.00	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	784	0	0	315	2	0	0	0	25	10	30
Added Vol:	7	256	0	0	19	2	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1040	0	0	334	4	0	0	0	25	10	30
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:	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:	14	1106	0	0	355	4	0	0	0	27	11	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1106	0	0	355	4	0	0	0	27	11	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	14	1106	0	0	355	4	0	0	0	27	11	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.75	0.80	0.60
Lanes:	1.00	2.00	0.00	0.00	2.96	0.04	0.00	0.00	0.00	0.73	0.27	1.00
Final Sat.:	1539	3079	0	0	4363	52	0	0	0	1039	416	1147
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.06	0.63	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.08	0.08	0.08
Uniform Del:	36.2	14.4	0.0	0.0	18.5	18.5	0.0	0.0	0.0	23.0	23.0	23.1
IncremntDel:	0.5	1.7	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.3	0.3	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	36.6	16.2	0.0	0.0	18.8	18.8	0.0	0.0	0.0	23.3	23.3	23.5
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:	36.6	16.2	0.0	0.0	18.8	18.8	0.0	0.0	0.0	23.3	23.3	23.5
LOS by Move:	D	B	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	0	12	0	0	3	3	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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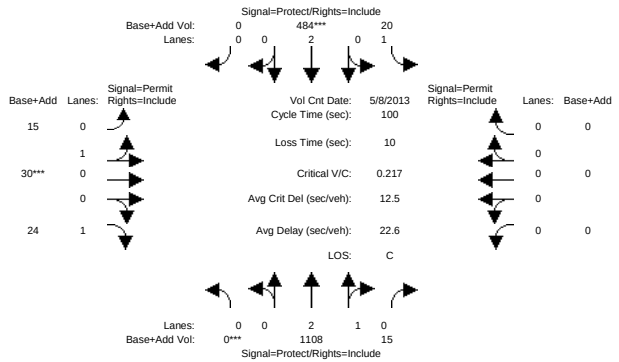
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	0	1045	15	20	274	0	2	30	18	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:	0	1045	15	20	274	0	2	30	18	0	0	0
Added Vol:	0	63	0	0	210	0	13	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1108	15	20	484	0	15	30	24	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:	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:	0	1164	16	21	508	0	16	32	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1164	16	21	508	0	16	32	25	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
FinalVolume:	0	1164	16	21	508	0	16	32	25	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.81	0.82	0.62	1.00	1.00	1.00
Lanes:	0.00	2.96	0.04	1.00	2.00	0.00	0.34	0.66	1.00	0.00	0.00	0.00
Final Sat.:	0	4356	59	1539	3079	0	520	1039	1186	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.01	0.17	0.00	0.03	0.03	0.02	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.40	0.40	0.17	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.68	0.08	0.29	0.00	0.09	0.09	0.06	0.00	0.00	0.00
Uniform Del:	0.0	24.9	24.9	34.5	11.1	0.0	23.1	23.1	22.9	0.0	0.0	0.0
IncremntDel:	0.0	2.1	2.1	0.6	0.4	0.0	0.4	0.4	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	27.0	27.0	35.1	11.5	0.0	23.5	23.5	23.2	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:	0.0	27.0	27.0	35.1	11.5	0.0	23.5	23.5	23.2	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	12	12	1	4	0	1	1	1	0	0	0

Note: Queue reported is the number of cars per lane.

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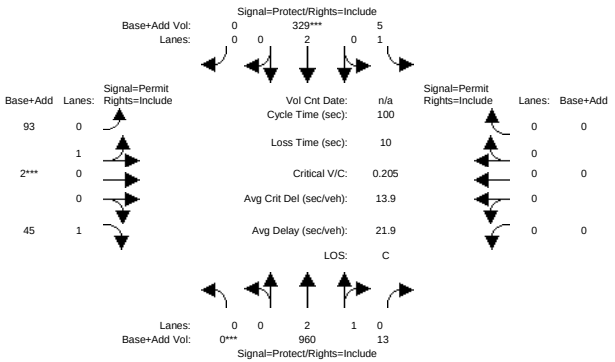
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	772	13	5	310	0	18	2	9	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:	0	772	13	5	310	0	18	2	9	0	0	0
Added Vol:	0	188	0	0	19	0	75	0	36	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	960	13	5	329	0	93	2	45	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:	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:	0	1011	14	5	346	0	98	2	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1011	14	5	346	0	98	2	47	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
FinalVolume:	0	1011	14	5	346	0	98	2	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.73	0.77	0.63	1.00	1.00	1.00
Lanes:	0.00	2.96	0.04	1.00	2.00	0.00	0.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	4356	59	1539	3079	0	1365	29	1188	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.11	0.00	0.07	0.07	0.04	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.40	0.40	0.17	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.59	0.59	0.02	0.20	0.00	0.22	0.22	0.12	0.00	0.00	0.00
Uniform Del:	0.0	23.8	23.8	34.2	10.4	0.0	24.2	24.2	23.4	0.0	0.0	0.0
IncremntDel:	0.0	1.5	1.5	0.1	0.3	0.0	1.1	1.1	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.2	25.2	34.3	10.7	0.0	25.3	25.3	24.0	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:	0.0	25.2	25.2	34.3	10.7	0.0	25.3	25.3	24.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	10	10	0	3	0	2	2	1	0	0	0

Note: Queue reported is the number of cars per lane.

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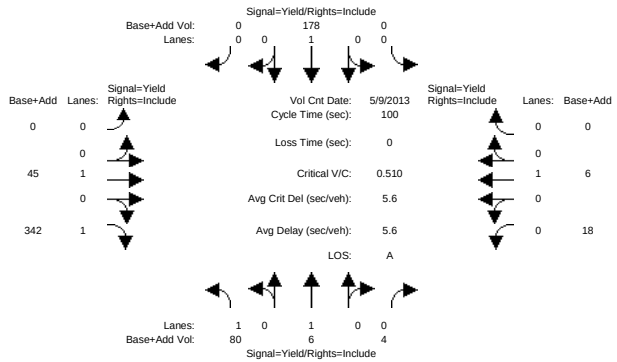
Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
Existing Plus Project AM

Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	17	0	0	0	0	0	0	0	17	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:	17	0	0	0	0	0	0	0	17	0	0	0
Added Vol:	63	6	4	0	178	0	0	45	325	18	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	6	4	0	178	0	0	45	342	18	6	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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	111	8	6	0	247	0	0	63	475	25	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	8	6	0	247	0	0	63	475	25	8	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
FinalVolume:	111	8	6	0	247	0	0	63	475	25	8	0
PCE Module:												
AutoPCE:	111	8	6	0	247	0	0	63	475	25	8	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	111	8	6	0	247	0	0	63	475	25	8	0

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	63	144	272	119
MaxVolume:	1166	1122	1053	1136
PedVolume:	0	0	0	0
AdjMaxVol:	1166	1122	1053	1136
ApproachVol:	125	247	538	33
ApproachV/C:	0.11	0.22	0.51	0.03
ApproachDel:	3.5	4.1	6.9	3.3
ApproachLOS:	A	A	A	A
Queue:	0.4	0.8	3.0	0.1

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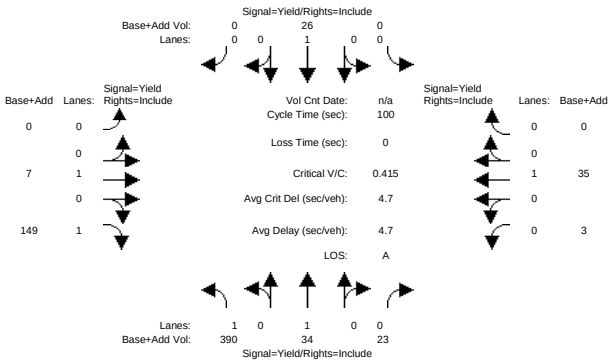
Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
Existing Plus Project PM

Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	32	0	1	0	0	0	0	0	103	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:	32	0	1	0	0	0	0	0	103	0	0	0
Added Vol:	358	34	22	0	26	0	0	7	46	3	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	34	23	0	26	0	0	7	149	3	35	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:	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:	433	38	26	0	29	0	0	8	166	3	39	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	38	26	0	29	0	0	8	166	3	39	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
FinalVolume:	433	38	26	0	29	0	0	8	166	3	39	0
PCE Module:												
AutoPCE:	433	38	26	0	29	0	0	8	166	3	39	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	433	38	26	0	29	0	0	8	166	3	39	0

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	8	476	32	471
MaxVolume:	1196	943	1183	946
PedVolume:	0	0	0	0
AdjMaxVol:	1196	943	1183	946
ApproachVol:	497	29	173	42
ApproachV/C:	0.42	0.03	0.15	0.04
ApproachDel:	5.1	3.9	3.6	4.0
ApproachLOS:	A	A	A	A
Queue:	2.1	0.1	0.5	0.1

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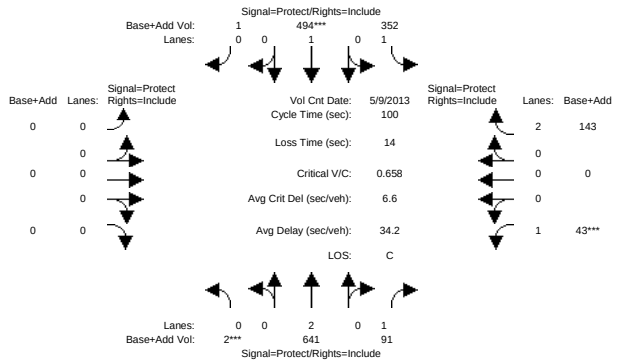
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #33: Mission Bay/7th



Street Name:	7th Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	36	36	14	61	0	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	2	620	30	44	332	1	0	0	0	29	0	88
Growth Adj:	1.00	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	620	30	44	332	1	0	0	0	29	0	88
Added Vol:	0	21	61	308	162	0	0	0	0	14	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	641	91	352	494	1	0	0	0	43	0	143
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:	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:	2	669	95	367	516	1	0	0	0	45	0	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	669	95	367	516	1	0	0	0	45	0	149
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	2	669	95	367	516	1	0	0	0	45	0	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.57	0.81	0.85	0.85	1.00	1.00	1.00	0.81	1.00	0.53
Lanes:	0.01	1.99	1.00	1.00	0.99	0.01	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	10	3069	1079	1539	1617	3	0	0	0	1539	0	2000
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.09	0.24	0.32	0.32	0.00	0.00	0.00	0.03	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.37	0.37	0.24	0.61	0.61	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	xxxx	0.59	0.24	0.98	0.52	0.52	0.00	0.00	0.00	0.12	0.00	0.30
Uniform Del:	0.0	25.6	22.0	37.6	11.2	11.2	0.0	0.0	0.0	29.0	0.0	30.4
IncremntDel:	0.0	2.3	1.4	42.1	2.0	2.0	0.0	0.0	0.0	0.6	0.0	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	27.9	23.4	79.7	13.1	13.1	0.0	0.0	0.0	29.6	0.0	31.9
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	27.9	23.4	79.7	13.1	13.1	0.0	0.0	0.0	29.6	0.0	31.9
LOS by Move:	A	C	C	E	B	B	A	A	A	C	A	C
HCM2kAvgQ:	10	9	2	17	9	9	0	0	0	1	0	2

Note: Queue reported is the number of cars per lane.

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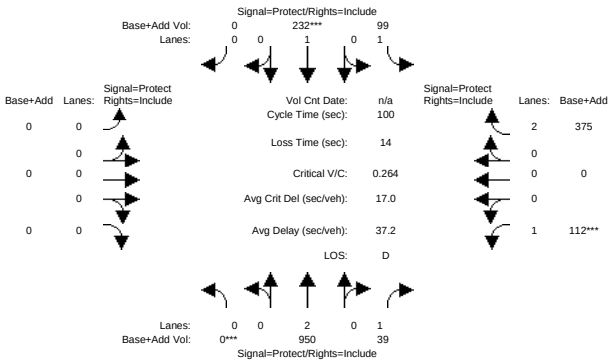
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #33: Mission Bay/7th



Street Name:	7th Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	36	36	14	61	0	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	786	29	57	215	0	0	0	0	26	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	786	29	57	215	0	0	0	0	26	0	67
Added Vol:	0	164	10	42	17	0	0	0	0	86	0	308
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	950	39	99	232	0	0	0	0	112	0	375
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:	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:	0	1000	41	104	244	0	0	0	0	118	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1000	41	104	244	0	0	0	0	118	0	395
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	1000	41	104	244	0	0	0	0	118	0	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.81	0.41	0.81	0.85	1.00	1.00	1.00	1.00	0.81	1.00	0.42
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3079	784	1539	1620	0	0	0	0	1539	0	1580
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.05	0.07	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.25
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.44	0.44	0.17	0.61	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.74	0.12	0.40	0.25	0.00	0.00	0.00	0.00	0.31	0.00	1.00
Uniform Del:	0.0	23.3	16.6	36.9	9.0	0.0	0.0	0.0	0.0	30.5	0.0	37.5
IncremntDel:	0.0	3.7	0.7	4.4	0.6	0.0	0.0	0.0	0.0	2.1	0.0	45.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	27.0	17.3	41.3	9.6	0.0	0.0	0.0	0.0	32.5	0.0	82.7
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	27.0	17.3	41.3	9.6	0.0	0.0	0.0	0.0	32.5	0.0	82.7
LOS by Move:	A	C	B	D	A	A	A	A	A	C	A	F
HCM2kAvgQ:	0	15	1	3	3	0	0	0	0	3	0	12

Note: Queue reported is the number of cars per lane.

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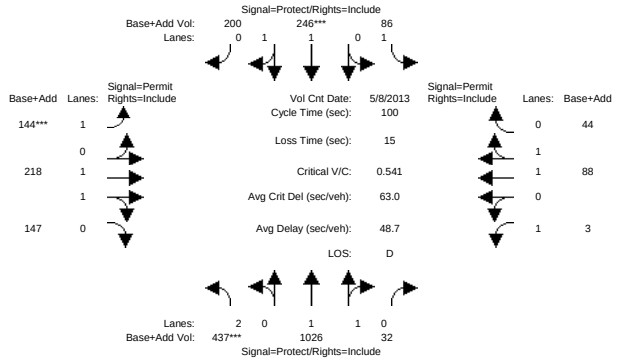
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	38	38	12	36	36	35	35	35	35	35	35
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	297	986	10	18	206	73	124	62	125	2	80	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	986	10	18	206	73	124	62	125	2	80	40
Added Vol:	140	40	22	68	40	127	20	156	22	1	8	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	437	1026	32	86	246	200	144	218	147	3	88	44
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:	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:	454	1067	33	89	256	208	150	227	153	3	91	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	1067	33	89	256	208	150	227	153	3	91	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
FinalVolume:	454	1067	33	89	256	208	150	227	153	3	91	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.76	0.74	0.54	0.71	0.70	0.40	0.72	0.71
Lanes:	2.00	1.94	0.06	1.00	1.09	0.91	1.00	1.19	0.81	1.00	1.33	0.67
Final Sat.:	2987	2974	93	1539	1571	1277	1032	1609	1085	759	1819	910
Capacity Analysis Module:												
Vol/Sat:	0.15	0.36	0.36	0.06	0.16	0.16	0.15	0.14	0.14	0.00	0.05	0.05
Crit Moves:	****				****		****					
Green/Cycle:	0.14	0.38	0.38	0.12	0.36	0.36	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	1.09	0.94	0.94	0.48	0.45	0.45	0.41	0.40	0.40	0.01	0.14	0.14
Uniform Del:	43.0	30.0	30.0	41.1	24.5	24.5	24.7	24.6	24.6	21.2	22.2	22.2
IncremntDel:	69.3	15.9	15.9	8.8	1.4	1.4	3.5	1.3	1.3	0.1	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	112.3	45.9	45.9	49.9	25.9	25.9	28.2	25.9	25.9	21.3	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:	112.3	45.9	45.9	49.9	25.9	25.9	28.2	25.9	25.9	21.3	22.6	22.6
LOS by Move:	F	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	9	17	17	3	6	6	3	5	5	0	2	2

Note: Queue reported is the number of cars per lane.

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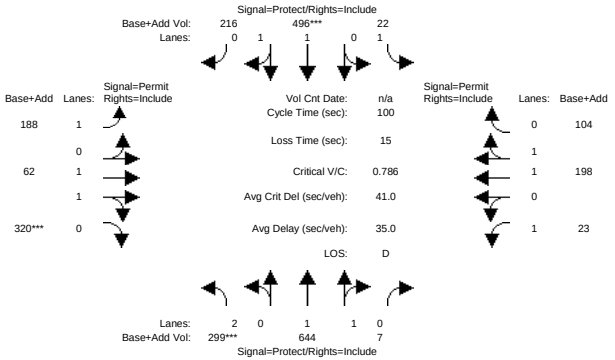
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	38	38	12	36	36	35	35	35	35	35	35
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	256	624	5	18	348	146	78	52	257	3	71	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:	256	624	5	18	348	146	78	52	257	3	71	47
Added Vol:	43	20	2	4	148	70	110	10	63	20	127	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	644	7	22	496	216	188	62	320	23	198	104
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:	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:	322	692	8	24	533	232	202	67	344	25	213	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	692	8	24	533	232	202	67	344	25	213	112
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	322	692	8	24	533	232	202	67	344	25	213	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.77	0.75	0.42	0.66	0.61	0.37	0.72	0.70
Lanes:	2.00	1.98	0.02	1.00	1.38	0.62	1.00	1.00	1.00	1.00	1.30	0.70
Final Sat.:	2987	3040	33	1539	2030	884	802	1261	1157	699	1773	931
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.02	0.26	0.26	0.25	0.05	0.30	0.04	0.12	0.12
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.38	0.38	0.12	0.36	0.36	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.77	0.60	0.60	0.13	0.73	0.73	0.72	0.15	0.85	0.10	0.34	0.34
Uniform Del:	41.4	24.9	24.9	39.3	27.8	27.8	28.2	22.3	30.1	21.9	24.0	24.0
IncremntDel:	12.8	2.3	2.3	1.4	4.5	4.5	14.7	0.1	16.8	0.8	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	54.2	27.2	27.2	40.8	32.3	32.3	43.0	22.4	46.9	22.7	25.0	25.0
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:	54.2	27.2	27.2	40.8	32.3	32.3	43.0	22.4	46.9	22.7	25.0	25.0
LOS by Move:	D	C	C	D	C	C	D	C	D	C	C	C
HCM2kAvgQ:	5	9	9	1	12	12	6	1	12	1	4	4

Note: Queue reported is the number of cars per lane.

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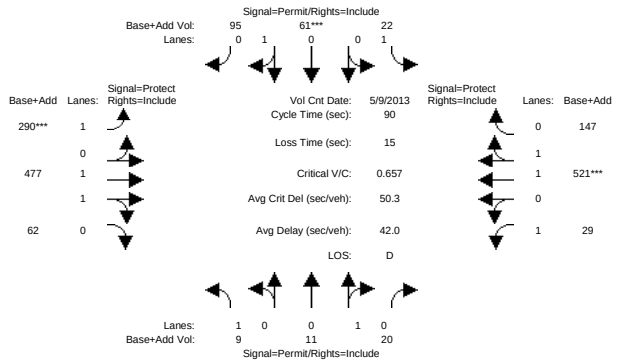
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #35: 16th/4th



Street Name:	4th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	30	30	30	17	30	30	15	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	4	2	17	22	3	86	106	283	22	21	323	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	2	17	22	3	86	106	283	22	21	323	78
Added Vol:	5	9	3	0	58	9	184	194	40	8	198	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	11	20	22	61	95	290	477	62	29	521	147
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:	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:	9	12	21	23	64	100	305	501	65	30	547	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	12	21	23	64	100	305	501	65	30	547	154
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	9	12	21	23	64	100	305	501	65	30	547	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.77	0.75	0.60	0.78	0.75	0.81	0.75	0.74	0.81	0.78	0.77
Lanes:	1.00	0.35	0.65	1.00	0.38	0.62	1.00	1.77	0.23	1.00	1.55	0.45
Final Sat.:	977	509	926	1149	566	882	1539	2509	326	1539	2313	653
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.11	0.11	0.20	0.20	0.20	0.02	0.24	0.24
Crit Moves:					****		****				****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.19	0.33	0.33	0.17	0.31	0.31
Volume/Cap:	0.03	0.07	0.07	0.06	0.34	0.34	1.05	0.60	0.60	0.12	0.76	0.76
Uniform Del:	20.2	20.5	20.5	20.4	22.6	22.6	36.5	25.0	25.0	31.9	28.0	28.0
IncremntDel:	0.2	0.3	0.3	0.3	1.9	1.9	65.8	2.8	2.8	0.9	5.9	5.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	20.4	20.7	20.7	20.7	24.5	24.5	102.3	27.8	27.8	32.8	33.8	33.8
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:	20.4	20.7	20.7	20.7	24.5	24.5	102.3	27.8	27.8	32.8	33.8	33.8
LOS by Move:	C	C	C	C	C	C	F	C	C	C	C	C
HCM2kAvgQ:	0	1	1	0	4	4	12	7	7	1	10	10

Note: Queue reported is the number of cars per lane.

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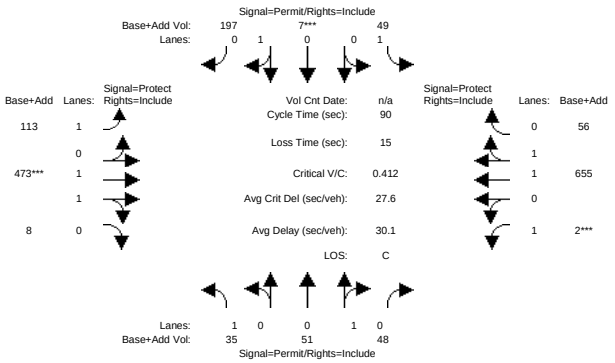
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #35: 16th/4th



Street Name:	4th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	30	30	30	15	50	50	15	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	8	1	35	46	1	142	82	306	4	1	428	44
Growth Adj:	1.00	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	1	35	46	1	142	82	306	4	1	428	44
Added Vol:	27	50	13	3	6	55	31	167	4	1	227	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	51	48	49	7	197	113	473	8	2	655	56
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:	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:	38	56	53	54	8	216	124	520	9	2	720	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	56	53	54	8	216	124	520	9	2	720	62
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	38	56	53	54	8	216	124	520	9	2	720	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.79	0.77	0.55	0.73	0.69	0.81	0.76	0.76	0.81	0.80	0.80
Lanes:	1.00	0.51	0.49	1.00	0.03	0.97	1.00	1.97	0.03	1.00	1.84	0.16
Final Sat.:	751	764	719	1050	45	1269	1539	2830	48	1539	2801	239
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.05	0.17	0.17	0.08	0.18	0.18	0.00	0.26	0.26
Crit Moves:					****			****			****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.20	0.45	0.45	0.14	0.39	0.39
Volume/Cap:	0.19	0.27	0.27	0.19	0.63	0.63	0.41	0.40	0.40	0.01	0.65	0.65
Uniform Del:	30.7	31.4	31.4	30.7	35.1	35.1	38.6	20.0	20.0	41.1	27.2	27.2
IncremntDel:	2.0	1.6	1.6	1.4	8.0	8.0	4.1	0.9	0.9	0.1	2.8	2.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	32.7	33.0	33.0	32.1	43.1	43.1	42.6	21.0	21.0	41.2	30.0	30.0
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:	32.7	33.0	33.0	32.1	43.1	43.1	42.6	21.0	21.0	41.2	30.0	30.0
LOS by Move:	C	C	C	C	D	D	D	C	C	D	C	C
HCM2kAvgQ:	1	3	3	1	8	8	4	6	6	0	12	12

Note: Queue reported is the number of cars per lane.

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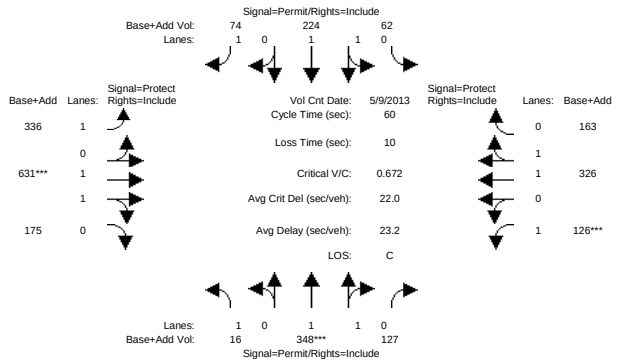
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #36: 16th/Owens




```
Street Name:            Owens St                        16th St
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   15   15   15     15   15   15     20   25   25     10   15   15
Y+R:           5.0  5.0  5.0    5.0  5.0  5.0    5.0  5.0  5.0    5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am
Base Vol:      0    0    0     53    1   70    219  348    0     5  299  100
Growth Adj:  1.00 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     53    1   70    219  348    0     5  299  100
Added Vol:    16  348  127      9  223    4    117  283  175   121   27   63
PasserByVol:   0    0    0      0    0    0      0    0    0     0    0    0
Initial Fut:  16  348  127     62  224   74    336  631  175   126  326  163
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:     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:   17  366  134     65  236   78    354  664  184   133  343  172
Reduct Vol:    0    0    0      0    0    0      0    0    0     0    0    0
Reduced Vol:  17  366  134     65  236   78    354  664  184   133  343  172
PCE Adj:     1.00 1.00 1.00   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
FinalVolume:  17  366  134     65  236   78    354  664  184   133  343  172
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.43 0.78 0.77   0.59 0.59 0.69  0.81 0.73 0.73  0.81 0.77 0.76
Lanes:       1.00 1.46 0.54   0.44 1.56 1.00  1.00 1.56 0.44  1.00 1.33 0.67
Final Sat.:   826 2158  788    484 1749 1315  1539 2181  605  1539 1938  969
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.17 0.17   0.13 0.13 0.06  0.23 0.30 0.30  0.09 0.18 0.18
Crit Moves:       ****                          ****           ****
Green/Cycle: 0.25 0.25 0.25   0.25 0.25 0.25  0.33 0.42 0.42  0.17 0.25 0.25
Volume/Cap:  0.08 0.68 0.68   0.54 0.54 0.24  0.69 0.73 0.73  0.52 0.71 0.71
Uniform Del: 17.2 20.3 20.3   19.5 19.5 17.9  17.3 14.7 14.7  22.8 20.5 20.5
IncremntDel:  0.8  5.0  5.0    3.7  3.7  1.7   7.4  4.1  4.1   7.3  5.8  5.8
InitQueuDel:  0.0  0.0  0.0    0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   18.0 25.3 25.3   23.2 23.2 19.6  24.7 18.7 18.7  30.1 26.3 26.3
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:  18.0 25.3 25.3   23.2 23.2 19.6  24.7 18.7 18.7  30.1 26.3 26.3
LOS by Move:    B    C    C      C    C    B     C    B    B     C    C    C
HCM2kAvgQ:      0    6    6      3    3    1     5    7    7     2    5    5
Note: Queue reported is the number of cars per lane.
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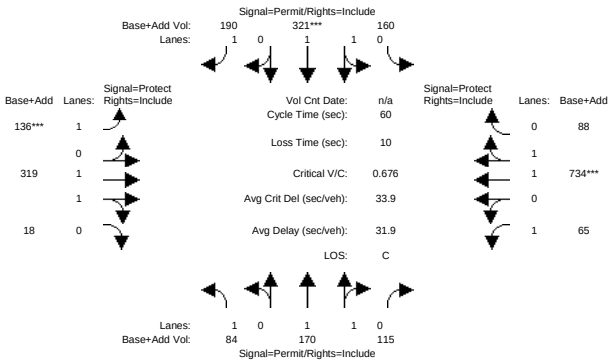
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #36: 16th/Owens




```
Street Name:            Owens St                        16th St
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   15   15   15     15   15   15     10   20   20     20   10   20   20
Y+R:           5.0  5.0  5.0    5.0  5.0  5.0    5.0  5.0  5.0    5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0    1    102    0  167    117  289    0     0  501   77
Growth Adj:  1.00 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    1    102    0  167    117  289    0     0  501   77
Added Vol:    84  170  114     58  321   23     19   30   18    65  233   11
PasserByVol:   0    0    0      0    0    0      0    0    0     0    0    0
Initial Fut:  84  170  115    160  321  190    136  319   18    65  734   88
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:     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:   88  179  121    168  338  200    143  336   19    68  773   93
Reduct Vol:    0    0    0      0    0    0      0    0    0     0    0    0
Reduced Vol:  88  179  121    168  338  200    143  336   19    68  773   93
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:  88  179  121    168  338  200    143  336   19    68  773   93
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900   1900 1900 1900  1900 1900 1900
Adjustment:  0.29 0.76 0.73  0.56 0.57 0.65   0.81 0.75 0.75  0.81 0.80 0.79
Lanes:       1.00 1.17 0.83  0.67 1.33 1.00   1.00 1.89 0.11  1.00 1.78 0.22
Final Sat.:   549 1696 1147   714 1432 1241   1539 2710  153  1539 2703  324
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.11 0.11  0.24 0.24 0.16   0.09 0.12 0.12  0.04 0.29 0.29
Crit Moves:                       ****           ****           ****
Green/Cycle: 0.35 0.35 0.35  0.35 0.35 0.35   0.14 0.37 0.37  0.19 0.42 0.42
Volume/Cap:  0.46 0.30 0.30  0.68 0.68 0.46   0.68 0.33 0.33  0.24 0.68 0.68
Uniform Del: 27.8 26.1 26.1  30.5 30.5 27.8   45.1 24.6 24.6  38.1 25.7 25.7
IncremntDel:  7.8  0.8  0.8   4.9  4.9  3.5   16.0  0.8  0.8   1.9  2.9  2.9
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0    0.0  0.0  0.0   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
Delay/Veh:   35.6 26.8 26.8  35.4 35.4 31.3   61.1 25.5 25.5  40.0 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:  35.6 26.8 26.8  35.4 35.4 31.3   61.1 25.5 25.5  40.0 28.6 28.6
LOS by Move:    D    C    C     D    D    C     E    C    C     D    C    C
HCM2kAvgQ:      3    4    4     9    9    6     5    4    4     2   13   13
Note: Queue reported is the number of cars per lane.
```

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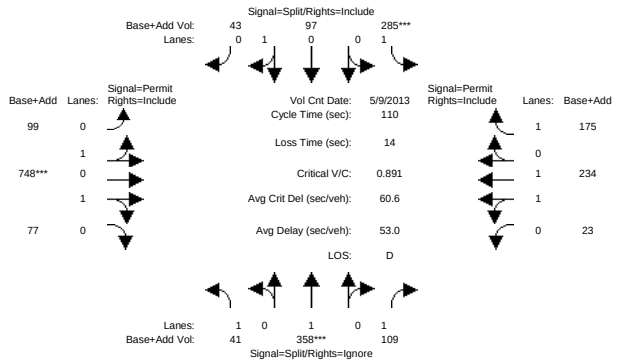
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #37: 16th/7th



Street Name:	7th Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	31	31	31	34	34	34	34	34	65
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	41	358	109	123	97	34	38	336	77	23	208	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	358	109	123	97	34	38	336	77	23	208	154
Added Vol:	0	0	0	162	0	9	61	412	0	0	26	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	358	109	285	97	43	99	748	77	23	234	175
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	42	365	0	291	99	44	101	763	79	23	239	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	365	0	291	99	44	101	763	79	23	239	179
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
FinalVolume:	42	365	0	291	99	44	101	763	79	23	239	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	1.00	0.81	0.71	0.70	0.64	0.64	0.64	0.64	0.64	0.68
Lanes:	1.00	1.00	1.00	1.00	0.69	0.31	0.21	1.62	0.17	0.18	1.82	1.00
Final Sat.:	1539	1620	1900	1539	931	413	261	1970	203	218	2214	1297
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.00	0.19	0.11	0.11	0.39	0.39	0.39	0.11	0.11	0.14
Crit Moves:		****		****				****				
Green/Cycle:	0.25	0.25	0.00	0.22	0.22	0.22	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.11	0.90	0.00	0.85	0.48	0.48	0.90	0.90	0.90	0.25	0.25	0.32
Uniform Del:	40.5	50.9	0.0	52.3	47.5	47.5	37.3	37.3	37.3	25.6	25.6	26.5
IncremntDel:	0.6	26.0	0.0	22.8	5.5	5.5	12.5	12.5	12.5	0.6	0.6	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	41.1	76.9	0.0	75.1	52.9	52.9	49.8	49.8	49.8	26.2	26.2	28.0
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:	41.1	76.9	0.0	75.1	52.9	52.9	49.8	49.8	49.8	26.2	26.2	28.0
LOS by Move:	D	E	A	E	D	D	D	D	D	C	C	C
HCM2kAvgQ:	1	19	0	15	6	6	23	23	23	4	4	5

Note: Queue reported is the number of cars per lane.

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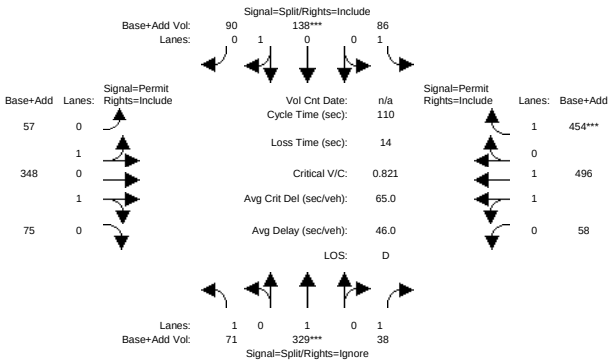
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #37: 16th/7th



Street Name:	7th Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	31	31	31	34	34	34	34	34	65
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0
Volume Module:												
Base Vol:	71	329	38	69	138	35	47	299	75	58	320	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	329	38	69	138	35	47	299	75	58	320	290
Added Vol:	0	0	0	17	0	55	10	49	0	0	176	164
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	329	38	86	138	90	57	348	75	58	496	454
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	72	336	0	88	141	92	58	355	77	59	506	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	336	0	88	141	92	58	355	77	59	506	463
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
FinalVolume:	72	336	0	88	141	92	58	355	77	59	506	463
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	1.00	0.81	0.70	0.68	0.59	0.59	0.59	0.67	0.67	0.69
Lanes:	1.00	1.00	1.00	1.00	0.60	0.40	0.24	1.45	0.31	0.21	1.79	1.00
Final Sat.:	1539	1620	1900	1539	799	521	268	1635	352	267	2287	1303
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.00	0.06	0.18	0.18	0.22	0.22	0.22	0.22	0.22	0.36
Crit Moves:		****			****							****
Green/Cycle:	0.21	0.21	0.00	0.22	0.22	0.22	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.22	0.97	0.00	0.26	0.80	0.80	0.47	0.47	0.47	0.48	0.48	0.77
Uniform Del:	45.3	54.5	0.0	45.0	51.5	51.5	25.7	25.7	25.7	25.8	25.8	31.2
IncremntDel:	1.5	40.6	0.0	1.8	19.8	19.8	1.5	1.5	1.5	1.4	1.4	9.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	46.9	95.1	0.0	46.8	71.3	71.3	27.2	27.2	27.2	27.2	27.2	40.1
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:	46.9	95.1	0.0	46.8	71.3	71.3	27.2	27.2	27.2	27.2	27.2	40.1
LOS by Move:	D	F	A	D	E	E	C	C	C	C	C	D
HCM2kAvgQ:	3	19	0	3	11	11	8	8	8	9	9	17

Note: Queue reported is the number of cars per lane.

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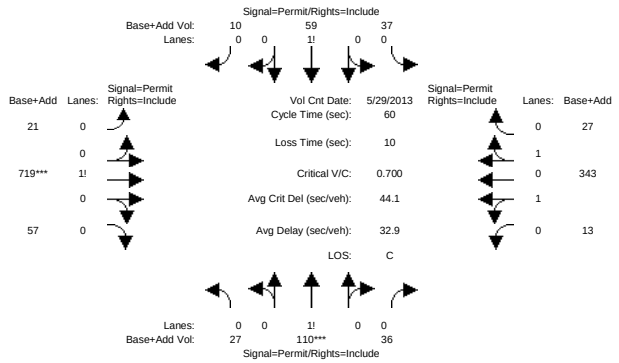
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	22	22	22	22	22	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 29 May 2013 << 7:00-8:45am												
Base Vol:	27	110	16	17	59	10	21	525	57	9	322	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:	27	110	16	17	59	10	21	525	57	9	322	25
Added Vol:	0	0	20	20	0	0	0	194	0	4	21	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	110	36	37	59	10	21	719	57	13	343	27
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:	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:	30	121	40	41	65	11	23	790	63	14	377	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	121	40	41	65	11	23	790	63	14	377	30
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	30	121	40	41	65	11	23	790	63	14	377	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.85	0.85	0.85	0.97	0.97	0.97	0.87	0.87	0.87
Lanes:	0.16	0.63	0.21	0.35	0.56	0.09	0.03	0.90	0.07	0.07	1.79	0.14
Final Sat.:	273	1111	364	564	900	153	49	1666	132	112	2951	232
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.07	0.07	0.07	0.47	0.47	0.47	0.13	0.13	0.13
Crit Moves:		****						****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.30	0.30	0.30	0.20	0.20	0.20	1.02	1.02	1.02	0.27	0.27	0.27
Uniform Del:	13.5	13.5	13.5	13.0	13.0	13.0	16.0	16.0	16.0	9.8	9.8	9.8
IncremntDel:	0.3	0.3	0.3	0.2	0.2	0.2	34.7	34.7	34.7	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.8	13.8	13.8	13.1	13.1	13.1	50.7	50.7	50.7	9.9	9.9	9.9
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:	13.8	13.8	13.8	13.1	13.1	13.1	50.7	50.7	50.7	9.9	9.9	9.9
LOS by Move:	B	B	B	B	B	B	D	D	D	A	A	A
HCM2kAvgQ:	3	3	3	2	2	2	18	18	18	3	3	3

Note: Queue reported is the number of cars per lane.

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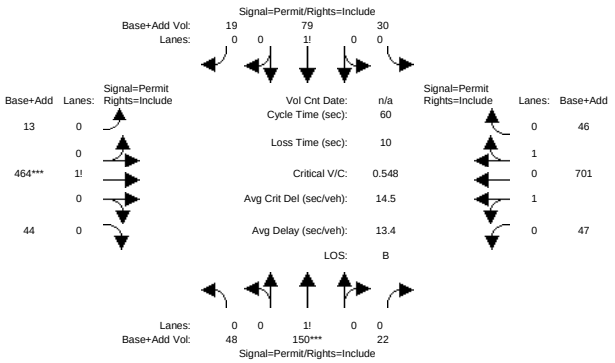
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	22	22	22	22	22	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	48	150	19	27	79	19	13	439	44	24	568	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	150	19	27	79	19	13	439	44	24	568	30
Added Vol:	0	0	3	3	0	0	0	25	0	23	133	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	150	22	30	79	19	13	464	44	47	701	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:	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:	53	165	24	33	87	21	14	510	48	52	770	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	165	24	33	87	21	14	510	48	52	770	51
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	53	165	24	33	87	21	14	510	48	52	770	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.88	0.88	0.88	0.96	0.96	0.96	0.84	0.84	0.84
Lanes:	0.22	0.68	0.10	0.23	0.62	0.15	0.02	0.90	0.08	0.12	1.76	0.12
Final Sat.:	372	1162	170	391	1030	248	45	1622	154	190	2827	185
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.08	0.08	0.08	0.31	0.31	0.31	0.27	0.27	0.27
Crit Moves:		****						****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.39	0.39	0.39	0.23	0.23	0.23	0.67	0.67	0.67	0.58	0.58	0.58
Uniform Del:	14.0	14.0	14.0	13.1	13.1	13.1	12.4	12.4	12.4	11.7	11.7	11.7
IncremntDel:	0.4	0.4	0.4	0.2	0.2	0.2	2.1	2.1	2.1	0.6	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.4	14.4	14.4	13.3	13.3	13.3	14.6	14.6	14.6	12.3	12.3	12.3
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:	14.4	14.4	14.4	13.3	13.3	13.3	14.6	14.6	14.6	12.3	12.3	12.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	2	2	2	8	8	8	7	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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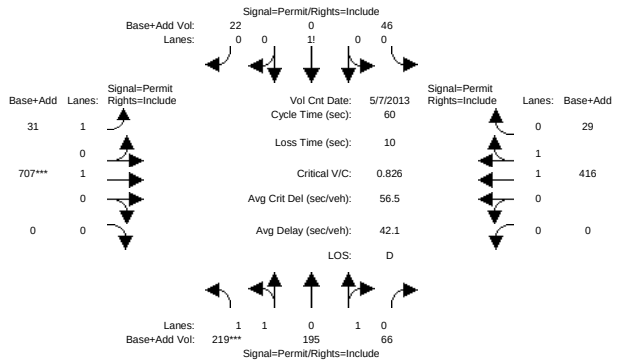
Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:45am												
Base Vol:	219	195	42	26	0	22	31	557	0	0	398	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:	219	195	42	26	0	22	31	557	0	0	398	27
Added Vol:	0	0	24	20	0	0	0	150	0	0	18	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	195	66	46	0	22	31	707	0	0	416	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:	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:	235	210	71	49	0	24	33	760	0	0	447	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	210	71	49	0	24	33	760	0	0	447	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
FinalVolume:	235	210	71	49	0	24	33	760	0	0	447	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.60	0.60	0.49	1.00	0.50	0.41	0.75	1.00	1.00	0.75	0.75
Lanes:	1.39	1.20	0.41	0.68	0.00	0.32	1.00	1.00	0.00	0.00	1.87	0.13
Final Sat.:	1546	1377	466	638	0	305	775	1418	0	0	2671	186
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.08	0.00	0.08	0.04	0.54	0.00	0.00	0.17	0.17
Crit Moves:	****							****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.44	0.44	0.44	0.22	0.00	0.22	0.09	1.11	0.00	0.00	0.35	0.35
Uniform Del:	15.0	15.0	15.0	13.7	0.0	13.7	8.4	15.5	0.0	0.0	9.6	9.6
IncremntDel:	1.2	1.2	1.2	1.5	0.0	1.5	0.5	68.3	0.0	0.0	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	16.1	16.1	16.1	15.3	0.0	15.3	8.8	83.8	0.0	0.0	10.3	10.3
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:	16.1	16.1	16.1	15.3	0.0	15.3	8.8	83.8	0.0	0.0	10.3	10.3
LOS by Move:	B	B	B	B	A	B	A	F	A	A	B	B
HCM2kAvgQ:	3	3	3	1	0	1	0	23	0	0	3	3

Note: Queue reported is the number of cars per lane.

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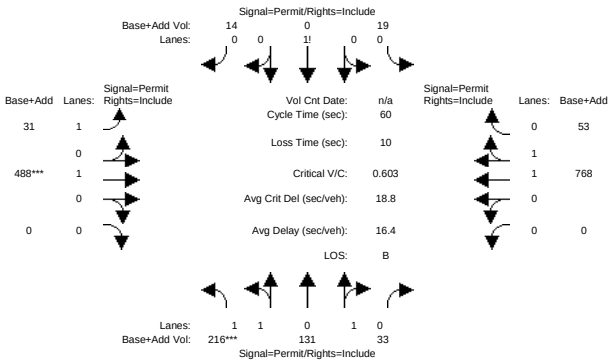
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	216	131	30	16	0	14	31	469	0	0	651	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:	216	131	30	16	0	14	31	469	0	0	651	37
Added Vol:	0	0	3	3	0	0	0	19	0	0	117	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	131	33	19	0	14	31	488	0	0	768	53
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:	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:	237	144	36	21	0	15	34	536	0	0	844	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	144	36	21	0	15	34	536	0	0	844	58
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	237	144	36	21	0	15	34	536	0	0	844	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.60	0.60	0.57	1.00	0.58	0.23	0.75	1.00	1.00	0.75	0.75
Lanes:	1.73	1.01	0.26	0.58	0.00	0.42	1.00	1.00	0.00	0.00	1.87	0.13
Final Sat.:	1910	1158	292	624	0	460	429	1418	0	0	2673	184
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.03	0.00	0.03	0.08	0.38	0.00	0.00	0.32	0.32
Crit Moves:	****							****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.36	0.36	0.36	0.10	0.00	0.10	0.16	0.78	0.00	0.00	0.65	0.65
Uniform Del:	14.5	14.5	14.5	13.1	0.0	13.1	8.7	12.9	0.0	0.0	11.7	11.7
IncremntDel:	0.8	0.8	0.8	0.5	0.0	0.5	1.7	8.7	0.0	0.0	2.4	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.3	15.3	15.3	13.6	0.0	13.6	10.4	21.6	0.0	0.0	14.1	14.1
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:	15.3	15.3	15.3	13.6	0.0	13.6	10.4	21.6	0.0	0.0	14.1	14.1
LOS by Move:	B	B	B	B	A	B	B	C	A	A	B	B
HCM2kAvgQ:	2	2	2	1	0	1	0	8	0	0	7	7

Note: Queue reported is the number of cars per lane.

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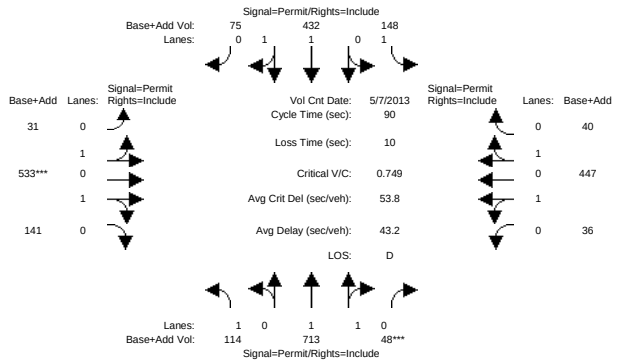
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #40: 16th/Potrero



Street Name: Potrero Ave 16th St

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	54	0	54	54	0	54	0	26	0	0	26	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:30am												
Base Vol:	114	713	48	129	432	75	31	403	141	36	431	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:	114	713	48	129	432	75	31	403	141	36	431	37
Added Vol:	0	0	0	19	0	0	0	130	0	0	16	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	713	48	148	432	75	31	533	141	36	447	40
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:	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:	118	735	49	153	445	77	32	549	145	37	461	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	735	49	153	445	77	32	549	145	37	461	41
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	118	735	49	153	445	77	32	549	145	37	461	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.59	0.72	0.25	0.58	0.70	0.65	0.59	0.64	0.57	0.51	0.57
Lanes:	1.00	1.90	0.10	1.00	1.75	0.25	0.08	1.55	0.37	0.12	1.74	0.14
Final Sat.:	648	2115	142	473	1926	334	100	1727	457	134	1668	149
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.35	0.32	0.23	0.23	0.32	0.32	0.32	0.28	0.28	0.28
Crit Moves:			****					****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.30	0.58	0.58	0.54	0.39	0.39	1.10	1.10	1.10	0.96	0.96	0.96
Uniform Del:	8.8	11.0	11.0	10.6	9.4	9.4	32.0	32.0	32.0	31.4	31.4	31.4
IncremntDel:	2.0	1.8	1.8	7.1	0.8	0.8	66.0	66.0	66.0	28.5	28.5	28.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	10.8	12.8	12.8	17.7	10.2	10.2	98.0	98.0	98.0	59.9	59.9	59.9
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:	10.8	12.8	12.8	17.7	10.2	10.2	98.0	98.0	98.0	59.9	59.9	59.9
LOS by Move:	B	B	B	B	B	B	F	F	F	E	E	E
HCM2kAvgQ:	2	8	9	3	4	5	20	19	20	11	10	11

Note: Queue reported is the number of cars per lane.

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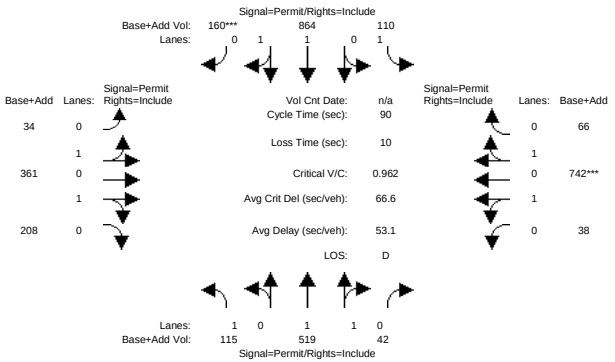
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #40: 16th/Potrero



Street Name: Potrero Ave 16th St

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	50	0	50	50	0	50	0	30	0	0	30	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	115	519	42	107	864	160	34	344	208	38	640	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	519	42	107	864	160	34	344	208	38	640	51
Added Vol:	0	0	0	3	0	0	0	17	0	0	102	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	519	42	110	864	160	34	361	208	38	742	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:	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:	119	535	43	113	891	165	35	372	214	39	765	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	535	43	113	891	165	35	372	214	39	765	68
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	119	535	43	113	891	165	35	372	214	39	765	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.59	0.72	0.31	0.58	0.70	0.55	0.49	0.53	0.65	0.58	0.65
Lanes:	1.00	1.88	0.12	1.00	1.73	0.27	0.10	1.25	0.65	0.08	1.78	0.14
Final Sat.:	312	2089	169	593	1907	353	108	1148	662	101	1969	175
Capacity Analysis Module:												
Vol/Sat:	0.38	0.26	0.26	0.19	0.47	0.47	0.32	0.32	0.32	0.39	0.39	0.39
Crit Moves:						****					****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.68	0.46	0.46	0.34	0.84	0.84	0.97	0.97	0.97	1.17	1.17	1.17
Uniform Del:	14.3	11.9	11.9	11.0	16.7	16.7	29.6	29.6	29.6	30.0	30.0	30.0
IncremntDel:	19.8	1.2	1.2	2.8	6.9	6.9	29.4	29.4	29.4	88.6	88.6	88.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	34.2	13.2	13.2	13.8	23.6	23.6	59.0	59.0	59.0	118.6	119	118.6
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:	34.2	13.2	13.2	13.8	23.6	23.6	59.0	59.0	59.0	118.6	119	118.6
LOS by Move:	C	B	B	B	C	C	E	E	E	F	F	F
HCM2kAvgQ:	4	5	6	2	15	18	15	14	15	24	22	24

Note: Queue reported is the number of cars per lane.

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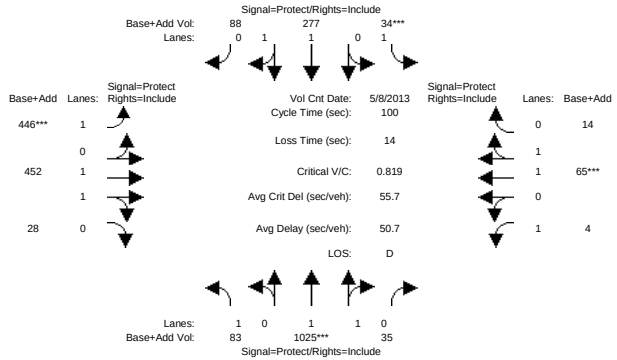
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	39	39	10	25	25	35	18	18	15	8	8
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	44	870	24	11	255	69	401	332	23	3	58	12
Growth Adj:	1.00	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	870	24	11	255	69	401	332	23	3	58	12
Added Vol:	39	155	11	23	22	19	45	120	5	1	7	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1025	35	34	277	88	446	452	28	4	65	14
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:	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:	86	1059	36	35	286	91	461	467	29	4	67	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1059	36	35	286	91	461	467	29	4	67	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
FinalVolume:	86	1059	36	35	286	91	461	467	29	4	67	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.80	0.81	0.77	0.76	0.81	0.75	0.75	0.81	0.79	0.78
Lanes:	1.00	1.93	0.07	1.00	1.51	0.49	1.00	1.88	0.12	1.00	1.64	0.36
Final Sat.:	1539	2933	100	1539	2220	705	1539	2693	167	1539	2458	529
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.02	0.13	0.13	0.30	0.17	0.17	0.00	0.03	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.37	0.37	0.09	0.26	0.26	0.33	0.22	0.22	0.18	0.08	0.08
Volume/Cap:	0.27	0.98	0.98	0.24	0.50	0.50	0.91	0.78	0.78	0.01	0.36	0.36
Uniform Del:	35.4	33.1	33.1	44.5	33.6	33.6	33.9	38.7	38.7	35.5	46.6	46.6
IncremntDel:	2.1	22.8	22.8	3.9	2.4	2.4	22.4	9.0	9.0	0.1	4.5	4.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	37.5	56.0	56.0	48.4	36.0	36.0	56.3	47.7	47.7	35.6	51.0	51.0
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:	37.5	56.0	56.0	48.4	36.0	36.0	56.3	47.7	47.7	35.6	51.0	51.0
LOS by Move:	D	E	E	D	D	D	E	D	D	D	D	D
HCM2kAvgQ:	2	25	25	1	6	5	16	8	8	0	2	2

Note: Queue reported is the number of cars per lane.

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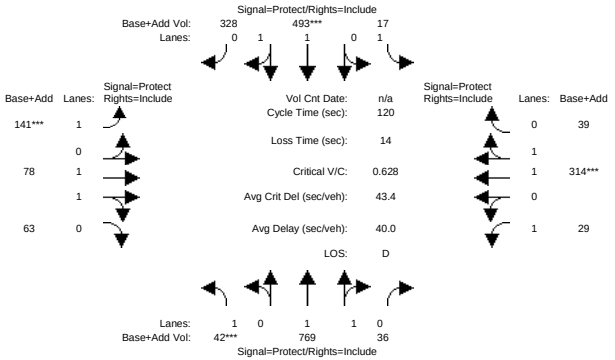
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	48	48	12	46	46	23	23	23	23	23	23
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	38	743	35	16	352	240	131	69	40	19	202	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	743	35	16	352	240	131	69	40	19	202	11
Added Vol:	4	26	1	1	141	88	10	9	23	10	112	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	769	36	17	493	328	141	78	63	29	314	39
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:	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:	44	809	38	18	519	345	148	82	66	31	331	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	809	38	18	519	345	148	82	66	31	331	41
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	44	809	38	18	519	345	148	82	66	31	331	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.79	0.81	0.75	0.73	0.81	0.71	0.67	0.81	0.80	0.78
Lanes:	1.00	1.91	0.09	1.00	1.18	0.82	1.00	1.08	0.92	1.00	1.77	0.23
Final Sat.:	1539	2891	135	1539	1694	1127	1539	1457	1177	1539	2687	334
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.01	0.31	0.31	0.10	0.06	0.06	0.02	0.12	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.40	0.40	0.10	0.38	0.38	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.25	0.70	0.70	0.12	0.80	0.80	0.50	0.29	0.29	0.10	0.64	0.64
Uniform Del:	48.2	30.0	30.0	49.2	32.9	32.9	43.4	41.5	41.5	40.0	44.7	44.7
IncremntDel:	3.2	3.4	3.4	1.5	6.2	6.2	6.0	1.5	1.5	0.7	5.4	5.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	51.4	33.4	33.4	50.7	39.1	39.1	49.4	43.0	43.0	40.7	50.1	50.1
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:	51.4	33.4	33.4	50.7	39.1	39.1	49.4	43.0	43.0	40.7	50.1	50.1
LOS by Move:	D	C	C	D	D	D	D	D	D	D	D	D
HCM2kAvgQ:	2	15	14	1	16	15	5	2	2	1	8	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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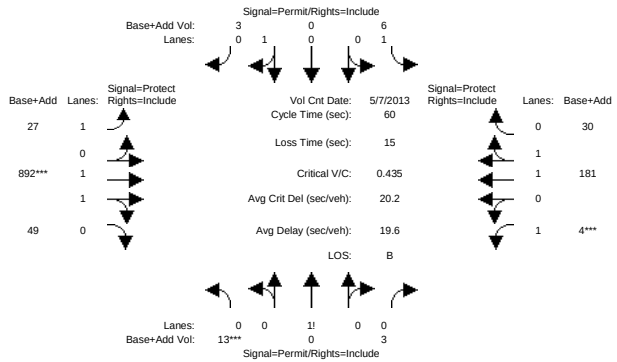
Intersection #42: Mariposa/4th

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Street Name:            4th Street                    Mariposa Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   15   15   15    15   15   15    15   30   30    15   30   30
Y+R:           5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:45am
Base Vol:      13    0     3     0    0     0     0  728   49     4  147     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    0     3     0    0     0     0  728   49     4  147     0
Added Vol:      0    0     0     6    0     3    27  164    0     0   34    30
PasserByVol:    0    0     0     0    0     0     0    0    0     0    0     0
Initial Fut:   13    0     3     6    0     3    27  892   49     4  181    30
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:     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:    14    0     3     6    0     3    28  939   52     4  191    32
Reduct Vol:     0    0     0     0    0     0     0    0    0     0    0     0
Reduced Vol:   14    0     3     6    0     3    28  939   52     4  191    32
PCE Adj:     1.00 1.00  1.00  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
FinalVolume:   14    0     3     6    0     3    28  939   52     4  191    32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900 1900  1900 1900  1900
Adjustment:  0.66 1.00  0.68  0.70 1.00  0.68  0.81 0.75 0.75  0.81 0.74  0.74
Lanes:       0.82 0.00  0.18  1.00 0.00  1.00  1.00 1.90 0.10  1.00 1.71  0.29
Final Sat.:  1021    0   236  1323    0  1295  1539 2714  149  1539 2421   401
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.00 0.00  0.00  0.02 0.35  0.35  0.00 0.08  0.08
Crit Moves:  ****                             ****        ****
Green/Cycle: 0.17 0.00  0.17  0.17 0.00  0.17  0.22 0.50  0.50  0.17 0.44  0.44
Volume/Cap:  0.08 0.00  0.08  0.03 0.00  0.01  0.08 0.69  0.69  0.02 0.18  0.18
Uniform Del: 31.7  0.0  31.7  31.4  0.0  31.3  27.7 17.2  17.2  31.3 15.1  15.1
IncremntDel:  0.8  0.0   0.8   0.2  0.0   0.1   0.5  2.8   2.8   0.1  0.3   0.3
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 0.00  1.00  1.00 0.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:   32.4  0.0  32.4  31.6  0.0  31.5  28.2 20.0  20.0  31.5 15.4  15.4
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:  32.4  0.0  32.4  31.6  0.0  31.5  28.2 20.0  20.0  31.5 15.4  15.4
LOS by Move:    C    A     C     C    A     C     C    B     B     C    B     B
HCM2kAvgQ:      0    0     0     0    0     0     1   12    12     0    2     2
Note: Queue reported is the number of cars per lane.
```


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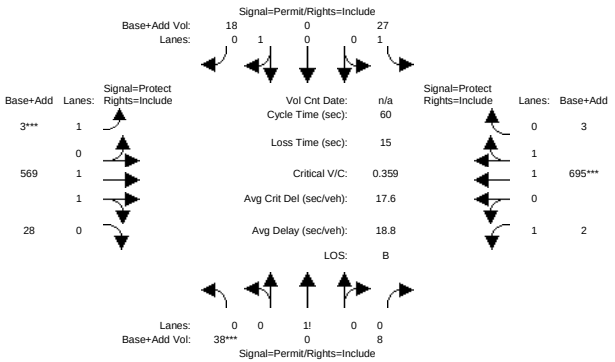
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #42: Mariposa/4th




```
Street Name:            4th Street                    Mariposa Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   15   15   15    15   15   15    15   30   30    15   30   30
Y+R:           5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      38    0     8     0    0     0     0  555   28     2  494     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:   38    0     8     0    0     0     0  555   28     2  494     0
Added Vol:      0    0     0    27    0    18     3   14    0     0  201     3
PasserByVol:    0    0     0     0    0     0     0    0    0     0    0     0
Initial Fut:   38    0     8    27    0    18     3  569   28     2  695     3
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:     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:    40    0     8    28    0    19     3  599   29     2  732     3
Reduct Vol:     0    0     0     0    0     0     0    0    0     0    0     0
Reduced Vol:   40    0     8    28    0    19     3  599   29     2  732     3
PCE Adj:     1.00 1.00  1.00  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
FinalVolume:   40    0     8    28    0    19     3  599   29     2  732     3
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900 1900  1900 1900  1900
Adjustment:  0.60 1.00  0.63  0.62 1.00  0.68  0.81 0.75 0.75  0.81 0.76  0.76
Lanes:       0.83 0.00  0.17  1.00 0.00  1.00  1.00 1.91 0.09  1.00 1.99  0.01
Final Sat.:   954    0   201  1184    0  1295  1539 2732   134  1539 2871    12
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.00  0.04  0.02 0.00  0.01  0.00 0.22  0.22  0.00 0.25  0.25
Crit Moves:  ****                             ****        ****
Green/Cycle: 0.17 0.00  0.17  0.17 0.00  0.17  0.17 0.44  0.44  0.22 0.50  0.50
Volume/Cap:  0.25 0.00  0.25  0.14 0.00  0.09  0.01 0.49  0.49  0.01 0.51  0.51
Uniform Del: 32.6  0.0  32.6  32.0  0.0  31.7  31.3 17.8  17.8  27.3 15.1  15.1
IncremntDel:  3.1  0.0   3.1   1.5  0.0   0.8   0.1  1.4   1.4   0.0  1.3   1.3
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 0.00  1.00  1.00 0.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:   35.7  0.0  35.7  33.5  0.0  32.5  31.4 19.2  19.2  27.3 16.4  16.4
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:  35.7  0.0  35.7  33.5  0.0  32.5  31.4 19.2  19.2  27.3 16.4  16.4
LOS by Move:    D    A     D     C    A     C     C    B     B     C    B     B
HCM2kAvgQ:      1    0     1     1    0     0     0    7     7     0    7     7
Note: Queue reported is the number of cars per lane.
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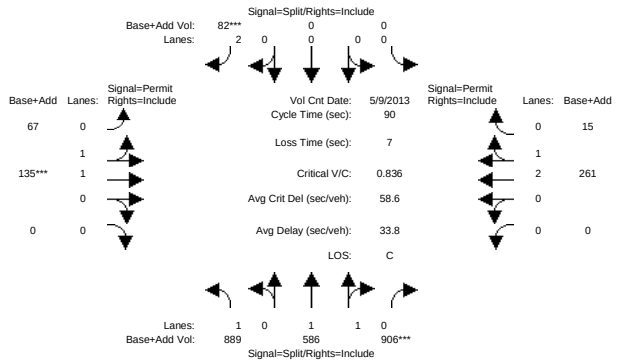
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	55	55	55	13	13	13	15	15	15	15	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	889	0	745	0	0	0	0	105	0	0	239	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:	889	0	745	0	0	0	0	105	0	0	239	0
Added Vol:	0	586	161	0	0	82	67	30	0	0	22	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	889	586	906	0	0	82	67	135	0	0	261	15
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:	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:	922	608	940	0	0	85	70	140	0	0	271	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	922	608	940	0	0	85	70	140	0	0	271	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
FinalVolume:	922	608	940	0	0	85	70	140	0	0	271	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.77	0.76	1.00	1.00	0.61	0.67	0.71	1.00	1.00	0.89	0.85
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.69	1.31	0.00	0.00	2.83	0.17
Final Sat.:	2018	1458	1436	0	0	2325	875	1763	0	0	4784	275
Capacity Analysis Module:												
Vol/Sat:	0.46	0.42	0.65	0.00	0.00	0.04	0.08	0.08	0.00	0.00	0.06	0.06
Crit Moves:			****			****		****				
Green/Cycle:	0.61	0.61	0.61	0.00	0.00	0.14	0.17	0.17	0.00	0.00	0.17	0.17
Volume/Cap:	0.75	0.68	1.07	0.00	0.00	0.25	0.48	0.48	0.00	0.00	0.34	0.34
Uniform Del:	12.5	11.7	17.5	0.0	0.0	34.2	33.9	33.9	0.0	0.0	33.1	33.1
IncremntDel:	4.2	1.7	45.2	0.0	0.0	1.8	3.7	3.7	0.0	0.0	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	16.7	13.4	62.7	0.0	0.0	36.0	37.6	37.6	0.0	0.0	34.2	34.2
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:	16.7	13.4	62.7	0.0	0.0	36.0	37.6	37.6	0.0	0.0	34.2	34.2
LOS by Move:	B	B	E	A	A	D	D	D	A	A	C	C
HCM2kAvgQ:	19	13	41	0	0	1	3	3	0	0	3	3

Note: Queue reported is the number of cars per lane.

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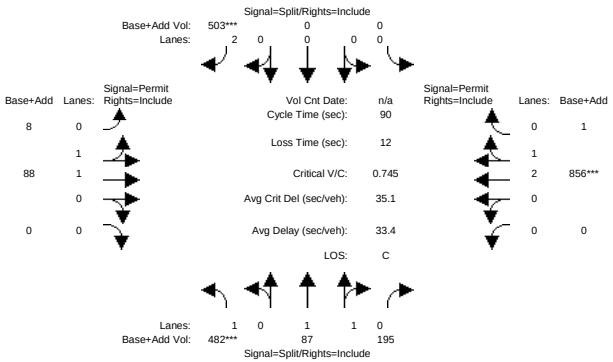
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	26	26	26	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	482	0	180	0	0	0	0	86	0	0	639	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:	482	0	180	0	0	0	0	86	0	0	639	0
Added Vol:	0	87	15	0	0	503	8	2	0	0	217	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	87	195	0	0	503	8	88	0	0	856	1
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:	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:	502	91	203	0	0	524	8	92	0	0	892	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	91	203	0	0	524	8	92	0	0	892	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
FinalVolume:	502	91	203	0	0	524	8	92	0	0	892	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.76	0.80	1.00	1.00	0.62	0.80	0.83	1.00	1.00	0.90	0.86
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.17	1.83	0.00	0.00	2.99	0.01
Final Sat.:	2018	1437	1514	0	0	2358	263	2889	0	0	5106	6
Capacity Analysis Module:												
Vol/Sat:	0.25	0.06	0.13	0.00	0.00	0.22	0.03	0.03	0.00	0.00	0.17	0.17
Crit Moves:	****					****					****	
Green/Cycle:	0.32	0.32	0.32	0.00	0.00	0.29	0.26	0.26	0.00	0.00	0.26	0.26
Volume/Cap:	0.77	0.20	0.42	0.00	0.00	0.77	0.12	0.12	0.00	0.00	0.68	0.68
Uniform Del:	27.5	22.1	23.9	0.0	0.0	29.3	25.8	25.8	0.0	0.0	30.2	30.2
IncremntDel:	8.6	0.3	1.8	0.0	0.0	8.2	0.3	0.3	0.0	0.0	2.9	2.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	36.2	22.4	25.7	0.0	0.0	37.4	26.1	26.1	0.0	0.0	33.1	33.1
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:	36.2	22.4	25.7	0.0	0.0	37.4	26.1	26.1	0.0	0.0	33.1	33.1
LOS by Move:	D	C	C	A	A	D	C	C	A	A	C	C
HCM2kAvgQ:	14	2	5	0	0	9	1	1	0	0	9	9

Note: Queue reported is the number of cars per lane.

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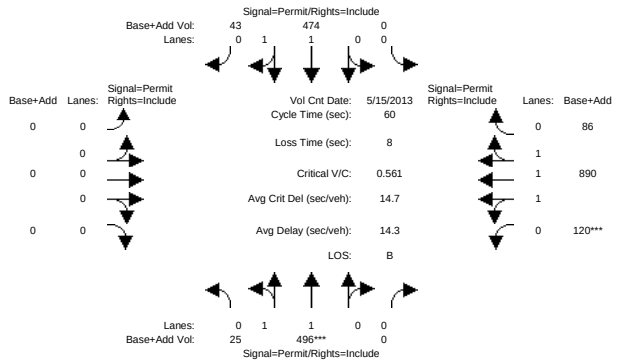
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #45: Divisadero/Pine



Street Name:	Divisadero Street						Pine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	26	0	0	26	0	26	0	26	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	25	486	0	0	436	43	0	0	0	87	890	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	486	0	0	436	43	0	0	0	87	890	86
Added Vol:	0	10	0	0	38	0	0	0	0	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	496	0	0	474	43	0	0	0	120	890	86
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:	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:	26	522	0	0	499	45	0	0	0	126	937	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	522	0	0	499	45	0	0	0	126	937	91
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	26	522	0	0	499	45	0	0	0	126	937	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	1.00	1.00	0.74	0.74	1.00	1.00	1.00	0.72	0.72	0.72
Lanes:	0.10	1.90	0.00	0.00	1.83	0.17	0.00	0.00	0.00	0.33	2.43	0.24
Final Sat.:	128	2531	0	0	2588	235	0	0	0	451	3344	323
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.28	0.28	0.28
Crit Moves:		****								****		
Green/Cycle:	0.43	0.43	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.43	0.43	0.43
Volume/Cap:	0.48	0.48	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.65	0.65	0.65
Uniform Del:	12.1	12.1	0.0	0.0	11.9	11.9	0.0	0.0	0.0	13.4	13.4	13.4
IncremntDel:	1.4	1.4	0.0	0.0	1.2	1.2	0.0	0.0	0.0	1.8	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	13.5	13.5	0.0	0.0	13.1	13.1	0.0	0.0	0.0	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:	13.5	13.5	0.0	0.0	13.1	13.1	0.0	0.0	0.0	15.2	15.2	15.2
LOS by Move:	B	B	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	4	4	0	0	4	4	0	0	0	7	7	7

Note: Queue reported is the number of cars per lane.

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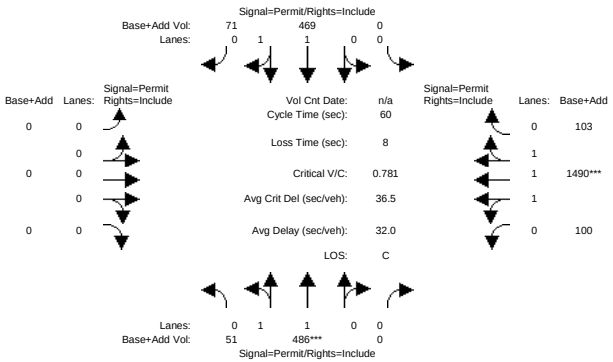
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #45: Divisadero/Pine



Street Name:	Divisadero Street						Pine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	26	0	0	26	0	26	0	26	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	51	465	0	0	465	71	0	0	0	97	1490	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	465	0	0	465	71	0	0	0	97	1490	103
Added Vol:	0	21	0	0	4	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	486	0	0	469	71	0	0	0	100	1490	103
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:	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:	55	528	0	0	510	77	0	0	0	109	1620	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	528	0	0	510	77	0	0	0	109	1620	112
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	55	528	0	0	510	77	0	0	0	109	1620	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	1.00	1.00	0.74	0.73	1.00	1.00	1.00	0.73	0.73	0.73
Lanes:	0.19	1.81	0.00	0.00	1.74	0.26	0.00	0.00	0.00	0.18	2.64	0.18
Final Sat.:	236	2246	0	0	2430	368	0	0	0	246	3663	253
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.44	0.44	0.44
Crit Moves:		****									****	
Green/Cycle:	0.43	0.43	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.43	0.43	0.43
Volume/Cap:	0.54	0.54	0.00	0.00	0.48	0.48	0.00	0.00	0.00	1.02	1.02	1.02
Uniform Del:	12.6	12.6	0.0	0.0	12.2	12.2	0.0	0.0	0.0	17.0	17.0	17.0
IncremntDel:	2.0	2.0	0.0	0.0	1.4	1.4	0.0	0.0	0.0	26.4	26.4	26.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	14.6	14.6	0.0	0.0	13.6	13.6	0.0	0.0	0.0	43.4	43.4	43.4
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:	14.6	14.6	0.0	0.0	13.6	13.6	0.0	0.0	0.0	43.4	43.4	43.4
LOS by Move:	B	B	A	A	B	B	A	A	A	D	D	D
HCM2kAvgQ:	4	4	0	0	5	5	0	0	0	21	21	21

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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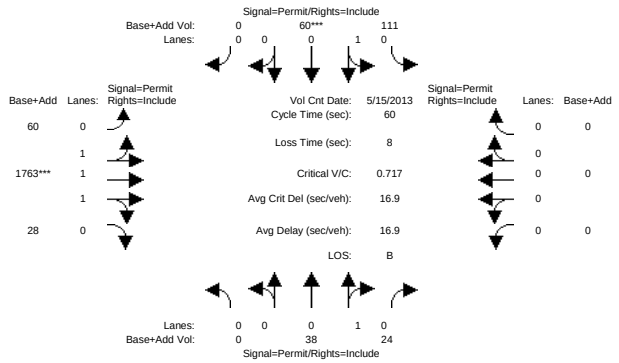
Intersection #46: Broderick/Bush



Street Name:	Broderick Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	20	20	20	0	0	32	32	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	0	38	24	111	60	0	60	1761	28	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:	0	38	24	111	60	0	60	1761	28	0	0	0
Added Vol:	0	0	0	0	0	0	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	38	24	111	60	0	60	1763	28	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:	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	40	25	116	63	0	63	1836	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	25	116	63	0	63	1836	29	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
FinalVolume:	0	40	25	116	63	0	63	1836	29	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.71	0.70	0.57	0.58	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.00	0.61	0.39	0.65	0.35	0.00	0.10	2.86	0.04	0.00	0.00	0.00
Final Sat.:	0	820	518	707	382	0	136	4010	64	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.16	0.16	0.00	0.46	0.46	0.46	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.33	0.33	0.33	0.33	0.00	0.53	0.53	0.53	0.00	0.00	0.00
Volume/Cap:	0.00	0.14	0.14	0.49	0.49	0.00	0.86	0.86	0.86	0.00	0.00	0.00
Uniform Del:	0.0	14.0	14.0	15.9	15.9	0.0	12.1	12.1	12.1	0.0	0.0	0.0
IncremntDel:	0.0	0.7	0.7	4.7	4.7	0.0	4.5	4.5	4.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.7	14.7	20.6	20.6	0.0	16.6	16.6	16.6	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:	0.0	14.7	14.7	20.6	20.6	0.0	16.6	16.6	16.6	0.0	0.0	0.0
LOS by Move:	A	B	B	B	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	1	1	3	3	0	15	15	15	0	0	0

Note: Queue reported is the number of cars per lane.

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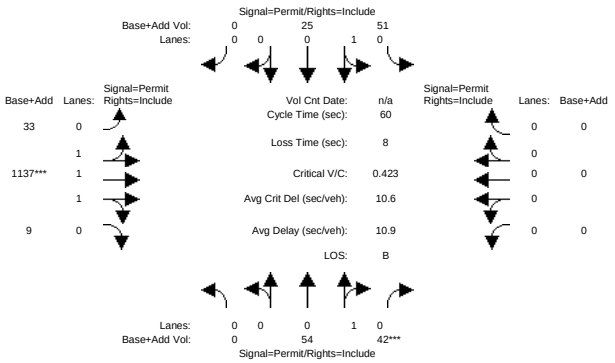
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #46: Broderick/Bush



Street Name:	Broderick Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	20	20	20	0	0	32	32	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	54	42	51	25	0	33	1137	9	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:	0	54	42	51	25	0	33	1137	9	0	0	0
Added Vol:	0	0	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	54	42	51	25	0	33	1137	9	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:	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	56	44	53	26	0	34	1184	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	56	44	53	26	0	34	1184	9	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
FinalVolume:	0	56	44	53	26	0	34	1184	9	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.70	0.69	0.59	0.60	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.00	0.56	0.44	0.67	0.33	0.00	0.08	2.90	0.02	0.00	0.00	0.00
Final Sat.:	0	744	579	752	368	0	118	4068	32	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.07	0.07	0.00	0.29	0.29	0.29	0.00	0.00	0.00
Crit Moves:			****					****				
Green/Cycle:	0.00	0.33	0.33	0.33	0.33	0.00	0.53	0.53	0.53	0.00	0.00	0.00
Volume/Cap:	0.00	0.23	0.23	0.21	0.21	0.00	0.55	0.55	0.55	0.00	0.00	0.00
Uniform Del:	0.0	14.4	14.4	14.3	14.3	0.0	9.2	9.2	9.2	0.0	0.0	0.0
IncremntDel:	0.0	1.2	1.2	1.3	1.3	0.0	1.0	1.0	1.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.6	15.6	15.6	15.6	0.0	10.2	10.2	10.2	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:	0.0	15.6	15.6	15.6	15.6	0.0	10.2	10.2	10.2	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	2	1	1	1	0	6	6	6	0	0	0

Note: Queue reported is the number of cars per lane.

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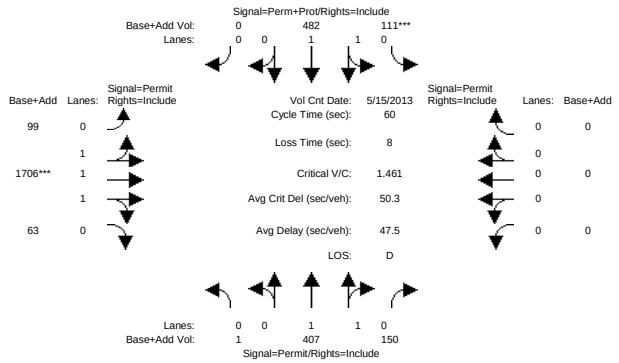
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #47: Divisadero/Bush



Street Name:	Divisadero Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	17	17	6	26	0	26	26	26	0	0	0
Y+R:	4.0	9.0	9.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	1	397	131	101	421	0	99	1704	63	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:	1	397	131	101	421	0	99	1704	63	0	0	0
Added Vol:	0	10	19	10	61	0	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	407	150	111	482	0	99	1706	63	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:	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:	1	428	158	117	507	0	104	1796	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	428	158	117	507	0	104	1796	66	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
FinalVolume:	1	428	158	117	507	0	104	1796	66	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.71	0.46	0.75	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Lanes:	0.01	1.45	0.54	0.37	1.63	0.00	0.16	2.74	0.10	0.00	0.00	0.00
Final Sat.:	5	1992	734	322	2324	0	222	3821	141	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.36	0.22	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.28	0.28	0.43	0.43	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	xxxx	0.76	0.76	0.65	0.50	0.00	1.08	1.08	1.08	0.00	0.00	0.00
Uniform Del:	0.0	19.6	19.6	0.0	12.3	0.0	17.0	17.0	17.0	0.0	0.0	0.0
IncremntDel:	0.0	6.9	6.9	3.3	1.5	0.0	48.2	48.2	48.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.5	26.5	3.3	13.8	0.0	65.2	65.2	65.2	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:	0.0	26.5	26.5	3.3	13.8	0.0	65.2	65.2	65.2	0.0	0.0	0.0
LOS by Move:	A	C	C	A	B	A	E	E	E	A	A	A
HCM2kAvgQ:	5	7	7	5	5	0	21	21	21	0	0	0

Note: Queue reported is the number of cars per lane.

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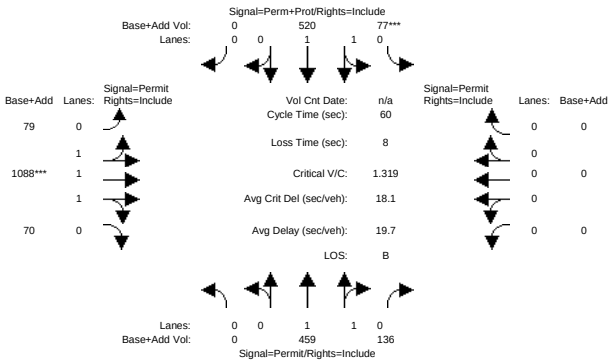
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #47: Divisadero/Bush



Street Name:	Divisadero Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	17	17	6	26	0	26	26	26	0	0	0
Y+R:	4.0	9.0	9.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	438	89	76	515	0	79	1088	70	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:	0	438	89	76	515	0	79	1088	70	0	0	0
Added Vol:	0	21	47	1	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	459	136	77	520	0	79	1088	70	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:	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:	0	499	148	84	565	0	86	1183	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	499	148	84	565	0	86	1183	76	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
FinalVolume:	0	499	148	84	565	0	86	1183	76	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.73	0.73	0.61	0.76	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Lanes:	0.00	1.54	0.46	0.26	1.74	0.00	0.19	2.64	0.17	0.00	0.00	0.00
Final Sat.:	0	2121	628	302	2499	0	266	3657	235	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.28	0.23	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.28	0.28	0.43	0.43	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.83	0.83	0.58	0.52	0.00	0.75	0.75	0.75	0.00	0.00	0.00
Uniform Del:	0.0	20.1	20.1	18.0	12.4	0.0	14.2	14.2	14.2	0.0	0.0	0.0
IncremntDel:	0.0	10.0	10.0	2.2	1.6	0.0	2.9	2.9	2.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	30.1	30.1	20.3	14.0	0.0	17.1	17.1	17.1	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:	0.0	30.1	30.1	20.3	14.0	0.0	17.1	17.1	17.1	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	9	9	5	5	0	8	8	8	0	0	0

Note: Queue reported is the number of cars per lane.

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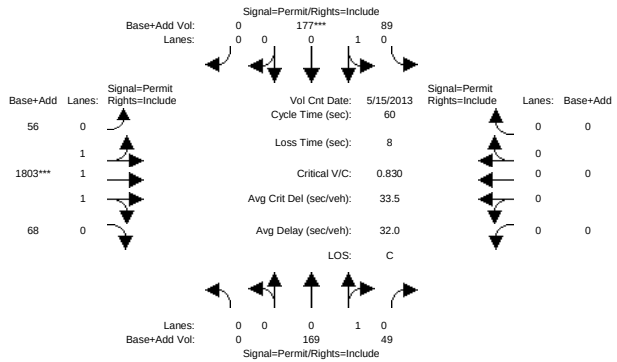
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #48: Scott/Bush



Street Name:	Scott Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	23	23	23	0	0	29	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	0	169	43	89	177	0	56	1784	63	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:	0	169	43	89	177	0	56	1784	63	0	0	0
Added Vol:	0	0	6	0	0	0	0	19	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	169	49	89	177	0	56	1803	68	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:	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:	0	178	52	94	186	0	59	1898	72	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	178	52	94	186	0	59	1898	72	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
FinalVolume:	0	178	52	94	186	0	59	1898	72	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.72	0.72	0.62	0.62	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.00	0.77	0.23	0.34	0.66	0.00	0.09	2.81	0.10	0.00	0.00	0.00
Final Sat.:	0	1064	309	395	786	0	122	3931	148	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.24	0.24	0.00	0.48	0.48	0.48	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.00	0.48	0.48	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.44	0.62	0.62	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Del:	0.0	13.7	13.7	15.0	15.0	0.0	15.5	15.5	15.5	0.0	0.0	0.0
IncremntDel:	0.0	2.6	2.6	6.2	6.2	0.0	19.7	19.7	19.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.3	16.3	21.2	21.2	0.0	35.2	35.2	35.2	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:	0.0	16.3	16.3	21.2	21.2	0.0	35.2	35.2	35.2	0.0	0.0	0.0
LOS by Move:	A	B	B	C	C	A	D	D	D	A	A	A
HCM2kAvgQ:	0	4	4	5	5	0	22	22	22	0	0	0

Note: Queue reported is the number of cars per lane.

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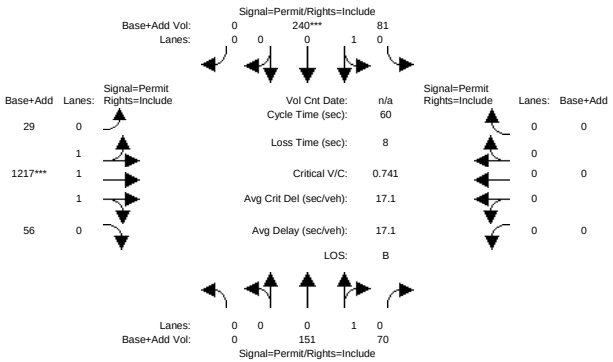
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #48: Scott/Bush



Street Name:	Scott Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	23	23	23	0	0	29	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	151	57	81	240	0	29	1170	55	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:	0	151	57	81	240	0	29	1170	55	0	0	0
Added Vol:	0	0	13	0	0	0	0	47	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	151	70	81	240	0	29	1217	56	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:	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:	0	170	79	91	270	0	33	1367	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	79	91	270	0	33	1367	63	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
FinalVolume:	0	170	79	91	270	0	33	1367	63	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.71	0.70	0.64	0.65	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.00	0.68	0.32	0.25	0.75	0.00	0.07	2.80	0.13	0.00	0.00	0.00
Final Sat.:	0	923	428	310	918	0	94	3927	181	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.29	0.29	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.00	0.48	0.48	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.48	0.48	0.77	0.77	0.00	0.72	0.72	0.72	0.00	0.00	0.00
Uniform Del:	0.0	14.0	14.0	16.2	16.2	0.0	12.3	12.3	12.3	0.0	0.0	0.0
IncremntDel:	0.0	3.2	3.2	11.3	11.3	0.0	2.2	2.2	2.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.1	17.1	27.5	27.5	0.0	14.5	14.5	14.5	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:	0.0	17.1	17.1	27.5	27.5	0.0	14.5	14.5	14.5	0.0	0.0	0.0
LOS by Move:	A	B	B	C	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	4	4	8	8	0	9	9	9	0	0	0

Note: Queue reported is the number of cars per lane.

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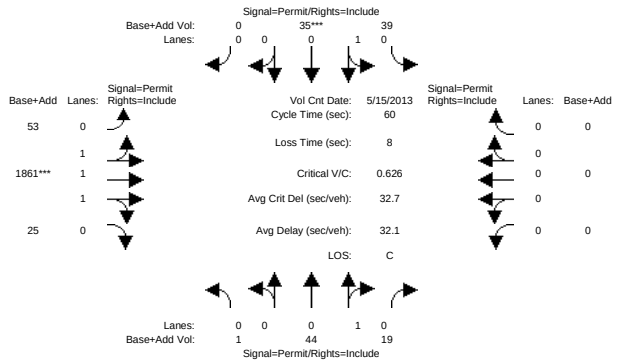
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #49: Bush/Pierce



Street Name:	Pierce Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	23	23	23	0	0	29	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	1	44	19	39	35	0	53	1836	25	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:	1	44	19	39	35	0	53	1836	25	0	0	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	44	19	39	35	0	53	1861	25	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:	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:	1	46	20	41	36	0	55	1939	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	46	20	41	36	0	55	1939	26	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
FinalVolume:	1	46	20	41	36	0	55	1939	26	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.71	0.64	0.64	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.02	0.68	0.30	0.53	0.47	0.00	0.08	2.88	0.04	0.00	0.00	0.00
Final Sat.:	21	931	402	640	575	0	115	4045	54	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.06	0.06	0.00	0.48	0.48	0.48	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.00	0.48	0.48	0.48	0.00	0.00	0.00
Volume/Cap:	0.13	0.13	0.13	0.17	0.17	0.00	0.99	0.99	0.99	0.00	0.00	0.00
Uniform Del:	12.0	12.0	12.0	12.2	12.2	0.0	15.4	15.4	15.4	0.0	0.0	0.0
IncremntDel:	0.5	0.5	0.5	0.8	0.8	0.0	18.1	18.1	18.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	12.5	12.5	12.5	12.9	12.9	0.0	33.4	33.4	33.4	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:	12.5	12.5	12.5	12.9	12.9	0.0	33.4	33.4	33.4	0.0	0.0	0.0
LOS by Move:	B	B	B	B	B	A	C	C	C	A	A	A
HCM2kAvgQ:	1	1	1	1	1	0	14	14	14	0	0	0

Note: Queue reported is the number of cars per lane.

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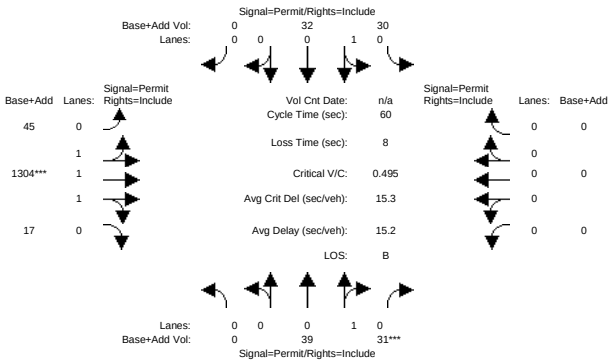
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #49: Bush/Pierce



Street Name:	Pierce Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	23	23	23	0	0	29	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	39	31	30	32	0	45	1244	17	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:	0	39	31	30	32	0	45	1244	17	0	0	0
Added Vol:	0	0	0	0	0	0	0	60	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	39	31	30	32	0	45	1304	17	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:	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	44	35	34	36	0	51	1482	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	44	35	34	36	0	51	1482	19	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
FinalVolume:	0	44	35	34	36	0	51	1482	19	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.70	0.69	0.64	0.65	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.00	0.55	0.45	0.49	0.51	0.00	0.10	2.86	0.04	0.00	0.00	0.00
Final Sat.:	0	736	585	596	636	0	139	4019	52	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.06	0.06	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Crit Moves:			****					****				
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.00	0.48	0.48	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.16	0.16	0.15	0.15	0.00	0.76	0.76	0.76	0.00	0.00	0.00
Uniform Del:	0.0	12.1	12.1	12.1	12.1	0.0	12.7	12.7	12.7	0.0	0.0	0.0
IncremntDel:	0.0	0.7	0.7	0.7	0.7	0.0	2.8	2.8	2.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.8	12.8	12.8	12.8	0.0	15.5	15.5	15.5	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:	0.0	12.8	12.8	12.8	12.8	0.0	15.5	15.5	15.5	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	1	1	1	1	0	9	9	9	0	0	0

Note: Queue reported is the number of cars per lane.

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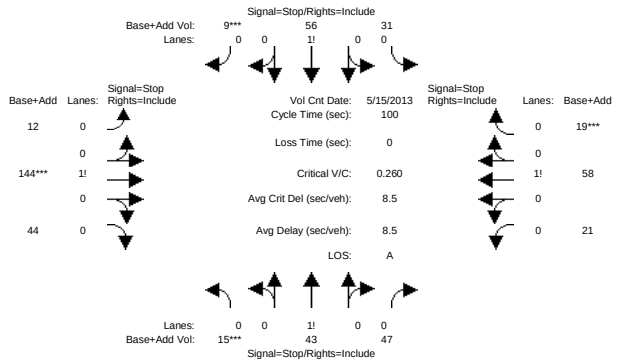
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #50: Broderick/Sutter

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Street Name:         Broderick Street                Sutter Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am
Base Vol:      15   43   47    31   56    9    12  106   44    18   55   19
Growth Adj:  1.00 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   43   47    31   56    9    12  106   44    18   55   19
Added Vol:      0    0    0     0    0    0     0   38    0     3    3    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   15   43   47    31   56    9    12  144   44    21   58   19
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:     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:    15   44   48    32   58    9    12  148   45    22   60   20
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   15   44   48    32   58    9    12  148   45    22   60   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
FinalVolume:   15   44   48    32   58    9    12  148   45    22   60   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:       0.14 0.41 0.45  0.32 0.59 0.09  0.06 0.72 0.22  0.21 0.60 0.19
Final Sat.:   108  311  340   233  420   68    48  571  174   162  449  147
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14 0.14  0.14 0.14 0.14  0.26 0.26 0.26  0.13 0.13 0.13
Crit Moves:  ****            ****      ****                    ****
Delay/Veh:    8.1  8.1  8.1   8.4  8.4  8.4   8.8  8.8  8.8   8.2  8.2  8.2
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:   8.1  8.1  8.1   8.4  8.4  8.4   8.8  8.8  8.8   8.2  8.2  8.2
LOS by Move:    A    A    A     A    A    A     A    A    A     A    A    A
ApproachDel:        8.1            8.4            8.8            8.2
Delay Adj:         1.00           1.00           1.00           1.00
ApprAdjDel:         8.1            8.4            8.8            8.2
LOS by Appr:          A              A              A              A
AllWayAvgQ:   0.1  0.1  0.1   0.1  0.1  0.1   0.3  0.3  0.3   0.1  0.1  0.1
Note: Queue reported is the number of cars per lane.
```


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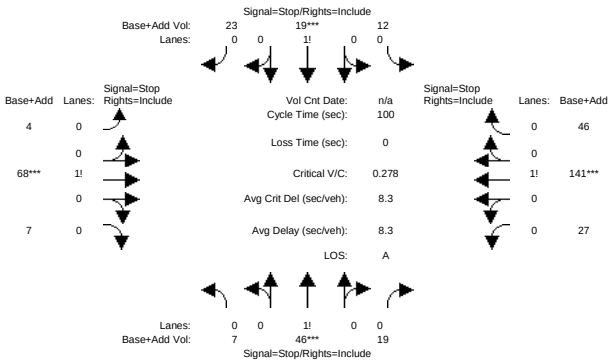
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #50: Broderick/Sutter




```
Street Name:         Broderick Street                Sutter Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7   46   19    12   19   23     4   65    7    22  135   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:    7   46   19    12   19   23     4   65    7    22  135   46
Added Vol:      0    0    0     0    0    0     0    3    0     5    6    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    7   46   19    12   19   23     4   68    7    27  141   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:     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:     8   50   21    13   21   25     4   74    8    29  153   50
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    8   50   21    13   21   25     4   74    8    29  153   50
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:    8   50   21    13   21   25     4   74    8    29  153   50
------------|---------------||---------------||---------------||---------------|
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:       0.10 0.64 0.26  0.22 0.35 0.43  0.05 0.86 0.09  0.13 0.66 0.21
Final Sat.:    73  479  198   168  266  322    40  679   70   105  551  180
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10 0.10  0.08 0.08 0.08  0.11 0.11 0.11  0.28 0.28 0.28
Crit Moves:       ****            ****            ****            ****
Delay/Veh:    8.0  8.0  8.0   7.8  7.8  7.8   7.9  7.9  7.9   8.7  8.7  8.7
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:   8.0  8.0  8.0   7.8  7.8  7.8   7.9  7.9  7.9   8.7  8.7  8.7
LOS by Move:    A    A    A     A    A    A     A    A    A     A    A    A
ApproachDel:        8.0            7.8            7.9            8.7
Delay Adj:         1.00           1.00           1.00           1.00
ApprAdjDel:         8.0            7.8            7.9            8.7
LOS by Appr:          A              A              A              A
AllWayAvgQ:   0.1  0.1  0.1   0.1  0.1  0.1   0.1  0.1  0.1   0.4  0.4  0.4
Note: Queue reported is the number of cars per lane.
```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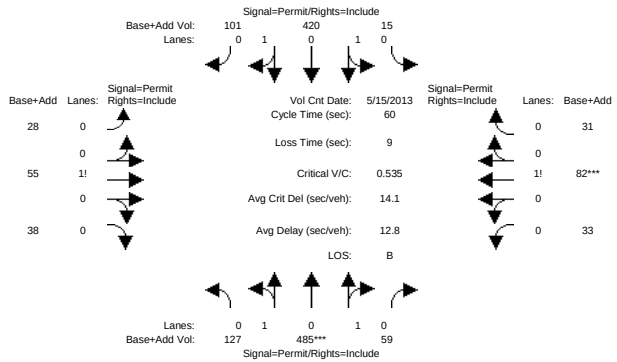
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #51: Divisadero/Sutter



Street Name:	Divisadero Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	75	475	58	10	417	48	10	54	34	32	74	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	475	58	10	417	48	10	54	34	32	74	30
Added Vol:	52	10	1	5	3	53	18	1	4	1	8	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	485	59	15	420	101	28	55	38	33	82	31
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:	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:	132	505	61	16	438	105	29	57	40	34	85	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	505	61	16	438	105	29	57	40	34	85	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	132	505	61	16	438	105	29	57	40	34	85	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	0.56	0.55	0.68	0.68	0.66	0.61	0.64	0.60	0.63	0.65	0.62
Lanes:	0.38	1.44	0.18	0.05	1.56	0.39	0.23	0.44	0.33	0.23	0.55	0.22
Final Sat.:	401	1532	186	72	2019	486	273	537	371	275	682	258
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.22	0.22	0.22	0.11	0.11	0.11	0.13	0.13	0.13
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.64	0.64	0.64	0.42	0.42	0.42	0.32	0.32	0.32	0.38	0.38	0.38
Uniform Del:	10.5	10.5	10.5	8.9	8.9	8.9	14.9	14.9	14.9	15.2	15.2	15.2
IncremntDel:	2.8	2.8	2.8	1.0	1.0	1.0	2.1	2.1	2.1	2.6	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.3	13.3	13.3	9.9	9.9	9.9	17.1	17.1	17.1	17.9	17.9	17.9
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:	13.3	13.3	13.3	9.9	9.9	9.9	17.1	17.1	17.1	17.9	17.9	17.9
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	4	4	4	2	2	2	2	3	2

Note: Queue reported is the number of cars per lane.

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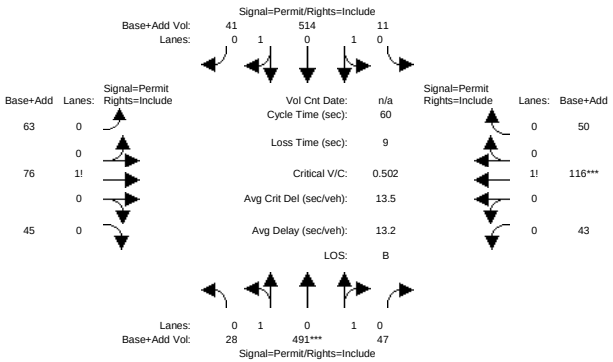
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #51: Divisadero/Sutter



Street Name:	Divisadero Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	22	467	47	11	514	37	22	76	38	43	115	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:	22	467	47	11	514	37	22	76	38	43	115	47
Added Vol:	6	24	0	0	0	4	41	0	7	0	1	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	491	47	11	514	41	63	76	45	43	116	50
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:	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:	30	534	51	12	559	45	68	83	49	47	126	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	534	51	12	559	45	68	83	49	47	126	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
FinalVolume:	30	534	51	12	559	45	68	83	49	47	126	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.67	0.70	0.70	0.70	0.59	0.59	0.58	0.64	0.64	0.63
Lanes:	0.10	1.73	0.17	0.04	1.81	0.15	0.34	0.41	0.25	0.21	0.55	0.24
Final Sat.:	127	2232	214	52	2419	193	384	463	274	249	673	290
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.23	0.23	0.23	0.18	0.18	0.18	0.19	0.19	0.19
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.46	0.46	0.46	0.45	0.45	0.45	0.54	0.54	0.54	0.56	0.56	0.56
Uniform Del:	9.2	9.2	9.2	9.1	9.1	9.1	16.2	16.2	16.2	16.4	16.4	16.4
IncremntDel:	1.2	1.2	1.2	1.1	1.1	1.1	5.4	5.4	5.4	5.6	5.6	5.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	10.4	10.4	10.4	10.2	10.2	10.2	21.7	21.7	21.7	22.0	22.0	22.0
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:	10.4	10.4	10.4	10.2	10.2	10.2	21.7	21.7	21.7	22.0	22.0	22.0
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	4	4	4	4	4	4	4	4	4	4	4

Note: Queue reported is the number of cars per lane.

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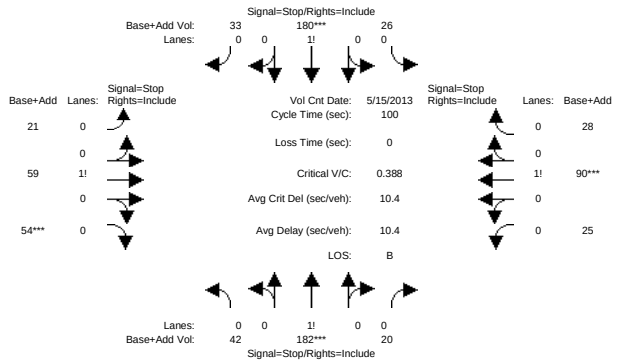
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #52: Sutter/Scott



Street Name:	Scott Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	39	177	20	26	175	33	21	59	48	24	81	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:	39	177	20	26	175	33	21	59	48	24	81	28
Added Vol:	3	5	0	0	5	0	0	0	6	1	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	182	20	26	180	33	21	59	54	25	90	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:	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:	46	198	22	28	196	36	23	64	59	27	98	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	198	22	28	196	36	23	64	59	27	98	30
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	46	198	22	28	196	36	23	64	59	27	98	30
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:	0.17	0.75	0.08	0.11	0.75	0.14	0.16	0.44	0.40	0.17	0.63	0.20
Final Sat.:	118	510	56	75	518	95	99	278	254	109	391	122
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.38	0.38	0.38	0.23	0.23	0.23	0.25	0.25	0.25
Crit Moves:		****			****				****		****	
Delay/Veh:	10.9	10.9	10.9	10.7	10.7	10.7	9.6	9.6	9.6	9.9	9.9	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:	10.9	10.9	10.9	10.7	10.7	10.7	9.6	9.6	9.6	9.9	9.9	9.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		10.9			10.7			9.6			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			10.7			9.6			9.9	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	0.2	0.2	0.2	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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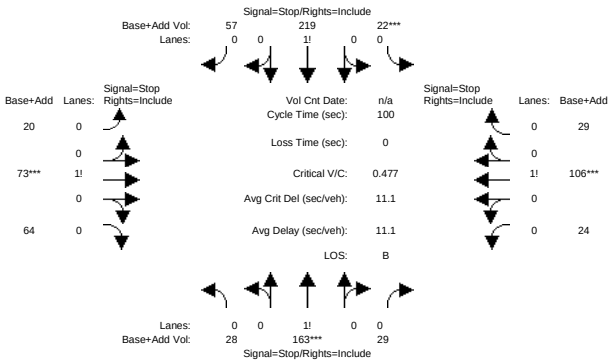
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #52: Sutter/Scott



Street Name:	Scott Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	26	153	29	22	216	57	20	73	63	24	105	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:	26	153	29	22	216	57	20	73	63	24	105	29
Added Vol:	2	10	0	0	3	0	0	0	1	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	163	29	22	219	57	20	73	64	24	106	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:	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:	30	177	32	24	238	62	22	79	70	26	115	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	177	32	24	238	62	22	79	70	26	115	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	30	177	32	24	238	62	22	79	70	26	115	32
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:	0.13	0.74	0.13	0.07	0.74	0.19	0.13	0.46	0.41	0.15	0.67	0.18
Final Sat.:	83	482	86	50	499	130	78	284	249	90	399	109
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.48	0.48	0.48	0.28	0.28	0.28	0.29	0.29	0.29
Crit Moves:		****			****				****		****	
Delay/Veh:	10.9	10.9	10.9	12.2	12.2	12.2	10.2	10.2	10.2	10.4	10.4	10.4
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:	10.9	10.9	10.9	12.2	12.2	12.2	10.2	10.2	10.2	10.4	10.4	10.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.9			12.2			10.2			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			12.2			10.2			10.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.8	0.8	0.8	0.3	0.3	0.3	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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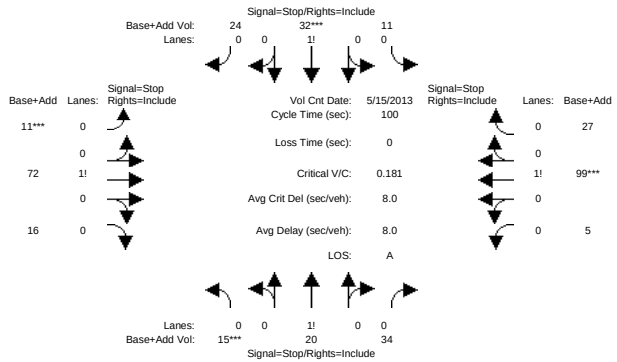
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #53: Pierce/Sutter



Street Name:	Pierce Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	15	20	34	11	32	24	11	72	16	5	89	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:	15	20	34	11	32	24	11	72	16	5	89	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	20	34	11	32	24	11	72	16	5	99	27
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:	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:	17	23	39	13	36	27	13	82	18	6	113	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	23	39	13	36	27	13	82	18	6	113	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
FinalVolume:	17	23	39	13	36	27	13	82	18	6	113	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:	0.22	0.29	0.49	0.16	0.48	0.36	0.11	0.73	0.16	0.04	0.75	0.21
Final Sat.:	173	230	391	128	373	280	89	586	130	31	622	170
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.10	0.10	0.10	0.14	0.14	0.14	0.18	0.18	0.18
Crit Moves:	****				****		****				****	
Delay/Veh:	7.7	7.7	7.7	7.8	7.8	7.8	8.0	8.0	8.0	8.1	8.1	8.1
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:	7.7	7.7	7.7	7.8	7.8	7.8	8.0	8.0	8.0	8.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.7			7.8			8.0			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.7			7.8			8.0			8.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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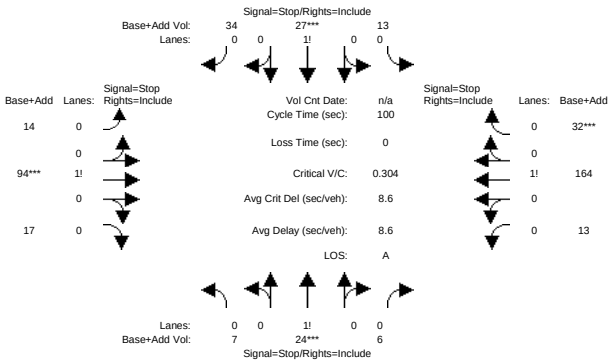
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #53: Pierce/Sutter



Street Name:	Pierce Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	7	24	6	13	27	34	14	94	17	13	163	32
Growth Adj:	1.00	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	24	6	13	27	34	14	94	17	13	163	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	24	6	13	27	34	14	94	17	13	164	32
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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	8	29	7	15	32	40	17	112	20	15	195	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	29	7	15	32	40	17	112	20	15	195	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
FinalVolume:	8	29	7	15	32	40	17	112	20	15	195	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:	0.19	0.65	0.16	0.18	0.36	0.46	0.11	0.75	0.14	0.06	0.79	0.15
Final Sat.:	131	449	112	129	267	337	89	594	107	51	642	125
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.12	0.12	0.19	0.19	0.19	0.30	0.30	0.30
Crit Moves:		****			****			****				****
Delay/Veh:	8.1	8.1	8.1	8.1	8.1	8.1	8.4	8.4	8.4	9.1	9.1	9.1
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:	8.1	8.1	8.1	8.1	8.1	8.1	8.4	8.4	8.4	9.1	9.1	9.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.1			8.1			8.4			9.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.1			8.1			8.4			9.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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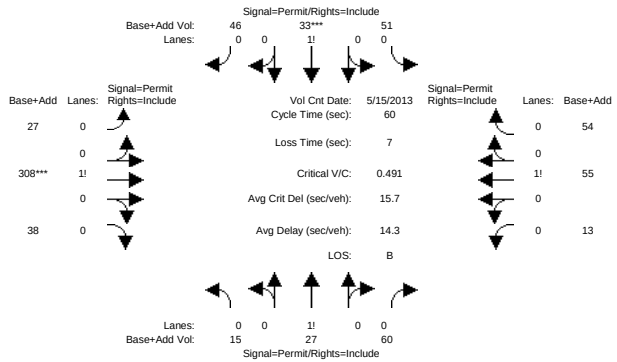
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #54: Broderick/Post



Street Name:	Broderick Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	24	24	24	24	0	29	29	29	0	0	0
Y+R:	4.0	3.5	3.5	3.5	3.5	4.0	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	15	27	60	51	30	46	27	297	38	12	53	54
Growth Adj:	1.00	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	27	60	51	30	46	27	297	38	12	53	54
Added Vol:	0	0	0	0	3	0	0	11	0	1	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	27	60	51	33	46	27	308	38	13	55	54
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:	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:	17	30	67	57	37	52	30	346	43	15	62	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	30	67	57	37	52	30	346	43	15	62	61
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	17	30	67	57	37	52	30	346	43	15	62	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.64	0.61	0.62	0.60	0.72	0.72	0.71	0.67	0.67	0.66
Lanes:	0.15	0.26	0.59	0.39	0.25	0.36	0.07	0.83	0.10	0.10	0.45	0.45
Final Sat.:	181	326	724	454	294	409	99	1127	139	134	568	558
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.13	0.13	0.13	0.31	0.31	0.31	0.11	0.11	0.11
Crit Moves:					****			****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.23	0.23	0.23	0.32	0.32	0.32	0.64	0.64	0.64	0.22	0.22	0.22
Uniform Del:	11.9	11.9	11.9	12.4	12.4	12.4	11.6	11.6	11.6	9.0	9.0	9.0
IncremntDel:	1.1	1.1	1.1	1.8	1.8	1.8	4.6	4.6	4.6	0.9	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.0	13.0	13.0	14.1	14.1	14.1	16.2	16.2	16.2	9.8	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:	13.0	13.0	13.0	14.1	14.1	14.1	16.2	16.2	16.2	9.8	9.8	9.8
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	7	7	7	2	2	2

Note: Queue reported is the number of cars per lane.

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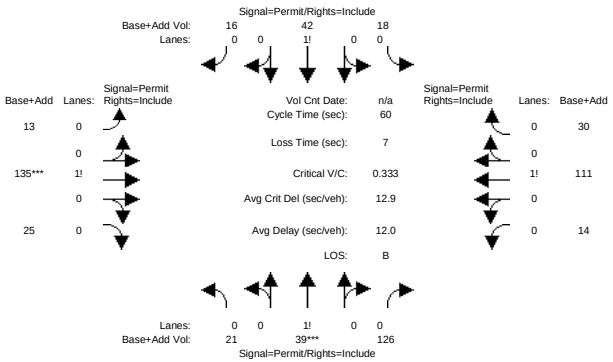
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #54: Broderick/Post



Street Name:	Broderick Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	24	24	24	24	0	29	29	29	0	0	0
Y+R:	4.0	3.5	3.5	3.5	3.5	4.0	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module:												
Base Vol:	21	39	126	18	37	16	13	134	25	13	107	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	39	126	18	37	16	13	134	25	13	107	30
Added Vol:	0	0	0	0	5	0	0	1	0	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	39	126	18	42	16	13	135	25	14	111	30
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:	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:	22	41	133	19	44	17	14	142	26	15	117	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	41	133	19	44	17	14	142	26	15	117	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	22	41	133	19	44	17	14	142	26	15	117	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.64	0.67	0.68	0.67	0.72	0.72	0.71	0.71	0.71	0.70
Lanes:	0.11	0.20	0.69	0.24	0.55	0.21	0.07	0.78	0.15	0.09	0.72	0.19
Final Sat.:	138	257	829	303	706	269	102	1062	197	122	964	260
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.06	0.06	0.06	0.13	0.13	0.13	0.12	0.12	0.12
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.40	0.40	0.40	0.16	0.16	0.16	0.28	0.28	0.28	0.25	0.25	0.25
Uniform Del:	12.9	12.9	12.9	11.5	11.5	11.5	9.2	9.2	9.2	9.1	9.1	9.1
IncremntDel:	2.4	2.4	2.4	0.7	0.7	0.7	1.0	1.0	1.0	0.9	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	15.3	15.3	15.3	12.2	12.2	12.2	10.3	10.3	10.3	10.0	10.0	10.0
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:	15.3	15.3	15.3	12.2	12.2	12.2	10.3	10.3	10.3	10.0	10.0	10.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	1	1	1	2	2	2	2	2	2

Note: Queue reported is the number of cars per lane.

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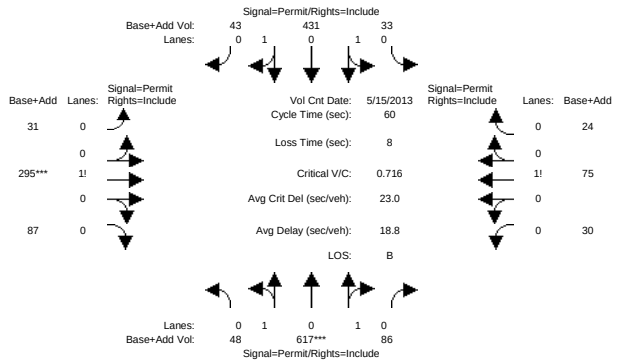
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #55: Divisadero/Post



Street Name:	Divisadero Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	44	560	83	33	427	39	25	284	84	30	73	24
Growth Adj:	1.00	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	560	83	33	427	39	25	284	84	30	73	24
Added Vol:	4	57	3	0	4	4	6	11	3	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	617	86	33	431	43	31	295	87	30	75	24
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:	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:	49	630	88	34	440	44	32	301	89	31	77	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	630	88	34	440	44	32	301	89	31	77	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	49	630	88	34	440	44	32	301	89	31	77	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.66	0.66	0.66	0.66	0.70	0.71	0.67	0.63	0.64	0.62
Lanes:	0.13	1.64	0.23	0.13	1.70	0.17	0.07	0.71	0.22	0.23	0.58	0.19
Final Sat.:	162	2087	291	164	2141	214	99	945	279	281	703	225
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.21	0.21	0.21	0.32	0.32	0.32	0.11	0.11	0.11
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.58	0.58	0.58	0.40	0.40	0.40	0.91	0.91	0.91	0.31	0.31	0.31
Uniform Del:	10.0	10.0	10.0	8.8	8.8	8.8	18.6	18.6	18.6	14.2	14.2	14.2
IncremntDel:	1.9	1.9	1.9	0.9	0.9	0.9	24.5	24.5	24.5	1.9	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	11.9	11.9	11.9	9.7	9.7	9.7	43.1	43.1	43.1	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:	11.9	11.9	11.9	9.7	9.7	9.7	43.1	43.1	43.1	16.1	16.1	16.1
LOS by Move:	B	B	B	A	A	A	D	D	D	B	B	B
HCM2kAvgQ:	5	5	5	3	3	3	12	12	11	2	2	2

Note: Queue reported is the number of cars per lane.

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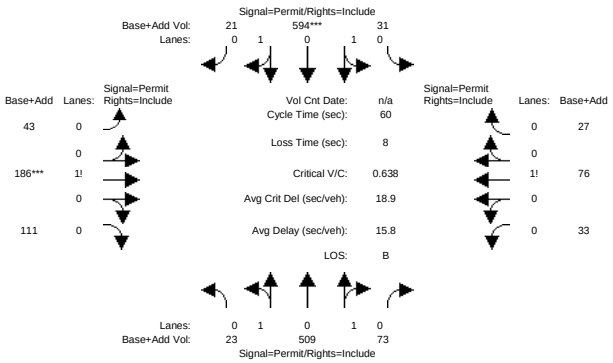
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #55: Divisadero/Post



Street Name:	Divisadero Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	22	495	71	31	587	20	28	180	105	33	76	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	495	71	31	587	20	28	180	105	33	76	26
Added Vol:	1	14	2	0	7	1	15	6	6	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	509	73	31	594	21	43	186	111	33	76	27
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:	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:	24	541	78	33	632	22	46	198	118	35	81	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	541	78	33	632	22	46	198	118	35	81	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
FinalVolume:	24	541	78	33	632	22	46	198	118	35	81	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.67	0.69	0.69	0.68	0.67	0.68	0.63	0.62	0.64	0.62
Lanes:	0.08	1.68	0.24	0.10	1.84	0.06	0.12	0.54	0.34	0.25	0.55	0.20
Final Sat.:	99	2185	313	125	2400	85	158	684	408	291	670	238
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.26	0.26	0.26	0.29	0.29	0.29	0.12	0.12	0.12
Crit Moves:					****			****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.48	0.48	0.48	0.51	0.51	0.51	0.83	0.83	0.83	0.34	0.34	0.34
Uniform Del:	9.3	9.3	9.3	9.5	9.5	9.5	17.8	17.8	17.8	14.4	14.4	14.4
IncremntDel:	1.2	1.2	1.2	1.4	1.4	1.4	16.2	16.2	16.2	2.2	2.2	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	10.5	10.5	10.5	10.9	10.9	10.9	34.1	34.1	34.1	16.7	16.7	16.7
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:	10.5	10.5	10.5	10.9	10.9	10.9	34.1	34.1	34.1	16.7	16.7	16.7
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
HCM2kAvgQ:	4	4	4	5	5	5	9	9	9	2	2	2

Note: Queue reported is the number of cars per lane.

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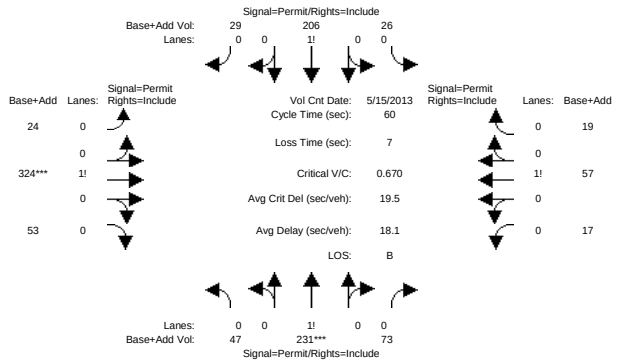
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #56: Scott/Post



Street Name:	Scott Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	24	24	24	24	24	24	29	29	29	29	29	29
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	47	213	73	26	197	29	17	321	50	16	55	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:	47	213	73	26	197	29	17	321	50	16	55	15
Added Vol:	0	18	0	0	9	0	7	3	3	1	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	231	73	26	206	29	24	324	53	17	57	19
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:	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:	49	241	76	27	215	30	25	338	55	18	59	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	241	76	27	215	30	25	338	55	18	59	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
FinalVolume:	49	241	76	27	215	30	25	338	55	18	59	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.68	0.66	0.69	0.70	0.69	0.72	0.72	0.71	0.66	0.67	0.66
Lanes:	0.13	0.66	0.21	0.10	0.79	0.11	0.06	0.81	0.13	0.18	0.61	0.21
Final Sat.:	171	840	266	132	1044	147	82	1104	181	232	776	259
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.21	0.21	0.21	0.31	0.31	0.31	0.08	0.08	0.08
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.72	0.72	0.72	0.51	0.51	0.51	0.63	0.63	0.63	0.16	0.16	0.16
Uniform Del:	15.1	15.1	15.1	13.6	13.6	13.6	11.5	11.5	11.5	8.7	8.7	8.7
IncremntDel:	8.3	8.3	8.3	3.5	3.5	3.5	4.6	4.6	4.6	0.6	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	23.5	23.5	23.5	17.1	17.1	17.1	16.1	16.1	16.1	9.2	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:	23.5	23.5	23.5	17.1	17.1	17.1	16.1	16.1	16.1	9.2	9.2	9.2
LOS by Move:	C	C	C	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	7	7	7	4	4	4	6	6	5	1	1	1

Note: Queue reported is the number of cars per lane.

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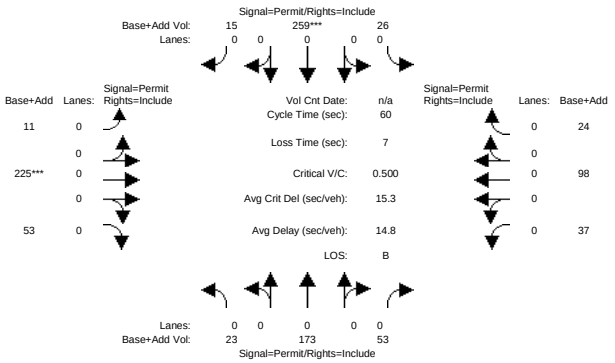
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #56: Scott/Post



Street Name:	Scott Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	24	24	24	24	24	24	29	29	29	29	29	29
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module:												
Base Vol:	23	171	53	26	250	14	9	219	53	37	98	24
Growth Adj:	1.00	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	171	53	26	250	14	9	219	53	37	98	24
Added Vol:	0	2	0	0	9	1	2	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	173	53	26	259	15	11	225	53	37	98	24
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:	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:	23	177	54	27	264	15	11	230	54	38	100	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	177	54	27	264	15	11	230	54	38	100	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	23	177	54	27	264	15	11	230	54	38	100	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.68	0.71	0.71	0.71	0.72	0.72	0.71	0.65	0.66	0.65
Lanes:	0.09	0.69	0.22	0.09	0.86	0.05	0.04	0.77	0.19	0.23	0.62	0.15
Final Sat.:	122	914	280	118	1171	68	52	1063	250	289	766	188
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.23	0.23	0.23	0.22	0.22	0.22	0.13	0.13	0.13
Crit Moves:					****			****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.48	0.48	0.48	0.56	0.56	0.56	0.45	0.45	0.45	0.27	0.27	0.27
Uniform Del:	13.4	13.4	13.4	13.9	13.9	13.9	10.2	10.2	10.2	9.2	9.2	9.2
IncremntDel:	3.2	3.2	3.2	4.2	4.2	4.2	2.2	2.2	2.2	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	16.5	16.5	16.5	18.1	18.1	18.1	12.4	12.4	12.4	10.3	10.3	10.3
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:	16.5	16.5	16.5	18.1	18.1	18.1	12.4	12.4	12.4	10.3	10.3	10.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	5	5	5	3	3	3	2	2	2

Note: Queue reported is the number of cars per lane.

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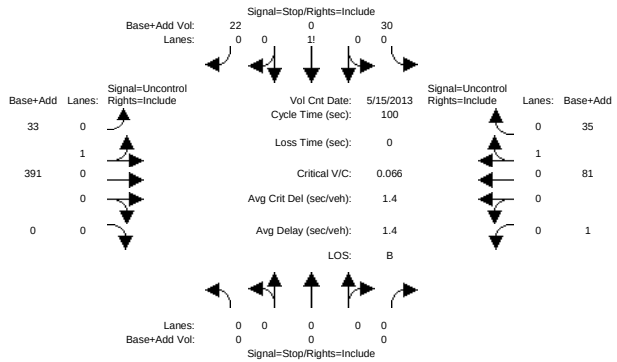
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project AM

Intersection #57: Pierce/Post



Street Name: Pierce Street Post Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	0	0	0	30	0	22	33	387	0	1	74	35
Growth Adj:	1.00	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	22	33	387	0	1	74	35
Added Vol:	0	0	0	0	0	0	0	4	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	22	33	391	0	1	81	35
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:	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	0	0	31	0	23	34	407	0	1	84	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	23	34	407	0	1	84	36
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	581	581	103	121	xxxx	xxxxx	407	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	479	428	958	1479	xxxx	xxxxx	1162	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	470	418	958	1479	xxxx	xxxxx	1162	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.02	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	599	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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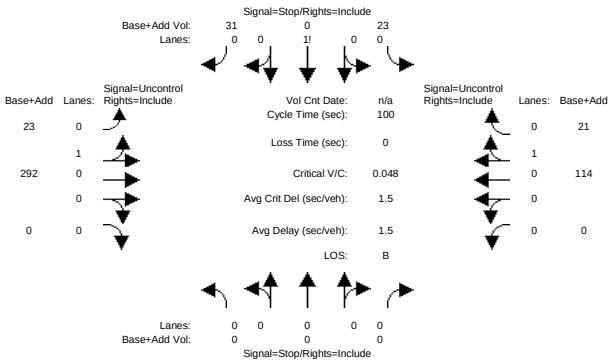
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project PM

Intersection #57: Pierce/Post



Street Name: Pierce Street Post Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	23	0	31	23	286	0	0	113	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:	0	0	0	23	0	31	23	286	0	0	113	21
Added Vol:	0	0	0	0	0	0	0	6	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	23	0	31	23	292	0	0	114	21
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:	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:	0	0	0	25	0	34	25	317	0	0	124	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	25	0	34	25	317	0	0	124	23
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	503	503	135	147	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	528	471	913	1435	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	521	463	913	1435	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.04	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	692	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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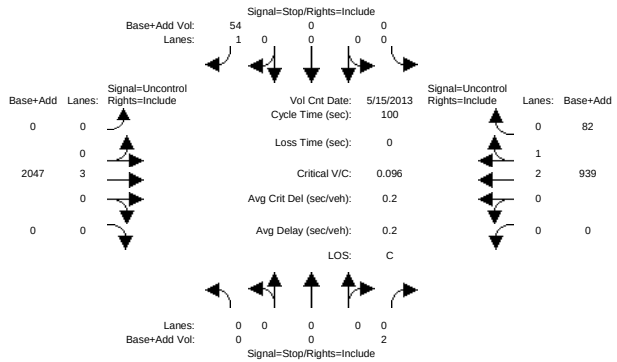
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project AM

Intersection #58: Broderick / Geary




```
Street Name:         Broderick Street                Geary Blvd
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am
Base Vol:       0    0     2     0    0    51     0 2045     0     0  932    82
Growth Adj:  1.00 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     2     0    0    51     0 2045     0     0  932    82
Added Vol:      0    0     0     0    0     3     0    2     0     0    7     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     2     0    0    54     0 2047     0     0  939    82
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:     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:     0    0     2     0    0    59     0 2225     0     0 1021    89
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     2     0    0    59     0 2225     0     0 1021    89
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   742  xxxx xxxx   385  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   358  xxxx xxxx   613  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   358  xxxx xxxx   613  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.01  xxxx xxxx  0.10  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.0  xxxx xxxx   0.3  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  15.1 xxxxx xxxx  11.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     C     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      15.1            11.5           xxxxxx           xxxxxx
ApproachLOS:         C               B                *                *
Note: Queue reported is the number of cars per lane.
```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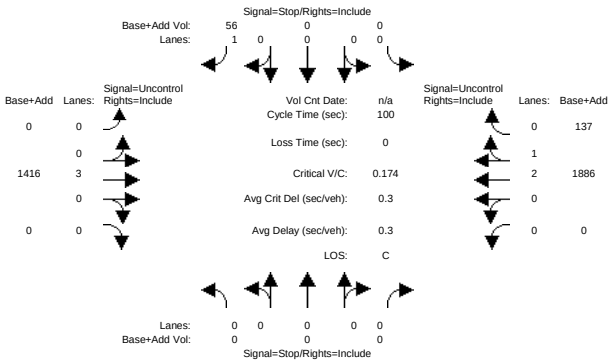
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project PM

Intersection #58: Broderick / Geary




```
Street Name:         Broderick Street                Geary Blvd
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0    50     0 1416     0     0 1873   137
Growth Adj:  1.00 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     0    0    50     0 1416     0     0 1873   137
Added Vol:      0    0     0     0    0     6     0    0     0     0   13     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0    56     0 1416     0     0 1886   137
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:     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:     0    0     0     0    0    61     0 1539     0     0 2050   149
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0    61     0 1539     0     0 2050   149
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   758  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   350  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   350  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  0.17  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.6  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  17.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     C     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            17.5           xxxxxx           xxxxxx
ApproachLOS:         *               C                *                *
Note: Queue reported is the number of cars per lane.
```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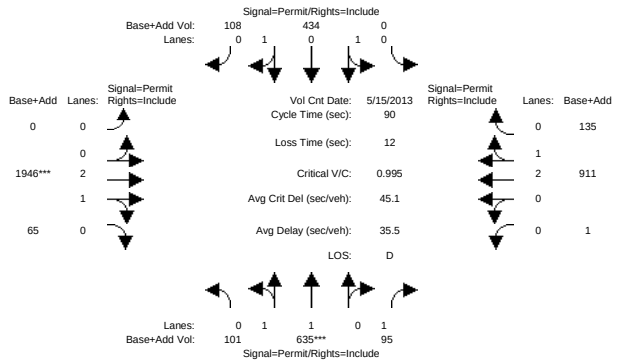
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #59: Divisadero/Geary



Street Name:	Divisadero Street						Geary Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	32	32	32	32	32	46	46	46	46	46	46
Y+R:	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	101	619	95	0	430	105	0	1946	63	1	907	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	619	95	0	430	105	0	1946	63	1	907	88
Added Vol:	0	16	0	0	4	3	0	0	2	0	4	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	635	95	0	434	108	0	1946	65	1	911	135
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:	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	668	100	0	457	114	0	2048	68	1	959	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	668	100	0	457	114	0	2048	68	1	959	142
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	106	668	100	0	457	114	0	2048	68	1	959	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.55	0.95	0.73	0.70	1.00	0.74	0.73	0.68	0.68	0.67
Lanes:	0.28	1.72	1.00	0.00	1.59	0.41	0.00	2.90	0.10	0.01	2.60	0.39
Final Sat.:	297	1870	1037	0	2204	548	0	4054	135	4	3373	500
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.10	0.00	0.21	0.21	0.00	0.51	0.51	0.28	0.28	0.28
Crit Moves:		****						****				
Green/Cycle:	0.36	0.36	0.36	0.00	0.36	0.36	0.00	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	1.01	1.01	0.27	0.00	0.58	0.58	0.00	0.99	0.99	0.56	0.56	0.56
Uniform Del:	29.0	29.0	20.7	0.0	23.6	23.6	0.0	21.7	21.7	15.0	15.0	15.0
IncremntDel:	33.7	33.7	1.8	0.0	2.5	2.5	0.0	17.0	17.0	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.7	62.7	22.5	0.0	26.1	26.1	0.0	38.7	38.7	16.2	16.2	16.2
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:	62.7	62.7	22.5	0.0	26.1	26.1	0.0	38.7	38.7	16.2	16.2	16.2
LOS by Move:	E	E	C	A	C	C	A	D	D	B	B	B
HCM2kAvgQ:	17	17	2	0	7	7	0	28	28	8	8	8

Note: Queue reported is the number of cars per lane.

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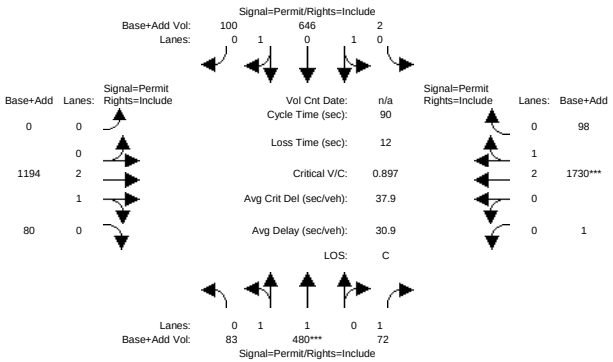
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #59: Divisadero/Geary



Street Name:	Divisadero Street						Geary Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	34	34	34	34	34	44	44	44	44	44	44
Y+R:	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	83	479	72	1	639	95	0	1194	80	1	1722	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	479	72	1	639	95	0	1194	80	1	1722	82
Added Vol:	0	1	0	1	7	5	0	0	0	0	8	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	480	72	2	646	100	0	1194	80	1	1730	98
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:	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:	86	495	74	2	666	103	0	1231	82	1	1784	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	495	74	2	666	103	0	1231	82	1	1784	101
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	86	495	74	2	666	103	0	1231	82	1	1784	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.52	0.56	0.70	0.70	0.69	1.00	0.73	0.72	0.69	0.69	0.69
Lanes:	0.30	1.70	1.00	0.01	1.72	0.27	0.00	2.81	0.19	0.01	2.83	0.16
Final Sat.:	288	1668	1059	7	2297	356	0	3907	262	2	3713	210
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.07	0.29	0.29	0.29	0.00	0.32	0.32	0.48	0.48	0.48
Crit Moves:		****									****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.00	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.79	0.79	0.19	0.77	0.77	0.77	0.00	0.64	0.64	0.98	0.98	0.98
Uniform Del:	24.8	24.8	18.7	24.5	24.5	24.5	0.0	17.2	17.2	22.6	22.6	22.6
IncremntDel:	8.2	8.2	1.0	5.6	5.6	5.6	0.0	1.6	1.6	16.8	16.8	16.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.0	33.0	19.8	30.1	30.1	30.1	0.0	18.7	18.7	39.4	39.4	39.4
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:	33.0	33.0	19.8	30.1	30.1	30.1	0.0	18.7	18.7	39.4	39.4	39.4
LOS by Move:	C	C	B	C	C	C	A	B	B	D	D	D
HCM2kAvgQ:	10	10	1	11	11	11	0	11	11	26	26	25

Note: Queue reported is the number of cars per lane.

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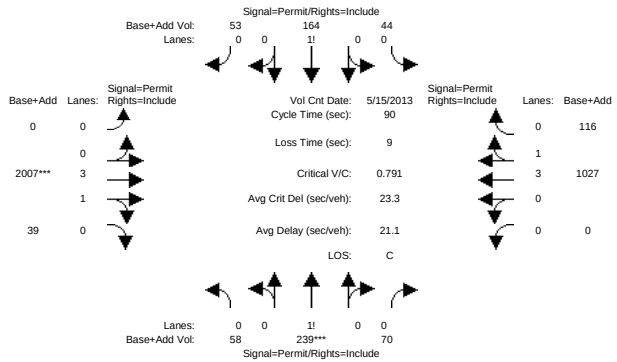
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #60: Scott/Geary



Street Name:	Scott Street						Geary Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	35	35	35	35	35	35	41	41	41	41	41	41
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 15 May 2013 << 7:45-8:45am												
Base Vol:	55	236	70	43	164	42	0	2007	39	0	971	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:	55	236	70	43	164	42	0	2007	39	0	971	101
Added Vol:	3	3	0	1	0	11	0	0	0	0	56	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	239	70	44	164	53	0	2007	39	0	1027	116
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:	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:	63	260	76	48	178	58	0	2182	42	0	1116	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	260	76	48	178	58	0	2182	42	0	1116	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
FinalVolume:	63	260	76	48	178	58	0	2182	42	0	1116	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.65	0.64	0.64	0.64	1.00	0.75	0.74	1.00	0.74	0.73
Lanes:	0.16	0.65	0.19	0.17	0.63	0.20	0.00	3.92	0.08	0.00	3.59	0.41
Final Sat.:	197	814	238	206	768	248	0	5560	108	0	5029	568
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.23	0.23	0.23	0.00	0.39	0.39	0.00	0.22	0.22
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.00	0.50	0.50	0.00	0.50	0.50
Volume/Cap:	0.79	0.79	0.79	0.58	0.58	0.58	0.00	0.79	0.79	0.00	0.45	0.45
Uniform Del:	23.5	23.5	23.5	20.8	20.8	20.8	0.0	18.8	18.8	0.0	14.7	14.7
IncremntDel:	12.0	12.0	12.0	4.8	4.8	4.8	0.0	2.4	2.4	0.0	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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:	35.5	35.5	35.5	25.6	25.6	25.6	0.0	21.2	21.2	0.0	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:	35.5	35.5	35.5	25.6	25.6	25.6	0.0	21.2	21.2	0.0	15.2	15.2
LOS by Move:	D	D	D	C	C	C	A	C	C	A	B	B
HCM2kAvgQ:	12	12	12	7	7	7	0	16	16	0	6	6

Note: Queue reported is the number of cars per lane.

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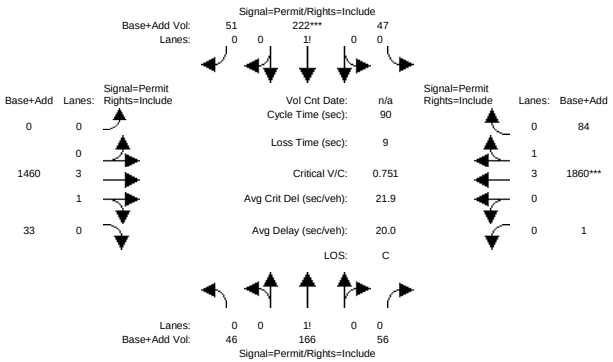
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #60: Scott/Geary



Street Name:	Scott Street						Geary Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	35	35	35	35	35	35	41	41	41	41	41	41
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	46	166	56	45	221	45	0	1459	33	1	1853	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	166	56	45	221	45	0	1459	33	1	1853	82
Added Vol:	0	0	0	2	1	6	0	1	0	0	7	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	166	56	47	222	51	0	1460	33	1	1860	84
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:	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:	50	180	61	51	241	55	0	1587	36	1	2022	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	180	61	51	241	55	0	1587	36	1	2022	91
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	50	180	61	51	241	55	0	1587	36	1	2022	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.64	0.67	0.67	0.66	1.00	0.75	0.74	0.69	0.69	0.69
Lanes:	0.17	0.62	0.21	0.15	0.69	0.16	0.00	3.91	0.09	0.01	3.82	0.17
Final Sat.:	211	761	257	186	878	202	0	5543	125	3	5042	228
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.27	0.27	0.27	0.00	0.29	0.29	0.40	0.40	0.40
Crit Moves:					****						****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.00	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.61	0.61	0.61	0.71	0.71	0.71	0.00	0.56	0.56	0.78	0.78	0.78
Uniform Del:	22.0	22.0	22.0	23.2	23.2	23.2	0.0	15.1	15.1	18.0	18.0	18.0
IncremntDel:	5.7	5.7	5.7	8.3	8.3	8.3	0.0	0.8	0.8	2.4	2.4	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.7	27.7	27.7	31.4	31.4	31.4	0.0	15.9	15.9	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:	27.7	27.7	27.7	31.4	31.4	31.4	0.0	15.9	15.9	20.3	20.3	20.3
LOS by Move:	C	C	C	C	C	C	A	B	B	C	C	C
HCM2kAvgQ:	7	7	7	9	9	9	0	9	9	15	15	15

Note: Queue reported is the number of cars per lane.

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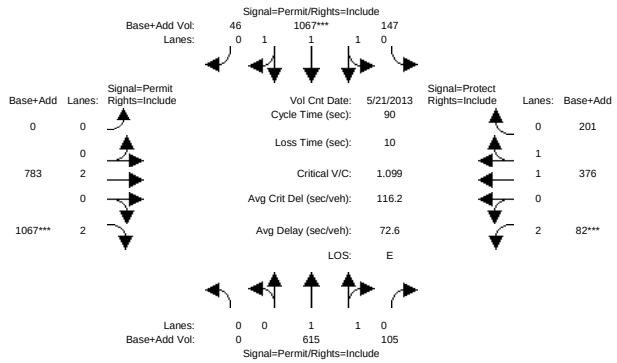
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #61: S Van Ness/13th Street



Street Name:	S Van Ness						13th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	30	30	30	30	0	39	39	39	7	0	50
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	10.0	10.0	10.0	5.0	4.0	5.0
Volume Module: >> Count Date: 21 May 2013 << 8:00-9:00am												
Base Vol:	0	615	105	147	1053	46	0	783	1067	82	376	200
Growth Adj:	1.00	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	615	105	147	1053	46	0	783	1067	82	376	200
Added Vol:	0	0	0	0	14	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	615	105	147	1067	46	0	783	1067	82	376	201
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:	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:	0	654	112	156	1135	49	0	833	1135	87	400	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	654	112	156	1135	49	0	833	1135	87	400	214
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	654	112	156	1135	49	0	833	1135	87	400	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.74	0.74	0.50	0.50	0.50	1.00	0.81	0.63	0.79	0.77	0.76
Lanes:	0.00	1.71	0.29	0.35	2.54	0.11	0.00	2.00	2.00	2.00	1.30	0.70
Final Sat.:	0	2409	411	331	2405	104	0	3079	2386	2987	1895	1013
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.47	0.47	0.47	0.00	0.27	0.48	0.03	0.21	0.21
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.38	0.00	0.43	0.43	0.08	0.51	0.51
Volume/Cap:	0.00	0.72	0.72	1.25	1.25	1.25	0.00	0.62	1.10	0.38	0.41	0.41
Uniform Del:	0.0	23.9	23.9	28.0	28.0	28.0	0.0	19.8	25.5	39.4	13.6	13.6
IncremntDel:	0.0	4.2	4.2	120.0	120	120.0	0.0	2.2	58.7	4.6	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	28.1	28.1	148.0	148	148.0	0.0	22.0	84.2	44.0	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	28.1	28.1	148.0	148	148.0	0.0	22.0	84.2	44.0	14.5	14.5
LOS by Move:	A	C	C	F	F	F	A	C	F	D	B	B
HCM2kAvgQ:	0	10	10	27	27	27	0	10	29	1	6	5

Note: Queue reported is the number of cars per lane.

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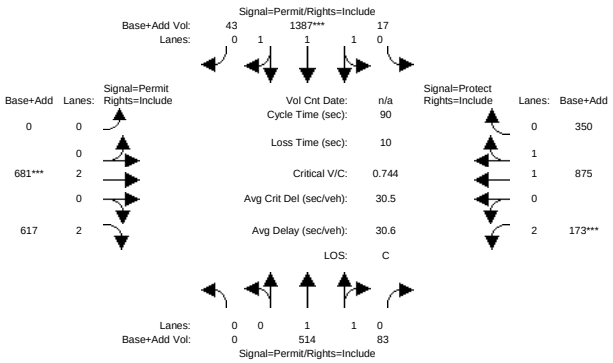
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #61: S Van Ness/13th Street



Street Name:	S Van Ness						13th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	35	35	35	35	0	34	34	34	7	0	45
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	10.0	10.0	10.0	5.0	4.0	5.0
Volume Module:												
Base Vol:	0	508	83	17	1386	43	0	681	617	173	875	331
Growth Adj:	1.00	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	508	83	17	1386	43	0	681	617	173	875	331
Added Vol:	0	6	0	0	1	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	514	83	17	1387	43	0	681	617	173	875	350
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:	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	524	85	17	1415	44	0	695	630	177	893	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	524	85	17	1415	44	0	695	630	177	893	357
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	524	85	17	1415	44	0	695	630	177	893	357
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.74	0.74	0.69	0.69	0.69	1.00	0.81	0.61	0.79	0.78	0.76
Lanes:	0.00	1.72	0.28	0.03	2.88	0.09	0.00	2.00	2.00	2.00	1.42	0.58
Final Sat.:	0	2430	392	46	3760	117	0	3079	2315	2987	2093	837
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.38	0.38	0.38	0.00	0.23	0.27	0.06	0.43	0.43
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.43	0.43	0.43	0.43	0.43	0.00	0.38	0.38	0.08	0.46	0.46
Volume/Cap:	0.00	0.50	0.50	0.87	0.87	0.87	0.00	0.60	0.72	0.76	0.94	0.94
Uniform Del:	0.0	18.4	18.4	23.2	23.2	23.2	0.0	22.5	23.9	40.7	23.3	23.3
IncremntDel:	0.0	1.5	1.5	6.3	6.3	6.3	0.0	2.3	5.1	20.6	13.5	13.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	19.9	19.9	29.5	29.5	29.5	0.0	24.8	29.0	61.3	36.7	36.7
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	19.9	19.9	29.5	29.5	29.5	0.0	24.8	29.0	61.3	36.7	36.7
LOS by Move:	A	B	B	C	C	C	A	C	C	E	D	D
HCM2kAvgQ:	0	7	6	16	16	16	0	9	10	2	18	18

Note: Queue reported is the number of cars per lane.

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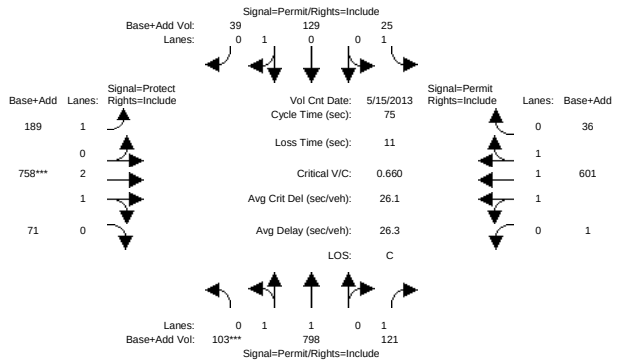
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #62: 13th St / Folsom



Street Name:	Folsom Street						13th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	0	29	29	29	29	10	35	35	21	21	21
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	103	798	121	14	126	39	189	758	71	1	601	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:	103	798	121	14	126	39	189	758	71	1	601	36
Added Vol:	0	0	0	11	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	798	121	25	129	39	189	758	71	1	601	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:	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:	111	858	130	27	139	42	203	815	76	1	646	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	858	130	27	139	42	203	815	76	1	646	39
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	111	858	130	27	139	42	203	815	76	1	646	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.54	0.16	0.72	0.72	0.81	0.77	0.76	0.69	0.69	0.69
Lanes:	0.23	1.77	1.00	1.00	0.77	0.23	1.00	2.74	0.26	0.01	2.82	0.17
Final Sat.:	309	2391	1027	303	1049	317	1539	3990	374	6	3716	223
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.13	0.09	0.13	0.13	0.13	0.20	0.20	0.17	0.17	0.17
Crit Moves:	****							****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.19	0.47	0.47	0.28	0.28	0.28
Volume/Cap:	0.93	0.93	0.33	0.23	0.34	0.34	0.71	0.44	0.44	0.62	0.62	0.62
Uniform Del:	22.0	22.0	16.2	15.5	16.3	16.3	28.6	13.4	13.4	23.5	23.5	23.5
IncremntDel:	15.1	15.1	2.2	4.5	1.8	1.8	13.7	0.7	0.7	2.6	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	37.1	37.1	18.3	20.0	18.0	18.0	42.3	14.1	14.1	26.2	26.2	26.2
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:	37.1	37.1	18.3	20.0	18.0	18.0	42.3	14.1	14.1	26.2	26.2	26.2
LOS by Move:	D	D	B	B	B	B	D	B	B	C	C	C
HCM2kAvgQ:	14	14	2	1	3	3	5	5	5	5	5	5

Note: Queue reported is the number of cars per lane.

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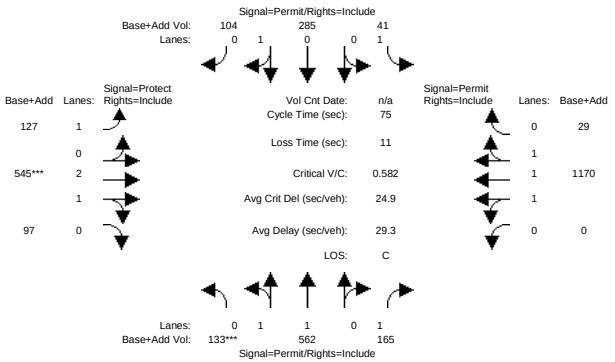
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #62: 13th St / Folsom



Street Name:	Folsom Street						13th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	0	29	29	29	29	7	35	35	24	24	24
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	562	165	41	285	104	127	545	97	0	1158	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:	127	562	165	41	285	104	127	545	97	0	1158	29
Added Vol:	6	0	0	0	0	0	0	0	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	562	165	41	285	104	127	545	97	0	1170	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:	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:	136	573	168	42	291	106	130	556	99	0	1194	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	573	168	42	291	106	130	556	99	0	1194	30
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	136	573	168	42	291	106	130	556	99	0	1194	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.54	0.58	0.26	0.72	0.70	0.81	0.76	0.75	0.91	0.74	0.74
Lanes:	0.38	1.62	1.00	1.00	0.73	0.27	1.00	2.54	0.46	0.00	2.93	0.07
Final Sat.:	393	1662	1111	493	992	362	1539	3660	651	0	4120	102
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.15	0.08	0.29	0.29	0.08	0.15	0.15	0.00	0.29	0.29
Crit Moves:	****							****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.15	0.47	0.47	0.00	0.32	0.32
Volume/Cap:	0.89	0.89	0.39	0.22	0.76	0.76	0.57	0.33	0.33	0.00	0.91	0.91
Uniform Del:	21.5	21.5	16.6	15.4	20.0	20.0	29.8	12.6	12.6	0.0	24.4	24.4
IncremntDel:	14.4	14.4	2.7	2.6	9.9	9.9	10.2	0.4	0.4	0.0	10.3	10.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	36.0	36.0	19.3	18.0	29.8	29.8	40.0	13.0	13.0	0.0	34.7	34.7
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:	36.0	36.0	19.3	18.0	29.8	29.8	40.0	13.0	13.0	0.0	34.7	34.7
LOS by Move:	D	D	B	B	B	C	C	D	B	B	A	C	C
HCM2kAvgQ:	10	10	3	1	10	10	3	3	3	0	12	11

Note: Queue reported is the number of cars per lane.

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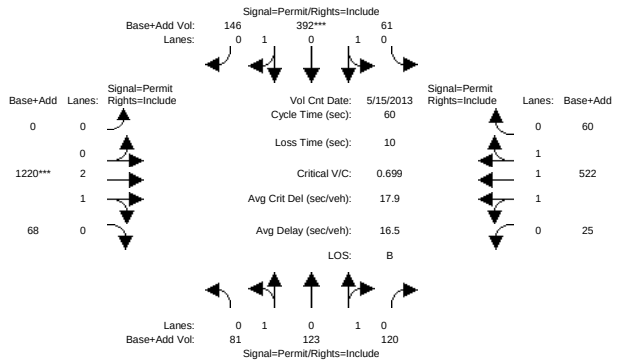
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #63: 13th St / Harrison



Street Name:	Harrison Street								13th Street							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am																
Base Vol:	81	123	118	61	371	146	0	1220	57	25	522	60				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	81	123	118	61	371	146	0	1220	57	25	522	60				
Added Vol:	0	0	2	0	21	0	0	0	11	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	81	123	120	61	392	146	0	1220	68	25	522	60				
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:	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:	85	129	126	64	413	154	0	1284	72	26	549	63				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	85	129	126	64	413	154	0	1284	72	26	549	63				
PCE Adj:	1.00	1.00	1.00	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				
FinalVolume:	85	129	126	64	413	154	0	1284	72	26	549	63				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.52	0.52	0.50	0.64	0.64	0.63	1.00	0.74	0.73	0.63	0.63	0.62				
Lanes:	0.49	0.74	0.77	0.20	1.31	0.49	0.00	2.84	0.16	0.12	2.58	0.30				
Final Sat.:	485	736	718	247	1588	591	0	3983	222	147	3065	352				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18	0.26	0.26	0.26	0.00	0.32	0.32	0.18	0.18	0.18				
Crit Moves:					****			****								
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.00	0.42	0.42	0.42	0.42	0.42				
Volume/Cap:	0.42	0.42	0.42	0.62	0.62	0.62	0.00	0.77	0.77	0.43	0.43	0.43				
Uniform Del:	12.4	12.4	12.4	13.8	13.8	13.8	0.0	15.1	15.1	12.4	12.4	12.4				
IncremntDel:	1.6	1.6	1.6	2.9	2.9	2.9	0.0	3.4	3.4	0.9	0.9	0.9				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	14.0	14.0	14.0	16.7	16.7	16.7	0.0	18.5	18.5	13.3	13.3	13.3				
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:	14.0	14.0	14.0	16.7	16.7	16.7	0.0	18.5	18.5	13.3	13.3	13.3				
LOS by Move:	B	B	B	B	B	B	A	B	B	B	B	B				
HCM2kAvgQ:	3	3	3	6	6	6	0	9	9	3	3	3				

Note: Queue reported is the number of cars per lane.

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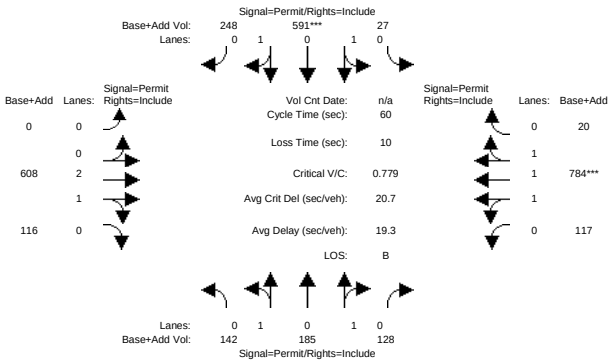
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #63: 13th St / Harrison



Street Name:	Harrison Street								13th Street							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:																
Base Vol:	130	185	88	27	590	248	0	608	116	117	784	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:	130	185	88	27	590	248	0	608	116	117	784	20				
Added Vol:	12	0	40	0	1	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	142	185	128	27	591	248	0	608	116	117	784	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:	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:	146	191	132	28	609	256	0	627	120	121	808	21				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	146	191	132	28	609	256	0	627	120	121	808	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				
FinalVolume:	146	191	132	28	609	256	0	627	120	121	808	21				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.40	0.40	0.39	0.68	0.68	0.66	1.00	0.73	0.72	0.56	0.56	0.56				
Lanes:	0.62	0.81	0.57	0.06	1.36	0.58	0.00	2.52	0.48	0.38	2.55	0.07				
Final Sat.:	467	608	421	79	1740	730	0	3470	662	404	2705	69				
Capacity Analysis Module:																
Vol/Sat:	0.31	0.31	0.31	0.35	0.35	0.35	0.00	0.18	0.18	0.30	0.30	0.30				
Crit Moves:					****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.00	0.42	0.42	0.42	0.42	0.42				
Volume/Cap:	0.75	0.75	0.75	0.84	0.84	0.84	0.00	0.43	0.43	0.72	0.72	0.72				
Uniform Del:	14.9	14.9	14.9	15.7	15.7	15.7	0.0	12.5	12.5	14.6	14.6	14.6				
IncremntDel:	8.2	8.2	8.2	8.0	8.0	8.0	0.0	0.8	0.8	3.4	3.4	3.4				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	23.1	23.1	23.1	23.7	23.7	23.7	0.0	13.3	13.3	17.9	17.9	17.9				
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:	23.1	23.1	23.1	23.7	23.7	23.7	0.0	13.3	13.3	17.9	17.9	17.9				
LOS by Move:	C	C	C	C	C	C	A	B	B	B	B	B				
HCM2kAvgQ:	6	6	6	11	11	11	0	4	4	6	6	6				

Note: Queue reported is the number of cars per lane.

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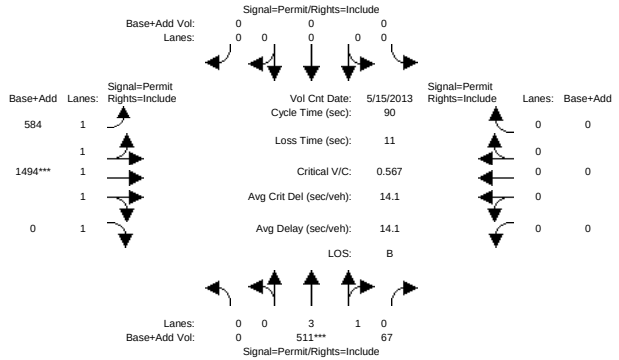
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #64: 10th St / Bryant



Street Name: Bryant Street 10th Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	19	19	0	0	0	0	59	59	0	0	0
Y+R:	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.5	5.5	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	0	510	66	0	0	0	584	1494	0	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:	0	510	66	0	0	0	584	1494	0	0	0	0
Added Vol:	0	1	1	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	511	67	0	0	0	584	1494	0	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:	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	528	69	0	0	0	604	1545	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	528	69	0	0	0	604	1545	0	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
FinalVolume:	0	528	69	0	0	0	604	1545	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.74	0.68	1.00	1.00	1.00	0.72	0.72	0.91	1.00	1.00	1.00
Lanes:	0.00	3.50	0.50	0.00	0.00	0.00	1.13	2.87	1.00	0.00	0.00	0.00
Final Sat.:	0	4920	645	0	0	0	1547	3957	1729	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.00	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.21	0.21	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.51	0.00	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.00
Uniform Del:	0.0	31.4	31.4	0.0	0.0	0.0	8.2	8.2	0.0	0.0	0.0	0.0
IncremntDel:	0.0	1.6	1.6	0.0	0.0	0.0	0.7	0.7	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	33.0	33.0	0.0	0.0	0.0	8.9	8.9	0.0	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:	0.0	33.0	33.0	0.0	0.0	0.0	8.9	8.9	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	4	4	0	0	0	10	10	0	0	0	0

Note: Queue reported is the number of cars per lane.

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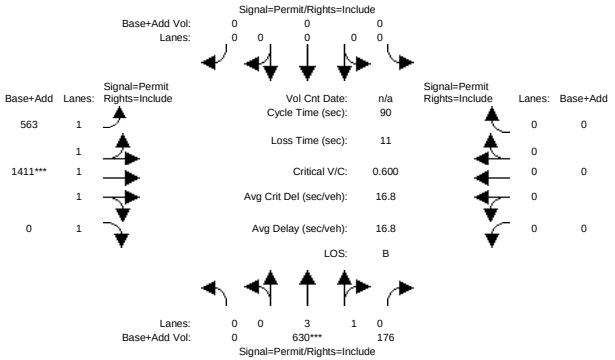
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #64: 10th St / Bryant



Street Name: Bryant Street 10th Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	19	19	0	0	0	0	59	59	0	0	0
Y+R:	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.5	5.5	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	612	153	0	0	0	563	1411	0	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:	0	612	153	0	0	0	563	1411	0	0	0	0
Added Vol:	0	18	23	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	630	176	0	0	0	563	1411	0	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:	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	654	183	0	0	0	585	1465	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	654	183	0	0	0	585	1465	0	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
FinalVolume:	0	654	183	0	0	0	585	1465	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.73	0.66	1.00	1.00	1.00	0.72	0.72	0.91	1.00	1.00	1.00
Lanes:	0.00	3.06	0.94	0.00	0.00	0.00	1.14	2.86	1.00	0.00	0.00	0.00
Final Sat.:	0	4232	1182	0	0	0	1570	3934	1729	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.00	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.22	0.22	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.70	0.70	0.00	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.00
Uniform Del:	0.0	32.2	32.2	0.0	0.0	0.0	8.5	8.5	0.0	0.0	0.0	0.0
IncremntDel:	0.0	3.3	3.3	0.0	0.0	0.0	0.7	0.7	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.5	35.5	0.0	0.0	0.0	9.2	9.2	0.0	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:	0.0	35.5	35.5	0.0	0.0	0.0	9.2	9.2	0.0	0.0	0.0	0.0
LOS by Move:	A	D	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	7	6	0	0	0	9	9	0	0	0	0

Note: Queue reported is the number of cars per lane.

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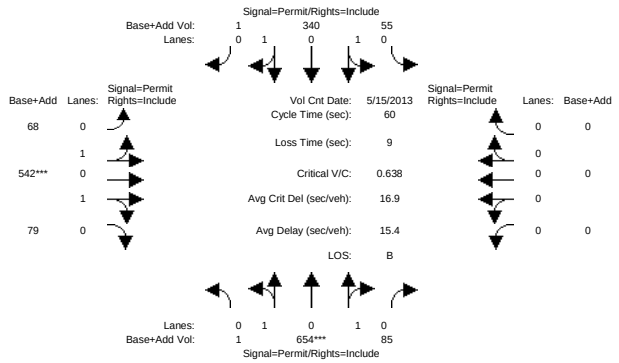
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #65: 14th St / S Van Ness



Street Name:	S Van Ness						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	30	30	30	30	0	21	21	21	0	0	0
Y+R:	4.0	4.5	4.5	4.5	4.5	4.0	4.5	4.5	4.5	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	1	654	82	41	340	1	68	542	79	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:	1	654	82	41	340	1	68	542	79	0	0	0
Added Vol:	0	0	3	14	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	654	85	55	340	1	68	542	79	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:	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:	1	681	89	57	354	1	71	565	82	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	681	89	57	354	1	71	565	82	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
FinalVolume:	1	681	89	57	354	1	71	565	82	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.71	0.61	0.61	0.61	0.73	0.74	0.72	1.00	1.00	1.00
Lanes:	0.01	1.76	0.23	0.28	1.71	0.01	0.20	1.57	0.23	0.00	0.00	0.00
Final Sat.:	4	2393	311	321	1982	6	275	2191	319	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.18	0.18	0.18	0.26	0.26	0.26	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.57	0.57	0.57	0.36	0.36	0.36	0.74	0.74	0.74	0.00	0.00	0.00
Uniform Del:	10.5	10.5	10.5	9.1	9.1	9.1	17.1	17.1	17.1	0.0	0.0	0.0
IncremntDel:	1.7	1.7	1.7	0.9	0.9	0.9	4.9	4.9	4.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	0.00	0.00
Delay/Veh:	12.2	12.2	12.2	10.0	10.0	10.0	22.0	22.0	22.0	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:	12.2	12.2	12.2	10.0	10.0	10.0	22.0	22.0	22.0	0.0	0.0	0.0
LOS by Move:	B	B	B	A	A	A	C	C	C	A	A	A
HCM2kAvgQ:	5	5	5	2	2	2	8	8	8	0	0	0

Note: Queue reported is the number of cars per lane.

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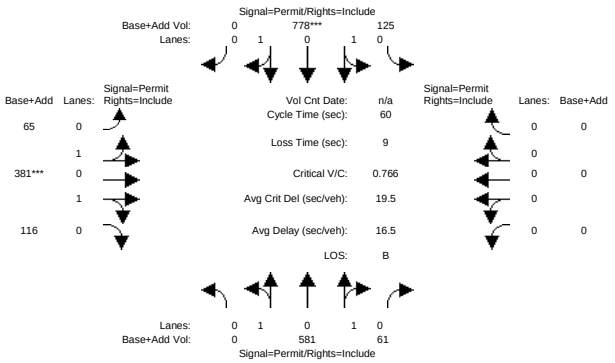
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #65: 14th St / S Van Ness



Street Name:	S Van Ness						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	32	32	32	32	0	19	19	19	0	0	0
Y+R:	4.0	4.5	4.5	4.5	4.5	4.0	4.5	4.5	4.5	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	575	61	124	778	0	65	381	116	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:	0	575	61	124	778	0	65	381	116	0	0	0
Added Vol:	0	6	0	1	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	581	61	125	778	0	65	381	116	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:	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:	0	612	64	132	819	0	68	401	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	612	64	132	819	0	68	401	122	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
FinalVolume:	0	612	64	132	819	0	68	401	122	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.75	0.74	0.57	0.58	0.95	0.72	0.72	0.71	1.00	1.00	1.00
Lanes:	0.00	1.81	0.19	0.28	1.72	0.00	0.23	1.35	0.42	0.00	0.00	0.00
Final Sat.:	0	2573	270	303	1884	0	317	1856	565	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.43	0.43	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.53	0.53	0.53	0.53	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.45	0.45	0.82	0.82	0.00	0.68	0.68	0.68	0.00	0.00	0.00
Uniform Del:	0.0	8.6	8.6	11.6	11.6	0.0	17.9	17.9	17.9	0.0	0.0	0.0
IncremntDel:	0.0	1.0	1.0	6.3	6.3	0.0	4.3	4.3	4.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.5	9.5	17.9	17.9	0.0	22.2	22.2	22.2	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:	0.0	9.5	9.5	17.9	17.9	0.0	22.2	22.2	22.2	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	4	4	8	8	0	6	6	6	0	0	0

Note: Queue reported is the number of cars per lane.

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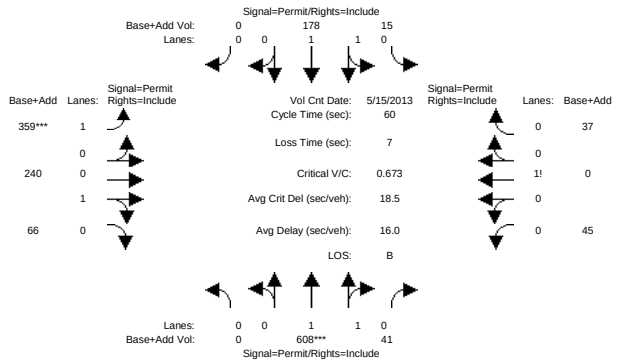
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #66: 14th St / Folsom



Street Name:	Folsom Street						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	22	22	22	22	0	21	21	21	7	0	7
Y+R:	4.0	3.5	3.5	3.5	3.5	4.0	3.5	3.5	3.5	3.5	4.0	3.5
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	0	608	38	12	178	0	359	223	66	45	0	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:	0	608	38	12	178	0	359	223	66	45	0	37
Added Vol:	0	0	3	3	0	0	0	17	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	608	41	15	178	0	359	240	66	45	0	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:	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:	0	654	44	16	191	0	386	258	71	48	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	654	44	16	191	0	386	258	71	48	0	40
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	654	44	16	191	0	386	258	71	48	0	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.75	0.74	0.68	0.68	1.00	0.58	0.72	0.71	0.54	1.00	0.54
Lanes:	0.00	1.87	0.13	0.16	1.84	0.00	1.00	0.78	0.22	0.55	0.00	0.45
Final Sat.:	0	2678	181	200	2377	0	1103	1071	294	562	0	462
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.08	0.08	0.00	0.35	0.24	0.24	0.09	0.00	0.09
Crit Moves:		****					****					
Green/Cycle:	0.00	0.37	0.37	0.37	0.37	0.00	0.52	0.52	0.52	0.52	0.00	0.52
Volume/Cap:	0.00	0.67	0.67	0.22	0.22	0.00	0.68	0.47	0.47	0.17	0.00	0.17
Uniform Del:	0.0	15.9	15.9	13.1	13.1	0.0	10.8	9.2	9.2	7.7	0.0	7.7
IncremntDel:	0.0	3.3	3.3	0.5	0.5	0.0	6.3	2.2	2.2	0.7	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	19.3	19.3	13.6	13.6	0.0	17.1	11.4	11.4	8.3	0.0	8.3
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	19.3	19.3	13.6	13.6	0.0	17.1	11.4	11.4	8.3	0.0	8.3
LOS by Move:	A	B	B	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	7	7	1	1	0	5	4	4	1	0	1

Note: Queue reported is the number of cars per lane.

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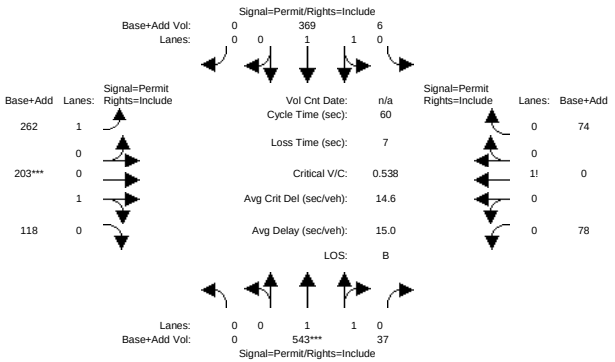
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #66: 14th St / Folsom



Street Name:	Folsom Street						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	29	29	29	29	0	24	24	24	9	0	9
Y+R:	4.0	3.5	3.5	3.5	3.5	4.0	3.5	3.5	3.5	3.5	4.0	3.5
Volume Module:												
Base Vol:	0	537	37	6	369	0	262	202	118	78	0	74
Growth Adj:	1.00	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	537	37	6	369	0	262	202	118	78	0	74
Added Vol:	0	6	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	543	37	6	369	0	262	203	118	78	0	74
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:	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:	0	578	39	6	393	0	279	216	126	83	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	578	39	6	393	0	279	216	126	83	0	79
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	578	39	6	393	0	279	216	126	83	0	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.75	0.74	0.71	0.71	1.00	0.56	0.71	0.68	0.50	1.00	0.49
Lanes:	0.00	1.87	0.13	0.03	1.97	0.00	1.00	0.62	0.38	0.51	0.00	0.49
Final Sat.:	0	2674	182	43	2666	0	1058	834	485	483	0	459
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.15	0.15	0.00	0.26	0.26	0.26	0.17	0.00	0.17
Crit Moves:		****						****				
Green/Cycle:	0.00	0.48	0.48	0.48	0.48	0.00	0.40	0.40	0.40	0.40	0.00	0.40
Volume/Cap:	0.00	0.45	0.45	0.30	0.30	0.00	0.66	0.65	0.65	0.43	0.00	0.43
Uniform Del:	0.0	10.2	10.2	9.4	9.4	0.0	14.7	14.6	14.6	13.0	0.0	13.0
IncremntDel:	0.0	1.0	1.0	0.6	0.6	0.0	7.8	6.0	6.0	3.5	0.0	3.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.3	11.3	10.0	10.0	0.0	22.5	20.6	20.6	16.6	0.0	16.6
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	11.3	11.3	10.0	10.0	0.0	22.5	20.6	20.6	16.6	0.0	16.6
LOS by Move:	A	B	B	A	A	A	C	C	C	B	A	B
HCM2kAvgQ:	0	4	4	2	2	0	4	5	5	3	0	3

Note: Queue reported is the number of cars per lane.

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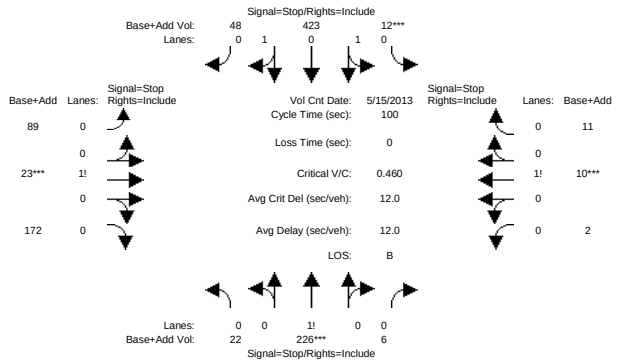
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #67: 14th St / Harrison



Street Name: Harrison Street 14th Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	22	224	6	12	390	48	89	23	149	2	10	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	224	6	12	390	48	89	23	149	2	10	11
Added Vol:	0	2	0	0	33	0	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	226	6	12	423	48	89	23	172	2	10	11
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:	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:	23	233	6	12	436	49	92	24	177	2	10	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	233	6	12	436	49	92	24	177	2	10	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
FinalVolume:	23	233	6	12	436	49	92	24	177	2	10	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	0.89	0.02	0.05	1.75	0.20	0.31	0.08	0.61	0.09	0.43	0.48
Final Sat.:	55	563	15	31	1093	126	200	52	386	46	231	254
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.40	0.40	0.39	0.46	0.46	0.46	0.04	0.04	0.04
Crit Moves:		****		****			****			****		
Delay/Veh:	12.0	12.0	12.0	12.1	11.9	11.6	12.4	12.4	12.4	9.2	9.2	9.2
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:	12.0	12.0	12.0	12.1	11.9	11.6	12.4	12.4	12.4	9.2	9.2	9.2
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
ApproachDel:	12.0			11.8			12.4			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.0			11.8			12.4			9.2		
LOS by Appr:	B			B			B			A		
AllWayAvgQ:	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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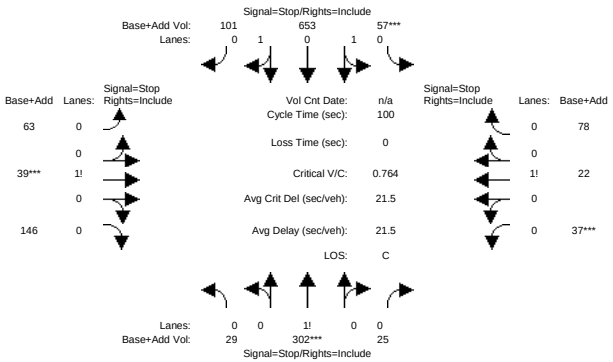
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #67: 14th St / Harrison



Street Name: Harrison Street 14th Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	249	25	57	652	101	63	39	145	37	22	78
Growth Adj:	1.00	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	249	25	57	652	101	63	39	145	37	22	78
Added Vol:	0	53	0	0	1	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	302	25	57	653	101	63	39	146	37	22	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:	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:	30	315	26	59	680	105	66	41	152	39	23	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	315	26	59	680	105	66	41	152	39	23	81
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	30	315	26	59	680	105	66	41	152	39	23	81
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:	0.08	0.85	0.07	0.14	1.61	0.25	0.25	0.16	0.59	0.27	0.16	0.57
Final Sat.:	45	470	39	78	906	143	131	81	304	127	75	267
Capacity Analysis Module:												
Vol/Sat:	0.67	0.67	0.67	0.76	0.75	0.74	0.50	0.50	0.50	0.30	0.30	0.30
Crit Moves:		****		****				****		****		
Delay/Veh:	20.3	20.3	20.3	26.8	25.5	24.0	15.3	15.3	15.3	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:	20.3	20.3	20.3	26.8	25.5	24.0	15.3	15.3	15.3	12.6	12.6	12.6
LOS by Move:	C	C	C	D	D	C	C	C	C	B	B	B
ApproachDel:	20.3			25.4			15.3			12.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	20.3			25.4			15.3			12.6		
LOS by Appr:	C			D			C			B		
AllWayAvgQ:	1.7	1.7	1.7	2.7	2.4	2.4	0.8	0.8	0.8	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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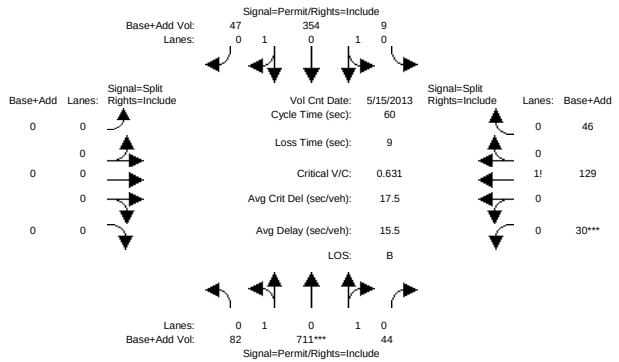
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #68: 15th St / S Van Ness



Street Name:	S Van Ness						15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	29	29	29	29	0	22	0	22	22	0	22
Y+R:	4.0	4.5	4.5	4.5	4.5	4.0	4.5	4.0	4.5	4.5	4.0	4.5
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	82	708	44	9	354	47	0	0	0	30	129	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:	82	708	44	9	354	47	0	0	0	30	129	46
Added Vol:	0	3	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:	82	711	44	9	354	47	0	0	0	30	129	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:	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:	89	773	48	10	385	51	0	0	0	33	140	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	773	48	10	385	51	0	0	0	33	140	50
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	89	773	48	10	385	51	0	0	0	33	140	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.65	0.64	0.70	0.70	0.69	1.00	1.00	1.00	0.71	0.71	0.70
Lanes:	0.20	1.70	0.10	0.04	1.73	0.23	0.00	0.00	0.00	0.14	0.63	0.23
Final Sat.:	241	2085	129	58	2285	303	0	0	0	197	846	302
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.17	0.17	0.17	0.00	0.00	0.00	0.17	0.17	0.17
Crit Moves:		****								****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.00	0.00	0.00	0.37	0.37	0.37
Volume/Cap:	0.77	0.77	0.77	0.35	0.35	0.35	0.00	0.00	0.00	0.45	0.45	0.45
Uniform Del:	12.7	12.7	12.7	9.6	9.6	9.6	0.0	0.0	0.0	14.4	14.4	14.4
IncremntDel:	4.8	4.8	4.8	0.8	0.8	0.8	0.0	0.0	0.0	3.0	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	17.5	17.5	17.5	10.4	10.4	10.4	0.0	0.0	0.0	17.4	17.4	17.4
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:	17.5	17.5	17.5	10.4	10.4	10.4	0.0	0.0	0.0	17.4	17.4	17.4
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
HCM2kAvgQ:	8	8	8	3	3	3	0	0	0	3	3	3

Note: Queue reported is the number of cars per lane.

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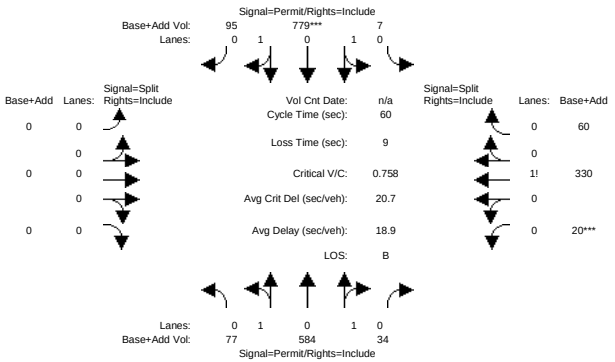
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #68: 15th St / S Van Ness



Street Name:	S Van Ness						15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	29	29	29	29	0	22	0	22	22	0	22
Y+R:	4.0	4.5	4.5	4.5	4.5	4.0	4.5	4.0	4.5	4.5	4.0	4.5
Volume Module:												
Base Vol:	77	584	34	7	779	95	0	0	0	18	328	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	584	34	7	779	95	0	0	0	18	328	54
Added Vol:	0	0	0	0	0	0	0	0	0	2	2	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	584	34	7	779	95	0	0	0	20	330	60
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:	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:	79	602	35	7	803	98	0	0	0	21	340	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	602	35	7	803	98	0	0	0	21	340	62
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	79	602	35	7	803	98	0	0	0	21	340	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.57	0.71	0.71	0.70	1.00	1.00	1.00	0.73	0.73	0.71
Lanes:	0.22	1.68	0.10	0.01	1.77	0.22	0.00	0.00	0.00	0.05	0.80	0.15
Final Sat.:	242	1835	107	21	2380	290	0	0	0	67	1108	201
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.34	0.34	0.34	0.00	0.00	0.00	0.31	0.31	0.31
Crit Moves:					****					****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.00	0.00	0.00	0.37	0.37	0.37
Volume/Cap:	0.68	0.68	0.68	0.70	0.70	0.70	0.00	0.00	0.00	0.84	0.84	0.84
Uniform Del:	11.9	11.9	11.9	12.1	12.1	12.1	0.0	0.0	0.0	17.4	17.4	17.4
IncremntDel:	3.5	3.5	3.5	3.1	3.1	3.1	0.0	0.0	0.0	15.2	15.2	15.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	15.4	15.4	15.4	15.2	15.2	15.2	0.0	0.0	0.0	32.6	32.6	32.6
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:	15.4	15.4	15.4	15.2	15.2	15.2	0.0	0.0	0.0	32.6	32.6	32.6
LOS by Move:	B	B	B	B	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	6	6	7	7	7	0	0	0	8	8	8

Note: Queue reported is the number of cars per lane.

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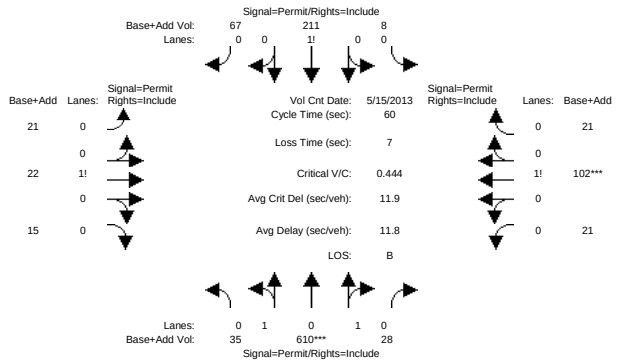
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #69: 15th St / Folsom



Street Name:	Folsom Street						15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	31	31	31	31	31	22	22	22	22	22	22
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	35	607	28	8	211	67	21	22	15	21	102	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:	35	607	28	8	211	67	21	22	15	21	102	21
Added Vol:	0	3	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:	35	610	28	8	211	67	21	22	15	21	102	21
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:	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:	38	663	30	9	229	73	23	24	16	23	111	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	663	30	9	229	73	23	24	16	23	111	23
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	38	663	30	9	229	73	23	24	16	23	111	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.70	0.71	0.71	0.70	0.64	0.65	0.63	0.70	0.71	0.70
Lanes:	0.10	1.82	0.08	0.03	0.73	0.24	0.36	0.38	0.26	0.15	0.70	0.15
Final Sat.:	138	2410	111	38	990	314	441	462	315	195	946	195
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.23	0.23	0.23	0.05	0.05	0.05	0.12	0.12	0.12
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.53	0.53	0.53	0.45	0.45	0.45	0.14	0.14	0.14	0.32	0.32	0.32
Uniform Del:	9.7	9.7	9.7	9.1	9.1	9.1	12.7	12.7	12.7	13.6	13.6	13.6
IncremntDel:	1.5	1.5	1.5	2.1	2.1	2.1	0.7	0.7	0.7	1.7	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	11.2	11.2	11.2	11.2	11.2	11.2	13.4	13.4	13.4	15.3	15.3	15.3
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:	11.2	11.2	11.2	11.2	11.2	11.2	13.4	13.4	13.4	15.3	15.3	15.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	4	4	4	1	1	1	2	2	2

Note: Queue reported is the number of cars per lane.

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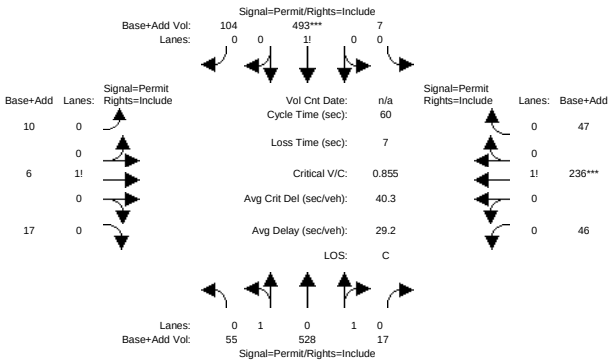
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #69: 15th St / Folsom



Street Name:	Folsom Street						15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	29	29	29	24	24	24	24	24	24
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module:												
Base Vol:	55	528	17	7	493	104	10	6	17	34	225	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	528	17	7	493	104	10	6	17	34	225	41
Added Vol:	0	0	0	0	0	0	0	0	0	12	11	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	528	17	7	493	104	10	6	17	46	236	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:	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:	60	580	19	8	542	114	11	7	19	51	259	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	580	19	8	542	114	11	7	19	51	259	52
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	60	580	19	8	542	114	11	7	19	51	259	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.73	0.73	0.71	0.62	0.63	0.58	0.69	0.70	0.69
Lanes:	0.18	1.76	0.06	0.01	0.81	0.18	0.29	0.17	0.54	0.14	0.72	0.14
Final Sat.:	226	2165	70	16	1121	236	347	208	589	186	953	190
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.48	0.48	0.48	0.03	0.03	0.03	0.27	0.27	0.27
Crit Moves:					****						****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.55	0.55	0.55	1.00	1.00	1.00	0.08	0.08	0.08	0.68	0.68	0.68
Uniform Del:	10.9	10.9	10.9	15.5	15.5	15.5	11.2	11.2	11.2	14.8	14.8	14.8
IncremntDel:	1.9	1.9	1.9	34.9	34.9	34.9	0.3	0.3	0.3	6.9	6.9	6.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	12.8	12.8	12.8	50.4	50.4	50.4	11.5	11.5	11.5	21.7	21.7	21.7
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:	12.8	12.8	12.8	50.4	50.4	50.4	11.5	11.5	11.5	21.7	21.7	21.7
LOS by Move:	B	B	B	D	D	D	B	B	B	C	C	C
HCM2kAvgQ:	4	4	4	20	20	20	0	0	0	7	7	7

Note: Queue reported is the number of cars per lane.

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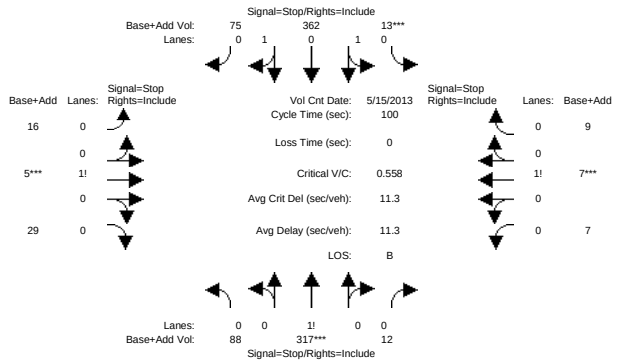
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #70: 15th St / Harrison

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Street Name:         Harrison Street                 15th Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am
Base Vol:      88   255    12    13   361    75    15     5    29     7     7     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:   88   255    12    13   361    75    15     5    29     7     7     9
Added Vol:      0    62     0     0     1     0     1     0     0     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:   88   317    12    13   362    75    16     5    29     7     7     9
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:     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:    90   323    12    13   369    77    16     5    30     7     7     9
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   90   323    12    13   369    77    16     5    30     7     7     9
PCE Adj:     1.00  1.00  1.00  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
FinalVolume:   90   323    12    13   369    77    16     5    30     7     7     9
------------|---------------||---------------||---------------||---------------|
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:       0.21  0.76  0.03  0.06  1.61  0.33  0.32  0.10  0.58  0.30  0.30  0.40
Final Sat.:   161   580    22    41  1159   247   190    59   344   174   174   223
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.56  0.56  0.56  0.33  0.32  0.31  0.09  0.09  0.09  0.04  0.04  0.04
Crit Moves:       ****        ****              ****              ****
Delay/Veh:   13.3  13.3  13.3  10.1   9.9   9.6   8.9   8.9   8.9   8.8   8.8   8.8
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:  13.3  13.3  13.3  10.1   9.9   9.6   8.9   8.9   8.9   8.8   8.8   8.8
LOS by Move:    B     B     B     B     A     A     A     A     A     A     A     A
ApproachDel:         13.3              9.9               8.9               8.8
Delay Adj:           1.00              1.00              1.00              1.00
ApprAdjDel:          13.3              9.9               8.9               8.8
LOS by Appr:            B                 A                 A                 A
AllWayAvgQ:   1.2   1.2   1.2   0.5   0.4   0.4   0.1   0.1   0.1   0.0   0.0   0.0
Note: Queue reported is the number of cars per lane.
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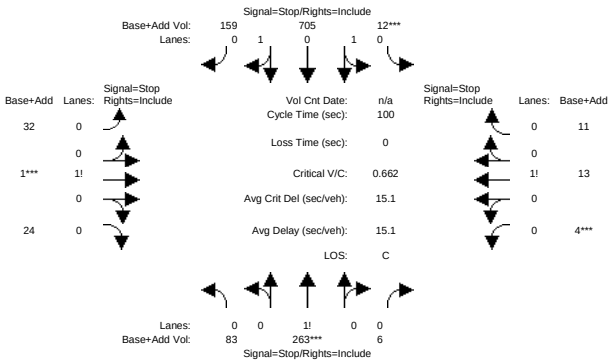
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #70: 15th St / Harrison




```
Street Name:         Harrison Street                 15th Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      83   260     6    12   684   159    16     1    23     4    13    11
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   83   260     6    12   684   159    16     1    23     4    13    11
Added Vol:      0     3     0     0    21     0    16     0     1     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:   83   263     6    12   705   159    32     1    24     4    13    11
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:     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:    88   280     6    13   750   169    34     1    26     4    14    12
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   88   280     6    13   750   169    34     1    26     4    14    12
PCE Adj:     1.00  1.00  1.00  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
FinalVolume:   88   280     6    13   750   169    34     1    26     4    14    12
------------|---------------||---------------||---------------||---------------|
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  0.75  0.02  0.03  1.61  0.36  0.56  0.02  0.42  0.14  0.47  0.39
Final Sat.:   166   526    12    19  1158   270   308    10   231    77   251   212
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.53  0.53  0.53  0.66  0.65  0.63  0.11  0.11  0.11  0.06  0.06  0.06
Crit Moves:       ****        ****              ****              ****
Delay/Veh:   13.5  13.5  13.5  17.1  16.4  15.3   9.8   9.8   9.8   9.4   9.4   9.4
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:  13.5  13.5  13.5  17.1  16.4  15.3   9.8   9.8   9.8   9.4   9.4   9.4
LOS by Move:    B     B     B     C     C     C     A     A     A     A     A     A
ApproachDel:         13.5              16.2              9.8               9.4
Delay Adj:           1.00              1.00              1.00              1.00
ApprAdjDel:          13.5              16.2              9.8               9.4
LOS by Appr:            B                 C                 A                 A
AllWayAvgQ:   1.1   1.1   1.1   1.8   1.6   1.6   0.1   0.1   0.1   0.0   0.0   0.0
Note: Queue reported is the number of cars per lane.
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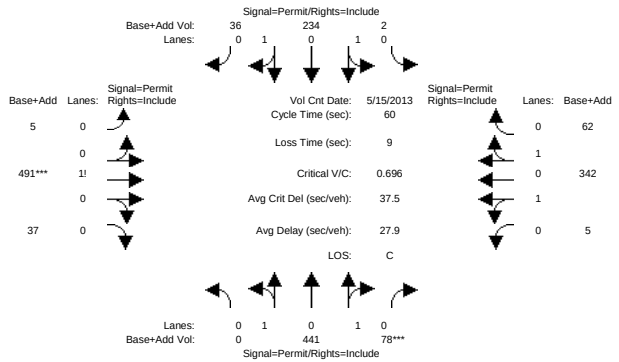
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #71: 16th St/Mission



Street Name:	Mission Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	0	28	28	0	28	0	24	0	0	24	0
Y+R:	4.5	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.0	4.0	4.5	4.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	0	441	78	2	234	36	5	479	37	5	342	62
Growth Adj:	1.00	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	441	78	2	234	36	5	479	37	5	342	62
Added Vol:	0	0	0	0	0	0	0	12	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	441	78	2	234	36	5	491	37	5	342	62
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:	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	455	80	2	241	37	5	506	38	5	353	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	455	80	2	241	37	5	506	38	5	353	64
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	455	80	2	241	37	5	506	38	5	353	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.74	0.72	0.70	0.70	0.68	0.72	0.72	0.71	0.70	0.70	0.69
Lanes:	0.00	1.69	0.31	0.01	1.72	0.27	0.01	0.92	0.07	0.02	1.67	0.31
Final Sat.:	0	2367	419	20	2286	352	13	1262	95	32	2213	401
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.11	0.11	0.11	0.40	0.40	0.40	0.16	0.16	0.16
Crit Moves:			****					****				
Green/Cycle:	0.00	0.46	0.46	0.46	0.46	0.46	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.00	0.42	0.42	0.23	0.23	0.23	1.02	1.02	1.02	0.40	0.40	0.40
Uniform Del:	0.0	11.0	11.0	10.0	10.0	10.0	18.5	18.5	18.5	13.3	13.3	13.3
IncremntDel:	0.0	1.0	1.0	0.4	0.4	0.4	43.9	43.9	43.9	1.2	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	12.1	12.1	10.4	10.4	10.4	62.4	62.4	62.4	14.5	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	12.1	12.1	10.4	10.4	10.4	62.4	62.4	62.4	14.5	14.5	14.5
LOS by Move:	A	B	B	B	B	B	E	E	E	B	B	B
HCM2kAvgQ:	0	4	4	2	2	2	18	18	18	3	3	3

Note: Queue reported is the number of cars per lane.

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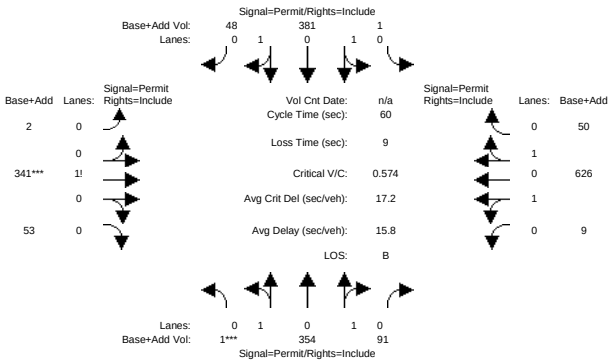
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #71: 16th St/Mission



Street Name:	Mission Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	0	25	25	0	25	0	25	0	0	25	0
Y+R:	4.5	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.0	4.0	4.5	4.0
Volume Module:												
Base Vol:	1	354	91	1	381	48	2	341	53	9	616	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	354	91	1	381	48	2	341	53	9	616	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	354	91	1	381	48	2	341	53	9	626	50
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:	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:	1	373	96	1	401	51	2	359	56	9	659	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	373	96	1	401	51	2	359	56	9	659	53
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	1	373	96	1	401	51	2	359	56	9	659	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.65	0.71	0.71	0.70	0.71	0.71	0.70	0.71	0.71	0.70
Lanes:	0.01	1.56	0.43	0.01	1.77	0.22	0.01	0.86	0.13	0.02	1.83	0.15
Final Sat.:	6	2071	532	6	2374	299	7	1166	181	35	2447	195
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.17	0.17	0.17	0.31	0.31	0.31	0.27	0.27	0.27
Crit Moves:	****							****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.43	0.43	0.43	0.41	0.41	0.41	0.71	0.71	0.71	0.62	0.62	0.62
Uniform Del:	12.4	12.4	12.4	12.3	12.3	12.3	13.9	13.9	13.9	13.2	13.2	13.2
IncremntDel:	1.3	1.3	1.3	1.1	1.1	1.1	7.1	7.1	7.1	2.5	2.5	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.7	13.7	13.7	13.4	13.4	13.4	21.0	21.0	21.0	15.7	15.7	15.7
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:	13.7	13.7	13.7	13.4	13.4	13.4	21.0	21.0	21.0	15.7	15.7	15.7
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
HCM2kAvgQ:	4	4	4	3	3	3	8	8	8	5	5	5

Note: Queue reported is the number of cars per lane.

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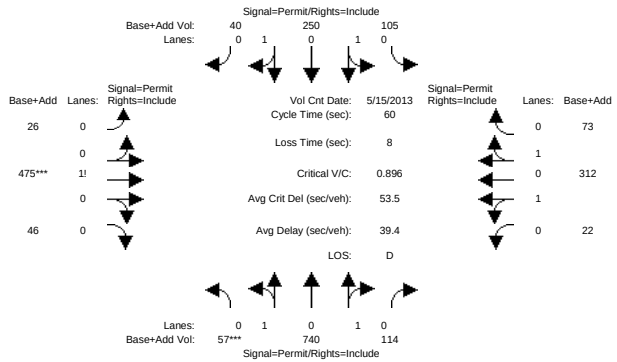
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #72: 16th St / S Van Ness



Street Name:	S Van Ness						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	0	31	31	0	31	21	21	0	0	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	57	737	114	105	250	40	26	463	46	22	312	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	737	114	105	250	40	26	463	46	22	312	73
Added Vol:	0	3	0	0	0	0	0	12	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	740	114	105	250	40	26	475	46	22	312	73
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:	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:	58	755	116	107	255	41	27	485	47	22	318	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	755	116	107	255	41	27	485	47	22	318	74
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	58	755	116	107	255	41	27	485	47	22	318	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.65	0.48	0.48	0.48	0.71	0.71	0.71	0.68	0.68	0.67
Lanes:	0.12	1.62	0.26	0.54	1.26	0.20	0.05	0.87	0.08	0.11	1.53	0.36
Final Sat.:	159	2067	318	485	1155	185	64	1178	114	139	1971	461
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.22	0.22	0.22	0.41	0.41	0.41	0.16	0.16	0.16
Crit Moves:	****							****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.71	0.71	0.71	0.43	0.43	0.43	1.18	1.18	1.18	0.46	0.46	0.46
Uniform Del:	11.0	11.0	11.0	9.0	9.0	9.0	19.5	19.5	19.5	15.1	15.1	15.1
IncremntDel:	3.2	3.2	3.2	1.4	1.4	1.4	99.4	99.4	99.4	1.7	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.3	14.3	14.3	10.4	10.4	10.4	118.9	119	118.9	16.8	16.8	16.8
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:	14.3	14.3	14.3	10.4	10.4	10.4	118.9	119	118.9	16.8	16.8	16.8
LOS by Move:	B	B	B	B	B	B	F	F	F	B	B	B
HCM2kAvgQ:	8	8	8	3	3	3	20	20	20	3	3	3

Note: Queue reported is the number of cars per lane.

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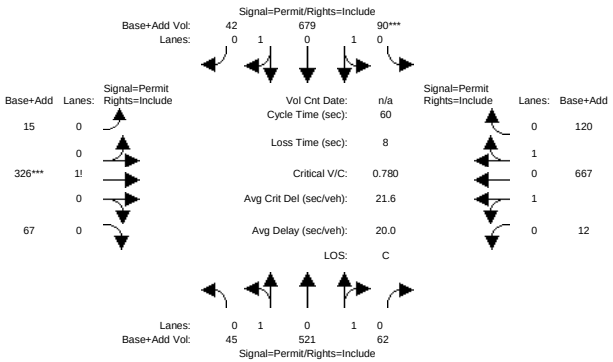
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #72: 16th St / S Van Ness



Street Name:	S Van Ness						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	0	29	29	0	29	23	23	0	0	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	521	62	90	677	42	15	326	67	12	657	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:	45	521	62	90	677	42	15	326	67	12	657	120
Added Vol:	0	0	0	0	2	0	0	0	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	521	62	90	679	42	15	326	67	12	667	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:	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:	46	537	64	93	700	43	15	336	69	12	688	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	537	64	93	700	43	15	336	69	12	688	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
FinalVolume:	46	537	64	93	700	43	15	336	69	12	688	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.62	0.61	0.61	0.61	0.70	0.70	0.69	0.70	0.70	0.69
Lanes:	0.14	1.66	0.20	0.22	1.68	0.10	0.04	0.79	0.17	0.03	1.66	0.31
Final Sat.:	174	2017	240	258	1948	120	49	1062	218	40	2228	401
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.36	0.36	0.36	0.32	0.32	0.32	0.31	0.31	0.31
Crit Moves:				****				****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.55	0.55	0.55	0.74	0.74	0.74	0.83	0.83	0.83	0.81	0.81	0.81
Uniform Del:	10.9	10.9	10.9	12.5	12.5	12.5	16.7	16.7	16.7	16.5	16.5	16.5
IncremntDel:	1.9	1.9	1.9	4.5	4.5	4.5	14.1	14.1	14.1	6.8	6.8	6.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	12.8	12.8	12.8	17.0	17.0	17.0	30.8	30.8	30.8	23.3	23.3	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:	12.8	12.8	12.8	17.0	17.0	17.0	30.8	30.8	30.8	23.3	23.3	23.3
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	5	5	7	7	7	8	8	8	7	7	7

Note: Queue reported is the number of cars per lane.

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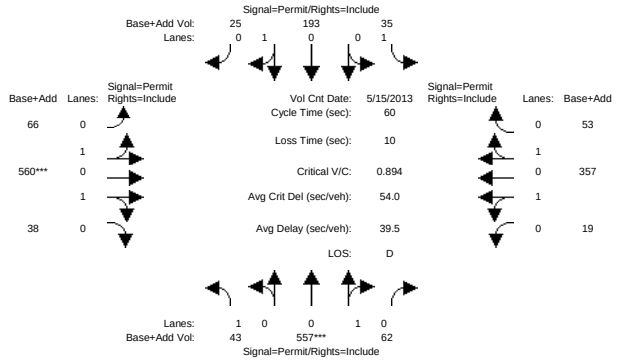
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #73: 16th St / Folsom



Street Name:	Folsom Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	24	24	24	24	24	24	25	25	25	25	25	25
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	43	554	57	35	193	25	66	548	38	19	357	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:	43	554	57	35	193	25	66	548	38	19	357	53
Added Vol:	0	3	5	0	0	0	0	12	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	557	62	35	193	25	66	560	38	19	357	53
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:	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:	44	574	64	36	199	26	68	577	39	20	368	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	574	64	36	199	26	68	577	39	20	368	55
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	44	574	64	36	199	26	68	577	39	20	368	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.72	0.71	0.15	0.72	0.71	0.65	0.65	0.64	0.67	0.67	0.67
Lanes:	1.00	0.90	0.10	1.00	0.88	0.12	0.20	1.69	0.11	0.09	1.66	0.25
Final Sat.:	907	1229	137	278	1207	156	245	2078	141	113	2129	316
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.13	0.16	0.16	0.28	0.28	0.28	0.17	0.17	0.17
Crit Moves:		****						****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.12	1.12	1.12	0.30	0.40	0.40	0.67	0.67	0.67	0.41	0.41	0.41
Uniform Del:	10.7	17.5	17.5	11.7	12.2	12.2	14.1	14.1	14.1	12.3	12.3	12.3
IncremntDel:	0.6	75.6	75.6	6.3	2.1	2.1	3.4	3.4	3.4	1.2	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	11.4	93.1	93.1	18.0	14.3	14.3	17.6	17.6	17.6	13.5	13.5	13.5
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:	11.4	93.1	93.1	18.0	14.3	14.3	17.6	17.6	17.6	13.5	13.5	13.5
LOS by Move:	B	F	F	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	25	25	0	3	3	5	5	5	3	3	3

Note: Queue reported is the number of cars per lane.

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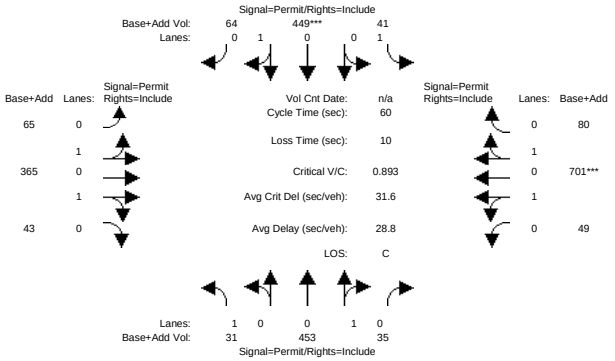
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #73: 16th St / Folsom



Street Name:	Folsom Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	24	24	24	24	24	24	25	25	25	25	25	25
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	31	453	35	41	445	56	65	365	43	47	699	80
Growth Adj:	1.00	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	453	35	41	445	56	65	365	43	47	699	80
Added Vol:	0	0	0	0	4	8	0	0	0	2	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	453	35	41	449	64	65	365	43	49	701	80
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:	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:	33	477	37	43	473	67	68	384	45	52	738	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	477	37	43	473	67	68	384	45	52	738	84
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	33	477	37	43	473	67	68	384	45	52	738	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.72	0.72	0.24	0.72	0.70	0.55	0.55	0.54	0.66	0.66	0.65
Lanes:	1.00	0.93	0.07	1.00	0.87	0.13	0.28	1.54	0.18	0.12	1.69	0.19
Final Sat.:	415	1275	98	460	1189	169	285	1603	189	149	2129	243
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.37	0.09	0.40	0.40	0.24	0.24	0.24	0.35	0.35	0.35
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.19	0.90	0.90	0.23	0.95	0.95	0.58	0.58	0.58	0.83	0.83	0.83
Uniform Del:	11.1	16.3	16.3	11.3	16.9	16.9	13.4	13.4	13.4	15.6	15.6	15.6
IncremntDel:	2.4	19.4	19.4	2.7	28.0	28.0	2.8	2.8	2.8	7.7	7.7	7.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.5	35.7	35.7	14.0	45.0	45.0	16.2	16.2	16.2	23.3	23.3	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:	13.5	35.7	35.7	14.0	45.0	45.0	16.2	16.2	16.2	23.3	23.3	23.3
LOS by Move:	B	D	D	B	D	D	B	B	B	C	C	C
HCM2kAvgQ:	1	13	13	0	10	9	4	4	4	8	8	8

Note: Queue reported is the number of cars per lane.

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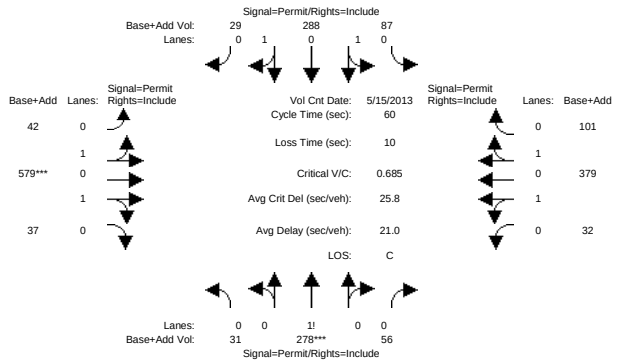
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #74: 16th St / Harrison



Street Name:	Harrison Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	19	19	19	0	19	31	31	0	0	31	31
Y+R:	5.0	5.0	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	31	272	56	87	288	29	25	579	37	32	379	62
Growth Adj:	1.00	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	272	56	87	288	29	25	579	37	32	379	62
Added Vol:	0	6	0	0	0	0	17	0	0	0	0	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	278	56	87	288	29	42	579	37	32	379	101
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:	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:	33	293	59	92	303	31	44	609	39	34	399	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	293	59	92	303	31	44	609	39	34	399	106
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	33	293	59	92	303	31	44	609	39	34	399	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.65	0.52	0.54	0.53	0.67	0.67	0.67	0.65	0.65	0.64
Lanes:	0.08	0.76	0.16	0.44	1.41	0.15	0.13	1.76	0.11	0.12	1.48	0.40
Final Sat.:	109	981	198	439	1452	146	162	2235	143	153	1816	484
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.21	0.21	0.21	0.27	0.27	0.27	0.22	0.22	0.22
Crit Moves:		****						****				
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.94	0.94	0.94	0.66	0.66	0.66	0.53	0.53	0.53	0.43	0.43	0.43
Uniform Del:	20.0	20.0	20.0	17.7	17.7	17.7	9.6	9.6	9.6	9.0	9.0	9.0
IncremntDel:	32.2	32.2	32.2	5.2	5.2	5.2	1.5	1.5	1.5	1.0	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	52.1	52.1	52.1	22.9	22.9	22.9	11.2	11.2	11.2	10.0	10.0	10.0
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:	52.1	52.1	52.1	22.9	22.9	22.9	11.2	11.2	11.2	10.0	10.0	10.0
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	12	12	12	5	5	5	5	5	5	3	3	3

Note: Queue reported is the number of cars per lane.

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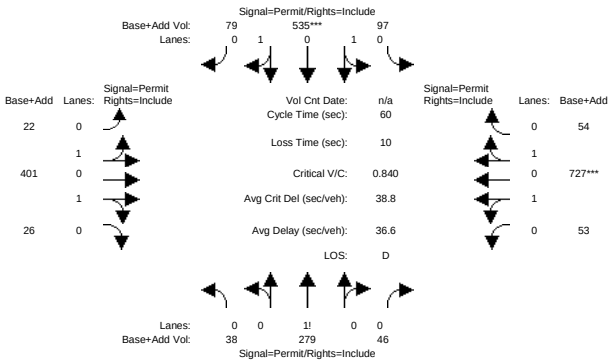
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #74: 16th St / Harrison



Street Name:	Harrison Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	20	20	20	0	20	30	30	0	0	30	30
Y+R:	5.0	5.0	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	38	279	46	84	530	75	21	401	26	53	727	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	279	46	84	530	75	21	401	26	53	727	52
Added Vol:	0	0	0	13	5	4	1	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	279	46	97	535	79	22	401	26	53	727	54
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:	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:	40	297	49	103	569	84	23	427	28	56	773	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	297	49	103	569	84	23	427	28	56	773	57
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	40	297	49	103	569	84	23	427	28	56	773	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.63	0.61	0.56	0.57	0.55	0.67	0.67	0.67	0.67	0.67	0.66
Lanes:	0.10	0.77	0.13	0.28	1.49	0.23	0.10	1.79	0.11	0.13	1.74	0.13
Final Sat.:	124	909	150	295	1629	240	125	2271	147	161	2206	164
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.35	0.35	0.35	0.19	0.19	0.19	0.35	0.35	0.35
Crit Moves:					****						****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.98	0.98	0.98	1.05	1.05	1.05	0.38	0.38	0.38	0.70	0.70	0.70
Uniform Del:	19.8	19.8	19.8	20.0	20.0	20.0	9.2	9.2	9.2	11.5	11.5	11.5
IncremntDel:	40.5	40.5	40.5	46.9	46.9	46.9	0.8	0.8	0.8	3.3	3.3	3.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	60.3	60.3	60.3	66.9	66.9	66.9	10.1	10.1	10.1	14.8	14.8	14.8
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:	60.3	60.3	60.3	66.9	66.9	66.9	10.1	10.1	10.1	14.8	14.8	14.8
LOS by Move:	E	E	E	E	E	E	B	B	B	B	B	B
HCM2kAvgQ:	13	13	13	15	15	15	3	3	3	7	7	7

Note: Queue reported is the number of cars per lane.

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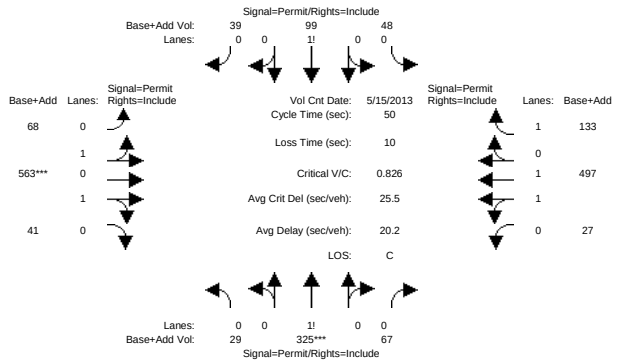
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #75: 16th St / Bryant



Street Name:	Bryant Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 15 May 2013 << 8:00-9:00am												
Base Vol:	29	325	67	48	99	39	68	563	41	27	458	133
Growth Adj:	1.00	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	325	67	48	99	39	68	563	41	27	458	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	325	67	48	99	39	68	563	41	27	497	133
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:	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:	30	335	69	49	102	40	70	580	42	28	512	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	335	69	49	102	40	70	580	42	28	512	137
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	30	335	69	49	102	40	70	580	42	28	512	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.64	0.62	0.54	0.55	0.54	0.60	0.61	0.60	0.73	0.73	0.44
Lanes:	0.07	0.77	0.16	0.26	0.53	0.21	0.20	1.68	0.12	0.10	1.90	1.00
Final Sat.:	83	929	192	266	549	216	233	1931	141	143	2625	844
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.19	0.19	0.19	0.30	0.30	0.30	0.20	0.20	0.16
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.90	0.90	0.90	0.46	0.46	0.46	0.75	0.75	0.75	0.49	0.49	0.41
Uniform Del:	14.1	14.1	14.1	11.1	11.1	11.1	12.9	12.9	12.9	11.2	11.2	10.7
IncremntDel:	22.6	22.6	22.6	3.7	3.7	3.7	5.6	5.6	5.6	1.5	1.5	3.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	36.7	36.7	36.7	14.8	14.8	14.8	18.5	18.5	18.5	12.7	12.7	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:	36.7	36.7	36.7	14.8	14.8	14.8	18.5	18.5	18.5	12.7	12.7	14.3
LOS by Move:	D	D	D	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	11	11	11	2	2	2	5	5	5	4	4	2

Note: Queue reported is the number of cars per lane.

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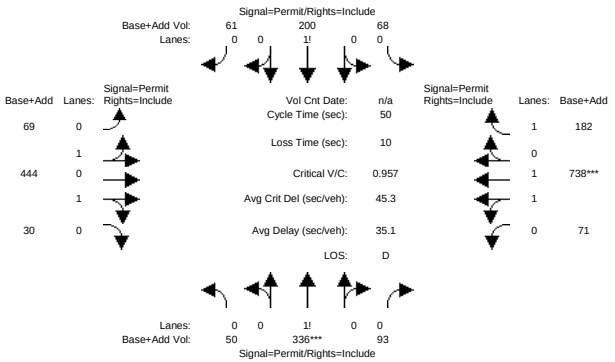
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #75: 16th St / Bryant



Street Name:	Bryant Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	50	336	93	68	200	61	69	431	30	71	736	182
Growth Adj:	1.00	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	336	93	68	200	61	69	431	30	71	736	182
Added Vol:	0	0	0	0	0	0	0	13	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	336	93	68	200	61	69	444	30	71	738	182
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:	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:	53	354	98	72	211	64	73	467	32	75	777	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	354	98	72	211	64	73	467	32	75	777	192
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	53	354	98	72	211	64	73	467	32	75	777	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.61	0.59	0.54	0.54	0.52	0.53	0.53	0.53	0.69	0.69	0.43
Lanes:	0.10	0.70	0.20	0.21	0.60	0.19	0.26	1.63	0.11	0.18	1.82	1.00
Final Sat.:	119	802	222	212	623	190	257	1651	112	230	2395	812
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.34	0.34	0.34	0.28	0.28	0.28	0.32	0.32	0.24
Crit Moves:		****									****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.10	1.10	1.10	0.85	0.85	0.85	0.71	0.71	0.71	0.81	0.81	0.59
Uniform Del:	15.0	15.0	15.0	13.6	13.6	13.6	12.6	12.6	12.6	13.3	13.3	11.8
IncremntDel:	72.8	72.8	72.8	18.9	18.9	18.9	5.2	5.2	5.2	6.8	6.8	7.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	87.8	87.8	87.8	32.5	32.5	32.5	17.7	17.7	17.7	20.1	20.1	19.4
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:	87.8	87.8	87.8	32.5	32.5	32.5	17.7	17.7	17.7	20.1	20.1	19.4
LOS by Move:	F	F	F	C	C	C	B	B	B	C	C	B
HCM2kAvgQ:	18	18	18	6	6	6	4	4	4	9	9	3

Note: Queue reported is the number of cars per lane.

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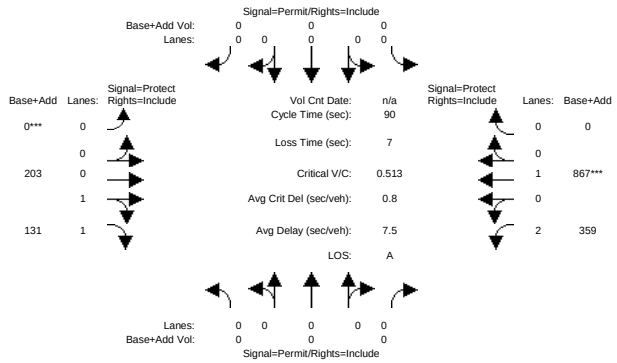
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	31	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	106	131	267	855	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:	0	0	0	0	0	0	0	106	131	267	855	0
Added Vol:	0	0	0	0	0	0	0	97	0	92	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	203	131	359	867	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:	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	0	0	0	0	0	0	211	136	374	903	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	211	136	374	903	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
FinalVolume:	0	0	0	0	0	0	0	211	136	374	903	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1788	1788	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.08	0.11	0.48	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.23	0.18	0.51	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.9	22.8	8.8	0.5	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.1	22.9	8.9	0.8	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	0.0	0.0	0.0	0.0	0.0	24.1	22.9	8.9	0.8	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	5	3	2	4	0

Note: Queue reported is the number of cars per lane.

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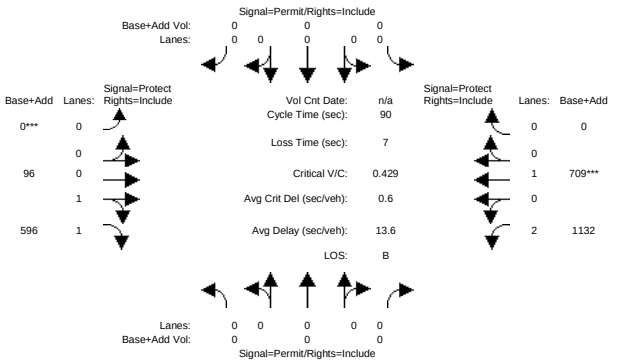
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	86	596	489	632	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:	0	0	0	0	0	0	0	86	596	489	632	0
Added Vol:	0	0	0	0	0	0	0	10	0	643	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	96	596	1132	709	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:	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:	0	0	0	0	0	0	0	102	634	1204	754	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	102	634	1204	754	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
FinalVolume:	0	0	0	0	0	0	0	102	634	1204	754	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	1.72	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	459	2851	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.22	0.34	0.40	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.67	0.58	0.43	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.1	27.1	12.0	0.4	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	0.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.7	28.7	12.4	0.6	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	0.0	0.0	0.0	0.0	0.0	28.7	28.7	12.4	0.6	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	B	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	10	10	11	3	0

Note: Queue reported is the number of cars per lane.

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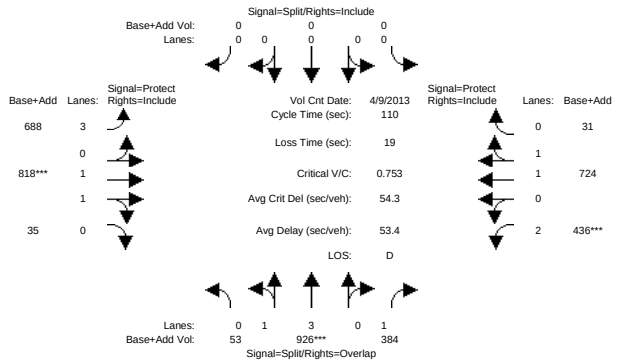
Existing Plus LRDP (Mission Bay Variant)

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	0	0	0	18	37	37	13	34	34
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module: >> Count Date: 9 Apr 2013 << 7:00-8:45am												
Base Vol:	53	873	379	0	0	0	682	817	35	319	711	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:	53	873	379	0	0	0	682	817	35	319	711	31
Added Vol:	0	53	5	0	0	0	6	1	0	117	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	926	384	0	0	0	688	818	35	436	724	31
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:	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:	56	975	404	0	0	0	724	861	37	459	762	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	975	404	0	0	0	724	861	37	459	762	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
FinalVolume:	56	975	404	0	0	0	724	861	37	459	762	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.71	1.00	1.00	1.00	0.79	0.81	0.80	0.79	0.81	0.80
Lanes:	0.22	3.78	1.00	0.00	0.00	0.00	3.00	1.92	0.08	2.00	1.92	0.08
Final Sat.:	317	5546	1345	0	0	0	4480	2934	126	2987	2934	126
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.30	0.00	0.00	0.00	0.16	0.29	0.29	0.15	0.26	0.26
Crit Moves:		****						****			****	
Green/Cycle:	0.35	0.35	0.49	0.00	0.00	0.00	0.16	0.34	0.34	0.14	0.31	0.31
Volume/Cap:	0.50	0.50	0.61	0.00	0.00	0.00	0.99	0.87	0.87	1.13	0.84	0.84
Uniform Del:	27.8	27.8	20.4	0.0	0.0	0.0	45.9	34.3	34.3	47.5	35.5	35.5
IncremntDel:	0.8	0.8	4.2	0.0	0.0	0.0	30.4	10.2	10.2	83.8	8.9	8.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.6	28.6	24.6	0.0	0.0	0.0	76.3	44.4	44.4	131.3	44.4	44.4
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:	28.6	28.6	24.6	0.0	0.0	0.0	76.3	44.4	44.4	131.3	44.4	44.4
LOS by Move:	C	C	C	A	A	A	E	D	D	F	D	D
HCM2kAvgQ:	7	7	9	0	0	0	9	14	14	15	16	16

Note: Queue reported is the number of cars per lane.

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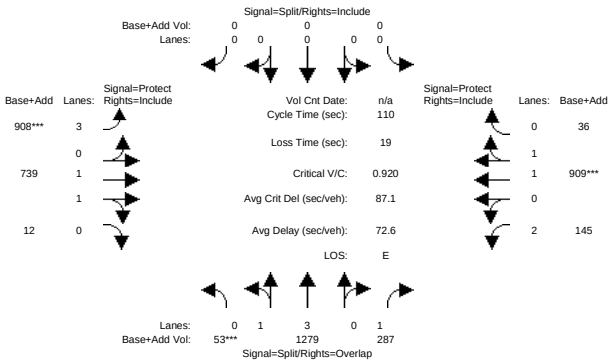
Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	0	0	0	18	37	37	13	34	34
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module:												
Base Vol:	53	948	255	0	0	0	872	732	12	130	907	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:	53	948	255	0	0	0	872	732	12	130	907	36
Added Vol:	0	331	32	0	0	0	36	7	0	15	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1279	287	0	0	0	908	739	12	145	909	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:	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:	55	1319	296	0	0	0	936	762	12	149	937	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1319	296	0	0	0	936	762	12	149	937	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
FinalVolume:	55	1319	296	0	0	0	936	762	12	149	937	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.71	1.00	1.00	1.00	0.79	0.81	0.81	0.79	0.81	0.80
Lanes:	0.16	3.84	1.00	0.00	0.00	0.00	3.00	1.97	0.03	2.00	1.92	0.08
Final Sat.:	234	5636	1356	0	0	0	4480	3024	49	2987	2943	117
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.22	0.00	0.00	0.00	0.21	0.25	0.25	0.05	0.32	0.32
Crit Moves:	****						****				****	
Green/Cycle:	0.35	0.35	0.48	0.00	0.00	0.00	0.16	0.35	0.35	0.12	0.31	0.31
Volume/Cap:	0.66	0.66	0.46	0.00	0.00	0.00	1.28	0.72	0.72	0.41	1.03	1.03
Uniform Del:	29.9	29.9	19.2	0.0	0.0	0.0	46.0	31.1	31.1	44.5	38.0	38.0
IncremntDel:	1.7	1.7	2.3	0.0	0.0	0.0	135.1	4.2	4.2	3.3	37.2	37.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.6	31.6	21.5	0.0	0.0	0.0	181.1	35.3	35.3	47.9	75.2	75.2
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:	31.6	31.6	21.5	0.0	0.0	0.0	181.1	35.3	35.3	47.9	75.2	75.2
LOS by Move:	C	C	C	A	A	A	F	D	D	D	E	E
HCM2kAvgQ:	10	10	6	0	0	0	19	11	11	3	25	25

Note: Queue reported is the number of cars per lane.

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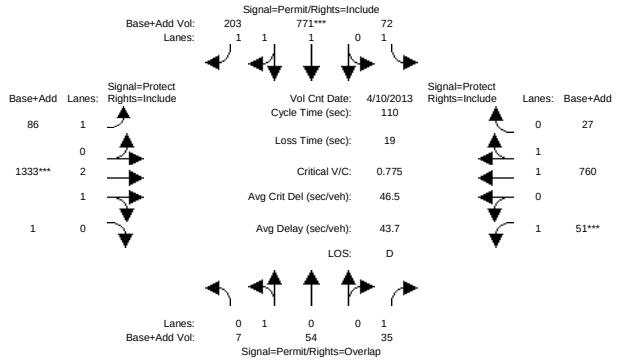
Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	39	39	39	15	37	37	15	37	37
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module: >> Count Date: 10 Apr 2013 << 7:00-8:45am												
Base Vol:	7	47	28	72	335	203	86	1333	1	38	760	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:	7	47	28	72	335	203	86	1333	1	38	760	27
Added Vol:	0	7	7	0	436	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	54	35	72	771	203	86	1333	1	51	760	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00
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:	8	58	38	77	829	218	92	1433	1	55	817	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	58	38	77	829	218	92	1433	1	55	817	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
FinalVolume:	8	58	38	77	829	218	92	1433	1	55	817	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.69	0.58	0.79	0.77	0.81	0.77	0.78	0.81	0.80	0.80
Lanes:	0.11	0.89	1.00	1.00	2.00	1.00	1.00	2.99	0.01	1.00	1.93	0.07
Final Sat.:	170	1310	1319	1111	2983	1470	1539	4377	2	1539	2930	104
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.07	0.28	0.15	0.06	0.33	0.33	0.04	0.28	0.28
Crit Moves:					****			****		****		
Green/Cycle:	0.35	0.35	0.49	0.35	0.35	0.35	0.14	0.34	0.34	0.14	0.34	0.34
Volume/Cap:	0.13	0.13	0.06	0.20	0.78	0.42	0.44	0.97	0.97	0.26	0.83	0.83
Uniform Del:	24.0	24.0	14.7	24.6	31.7	26.9	43.6	36.0	36.0	42.5	33.6	33.6
IncremntDel:	0.5	0.5	0.2	1.1	4.7	0.5	6.6	17.9	17.9	3.0	7.8	7.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	24.5	24.5	14.8	25.7	36.4	27.4	50.2	53.9	53.9	45.5	41.4	41.4
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:	24.5	24.5	14.8	25.7	36.4	27.4	50.2	53.9	53.9	45.5	41.4	41.4
LOS by Move:	C	C	B	C	D	C	D	D	D	D	D	D
HCM2kAvgQ:	1	1	1	2	15	6	3	23	23	2	14	14

Note: Queue reported is the number of cars per lane.

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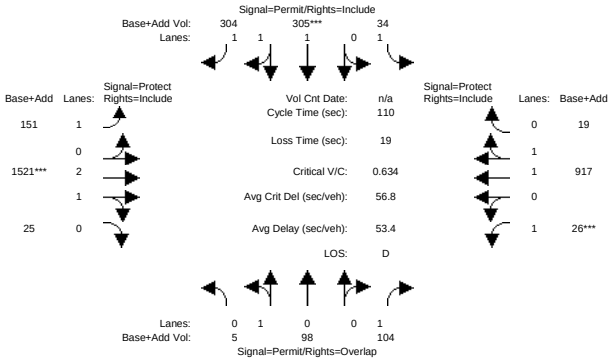
Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	39	39	39	15	37	37	15	37	37
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module:												
Base Vol:	5	60	61	34	250	304	151	1521	25	24	917	19
Growth Adj:	1.00	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	60	61	34	250	304	151	1521	25	24	917	19
Added Vol:	0	38	43	0	55	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	98	104	34	305	304	151	1521	25	26	917	19
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:	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:	5	101	107	35	314	313	156	1568	26	27	945	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	101	107	35	314	313	156	1568	26	27	945	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
FinalVolume:	5	101	107	35	314	313	156	1568	26	27	945	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.84	0.59	0.50	0.75	0.64	0.81	0.81	0.77	0.81	0.81	0.80
Lanes:	0.05	0.95	1.00	1.00	1.38	1.62	1.00	2.95	0.05	1.00	1.96	0.04
Final Sat.:	77	1517	1126	942	1964	1958	1539	4514	74	1539	3007	62
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.10	0.04	0.16	0.16	0.10	0.35	0.35	0.02	0.31	0.31
Crit Moves:					****			****		****		
Green/Cycle:	0.35	0.35	0.49	0.35	0.35	0.35	0.14	0.34	0.34	0.14	0.34	0.34
Volume/Cap:	0.19	0.19	0.19	0.10	0.45	0.45	0.74	1.03	1.03	0.13	0.93	0.93
Uniform Del:	24.5	24.5	15.8	23.8	27.3	27.3	45.6	36.5	36.5	41.7	35.3	35.3
IncremntDel:	0.7	0.7	0.8	0.6	1.1	1.1	20.9	31.8	31.8	1.3	16.1	16.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	25.3	25.3	16.5	24.4	28.3	28.3	66.5	68.3	68.3	43.0	51.4	51.4
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:	25.3	25.3	16.5	24.4	28.3	28.3	66.5	68.3	68.3	43.0	51.4	51.4
LOS by Move:	C	C	B	C	C	C	E	E	E	D	D	D
HCM2kAvgQ:	2	2	2	1	6	6	7	28	27	1	16	16

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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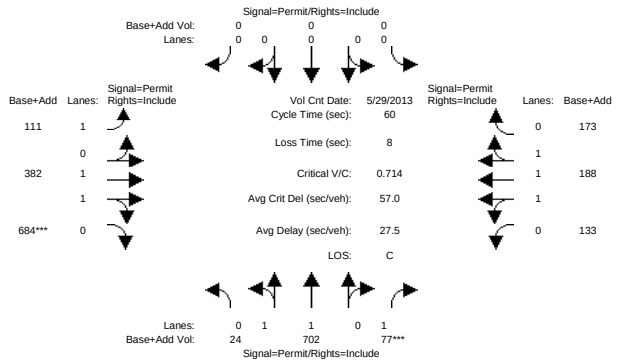
Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	21	0	21	0	0	31	31	31	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 May 2013 << 7:00-8:45am												
Base Vol:	24	661	70	0	0	0	111	382	268	71	188	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	661	70	0	0	0	111	382	268	71	188	173
Added Vol:	0	41	7	0	0	0	0	0	416	62	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	702	77	0	0	0	111	382	684	133	188	173
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:	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:	26	760	83	0	0	0	120	413	740	144	203	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	760	83	0	0	0	120	413	740	144	203	187
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	26	760	83	0	0	0	120	413	740	144	203	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.63	1.00	1.00	1.00	0.38	0.73	0.71	0.47	0.47	0.47
Lanes:	0.07	1.93	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.83	1.17	1.00
Final Sat.:	101	2965	1200	0	0	0	718	1392	1348	742	1049	887
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.07	0.00	0.00	0.00	0.17	0.30	0.55	0.19	0.19	0.21
Crit Moves:			****						****			
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.73	0.73	0.20	0.00	0.00	0.00	0.32	0.57	1.06	0.38	0.38	0.41
Uniform Del:	17.0	17.0	13.6	0.0	0.0	0.0	8.4	10.0	14.5	8.7	8.7	8.9
IncremntDel:	4.4	4.4	1.1	0.0	0.0	0.0	2.3	1.2	45.5	0.8	0.8	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.5	21.5	14.7	0.0	0.0	0.0	10.7	11.2	60.0	9.5	9.5	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:	21.5	21.5	14.7	0.0	0.0	0.0	10.7	11.2	60.0	9.5	9.5	9.8
LOS by Move:	C	C	B	A	A	A	B	B	E	A	A	A
HCM2kAvgQ:	8	8	1	0	0	0	2	6	26	2	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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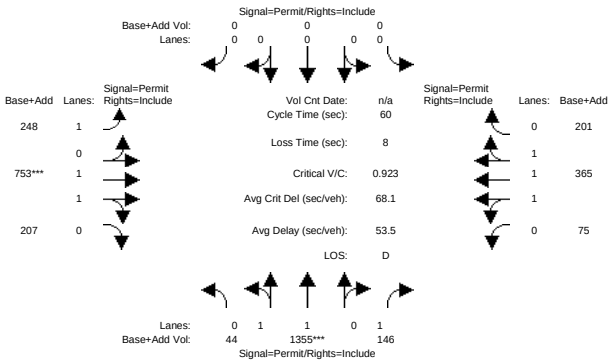
Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	24	0	24	0	0	28	28	28	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	1109	98	0	0	0	248	753	154	66	365	201
Growth Adj:	1.00	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	1109	98	0	0	0	248	753	154	66	365	201
Added Vol:	0	246	48	0	0	0	0	0	53	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1355	146	0	0	0	248	753	207	75	365	201
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:	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:	45	1391	150	0	0	0	255	773	213	77	375	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1391	150	0	0	0	255	773	213	77	375	206
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	45	1391	150	0	0	0	255	773	213	77	375	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.63	1.00	1.00	1.00	0.32	0.78	0.78	0.53	0.54	0.53
Lanes:	0.06	1.94	1.00	0.00	0.00	0.00	1.00	1.56	0.44	0.35	1.70	0.95
Final Sat.:	96	2970	1201	0	0	0	616	2332	641	356	1731	953
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.12	0.00	0.00	0.00	0.41	0.33	0.33	0.22	0.22	0.22
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.00	0.00	0.00	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	1.17	1.17	0.31	0.00	0.00	0.00	0.89	0.71	0.71	0.46	0.46	0.46
Uniform Del:	18.0	18.0	12.3	0.0	0.0	0.0	14.5	12.8	12.8	10.9	10.9	10.9
IncremntDel:	85.9	85.9	1.7	0.0	0.0	0.0	30.5	3.1	3.1	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	103.9	104	14.0	0.0	0.0	0.0	45.0	15.9	15.9	12.0	12.0	12.0
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:	103.9	104	14.0	0.0	0.0	0.0	45.0	15.9	15.9	12.0	12.0	12.0
LOS by Move:	F	F	B	A	A	A	D	B	B	B	B	B
HCM2kAvgQ:	31	31	2	0	0	0	8	9	9	4	4	4

Note: Queue reported is the number of cars per lane.

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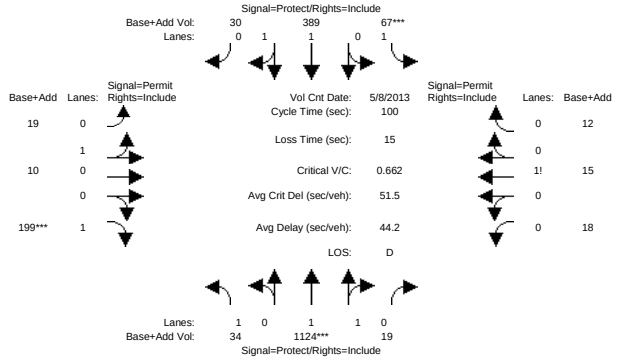
Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	36	36	17	38	38	32	32	32	32	32	32
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	34	1072	19	67	286	15	13	10	55	18	15	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1072	19	67	286	15	13	10	55	18	15	12
Added Vol:	0	52	0	0	103	15	6	0	144	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1124	19	67	389	30	19	10	199	18	15	12
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:	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:	36	1183	20	71	409	32	20	11	209	19	16	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1183	20	71	409	32	20	11	209	19	16	13
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	36	1183	20	71	409	32	20	11	209	19	16	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.89	0.81	0.81	0.80	0.80	0.71	0.73	0.69	0.73	0.75	0.74
Lanes:	1.00	1.96	0.04	1.00	1.86	0.14	0.66	0.34	1.00	0.40	0.33	0.27
Final Sat.:	1539	3315	56	1539	2826	218	895	471	1313	563	469	375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.05	0.14	0.14	0.02	0.02	0.16	0.03	0.03	0.03
Crit Moves:		****			****				****			
Green/Cycle:	0.15	0.36	0.36	0.17	0.38	0.38	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.15	0.99	0.99	0.27	0.38	0.38	0.07	0.07	0.50	0.11	0.11	0.11
Uniform Del:	37.0	31.8	31.8	36.1	22.5	22.5	23.6	23.6	27.5	23.9	23.9	23.9
IncremntDel:	1.4	23.9	23.9	2.5	1.0	1.0	0.3	0.3	4.2	0.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	38.4	55.7	55.7	38.6	23.4	23.4	24.0	24.0	31.7	24.4	24.4	24.4
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:	38.4	55.7	55.7	38.6	23.4	23.4	24.0	24.0	31.7	24.4	24.4	24.4
LOS by Move:	D	E	E	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	21	19	2	5	5	1	1	5	1	1	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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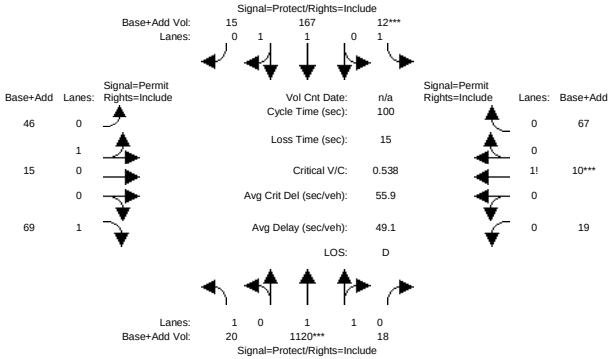
Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	37	37	16	38	38	32	32	32	32	32	32
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	20	794	18	12	154	13	9	15	56	19	10	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:	20	794	18	12	154	13	9	15	56	19	10	67
Added Vol:	0	326	0	0	13	2	37	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1120	18	12	167	15	46	15	69	19	10	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:	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:	21	1179	19	13	176	16	48	16	73	20	11	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1179	19	13	176	16	48	16	73	20	11	71
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	21	1179	19	13	176	16	48	16	73	20	11	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.81	0.81	0.80	0.79	0.61	0.65	0.65	0.72	0.73	0.67
Lanes:	1.00	1.97	0.03	1.00	1.83	0.17	0.77	0.23	1.00	0.19	0.10	0.71
Final Sat.:	1539	3173	51	1539	2788	250	887	289	1226	259	136	912
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.01	0.06	0.06	0.05	0.05	0.06	0.08	0.08	0.08
Crit Moves:		****			****						****	
Green/Cycle:	0.15	0.37	0.37	0.16	0.38	0.38	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.09	1.00	1.00	0.05	0.17	0.17	0.17	0.17	0.19	0.24	0.24	0.24
Uniform Del:	36.6	31.5	31.5	35.6	20.5	20.5	24.5	24.5	24.6	25.1	25.1	25.1
IncremntDel:	0.8	27.1	27.1	0.4	0.3	0.3	1.0	1.0	1.0	1.4	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	37.4	58.6	58.6	36.0	20.8	20.8	25.4	25.4	25.6	26.4	26.4	26.4
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:	37.4	58.6	58.6	36.0	20.8	20.8	25.4	25.4	25.6	26.4	26.4	26.4
LOS by Move:	D	E	E	E	D	C	C	C	C	C	C	C
HCM2kAvgQ:	1	22	20	0	2	2	1	1	2	2	3	2

Note: Queue reported is the number of cars per lane.

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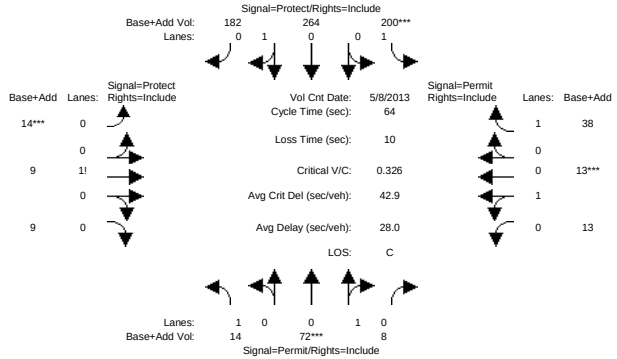
Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	21	21	11	32	0	12	22	0	0	10	0
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	14	60	6	56	129	12	12	5	9	6	6	38
Growth Adj:	1.00	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	60	6	56	129	12	12	5	9	6	6	38
Added Vol:	0	12	2	144	135	170	2	4	0	7	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	72	8	200	264	182	14	9	9	13	13	38
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	16	85	9	236	311	214	16	11	11	15	15	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	85	9	236	311	214	16	11	11	15	15	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
FinalVolume:	16	85	9	236	311	214	16	11	11	15	15	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.67	0.67	0.81	0.80	0.78	0.70	0.70	0.69	0.80	0.83	0.68
Lanes:	1.00	0.90	0.10	1.00	0.59	0.41	0.43	0.28	0.29	0.51	0.49	1.00
Final Sat.:	361	1148	128	1539	893	616	581	373	373	772	772	1286
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.15	0.35	0.35	0.03	0.03	0.03	0.02	0.02	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.17	0.50	0.50	0.19	0.34	0.34	0.16	0.16	0.16
Volume/Cap:	0.14	0.23	0.23	0.89	0.70	0.70	0.15	0.08	0.08	0.13	0.13	0.22
Uniform Del:	15.1	15.6	15.6	25.9	12.3	12.3	21.7	14.2	14.2	23.2	23.2	23.6
IncremntDel:	2.4	1.2	1.2	33.0	5.3	5.3	1.3	0.4	0.4	1.1	1.1	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	17.6	16.8	16.8	58.9	17.5	17.5	23.0	14.5	14.5	24.3	24.3	26.1
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:	17.6	16.8	16.8	58.9	17.5	17.5	23.0	14.5	14.5	24.3	24.3	26.1
LOS by Move:	B	B	B	E	B	B	C	B	B	C	C	C
HCM2kAvgQ:	0	2	1	5	8	8	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
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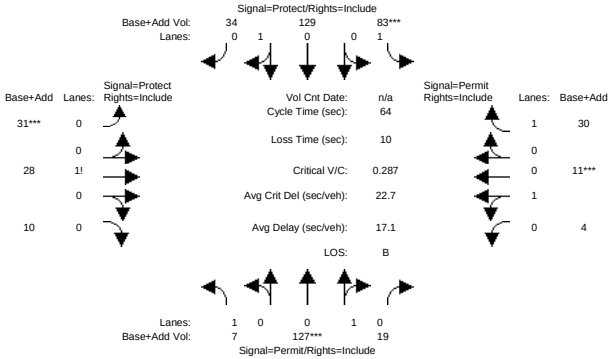
Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	21	21	14	35	35	9	19	19	10	10	10
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	7	57	4	70	110	10	19	6	10	3	10	30
Growth Adj:	1.00	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	57	4	70	110	10	19	6	10	3	10	30
Added Vol:	0	70	15	13	19	24	12	22	0	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	127	19	83	129	34	31	28	10	4	11	30
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:	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:	7	134	20	87	136	36	33	29	11	4	12	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	134	20	87	136	36	33	29	11	4	12	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	7	134	20	87	136	36	33	29	11	4	12	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.67	0.64	0.81	0.83	0.79	0.72	0.72	0.68	0.78	0.84	0.65
Lanes:	1.00	0.86	0.14	1.00	0.78	0.22	0.45	0.40	0.15	0.28	0.72	1.00
Final Sat.:	773	1100	165	1539	1231	325	606	547	195	417	1147	1227
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.06	0.11	0.11	0.05	0.05	0.05	0.01	0.01	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.03	0.37	0.37	0.26	0.20	0.20	0.38	0.18	0.18	0.06	0.06	0.16
Uniform Del:	14.6	16.4	16.4	20.7	7.4	7.4	25.0	16.7	16.7	23.0	23.0	23.4
IncremntDel:	0.2	2.5	2.5	1.9	0.5	0.5	5.8	1.0	1.0	0.5	0.5	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.8	19.0	19.0	22.6	7.9	7.9	30.8	17.7	17.7	23.5	23.5	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:	14.8	19.0	19.0	22.6	7.9	7.9	30.8	17.7	17.7	23.5	23.5	25.2
LOS by Move:	B	B	B	C	A	A	C	B	B	C	C	C
HCM2kAvgQ:	0	3	3	1	2	2	1	1	0	0	0	1

Note: Queue reported is the number of cars per lane.

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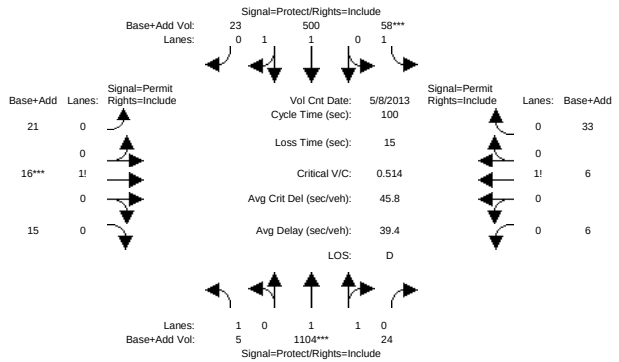
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	37	37	15	37	37	33	33	33	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	5	1063	24	58	265	12	10	16	15	6	6	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:	5	1063	24	58	265	12	10	16	15	6	6	33
Added Vol:	0	41	0	0	235	11	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1104	24	58	500	23	21	16	15	6	6	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:	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:	5	1162	25	61	526	24	22	17	16	6	6	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1162	25	61	526	24	22	17	16	6	6	35
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	5	1162	25	61	526	24	22	17	16	6	6	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.89	0.81	0.81	0.80	0.80	0.64	0.65	0.64	0.75	0.75	0.73
Lanes:	1.00	1.95	0.05	1.00	1.91	0.09	0.41	0.30	0.29	0.13	0.13	0.74
Final Sat.:	1539	3298	72	1539	2923	134	490	374	350	185	185	1019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.04	0.18	0.18	0.05	0.05	0.05	0.03	0.03	0.03
Crit Moves:		****		****				****				
Green/Cycle:	0.15	0.37	0.37	0.15	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.02	0.95	0.95	0.26	0.49	0.49	0.14	0.14	0.14	0.10	0.10	0.10
Uniform Del:	36.2	30.6	30.6	37.6	24.2	24.2	23.5	23.5	23.5	23.2	23.2	23.2
IncremntDel:	0.2	16.4	16.4	2.8	1.5	1.5	0.7	0.7	0.7	0.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	36.4	47.0	47.0	40.4	25.7	25.7	24.2	24.2	24.2	23.7	23.7	23.7
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:	36.4	47.0	47.0	40.4	25.7	25.7	24.2	24.2	24.2	23.7	23.7	23.7
LOS by Move:	D	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	24	22	2	7	7	1	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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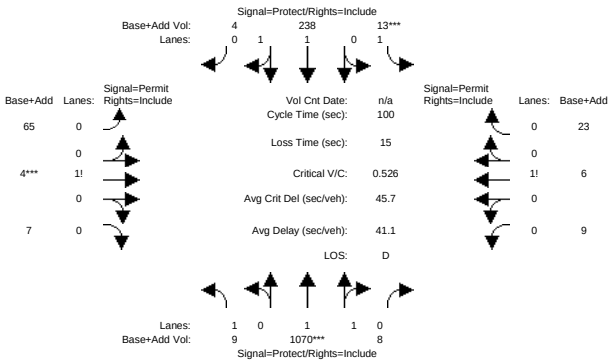
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	37	37	15	37	37	33	33	33	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	9	804	8	13	214	2	5	4	7	9	6	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:	9	804	8	13	214	2	5	4	7	9	6	23
Added Vol:	0	266	0	0	24	2	60	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1070	8	13	238	4	65	4	7	9	6	23
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:	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:	9	1126	8	14	251	4	68	4	7	9	6	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1126	8	14	251	4	68	4	7	9	6	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	9	1126	8	14	251	4	68	4	7	9	6	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.81	0.81	0.81	0.80	0.47	0.56	0.55	0.71	0.74	0.66
Lanes:	1.00	1.98	0.02	1.00	1.97	0.03	0.87	0.05	0.08	0.23	0.14	0.63
Final Sat.:	1539	3204	24	1539	3019	51	785	48	85	307	204	784
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.01	0.08	0.08	0.09	0.09	0.09	0.03	0.03	0.03
Crit Moves:		****		****				****				
Green/Cycle:	0.15	0.37	0.37	0.15	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.04	0.95	0.95	0.06	0.22	0.22	0.26	0.26	0.26	0.09	0.09	0.09
Uniform Del:	36.3	30.6	30.6	36.4	21.6	21.6	24.6	24.6	24.6	23.2	23.2	23.2
IncremntDel:	0.3	16.5	16.5	0.5	0.5	0.5	2.1	2.1	2.1	0.4	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	36.7	47.1	47.1	36.9	22.1	22.1	26.7	26.7	26.7	23.6	23.6	23.6
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:	36.7	47.1	47.1	36.9	22.1	22.1	26.7	26.7	26.7	23.6	23.6	23.6
LOS by Move:	D	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	23	22	0	3	3	2	2	2	1	1	1

Note: Queue reported is the number of cars per lane.

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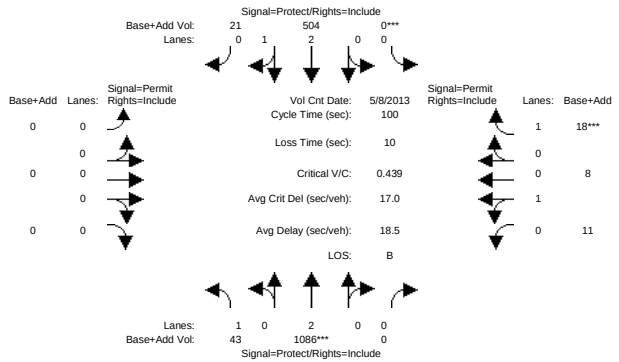
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	5	1045	0	0	283	11	0	0	0	11	8	18
Growth Adj:	1.00	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	1045	0	0	283	11	0	0	0	11	8	18
Added Vol:	38	41	0	0	221	10	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1086	0	0	504	21	0	0	0	11	8	18
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:	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:	46	1166	0	0	541	23	0	0	0	12	9	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1166	0	0	541	23	0	0	0	12	9	19
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	46	1166	0	0	541	23	0	0	0	12	9	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.79	0.81	0.62
Lanes:	1.00	2.00	0.00	0.00	2.88	0.12	0.00	0.00	0.00	0.59	0.41	1.00
Final Sat.:	1539	3079	0	0	4221	176	0	0	0	882	642	1179
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.01	0.01	0.02
Crit Moves:		****		****								****
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.20	0.66	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.04	0.04	0.05
Uniform Del:	36.9	14.9	0.0	0.0	19.5	19.5	0.0	0.0	0.0	22.7	22.7	22.8
IncremntDel:	1.8	2.0	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	38.8	16.9	0.0	0.0	20.0	20.0	0.0	0.0	0.0	22.9	22.9	23.1
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:	38.8	16.9	0.0	0.0	20.0	20.0	0.0	0.0	0.0	22.9	22.9	23.1
LOS by Move:	D	B	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	1	13	0	0	4	4	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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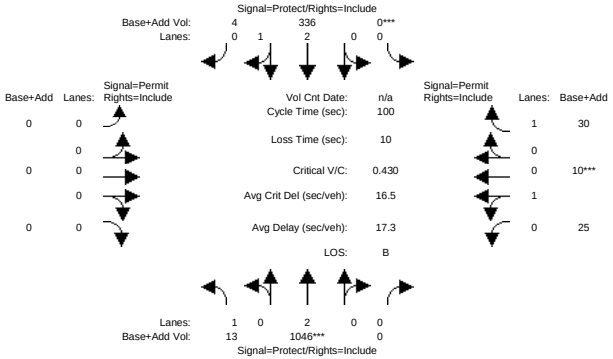
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	6	784	0	0	315	2	0	0	0	25	10	30
Growth Adj:	1.00	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	784	0	0	315	2	0	0	0	25	10	30
Added Vol:	7	262	0	0	21	2	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1046	0	0	336	4	0	0	0	25	10	30
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:	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:	14	1113	0	0	357	4	0	0	0	27	11	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1113	0	0	357	4	0	0	0	27	11	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	14	1113	0	0	357	4	0	0	0	27	11	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.75	0.80	0.60
Lanes:	1.00	2.00	0.00	0.00	2.96	0.04	0.00	0.00	0.00	0.73	0.27	1.00
Final Sat.:	1539	3079	0	0	4363	52	0	0	0	1039	416	1147
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.06	0.63	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.08	0.08	0.08
Uniform Del:	36.2	14.5	0.0	0.0	18.5	18.5	0.0	0.0	0.0	23.0	23.0	23.1
IncremntDel:	0.5	1.8	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.3	0.3	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	36.6	16.2	0.0	0.0	18.8	18.8	0.0	0.0	0.0	23.3	23.3	23.5
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:	36.6	16.2	0.0	0.0	18.8	18.8	0.0	0.0	0.0	23.3	23.3	23.5
LOS by Move:	D	B	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	0	12	0	0	3	3	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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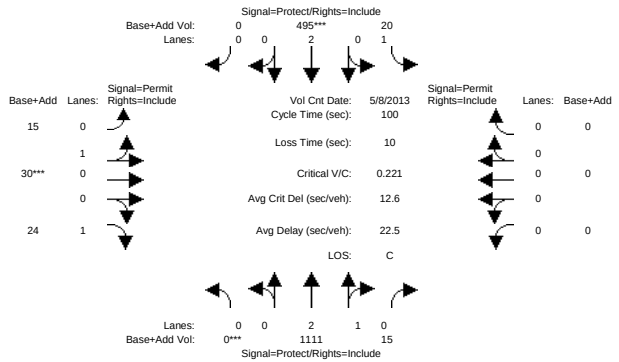
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #31: Mission Bay South/3rd



Street Name: 3rd Street Mission Bay South

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	0	1045	15	20	274	0	2	30	18	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:	0	1045	15	20	274	0	2	30	18	0	0	0
Added Vol:	0	66	0	0	221	0	13	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1111	15	20	495	0	15	30	24	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:	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:	0	1167	16	21	520	0	16	32	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1167	16	21	520	0	16	32	25	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
FinalVolume:	0	1167	16	21	520	0	16	32	25	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.81	0.82	0.62	1.00	1.00	1.00
Lanes:	0.00	2.96	0.04	1.00	2.00	0.00	0.34	0.66	1.00	0.00	0.00	0.00
Final Sat.:	0	4356	59	1539	3079	0	520	1039	1186	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.01	0.17	0.00	0.03	0.03	0.02	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.40	0.40	0.17	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.68	0.08	0.30	0.00	0.09	0.09	0.06	0.00	0.00	0.00
Uniform Del:	0.0	25.0	25.0	34.5	11.1	0.0	23.1	23.1	22.9	0.0	0.0	0.0
IncremntDel:	0.0	2.1	2.1	0.6	0.4	0.0	0.4	0.4	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	27.1	27.1	35.1	11.6	0.0	23.5	23.5	23.2	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:	0.0	27.1	27.1	35.1	11.6	0.0	23.5	23.5	23.2	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	12	12	1	4	0	1	1	1	0	0	0

Note: Queue reported is the number of cars per lane.

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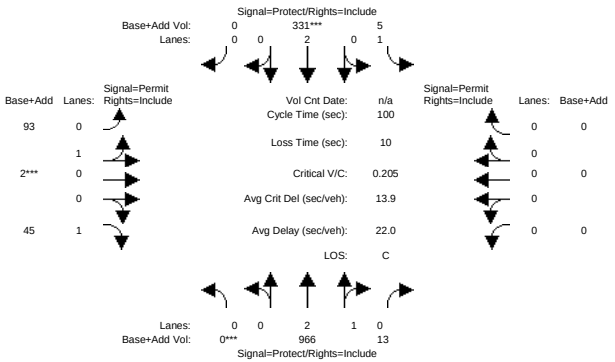
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #31: Mission Bay South/3rd



Street Name: 3rd Street Mission Bay South

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	772	13	5	310	0	18	2	9	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:	0	772	13	5	310	0	18	2	9	0	0	0
Added Vol:	0	194	0	0	21	0	75	0	36	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	966	13	5	331	0	93	2	45	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:	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:	0	1017	14	5	348	0	98	2	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1017	14	5	348	0	98	2	47	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
FinalVolume:	0	1017	14	5	348	0	98	2	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.73	0.77	0.63	1.00	1.00	1.00
Lanes:	0.00	2.96	0.04	1.00	2.00	0.00	0.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	4356	59	1539	3079	0	1365	29	1188	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.11	0.00	0.07	0.07	0.04	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.40	0.40	0.17	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.59	0.59	0.02	0.20	0.00	0.22	0.22	0.12	0.00	0.00	0.00
Uniform Del:	0.0	23.8	23.8	34.2	10.4	0.0	24.2	24.2	23.4	0.0	0.0	0.0
IncremntDel:	0.0	1.5	1.5	0.1	0.3	0.0	1.1	1.1	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.3	25.3	34.3	10.7	0.0	25.3	25.3	24.0	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:	0.0	25.3	25.3	34.3	10.7	0.0	25.3	25.3	24.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	10	10	0	3	0	2	2	1	0	0	0

Note: Queue reported is the number of cars per lane.

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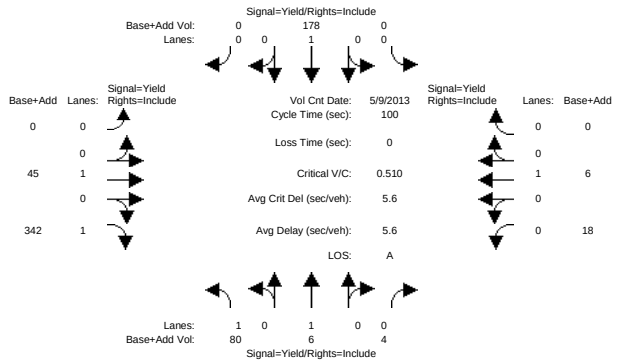
Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	17	0	0	0	0	0	17	0	0	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:	17	0	0	0	0	0	0	0	17	0	0	0
Added Vol:	63	6	4	0	178	0	0	45	325	18	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	6	4	0	178	0	0	45	342	18	6	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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	111	8	6	0	247	0	0	63	475	25	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	8	6	0	247	0	0	63	475	25	8	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
FinalVolume:	111	8	6	0	247	0	0	63	475	25	8	0
PCE Module:												
AutoPCE:	111	8	6	0	247	0	0	63	475	25	8	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	111	8	6	0	247	0	0	63	475	25	8	0

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	63	144	272	119
MaxVolume:	1166	1122	1053	1136
PedVolume:	0	0	0	0
AdjMaxVol:	1166	1122	1053	1136
ApproachVol:	125	247	538	33
ApproachV/C:	0.11	0.22	0.51	0.03
ApproachDel:	3.5	4.1	6.9	3.3
ApproachLOS:	A	A	A	A
Queue:	0.4	0.8	3.0	0.1

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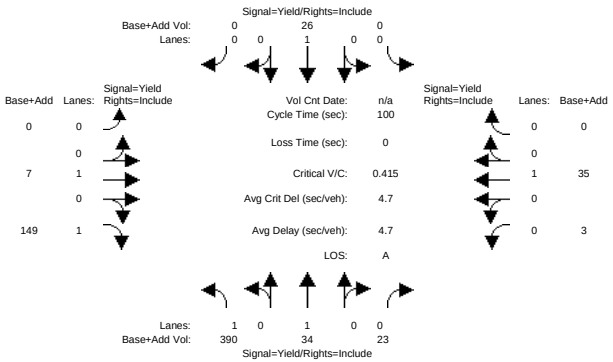
Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	32	0	1	0	0	0	0	0	103	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:	32	0	1	0	0	0	0	0	103	0	0	0
Added Vol:	358	34	22	0	26	0	0	7	46	3	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	34	23	0	26	0	0	7	149	3	35	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:	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:	433	38	26	0	29	0	0	8	166	3	39	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	38	26	0	29	0	0	8	166	3	39	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
FinalVolume:	433	38	26	0	29	0	0	8	166	3	39	0
PCE Module:												
AutoPCE:	433	38	26	0	29	0	0	8	166	3	39	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	433	38	26	0	29	0	0	8	166	3	39	0

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	8	476	32	471
MaxVolume:	1196	943	1183	946
PedVolume:	0	0	0	0
AdjMaxVol:	1196	943	1183	946
ApproachVol:	497	29	173	42
ApproachV/C:	0.42	0.03	0.15	0.04
ApproachDel:	5.1	3.9	3.6	4.0
ApproachLOS:	A	A	A	A
Queue:	2.1	0.1	0.5	0.1

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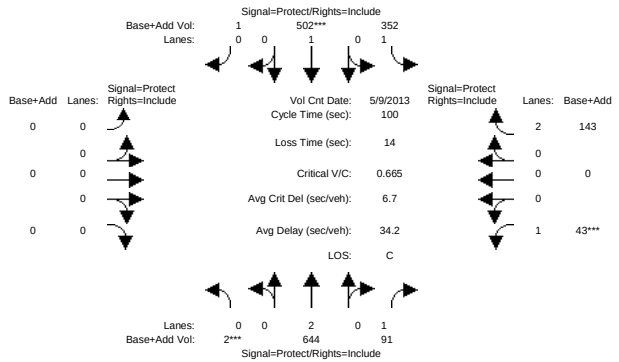
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #33: Mission Bay/7th



Street Name:	7th Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	36	36	14	61	0	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	2	620	30	44	332	1	0	0	0	29	0	88
Growth Adj:	1.00	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	620	30	44	332	1	0	0	0	29	0	88
Added Vol:	0	24	61	308	170	0	0	0	0	14	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	644	91	352	502	1	0	0	0	43	0	143
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:	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:	2	672	95	367	524	1	0	0	0	45	0	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	672	95	367	524	1	0	0	0	45	0	149
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	2	672	95	367	524	1	0	0	0	45	0	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.57	0.81	0.85	0.85	1.00	1.00	1.00	0.81	1.00	0.53
Lanes:	0.01	1.99	1.00	1.00	0.99	0.01	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	10	3069	1079	1539	1617	3	0	0	0	1539	0	2000
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.09	0.24	0.32	0.32	0.00	0.00	0.00	0.03	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.37	0.37	0.24	0.61	0.61	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	xxxx	0.60	0.24	0.98	0.53	0.53	0.00	0.00	0.00	0.12	0.00	0.30
Uniform Del:	0.0	25.7	22.0	37.6	11.3	11.3	0.0	0.0	0.0	29.0	0.0	30.4
IncremntDel:	0.0	2.3	1.4	42.1	2.0	2.0	0.0	0.0	0.0	0.6	0.0	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	28.0	23.4	79.7	13.3	13.3	0.0	0.0	0.0	29.6	0.0	31.9
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	28.0	23.4	79.7	13.3	13.3	0.0	0.0	0.0	29.6	0.0	31.9
LOS by Move:	A	C	C	E	B	B	A	A	A	C	A	C
HCM2kAvgQ:	10	9	2	17	10	10	0	0	0	1	0	2

Note: Queue reported is the number of cars per lane.

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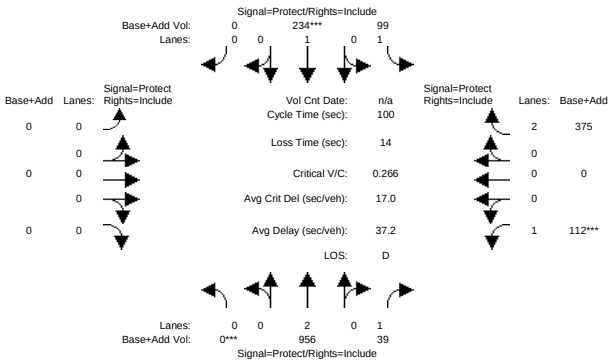
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #33: Mission Bay/7th



Street Name:	7th Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	36	36	14	61	0	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	786	29	57	215	0	0	0	0	26	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	786	29	57	215	0	0	0	0	26	0	67
Added Vol:	0	170	10	42	19	0	0	0	0	86	0	308
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	956	39	99	234	0	0	0	0	112	0	375
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:	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:	0	1006	41	104	246	0	0	0	0	118	0	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1006	41	104	246	0	0	0	0	118	0	395
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	1006	41	104	246	0	0	0	0	118	0	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.81	0.41	0.81	0.85	1.00	1.00	1.00	1.00	0.81	1.00	0.42
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3079	784	1539	1620	0	0	0	0	1539	0	1580
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.05	0.07	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.25
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.44	0.44	0.17	0.61	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.74	0.12	0.40	0.25	0.00	0.00	0.00	0.00	0.31	0.00	1.00
Uniform Del:	0.0	23.4	16.6	36.9	9.0	0.0	0.0	0.0	0.0	30.5	0.0	37.5
IncremntDel:	0.0	3.7	0.7	4.4	0.6	0.0	0.0	0.0	0.0	2.1	0.0	45.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	27.1	17.3	41.3	9.6	0.0	0.0	0.0	0.0	32.5	0.0	82.7
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	27.1	17.3	41.3	9.6	0.0	0.0	0.0	0.0	32.5	0.0	82.7
LOS by Move:	A	C	B	D	A	A	A	A	A	C	A	F
HCM2kAvgQ:	0	15	1	3	3	0	0	0	0	3	0	12

Note: Queue reported is the number of cars per lane.

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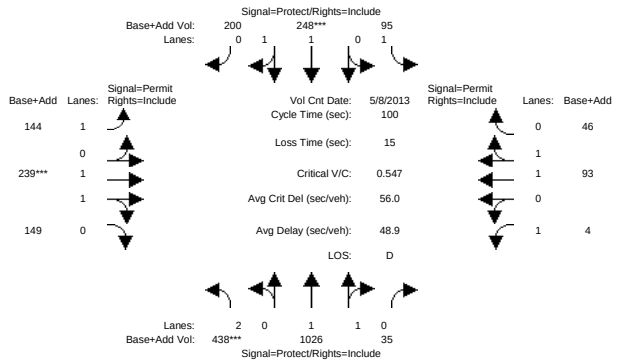
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	38	38	12	36	36	35	35	35	35	35	35
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	297	986	10	18	206	73	124	62	125	2	80	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	986	10	18	206	73	124	62	125	2	80	40
Added Vol:	141	40	25	77	42	127	20	177	24	2	13	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	1026	35	95	248	200	144	239	149	4	93	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:	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:	455	1067	36	99	258	208	150	248	155	4	97	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1067	36	99	258	208	150	248	155	4	97	48
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	455	1067	36	99	258	208	150	248	155	4	97	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.76	0.74	0.54	0.72	0.70	0.38	0.72	0.71
Lanes:	2.00	1.93	0.07	1.00	1.10	0.90	1.00	1.22	0.78	1.00	1.33	0.67
Final Sat.:	2987	2962	101	1539	1577	1272	1023	1664	1038	727	1826	903
Capacity Analysis Module:												
Vol/Sat:	0.15	0.36	0.36	0.06	0.16	0.16	0.15	0.15	0.15	0.01	0.05	0.05
Crit Moves:	****				****			****				
Green/Cycle:	0.14	0.38	0.38	0.12	0.36	0.36	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	1.09	0.95	0.95	0.53	0.45	0.45	0.42	0.43	0.43	0.02	0.15	0.15
Uniform Del:	43.0	30.0	30.0	41.4	24.5	24.5	24.7	24.8	24.8	21.2	22.3	22.3
IncremntDel:	70.1	16.4	16.4	10.6	1.5	1.5	3.6	1.4	1.4	0.1	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	113.1	46.5	46.5	52.0	25.9	25.9	28.3	26.2	26.2	21.4	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:	113.1	46.5	46.5	52.0	25.9	25.9	28.3	26.2	26.2	21.4	22.6	22.6
LOS by Move:	F	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	9	17	17	4	6	6	3	5	5	0	2	2

Note: Queue reported is the number of cars per lane.

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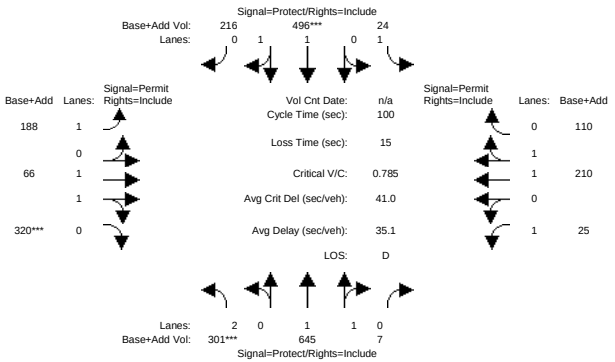
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	38	38	12	36	36	35	35	35	35	35	35
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	256	624	5	18	348	146	78	52	257	3	71	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:	256	624	5	18	348	146	78	52	257	3	71	47
Added Vol:	45	21	2	6	148	70	110	14	63	22	139	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	645	7	24	496	216	188	66	320	25	210	110
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:	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:	324	694	8	26	533	232	202	71	344	27	226	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	694	8	26	533	232	202	71	344	27	226	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
FinalVolume:	324	694	8	26	533	232	202	71	344	27	226	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.77	0.75	0.41	0.67	0.61	0.37	0.72	0.70
Lanes:	2.00	1.98	0.02	1.00	1.38	0.62	1.00	1.00	1.00	1.00	1.30	0.70
Final Sat.:	2987	3040	33	1539	2030	884	779	1264	1161	695	1774	929
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.02	0.26	0.26	0.26	0.06	0.30	0.04	0.13	0.13
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.38	0.38	0.12	0.36	0.36	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.77	0.60	0.60	0.14	0.73	0.73	0.74	0.16	0.85	0.11	0.36	0.36
Uniform Del:	41.5	24.9	24.9	39.4	27.8	27.8	28.5	22.4	30.0	22.0	24.2	24.2
IncremntDel:	13.1	2.3	2.3	1.6	4.5	4.5	16.5	0.1	16.4	0.9	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	54.5	27.2	27.2	41.0	32.3	32.3	45.1	22.5	46.4	22.9	25.3	25.3
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:	54.5	27.2	27.2	41.0	32.3	32.3	45.1	22.5	46.4	22.9	25.3	25.3
LOS by Move:	D	C	C	D	C	C	D	C	D	C	C	C
HCM2kAvgQ:	5	9	9	1	12	12	6	2	12	1	4	4

Note: Queue reported is the number of cars per lane.

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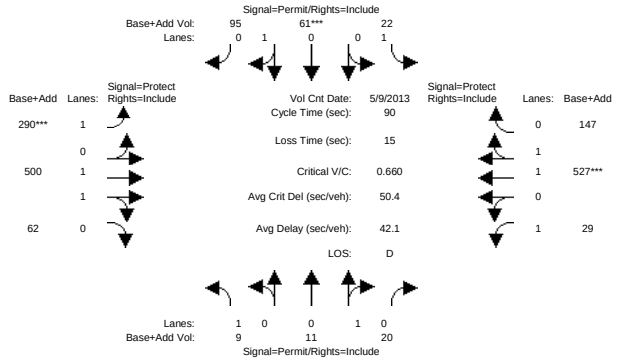
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #35: 16th/4th




```
Street Name:            4th Street                      16th Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   30   30   30    30   30   30    17   30   30    15   28   28
Y+R:           5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am
Base Vol:      4    2   17    22    3   86   106  283   22    21  323   78
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   4    2   17    22    3   86   106  283   22    21  323   78
Added Vol:     5    9    3     0   58    9   184  217   40     8  204   69
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   9   11   20    22   61   95   290  500   62    29  527  147
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:     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:    9   12   21    23   64  100   305  525   65    30  554  154
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   9   12   21    23   64  100   305  525   65    30  554  154
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:   9   12   21    23   64  100   305  525   65    30  554  154
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.51 0.77 0.75  0.60 0.78 0.75  0.81 0.75 0.74  0.81 0.78 0.77
Lanes:        1.00 0.35 0.65  1.00 0.38 0.62  1.00 1.78 0.22  1.00 1.56 0.44
Final Sat.:    977  509  926  1149  566  882  1539 2525  313  1539 2319  647
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.02 0.02  0.02 0.11 0.11  0.20 0.21 0.21  0.02 0.24 0.24
Crit Moves:                       ****            ****            ****
Green/Cycle: 0.33 0.33 0.33  0.33 0.33 0.33  0.19 0.33 0.33  0.17 0.31 0.31
Volume/Cap:  0.03 0.07 0.07  0.06 0.34 0.34  1.05 0.62 0.62  0.12 0.77 0.77
Uniform Del: 20.2 20.5 20.5  20.4 22.6 22.6  36.5 25.3 25.3  31.9 28.1 28.1
IncremntDel:  0.2  0.3  0.3   0.3  1.9  1.9  65.8  3.1  3.1   0.9  6.1  6.1
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   20.4 20.7 20.7  20.7 24.5 24.5 102.3 28.4 28.4  32.8 34.1 34.1
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:  20.4 20.7 20.7  20.7 24.5 24.5 102.3 28.4 28.4  32.8 34.1 34.1
LOS by Move:    C    C    C     C    C    C     F    C    C     C    C    C
HCM2kAvgQ:      0    1    1     0    4    4    12    7    7     1   10   10
Note: Queue reported is the number of cars per lane.
```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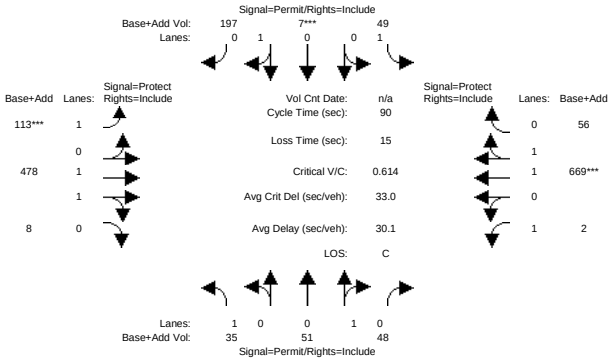
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #35: 16th/4th




```
Street Name:            4th Street                      16th Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   30   30   30    30   30   30    15   30   30    15   30   30
Y+R:           5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      8    1   35    46    1  142    82  306    4     1  428   44
Growth Adj:  1.00 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    1   35    46    1  142    82  306    4     1  428   44
Added Vol:    27   50   13     3    6   55    31  172    4     1  241   12
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  35   51   48    49    7  197   113  478    8     2  669   56
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:     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:   38   56   53    54    8  216   124  525    9     2  735   62
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  38   56   53    54    8  216   124  525    9     2  735   62
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:  38   56   53    54    8  216   124  525    9     2  735   62
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.45 0.79 0.77  0.56 0.73 0.70  0.81 0.76 0.76  0.81 0.80 0.80
Lanes:        1.00 0.51 0.49  1.00 0.03 0.97  1.00 1.97 0.03  1.00 1.84 0.16
Final Sat.:    846  766  721  1064   46 1282  1539 2833   47  1539 2806  235
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.05 0.07 0.07  0.05 0.17 0.17  0.08 0.19 0.19  0.00 0.26 0.26
Crit Moves:                       ****            ****            ****
Green/Cycle: 0.33 0.33 0.33  0.33 0.33 0.33  0.17 0.33 0.33  0.17 0.33 0.33
Volume/Cap:  0.14 0.22 0.22  0.15 0.51 0.51  0.48 0.56 0.56  0.01 0.79 0.79
Uniform Del: 21.0 21.6 21.6  21.1 24.1 24.1  34.0 24.6 24.6  31.3 27.1 27.1
IncremntDel:  1.0  1.0  1.0   0.9  4.1  4.1   6.4  2.3  2.3   0.1  6.1  6.1
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   22.0 22.6 22.6  22.0 28.2 28.2  40.4 26.9 26.9  31.4 33.2 33.2
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:  22.0 22.6 22.6  22.0 28.2 28.2  40.4 26.9 26.9  31.4 33.2 33.2
LOS by Move:    C    C    C     C    C    C     D    C    C     C    C    C
HCM2kAvgQ:      1    2    2     1    6    5     3    7    7     0   12   12
Note: Queue reported is the number of cars per lane.
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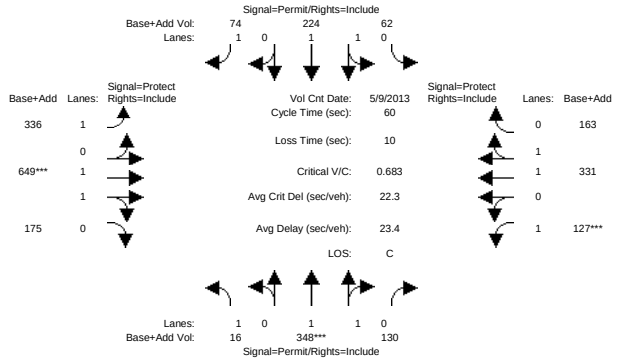
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #36: 16th/Owens

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Street Name:            Owens St                    16th St
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   15   15   15     15   15   15     20   25   25     10   15   15
Y+R:           5.0  5.0  5.0    5.0  5.0  5.0    5.0  5.0  5.0    5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am
Base Vol:      0    0    0     53    1   70    219  348    0     5  299  100
Growth Adj:  1.00 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     53    1   70    219  348    0     5  299  100
Added Vol:    16  348  130      9  223    4    117  301  175   122   32   63
PasserByVol:   0    0    0      0    0    0      0    0    0     0    0    0
Initial Fut:  16  348  130     62  224   74    336  649  175   127  331  163
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:     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:   17  366  137     65  236   78    354  683  184   134  348  172
Reduct Vol:    0    0    0      0    0    0      0    0    0     0    0    0
Reduced Vol:  17  366  137     65  236   78    354  683  184   134  348  172
PCE Adj:     1.00 1.00 1.00   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
FinalVolume:  17  366  137     65  236   78    354  683  184   134  348  172
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.43 0.78 0.77   0.58 0.59 0.69   0.81 0.74 0.73   0.81 0.77 0.76
Lanes:       1.00 1.45 0.55   0.44 1.56 1.00   1.00 1.57 0.43   1.00 1.33 0.67
Final Sat.:   826 2142  800    483 1747 1315   1539 2197  592   1539 1950  961
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.17 0.17   0.13 0.13 0.06   0.23 0.31 0.31   0.09 0.18 0.18
Crit Moves:       ****                             ****           ****
Green/Cycle: 0.25 0.25 0.25   0.25 0.25 0.25   0.33 0.42 0.42   0.17 0.25 0.25
Volume/Cap:  0.08 0.68 0.68   0.54 0.54 0.24   0.69 0.75 0.75   0.52 0.71 0.71
Uniform Del: 17.2 20.4 20.4   19.5 19.5 17.9   17.3 14.8 14.8   22.8 20.5 20.5
IncremntDel:  0.8  5.1  5.1    3.7  3.7  1.7    7.4  4.4  4.4    7.4  5.9  5.9
InitQueuDel:  0.0  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0    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
Delay/Veh:   18.0 25.5 25.5   23.2 23.2 19.6   24.7 19.2 19.2   30.2 26.5 26.5
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:  18.0 25.5 25.5   23.2 23.2 19.6   24.7 19.2 19.2   30.2 26.5 26.5
LOS by Move:    B    C    C      C    C    B      C    B    B      C    C    C
HCM2kAvgQ:      0    6    6      3    3    1      5    7    7      2    5    5
Note: Queue reported is the number of cars per lane.
```

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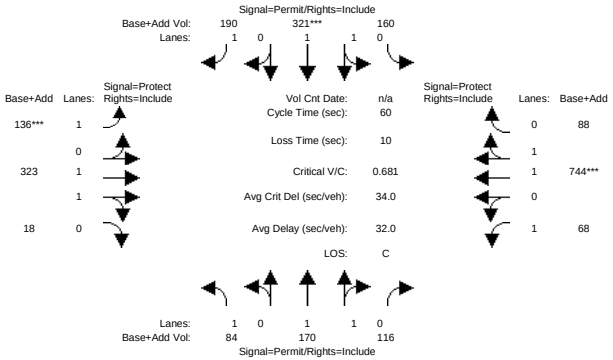
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #36: 16th/Owens




```
Street Name:            Owens St                    16th St
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   15   15   15     15   15   15     10   20   20     10   20   20
Y+R:           5.0  5.0  5.0    5.0  5.0  5.0    5.0  5.0  5.0    5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0    1    102    0  167    117  289    0     0  501   77
Growth Adj:  1.00 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    1    102    0  167    117  289    0     0  501   77
Added Vol:    84  170  115     58  321   23     19   34   18    68  243   11
PasserByVol:   0    0    0      0    0    0      0    0    0     0    0    0
Initial Fut:  84  170  116    160  321  190    136  323   18    68  744   88
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:     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:   88  179  122    168  338  200    143  340   19    72  783   93
Reduct Vol:    0    0    0      0    0    0      0    0    0     0    0    0
Reduced Vol:  88  179  122    168  338  200    143  340   19    72  783   93
PCE Adj:     1.00 1.00 1.00   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
FinalVolume:  88  179  122    168  338  200    143  340   19    72  783   93
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.29 0.76 0.73   0.56 0.57 0.65   0.81 0.75 0.75   0.81 0.80 0.79
Lanes:       1.00 1.17 0.83   0.67 1.33 1.00   1.00 1.89 0.11   1.00 1.79 0.21
Final Sat.:   547 1690 1153    713 1430 1241   1539 2712  151   1539 2707  320
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.11 0.11   0.24 0.24 0.16   0.09 0.13 0.13   0.05 0.29 0.29
Crit Moves:                       ****           ****                ****
Green/Cycle: 0.35 0.35 0.35   0.35 0.35 0.35   0.14 0.37 0.37   0.19 0.43 0.43
Volume/Cap:  0.47 0.30 0.30   0.68 0.68 0.46   0.68 0.33 0.33   0.25 0.68 0.68
Uniform Del: 27.9 26.2 26.2   30.7 30.7 27.9   45.2 24.6 24.6   38.1 25.6 25.6
IncremntDel:  8.0  0.8  0.8    5.0  5.0  3.6   16.4  0.8  0.8    2.0  2.9  2.9
InitQueuDel:  0.0  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0    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
Delay/Veh:   35.9 27.0 27.0   35.7 35.7 31.5   61.6 25.4 25.4   40.2 28.5 28.5
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:  35.9 27.0 27.0   35.7 35.7 31.5   61.6 25.4 25.4   40.2 28.5 28.5
LOS by Move:    D    C    C      D    D    C      E    C    C      D    C    C
HCM2kAvgQ:      3    4    4      9    9    6      5    5    4      2   12   12
Note: Queue reported is the number of cars per lane.
```

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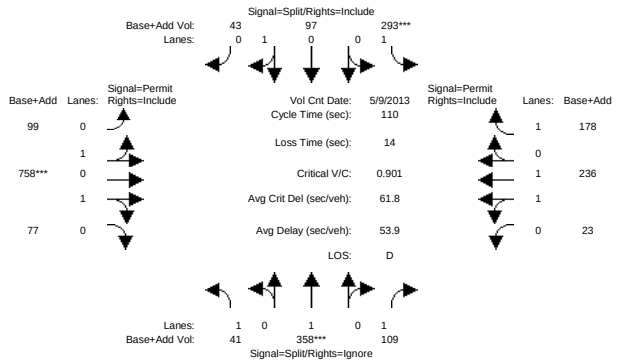
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #37: 16th/7th



Street Name:	7th Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	30	30	30	31	31	31	34	34	34	34	34	65
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	41	358	109	123	97	34	38	336	77	23	208	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	358	109	123	97	34	38	336	77	23	208	154
Added Vol:	0	0	0	170	0	9	61	422	0	0	28	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	358	109	293	97	43	99	758	77	23	236	178
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	42	365	0	299	99	44	101	773	79	23	241	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	365	0	299	99	44	101	773	79	23	241	182
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
FinalVolume:	42	365	0	299	99	44	101	773	79	23	241	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	1.00	0.81	0.71	0.70	0.64	0.64	0.64	0.64	0.64	0.68
Lanes:	1.00	1.00	1.00	1.00	0.69	0.31	0.21	1.62	0.17	0.18	1.82	1.00
Final Sat.:	1539	1620	1900	1539	931	413	258	1975	201	215	2211	1297
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.00	0.19	0.11	0.11	0.39	0.39	0.39	0.11	0.11	0.14
Crit Moves:		****		****				****				
Green/Cycle:	0.25	0.25	0.00	0.22	0.22	0.22	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.11	0.91	0.00	0.88	0.48	0.48	0.91	0.91	0.91	0.25	0.25	0.33
Uniform Del:	40.7	51.1	0.0	52.7	47.5	47.5	37.3	37.3	37.3	25.5	25.5	26.4
IncremntDel:	0.6	27.0	0.0	25.7	5.5	5.5	13.1	13.1	13.1	0.6	0.6	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	41.3	78.2	0.0	78.4	52.9	52.9	50.4	50.4	50.4	26.0	26.0	27.9
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:	41.3	78.2	0.0	78.4	52.9	52.9	50.4	50.4	50.4	26.0	26.0	27.9
LOS by Move:	D	E	A	E	D	D	D	D	D	C	C	C
HCM2kAvgQ:	1	19	0	15	6	6	24	24	24	4	4	5

Note: Queue reported is the number of cars per lane.

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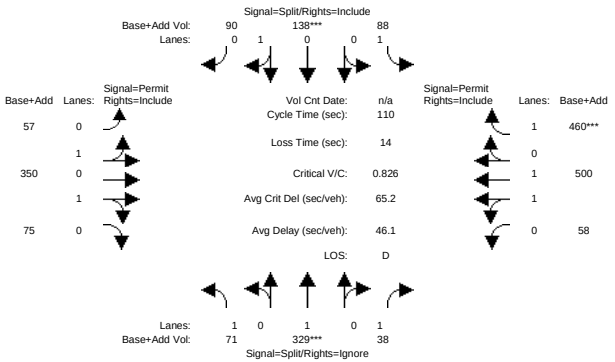
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #37: 16th/7th



Street Name:	7th Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	30	30	30	31	31	31	34	34	34	34	34	65
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0
Volume Module:												
Base Vol:	71	329	38	69	138	35	47	299	75	58	320	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	329	38	69	138	35	47	299	75	58	320	290
Added Vol:	0	0	0	19	0	55	10	51	0	0	180	170
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	329	38	88	138	90	57	350	75	58	500	460
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	72	336	0	90	141	92	58	357	77	59	510	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	336	0	90	141	92	58	357	77	59	510	469
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
FinalVolume:	72	336	0	90	141	92	58	357	77	59	510	469
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	1.00	0.81	0.70	0.68	0.59	0.59	0.59	0.67	0.67	0.69
Lanes:	1.00	1.00	1.00	1.00	0.60	0.40	0.24	1.45	0.31	0.21	1.79	1.00
Final Sat.:	1539	1620	1900	1539	799	521	266	1636	350	265	2287	1303
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.00	0.06	0.18	0.18	0.22	0.22	0.22	0.22	0.22	0.36
Crit Moves:		****			****							****
Green/Cycle:	0.21	0.21	0.00	0.22	0.22	0.22	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.22	0.97	0.00	0.26	0.80	0.80	0.47	0.47	0.47	0.48	0.48	0.78
Uniform Del:	45.3	54.5	0.0	45.1	51.5	51.5	25.7	25.7	25.7	25.9	25.9	31.4
IncremntDel:	1.5	40.6	0.0	1.9	19.8	19.8	1.5	1.5	1.5	1.4	1.4	9.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	46.9	95.1	0.0	46.9	71.3	71.3	27.2	27.2	27.2	27.3	27.3	40.8
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:	46.9	95.1	0.0	46.9	71.3	71.3	27.2	27.2	27.2	27.3	27.3	40.8
LOS by Move:	D	F	A	D	E	E	C	C	C	C	C	D
HCM2kAvgQ:	3	19	0	3	11	11	8	8	8	9	9	18

Note: Queue reported is the number of cars per lane.

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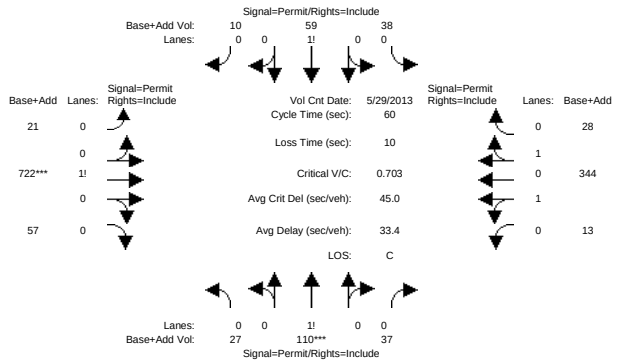
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #38: 16th St/Rhode Island




```
Street Name:         Rhode Island Street              16th Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    22   22   22    22   22   22    28   28   28    28   28   28
Y+R:          5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 29 May 2013 << 7:00-8:45am
Base Vol:      27  110   16    17   59   10    21  525   57     9  322   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:   27  110   16    17   59   10    21  525   57     9  322   25
Added Vol:      0    0   21    21    0    0     0  197    0     4   22    3
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   27  110   37    38   59   10    21  722   57    13  344   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:     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:    30  121   41    42   65   11    23  793   63    14  378   31
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   30  121   41    42   65   11    23  793   63    14  378   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
FinalVolume:   30  121   41    42   65   11    23  793   63    14  378   31
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.85 0.85  0.85  0.97 0.97  0.97  0.87 0.87  0.87
Lanes:       0.16 0.63  0.21  0.36 0.55  0.09  0.03 0.90  0.07  0.07 1.79  0.14
Final Sat.:   271 1103   371   571  887   150    48 1667   132   111 2941   239
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11  0.11  0.07 0.07  0.07  0.48 0.48  0.48  0.13 0.13  0.13
Crit Moves:       ****                          ****
Green/Cycle: 0.37 0.37  0.37  0.37 0.37  0.37  0.47 0.47  0.47  0.47 0.47  0.47
Volume/Cap:  0.30 0.30  0.30  0.20 0.20  0.20  1.02 1.02  1.02  0.28 0.28  0.28
Uniform Del: 13.5 13.5  13.5  13.0 13.0  13.0  16.0 16.0  16.0   9.8  9.8   9.8
IncremntDel:  0.3  0.3   0.3   0.2  0.2   0.2  35.7 35.7  35.7   0.1  0.1   0.1
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   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
Delay/Veh:   13.8 13.8  13.8  13.1 13.1  13.1  51.7 51.7  51.7   9.9  9.9   9.9
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:  13.8 13.8  13.8  13.1 13.1  13.1  51.7 51.7  51.7   9.9  9.9   9.9
LOS by Move:    B    B     B     B    B     B     D    D     D     A    A     A
HCM2kAvgQ:      3    3     3     2    2     2    18   18    18     3    3     3
Note: Queue reported is the number of cars per lane.
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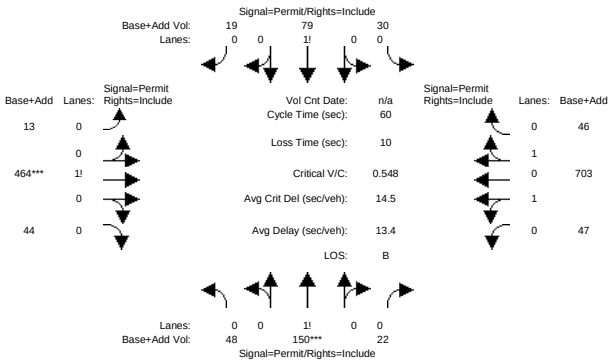
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #38: 16th St/Rhode Island




```
Street Name:         Rhode Island Street              16th Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    22   22   22    22   22   22    28   28   28    28   28   28
Y+R:          5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      48  150   19    27   79   19    13  439   44    24  568   30
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   48  150   19    27   79   19    13  439   44    24  568   30
Added Vol:      0    0    3     3    0    0     0   25    0    23  135   16
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   48  150   22    30   79   19    13  464   44    47  703   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:     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:    53  165   24    33   87   21    14  510   48    52  773   51
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   53  165   24    33   87   21    14  510   48    52  773   51
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:   53  165   24    33   87   21    14  510   48    52  773   51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.90 0.90  0.90  0.88 0.88  0.88  0.96 0.96  0.96  0.84 0.84  0.84
Lanes:       0.22 0.68  0.10  0.23 0.62  0.15  0.02 0.90  0.08  0.12 1.77  0.11
Final Sat.:   372 1162   170   391 1030   248    45 1622   154   189 2828   185
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14  0.14  0.08 0.08  0.08  0.31 0.31  0.31  0.27 0.27  0.27
Crit Moves:       ****                          ****
Green/Cycle: 0.37 0.37  0.37  0.37 0.37  0.37  0.47 0.47  0.47  0.47 0.47  0.47
Volume/Cap:  0.39 0.39  0.39  0.23 0.23  0.23  0.67 0.67  0.67  0.59 0.59  0.59
Uniform Del: 14.0 14.0  14.0  13.1 13.1  13.1  12.4 12.4  12.4  11.7 11.7  11.7
IncremntDel:  0.4  0.4   0.4   0.2  0.2   0.2   2.1  2.1   2.1   0.6  0.6   0.6
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   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
Delay/Veh:   14.4 14.4  14.4  13.3 13.3  13.3  14.6 14.6  14.6  12.3 12.3  12.3
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:  14.4 14.4  14.4  13.3 13.3  13.3  14.6 14.6  14.6  12.3 12.3  12.3
LOS by Move:    B    B     B     B    B     B     B    B     B     B    B     B
HCM2kAvgQ:      4    4     4     2    2     2     8    8     8     7    7     7
Note: Queue reported is the number of cars per lane.
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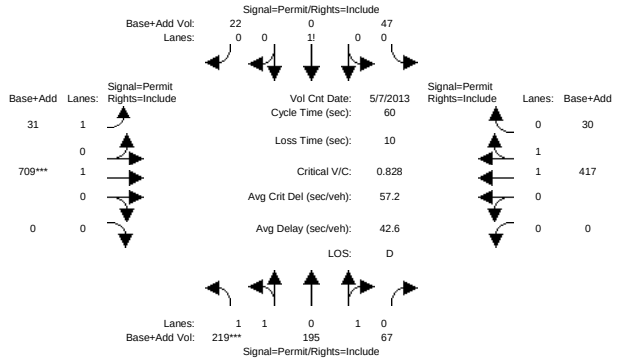
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:45am												
Base Vol:	219	195	42	26	0	22	31	557	0	0	398	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:	219	195	42	26	0	22	31	557	0	0	398	27
Added Vol:	0	0	25	21	0	0	0	152	0	0	19	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	195	67	47	0	22	31	709	0	0	417	30
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:	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:	235	210	72	51	0	24	33	762	0	0	448	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	210	72	51	0	24	33	762	0	0	448	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	235	210	72	51	0	24	33	762	0	0	448	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.60	0.60	0.49	1.00	0.50	0.41	0.75	1.00	1.00	0.75	0.75
Lanes:	1.39	1.20	0.41	0.69	0.00	0.31	1.00	1.00	0.00	0.00	1.87	0.13
Final Sat.:	1543	1374	472	641	0	300	773	1418	0	0	2665	192
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.08	0.00	0.08	0.04	0.54	0.00	0.00	0.17	0.17
Crit Moves:	****							****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.44	0.44	0.44	0.23	0.00	0.23	0.09	1.11	0.00	0.00	0.35	0.35
Uniform Del:	15.0	15.0	15.0	13.8	0.0	13.8	8.4	15.5	0.0	0.0	9.6	9.6
IncremntDel:	1.2	1.2	1.2	1.6	0.0	1.6	0.5	69.5	0.0	0.0	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	16.1	16.1	16.1	15.3	0.0	15.3	8.8	85.0	0.0	0.0	10.3	10.3
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:	16.1	16.1	16.1	15.3	0.0	15.3	8.8	85.0	0.0	0.0	10.3	10.3
LOS by Move:	B	B	B	B	A	B	A	F	A	A	B	B
HCM2kAvgQ:	3	3	3	1	0	1	0	23	0	0	3	3

Note: Queue reported is the number of cars per lane.

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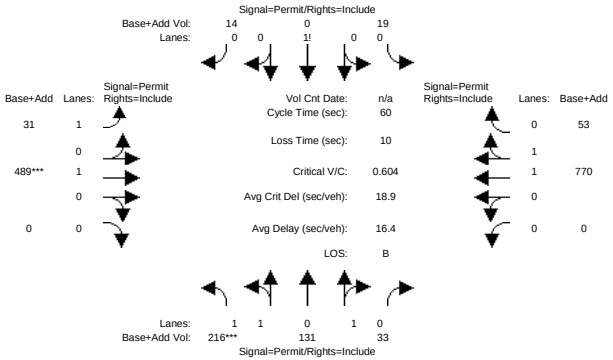
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	216	131	30	16	0	14	31	469	0	0	651	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:	216	131	30	16	0	14	31	469	0	0	651	37
Added Vol:	0	0	3	3	0	0	0	20	0	0	119	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	131	33	19	0	14	31	489	0	0	770	53
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:	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:	237	144	36	21	0	15	34	537	0	0	846	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	144	36	21	0	15	34	537	0	0	846	58
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	237	144	36	21	0	15	34	537	0	0	846	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.60	0.60	0.57	1.00	0.58	0.23	0.75	1.00	1.00	0.75	0.75
Lanes:	1.73	1.01	0.26	0.58	0.00	0.42	1.00	1.00	0.00	0.00	1.87	0.13
Final Sat.:	1910	1158	292	624	0	460	428	1418	0	0	2673	184
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.03	0.00	0.03	0.08	0.38	0.00	0.00	0.32	0.32
Crit Moves:	****							****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.36	0.36	0.36	0.10	0.00	0.10	0.16	0.78	0.00	0.00	0.65	0.65
Uniform Del:	14.5	14.5	14.5	13.1	0.0	13.1	8.7	12.9	0.0	0.0	11.7	11.7
IncremntDel:	0.8	0.8	0.8	0.5	0.0	0.5	1.7	8.7	0.0	0.0	2.4	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.3	15.3	15.3	13.6	0.0	13.6	10.4	21.6	0.0	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:	15.3	15.3	15.3	13.6	0.0	13.6	10.4	21.6	0.0	0.0	14.2	14.2
LOS by Move:	B	B	B	B	A	B	B	C	A	A	B	B
HCM2kAvgQ:	2	2	2	1	0	1	0	8	0	0	7	7

Note: Queue reported is the number of cars per lane.

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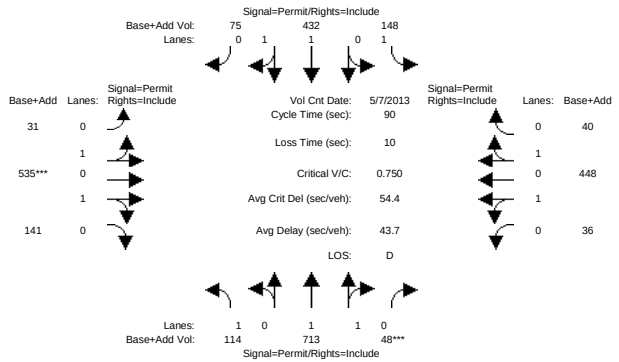
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #40: 16th/Potrero



Street Name: Potrero Ave 16th St

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	54	0	54	54	0	54	0	26	0	0	26	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:30am												
Base Vol:	114	713	48	129	432	75	31	403	141	36	431	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:	114	713	48	129	432	75	31	403	141	36	431	37
Added Vol:	0	0	0	19	0	0	0	132	0	0	17	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	713	48	148	432	75	31	535	141	36	448	40
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:	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:	118	735	49	153	445	77	32	552	145	37	462	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	735	49	153	445	77	32	552	145	37	462	41
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	118	735	49	153	445	77	32	552	145	37	462	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.59	0.72	0.25	0.58	0.70	0.65	0.59	0.64	0.57	0.50	0.57
Lanes:	1.00	1.90	0.10	1.00	1.75	0.25	0.08	1.55	0.37	0.12	1.74	0.14
Final Sat.:	648	2115	142	473	1926	334	100	1729	456	134	1667	149
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.35	0.32	0.23	0.23	0.32	0.32	0.32	0.28	0.28	0.28
Crit Moves:			****					****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.30	0.58	0.58	0.54	0.39	0.39	1.10	1.10	1.10	0.96	0.96	0.96
Uniform Del:	8.8	11.0	11.0	10.6	9.4	9.4	32.0	32.0	32.0	31.5	31.5	31.5
IncremntDel:	2.0	1.8	1.8	7.1	0.8	0.8	67.2	67.2	67.2	29.1	29.1	29.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	10.8	12.8	12.8	17.7	10.2	10.2	99.2	99.2	99.2	60.6	60.6	60.6
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:	10.8	12.8	12.8	17.7	10.2	10.2	99.2	99.2	99.2	60.6	60.6	60.6
LOS by Move:	B	B	B	B	B	B	F	F	F	E	E	E
HCM2kAvgQ:	2	8	9	3	4	5	21	19	20	11	10	11

Note: Queue reported is the number of cars per lane.

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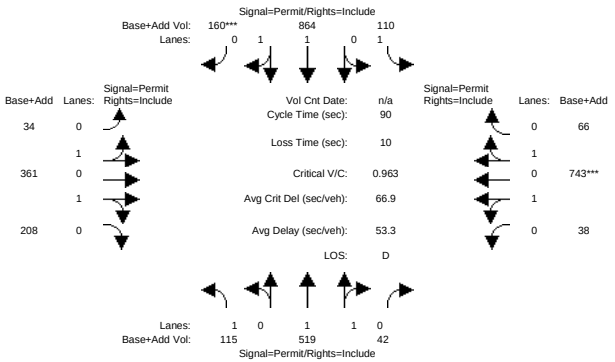
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #40: 16th/Potrero



Street Name: Potrero Ave 16th St

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	50	0	50	50	0	50	0	30	0	0	30	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	115	519	42	107	864	160	34	344	208	38	640	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	519	42	107	864	160	34	344	208	38	640	51
Added Vol:	0	0	0	3	0	0	0	17	0	0	103	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	519	42	110	864	160	34	361	208	38	743	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:	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:	119	535	43	113	891	165	35	372	214	39	766	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	535	43	113	891	165	35	372	214	39	766	68
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	119	535	43	113	891	165	35	372	214	39	766	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.59	0.72	0.31	0.58	0.70	0.55	0.49	0.53	0.65	0.58	0.65
Lanes:	1.00	1.88	0.12	1.00	1.73	0.27	0.10	1.25	0.65	0.08	1.78	0.14
Final Sat.:	312	2089	169	593	1907	353	108	1147	661	101	1970	175
Capacity Analysis Module:												
Vol/Sat:	0.38	0.26	0.26	0.19	0.47	0.47	0.32	0.32	0.32	0.39	0.39	0.39
Crit Moves:						****					****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.68	0.46	0.46	0.34	0.84	0.84	0.97	0.97	0.97	1.17	1.17	1.17
Uniform Del:	14.3	11.9	11.9	11.0	16.7	16.7	29.6	29.6	29.6	30.0	30.0	30.0
IncremntDel:	19.8	1.2	1.2	2.8	6.9	6.9	29.7	29.7	29.7	89.2	89.2	89.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	34.2	13.2	13.2	13.8	23.6	23.6	59.3	59.3	59.3	119.2	119	119.2
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:	34.2	13.2	13.2	13.8	23.6	23.6	59.3	59.3	59.3	119.2	119	119.2
LOS by Move:	C	B	B	B	C	C	E	E	E	F	F	F
HCM2kAvgQ:	4	5	6	2	15	18	15	14	15	24	22	24

Note: Queue reported is the number of cars per lane.

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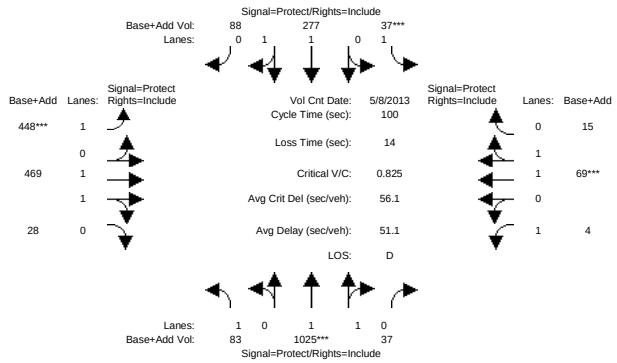
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	39	39	10	25	25	35	18	18	15	8	8
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	44	870	24	11	255	69	401	332	23	3	58	12
Growth Adj:	1.00	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	870	24	11	255	69	401	332	23	3	58	12
Added Vol:	39	155	13	26	22	19	47	137	5	1	11	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1025	37	37	277	88	448	469	28	4	69	15
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:	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:	86	1059	38	38	286	91	463	485	29	4	71	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1059	38	38	286	91	463	485	29	4	71	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
FinalVolume:	86	1059	38	38	286	91	463	485	29	4	71	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.80	0.81	0.77	0.76	0.81	0.75	0.75	0.81	0.79	0.78
Lanes:	1.00	1.93	0.07	1.00	1.51	0.49	1.00	1.89	0.11	1.00	1.64	0.36
Final Sat.:	1539	2927	106	1539	2220	705	1539	2701	161	1539	2454	533
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.02	0.13	0.13	0.30	0.18	0.18	0.00	0.03	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.37	0.37	0.09	0.26	0.26	0.33	0.23	0.23	0.18	0.08	0.08
Volume/Cap:	0.27	0.98	0.98	0.26	0.50	0.50	0.91	0.79	0.79	0.02	0.38	0.38
Uniform Del:	35.4	33.2	33.2	44.6	33.6	33.6	34.0	38.6	38.6	35.8	46.7	46.7
IncremntDel:	2.1	23.2	23.2	4.4	2.4	2.4	22.9	9.5	9.5	0.1	4.9	4.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	37.5	56.4	56.4	48.9	36.0	36.0	56.9	48.1	48.1	35.9	51.6	51.6
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:	37.5	56.4	56.4	48.9	36.0	36.0	56.9	48.1	48.1	35.9	51.6	51.6
LOS by Move:	D	E	E	D	D	D	E	D	D	D	D	D
HCM2kAvgQ:	2	25	25	1	6	5	16	9	9	0	2	2

Note: Queue reported is the number of cars per lane.

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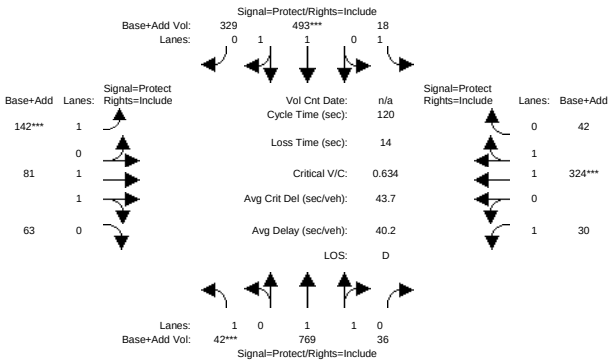
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	48	48	12	46	46	23	23	23	23	23	23
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	38	743	35	16	352	240	131	69	40	19	202	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	743	35	16	352	240	131	69	40	19	202	11
Added Vol:	4	26	1	2	141	89	11	12	23	11	122	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	769	36	18	493	329	142	81	63	30	324	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:	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:	44	809	38	19	519	346	149	85	66	32	341	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	809	38	19	519	346	149	85	66	32	341	44
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	44	809	38	19	519	346	149	85	66	32	341	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.79	0.81	0.75	0.73	0.81	0.71	0.68	0.81	0.80	0.78
Lanes:	1.00	1.91	0.09	1.00	1.18	0.82	1.00	1.10	0.90	1.00	1.77	0.23
Final Sat.:	1539	2891	135	1539	1692	1129	1539	1485	1155	1539	2671	346
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.01	0.31	0.31	0.10	0.06	0.06	0.02	0.13	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.40	0.40	0.10	0.38	0.38	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.25	0.70	0.70	0.12	0.80	0.80	0.51	0.30	0.30	0.11	0.67	0.67
Uniform Del:	48.2	30.0	30.0	49.2	32.9	32.9	43.4	41.6	41.6	40.0	44.9	44.9
IncremntDel:	3.2	3.4	3.4	1.6	6.2	6.2	6.1	1.5	1.5	0.7	6.0	6.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	51.4	33.4	33.4	50.8	39.1	39.1	49.5	43.1	43.1	40.8	50.9	50.9
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:	51.4	33.4	33.4	50.8	39.1	39.1	49.5	43.1	43.1	40.8	50.9	50.9
LOS by Move:	D	C	C	D	D	D	D	D	D	D	D	D
HCM2kAvgQ:	2	15	14	1	16	15	5	3	2	1	8	8

Note: Queue reported is the number of cars per lane.

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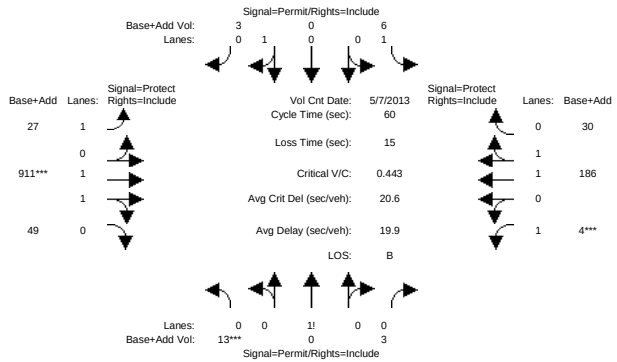
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #42: Mariposa/4th



Street Name:	4th Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	15	15	15	15	15	15	30	30	15	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:45am												
Base Vol:	13	0	3	0	0	0	0	728	49	4	147	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	0	3	0	0	0	0	728	49	4	147	0
Added Vol:	0	0	0	6	0	3	27	183	0	0	39	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	0	3	6	0	3	27	911	49	4	186	30
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:	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:	14	0	3	6	0	3	28	959	52	4	196	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	3	6	0	3	28	959	52	4	196	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	14	0	3	6	0	3	28	959	52	4	196	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	1.00	0.68	0.70	1.00	0.68	0.81	0.75	0.75	0.81	0.74	0.74
Lanes:	0.82	0.00	0.18	1.00	0.00	1.00	1.00	1.90	0.10	1.00	1.72	0.28
Final Sat.:	1021	0	236	1323	0	1295	1539	2717	146	1539	2431	392
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.02	0.35	0.35	0.00	0.08	0.08
Crit Moves:	****							****			****	
Green/Cycle:	0.17	0.00	0.17	0.17	0.00	0.17	0.22	0.50	0.50	0.17	0.44	0.44
Volume/Cap:	0.08	0.00	0.08	0.03	0.00	0.01	0.08	0.71	0.71	0.02	0.18	0.18
Uniform Del:	31.7	0.0	31.7	31.4	0.0	31.3	27.7	17.4	17.4	31.3	15.1	15.1
IncremntDel:	0.8	0.0	0.8	0.2	0.0	0.1	0.5	3.0	3.0	0.1	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.4	0.0	32.4	31.6	0.0	31.5	28.2	20.3	20.3	31.5	15.4	15.4
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:	32.4	0.0	32.4	31.6	0.0	31.5	28.2	20.3	20.3	31.5	15.4	15.4
LOS by Move:	C	A	C	C	A	C	C	C	C	C	B	B
HCM2kAvgQ:	0	0	0	0	0	0	1	12	12	0	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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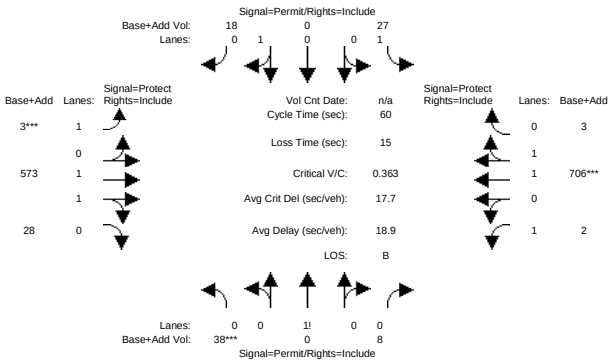
Intersection #42: Mariposa/4th



Street Name:	4th Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	15	15	15	15	15	15	30	30	15	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	38	0	8	0	0	0	0	555	28	2	494	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:	38	0	8	0	0	0	0	555	28	2	494	0
Added Vol:	0	0	0	27	0	18	3	18	0	0	212	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	8	27	0	18	3	573	28	2	706	3
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:	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:	40	0	8	28	0	19	3	603	29	2	743	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	8	28	0	19	3	603	29	2	743	3
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	40	0	8	28	0	19	3	603	29	2	743	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	1.00	0.63	0.62	1.00	0.68	0.81	0.75	0.75	0.81	0.76	0.76
Lanes:	0.83	0.00	0.17	1.00	0.00	1.00	1.00	1.91	0.09	1.00	1.99	0.01
Final Sat.:	954	0	201	1184	0	1295	1539	2732	134	1539	2871	12
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.02	0.00	0.01	0.00	0.22	0.22	0.00	0.26	0.26
Crit Moves:	****						****				****	
Green/Cycle:	0.17	0.00	0.17	0.17	0.00	0.17	0.17	0.44	0.44	0.22	0.50	0.50
Volume/Cap:	0.25	0.00	0.25	0.14	0.00	0.09	0.01	0.50	0.50	0.01	0.52	0.52
Uniform Del:	32.6	0.0	32.6	32.0	0.0	31.7	31.3	17.8	17.8	27.3	15.2	15.2
IncremntDel:	3.1	0.0	3.1	1.5	0.0	0.8	0.1	1.4	1.4	0.0	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.7	0.0	35.7	33.5	0.0	32.5	31.4	19.2	19.2	27.3	16.5	16.5
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:	35.7	0.0	35.7	33.5	0.0	32.5	31.4	19.2	19.2	27.3	16.5	16.5
LOS by Move:	D	A	D	C	A	C	C	B	B	C	B	B
HCM2kAvgQ:	1	0	1	1	0	0	0	7	7	0	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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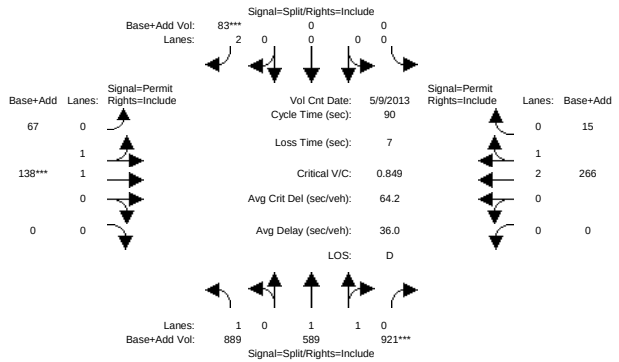
Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	55	55	55	13	13	13	15	15	15	15	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	889	0	745	0	0	0	0	105	0	0	239	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:	889	0	745	0	0	0	0	105	0	0	239	0
Added Vol:	0	589	176	0	0	83	67	33	0	0	27	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	889	589	921	0	0	83	67	138	0	0	266	15
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:	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:	922	611	955	0	0	86	70	143	0	0	276	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	922	611	955	0	0	86	70	143	0	0	276	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
FinalVolume:	922	611	955	0	0	86	70	143	0	0	276	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.77	0.76	1.00	1.00	0.61	0.67	0.71	1.00	1.00	0.89	0.85
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.68	1.32	0.00	0.00	2.83	0.17
Final Sat.:	2018	1458	1436	0	0	2325	861	1774	0	0	4789	270
Capacity Analysis Module:												
Vol/Sat:	0.46	0.42	0.67	0.00	0.00	0.04	0.08	0.08	0.00	0.00	0.06	0.06
Crit Moves:			****			****		****				
Green/Cycle:	0.61	0.61	0.61	0.00	0.00	0.14	0.17	0.17	0.00	0.00	0.17	0.17
Volume/Cap:	0.75	0.69	1.09	0.00	0.00	0.26	0.48	0.48	0.00	0.00	0.35	0.35
Uniform Del:	12.5	11.7	17.5	0.0	0.0	34.2	34.0	34.0	0.0	0.0	33.2	33.2
IncremntDel:	4.2	1.7	51.8	0.0	0.0	1.8	3.8	3.8	0.0	0.0	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	16.7	13.4	69.3	0.0	0.0	36.0	37.8	37.8	0.0	0.0	34.3	34.3
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:	16.7	13.4	69.3	0.0	0.0	36.0	37.8	37.8	0.0	0.0	34.3	34.3
LOS by Move:	B	B	E	A	A	D	D	D	A	A	C	C
HCM2kAvgQ:	19	13	43	0	0	1	3	3	0	0	3	3

Note: Queue reported is the number of cars per lane.

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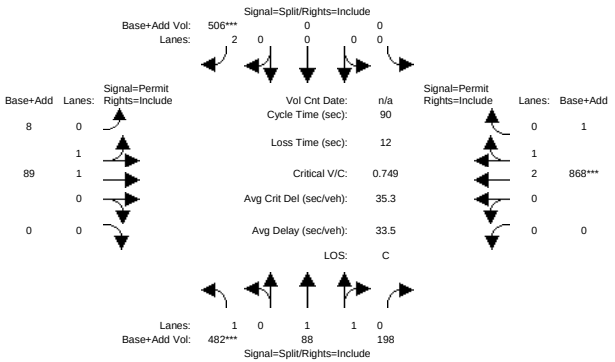
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	26	26	26	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	482	0	180	0	0	0	0	86	0	0	639	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:	482	0	180	0	0	0	0	86	0	0	639	0
Added Vol:	0	88	18	0	0	506	8	3	0	0	229	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	88	198	0	0	506	8	89	0	0	868	1
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:	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:	502	92	206	0	0	527	8	93	0	0	904	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	92	206	0	0	527	8	93	0	0	904	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
FinalVolume:	502	92	206	0	0	527	8	93	0	0	904	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.76	0.80	1.00	1.00	0.62	0.80	0.83	1.00	1.00	0.90	0.86
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.17	1.83	0.00	0.00	2.99	0.01
Final Sat.:	2018	1437	1514	0	0	2358	260	2889	0	0	5106	6
Capacity Analysis Module:												
Vol/Sat:	0.25	0.06	0.14	0.00	0.00	0.22	0.03	0.03	0.00	0.00	0.18	0.18
Crit Moves:	****					****					****	
Green/Cycle:	0.32	0.32	0.32	0.00	0.00	0.29	0.26	0.26	0.00	0.00	0.26	0.26
Volume/Cap:	0.77	0.20	0.42	0.00	0.00	0.77	0.13	0.13	0.00	0.00	0.69	0.69
Uniform Del:	27.5	22.1	23.9	0.0	0.0	29.3	25.8	25.8	0.0	0.0	30.3	30.3
IncremntDel:	8.6	0.3	1.9	0.0	0.0	8.4	0.3	0.3	0.0	0.0	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.2	22.4	25.8	0.0	0.0	37.7	26.1	26.1	0.0	0.0	33.3	33.3
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:	36.2	22.4	25.8	0.0	0.0	37.7	26.1	26.1	0.0	0.0	33.3	33.3
LOS by Move:	D	C	C	A	A	D	C	C	A	A	C	C
HCM2kAvgQ:	14	2	5	0	0	10	1	1	0	0	10	9

Note: Queue reported is the number of cars per lane.

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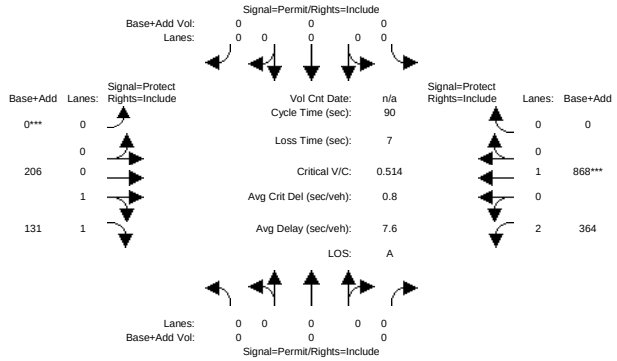
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM S2B

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	31	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	106	131	267	855	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:	0	0	0	0	0	0	0	106	131	267	855	0
Added Vol:	0	0	0	0	0	0	0	100	0	97	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	206	131	364	868	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:	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	0	0	0	0	0	0	215	136	379	904	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	215	136	379	904	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
FinalVolume:	0	0	0	0	0	0	0	215	136	379	904	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1790	1790	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.08	0.11	0.48	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.23	0.18	0.51	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.9	22.8	8.8	0.5	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.2	22.9	8.9	0.8	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	0.0	0.0	0.0	0.0	0.0	24.2	22.9	8.9	0.8	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	5	3	3	4	0

Note: Queue reported is the number of cars per lane.

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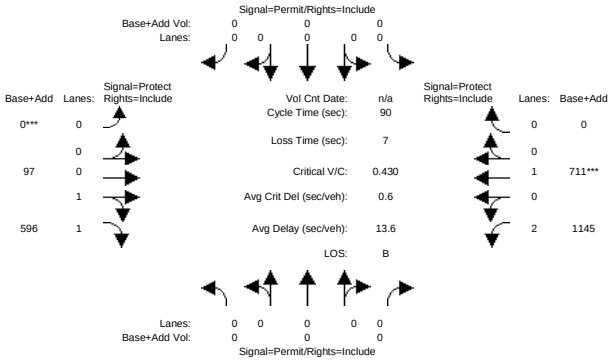
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM S2B

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	86	596	489	632	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:	0	0	0	0	0	0	0	86	596	489	632	0
Added Vol:	0	0	0	0	0	0	0	11	0	656	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	97	596	1145	711	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:	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:	0	0	0	0	0	0	0	103	634	1218	756	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	103	634	1218	756	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
FinalVolume:	0	0	0	0	0	0	0	103	634	1218	756	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	1.72	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	463	2847	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.22	0.35	0.40	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.67	0.59	0.43	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.1	27.1	12.1	0.4	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	0.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.7	28.7	12.5	0.6	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	0.0	0.0	0.0	0.0	0.0	28.7	28.7	12.5	0.6	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	B	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	10	10	11	3	0

Note: Queue reported is the number of cars per lane.

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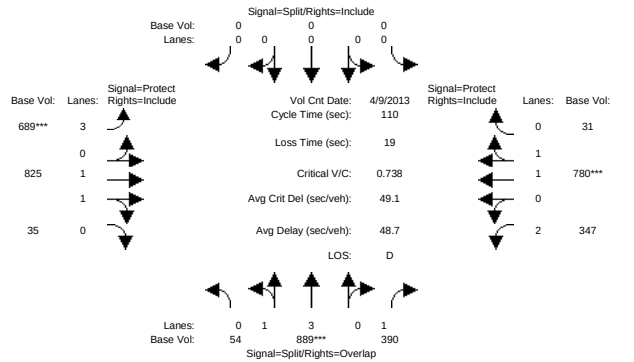
Year 2015 (Mission Bay Only)

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	39	39	39	0	0	0	18	37	37	13	34	34
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module: >> Count Date: 9 Apr 2013 << 7:00-8:45am												
Base Vol:	54	889	390	0	0	0	689	825	35	347	780	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:	54	889	390	0	0	0	689	825	35	347	780	31
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:	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:	57	936	411	0	0	0	725	868	37	365	821	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	936	411	0	0	0	725	868	37	365	821	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
FinalVolume:	57	936	411	0	0	0	725	868	37	365	821	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.71	1.00	1.00	1.00	0.79	0.81	0.80	0.79	0.81	0.80
Lanes:	0.23	3.77	1.00	0.00	0.00	0.00	3.00	1.92	0.08	2.00	1.92	0.08
Final Sat.:	336	5527	1344	0	0	0	4480	2935	125	2987	2943	117
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.31	0.00	0.00	0.00	0.16	0.30	0.30	0.12	0.28	0.28
Crit Moves:		****					****				****	
Green/Cycle:	0.35	0.35	0.48	0.00	0.00	0.00	0.16	0.35	0.35	0.13	0.31	0.31
Volume/Cap:	0.48	0.48	0.64	0.00	0.00	0.00	0.99	0.85	0.85	0.97	0.90	0.90
Uniform Del:	27.6	27.6	21.4	0.0	0.0	0.0	45.9	33.3	33.3	47.9	36.4	36.4
IncremntDel:	0.8	0.8	4.7	0.0	0.0	0.0	30.8	8.7	8.7	39.5	13.5	13.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.4	28.4	26.1	0.0	0.0	0.0	76.7	42.1	42.1	87.3	49.9	49.9
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:	28.4	28.4	26.1	0.0	0.0	0.0	76.7	42.1	42.1	87.3	49.9	49.9
LOS by Move:	C	C	C	A	A	A	E	D	D	F	D	D
HCM2kAvgQ:	7	7	10	0	0	0	9	14	14	10	18	18

Note: Queue reported is the number of cars per lane.

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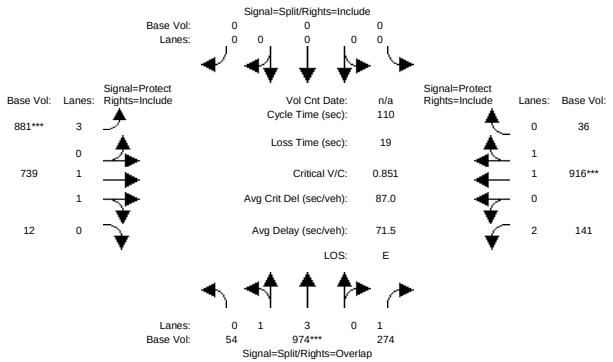
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	39	39	39	0	0	0	18	37	37	13	34	34
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module:												
Base Vol:	54	974	274	0	0	0	881	739	12	141	916	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:	54	974	274	0	0	0	881	739	12	141	916	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:	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:	56	1004	282	0	0	0	908	762	12	145	944	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1004	282	0	0	0	908	762	12	145	944	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
FinalVolume:	56	1004	282	0	0	0	908	762	12	145	944	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.71	1.00	1.00	1.00	0.79	0.81	0.81	0.79	0.81	0.80
Lanes:	0.21	3.79	1.00	0.00	0.00	0.00	3.00	1.97	0.03	2.00	1.92	0.08
Final Sat.:	308	5555	1352	0	0	0	4480	3024	49	2987	2944	116
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.21	0.00	0.00	0.00	0.20	0.25	0.25	0.05	0.32	0.32
Crit Moves:		****					****				****	
Green/Cycle:	0.35	0.35	0.48	0.00	0.00	0.00	0.16	0.35	0.35	0.12	0.31	0.31
Volume/Cap:	0.51	0.51	0.44	0.00	0.00	0.00	1.24	0.72	0.72	0.40	1.04	1.04
Uniform Del:	28.0	28.0	19.0	0.0	0.0	0.0	46.0	31.1	31.1	44.5	38.0	38.0
IncremntDel:	0.9	0.9	2.2	0.0	0.0	0.0	119.0	4.2	4.2	3.2	39.5	39.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.9	28.9	21.1	0.0	0.0	0.0	165.0	35.3	35.3	47.7	77.5	77.5
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:	28.9	28.9	21.1	0.0	0.0	0.0	165.0	35.3	35.3	47.7	77.5	77.5
LOS by Move:	C	C	C	A	A	A	F	D	D	D	E	E
HCM2kAvgQ:	8	8	6	0	0	0	17	11	11	3	25	25

Note: Queue reported is the number of cars per lane.

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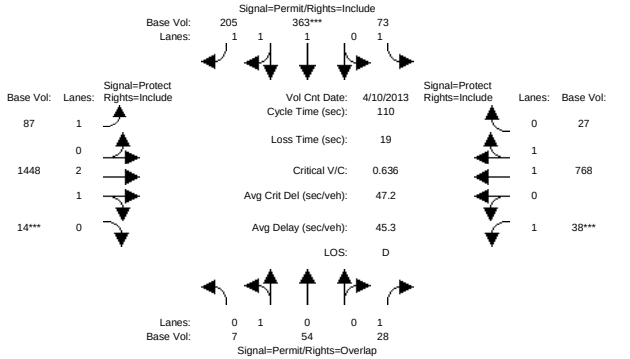
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #25: King/4th




```
Street Name:            4th Street                    King Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    36   36   36    36   36   36    19   40   40    15   36   36
Y+R:          6.0  6.0  6.0   6.0  6.0  6.0   7.0  7.0  7.0   7.0  7.0  7.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 Apr 2013 << 7:00-8:45am
Base Vol:      7   54   28    73  363  205    87 1448   14    38  768   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:   7   54   28    73  363  205    87 1448   14    38  768   27
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.70  1.00 1.00 1.00
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:    8   58   30    78  390  220    94 1557   11    41  826   29
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   8   58   30    78  390  220    94 1557   11    41  826   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
FinalVolume:   8   58   30    78  390  220    94 1557   11    41  826   29
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.81 0.81 0.69  0.58 0.77 0.75  0.81 0.77 0.78  0.81 0.80 0.80
Lanes:       0.12 0.88 1.00  1.00 1.90 1.10  1.00 2.98 0.02  1.00 1.93 0.07
Final Sat.:   177 1362 1314  1107 2764 1561  1539 4346   29  1539 2931  103
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04 0.02  0.07 0.14 0.14  0.06 0.36 0.36  0.03 0.28 0.28
Crit Moves:                      ****                    ****  ****
Green/Cycle: 0.33 0.33 0.46  0.33 0.33 0.33  0.17 0.36 0.36  0.14 0.33 0.33
Volume/Cap:  0.13 0.13 0.05  0.22 0.43 0.43  0.35 0.99 0.99  0.19 0.86 0.86
Uniform Del: 26.0 26.0 16.2  26.8 29.0 29.0  40.1 34.7 34.7  42.1 34.7 34.7
IncremntDel:  0.5  0.5  0.2   1.4  1.0  1.0   3.6 19.3 19.3   2.1  9.7  9.7
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   26.5 26.5 16.3  28.2 29.9 29.9  43.7 54.0 54.0  44.2 44.4 44.4
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:  26.5 26.5 16.3  28.2 29.9 29.9  43.7 54.0 54.0  44.2 44.4 44.4
LOS by Move:    C    C    B     C    C    C     D    D    D     D    D    D
HCM2kAvgQ:      2    2    1     2    6    6     3   25   26     1   14   14
Note: Queue reported is the number of cars per lane.
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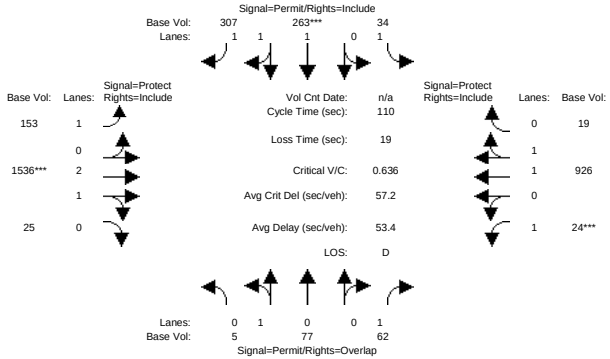
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #25: King/4th




```
Street Name:            4th Street                    King Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    38   38   38    38   38   38    15   38   38    15   38   38
Y+R:          6.0  6.0  6.0   6.0  6.0  6.0   7.0  7.0  7.0   7.0  7.0  7.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      5   77   62    34  263  307   153 1536   25    24  926   19
Growth Adj:  1.00 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   77   62    34  263  307   153 1536   25    24  926   19
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:     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:    5   79   64    35  271  316   158 1584   26    25  955   20
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   5   79   64    35  271  316   158 1584   26    25  955   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
FinalVolume:   5   79   64    35  271  316   158 1584   26    25  955   20
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 0.84 0.59  0.50 0.74 0.62  0.81 0.79 0.77  0.81 0.81 0.80
Lanes:       0.06 0.94 1.00  1.00 1.25 1.75  1.00 2.95 0.05  1.00 1.96 0.04
Final Sat.:    97 1494 1120   957 1767 2062  1539 4438   72  1539 3008   62
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.05 0.06  0.04 0.15 0.15  0.10 0.36 0.36  0.02 0.32 0.32
Crit Moves:                      ****                    ****  ****
Green/Cycle: 0.35 0.35 0.48  0.35 0.35 0.35  0.14 0.35 0.35  0.14 0.35 0.35
Volume/Cap:  0.15 0.15 0.12  0.11 0.44 0.44  0.75 1.03 1.03  0.12 0.92 0.92
Uniform Del: 24.9 24.9 15.7  24.5 27.8 27.8  45.7 36.0 36.0  41.7 34.5 34.5
IncremntDel:  0.6  0.6  0.4   0.6  1.1  1.1  21.7 31.7 31.7   1.1 13.9 13.9
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   25.5 25.5 16.1  25.1 28.9 28.9  67.4 67.7 67.7  42.8 48.4 48.4
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:  25.5 25.5 16.1  25.1 28.9 28.9  67.4 67.7 67.7  42.8 48.4 48.4
LOS by Move:    C    C    B     C    C    C     E    E    E     D    D    D
HCM2kAvgQ:      2    2    1     1    6    5     7   28   27     1   16   16
Note: Queue reported is the number of cars per lane.
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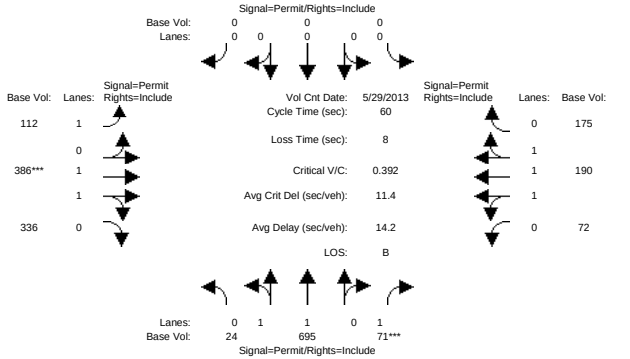
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	21	0	21	0	0	31	31	0	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 May 2013 << 7:00-8:45am												
Base Vol:	24	695	71	0	0	0	112	386	336	72	190	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	695	71	0	0	0	112	386	336	72	190	175
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:	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:	26	752	77	0	0	0	121	418	364	78	206	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	752	77	0	0	0	121	418	364	78	206	189
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	26	752	77	0	0	0	121	418	364	78	206	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.63	1.00	1.00	1.00	0.40	0.75	0.74	0.54	0.54	0.54
Lanes:	0.07	1.93	1.00	0.00	0.00	0.00	1.00	1.06	0.94	0.55	1.45	1.00
Final Sat.:	102	2964	1201	0	0	0	761	1515	1318	568	1498	1022
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.06	0.00	0.00	0.00	0.16	0.28	0.28	0.14	0.14	0.19
Crit Moves:			****					****				
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.73	0.73	0.18	0.00	0.00	0.00	0.31	0.53	0.53	0.27	0.27	0.36
Uniform Del:	17.0	17.0	13.5	0.0	0.0	0.0	8.3	9.7	9.7	8.1	8.1	8.6
IncremntDel:	4.3	4.3	1.0	0.0	0.0	0.0	2.0	1.4	1.4	0.4	0.4	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.3	21.3	14.5	0.0	0.0	0.0	10.4	11.1	11.1	8.5	8.5	9.4
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:	21.3	21.3	14.5	0.0	0.0	0.0	10.4	11.1	11.1	8.5	8.5	9.4
LOS by Move:	C	C	B	A	A	A	B	B	B	A	A	A
HCM2kAvgQ:	8	8	1	0	0	0	2	6	6	2	2	3

Note: Queue reported is the number of cars per lane.

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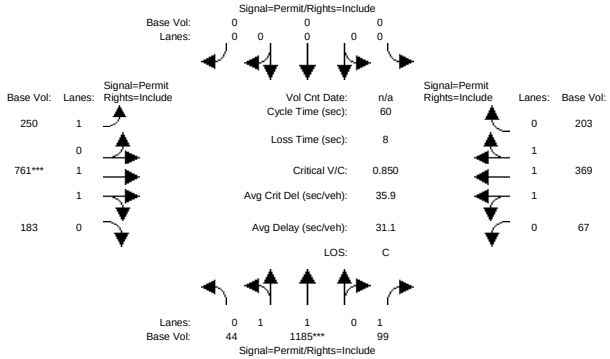
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	24	0	24	0	0	28	28	28	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	1185	99	0	0	0	250	761	183	67	369	203
Growth Adj:	1.00	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	1185	99	0	0	0	250	761	183	67	369	203
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:	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:	45	1217	102	0	0	0	257	781	188	69	379	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1217	102	0	0	0	257	781	188	69	379	208
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	45	1217	102	0	0	0	257	781	188	69	379	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.63	1.00	1.00	1.00	0.33	0.79	0.78	0.55	0.55	0.54
Lanes:	0.07	1.93	1.00	0.00	0.00	0.00	1.00	1.61	0.39	0.31	1.73	0.96
Final Sat.:	110	2954	1202	0	0	0	618	2405	578	327	1802	992
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.08	0.00	0.00	0.00	0.42	0.32	0.32	0.21	0.21	0.21
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.00	0.00	0.00	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	1.03	1.03	0.21	0.00	0.00	0.00	0.89	0.70	0.70	0.45	0.45	0.45
Uniform Del:	18.0	18.0	11.8	0.0	0.0	0.0	14.6	12.6	12.6	10.8	10.8	10.8
IncremntDel:	33.6	33.6	1.0	0.0	0.0	0.0	31.2	2.9	2.9	1.0	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.6	51.6	12.8	0.0	0.0	0.0	45.8	15.5	15.5	11.8	11.8	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:	51.6	51.6	12.8	0.0	0.0	0.0	45.8	15.5	15.5	11.8	11.8	11.8
LOS by Move:	D	D	B	A	A	A	D	B	B	B	B	B
HCM2kAvgQ:	21	21	1	0	0	0	8	9	9	4	4	3

Note: Queue reported is the number of cars per lane.

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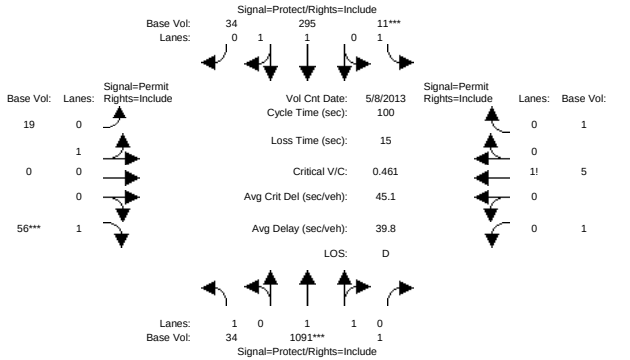
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	15	36	36	17	38	38	32	32	32	32	32	32
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	34	1091	1	11	295	34	19	0	56	1	5	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:	34	1091	1	11	295	34	19	0	56	1	5	1
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:	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:	36	1148	1	12	311	36	20	0	59	1	5	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1148	1	12	311	36	20	0	59	1	5	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
FinalVolume:	36	1148	1	12	311	36	20	0	59	1	5	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.89	0.81	0.81	0.80	0.79	0.67	1.00	0.69	0.82	0.82	0.82
Lanes:	1.00	1.99	0.01	1.00	1.79	0.21	1.00	0.00	1.00	0.14	0.72	0.14
Final Sat.:	1539	3383	3	1539	2717	313	1278	0	1313	223	1117	223
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.01	0.11	0.11	0.02	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.15	0.36	0.36	0.17	0.38	0.38	0.32	0.00	0.32	0.32	0.32	0.32
Volume/Cap:	0.15	0.94	0.94	0.04	0.30	0.30	0.05	0.00	0.14	0.01	0.01	0.01
Uniform Del:	37.0	31.0	31.0	34.7	21.7	21.7	23.5	0.0	24.2	23.2	23.2	23.2
IncremntDel:	1.4	15.3	15.3	0.3	0.7	0.7	0.2	0.0	0.7	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.4	46.3	46.3	35.0	22.4	22.4	23.7	0.0	24.9	23.3	23.3	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:	38.4	46.3	46.3	35.0	22.4	22.4	23.7	0.0	24.9	23.3	23.3	23.3
LOS by Move:	D	D	D	D	C	C	C	A	C	C	C	C
HCM2kAvgQ:	1	19	17	0	4	4	0	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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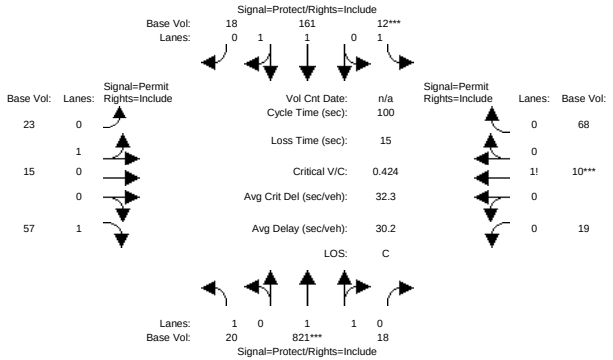
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	15	36	36	17	38	38	32	32	32	32	32	32
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	20	821	18	12	161	18	23	15	57	19	10	68
Growth Adj:	1.00	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	821	18	12	161	18	23	15	57	19	10	68
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:	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:	21	864	19	13	169	19	24	16	60	20	11	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	864	19	13	169	19	24	16	60	20	11	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
FinalVolume:	21	864	19	13	169	19	24	16	60	20	11	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.81	0.81	0.80	0.79	0.68	0.71	0.65	0.72	0.73	0.68
Lanes:	1.00	1.95	0.05	1.00	1.80	0.20	0.62	0.38	1.00	0.19	0.10	0.71
Final Sat.:	1539	3150	69	1539	2723	304	798	520	1226	257	135	919
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.01	0.06	0.06	0.03	0.03	0.05	0.08	0.08	0.08
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.36	0.36	0.17	0.38	0.38	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.09	0.76	0.76	0.05	0.16	0.16	0.09	0.09	0.15	0.24	0.24	0.24
Uniform Del:	36.6	28.2	28.2	34.7	20.5	20.5	23.8	23.8	24.3	25.1	25.1	25.1
IncremntDel:	0.8	4.8	4.8	0.3	0.3	0.3	0.4	0.4	0.8	1.4	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	37.4	33.0	33.0	35.1	20.8	20.8	24.3	24.3	25.1	26.4	26.4	26.4
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:	37.4	33.0	33.0	35.1	20.8	20.8	24.3	24.3	25.1	26.4	26.4	26.4
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	13	12	0	2	2	1	1	1	3	3	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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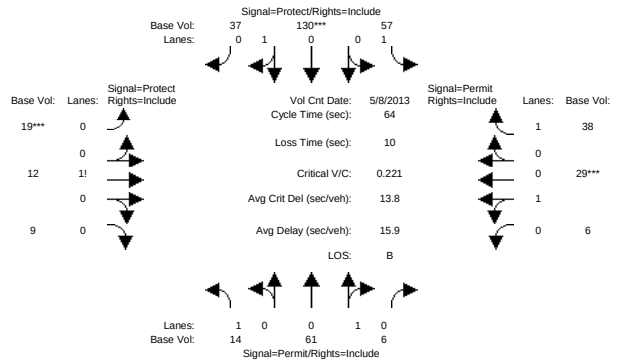
Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	21	21	9	35	0	9	19	0	0	10	0
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	14	61	6	57	130	37	19	12	9	6	29	38
Growth Adj:	1.00	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	61	6	57	130	37	19	12	9	6	29	38
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	16	72	7	67	153	44	22	14	11	7	34	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	72	7	67	153	44	22	14	11	7	34	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
FinalVolume:	16	72	7	67	153	44	22	14	11	7	34	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.67	0.67	0.81	0.82	0.82	0.71	0.71	0.69	0.83	0.84	0.68
Lanes:	1.00	0.91	0.09	1.00	0.78	0.22	0.47	0.30	0.23	0.17	0.83	1.00
Final Sat.:	947	1164	115	1539	1217	346	636	401	301	274	1323	1297
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.04	0.13	0.13	0.04	0.04	0.04	0.03	0.03	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.05	0.19	0.19	0.20	0.23	0.23	0.25	0.12	0.12	0.17	0.17	0.22
Uniform Del:	14.7	15.4	15.4	20.4	7.5	7.5	24.5	16.4	16.4	23.4	23.4	23.6
IncremntDel:	0.3	1.0	1.0	1.3	0.6	0.6	3.2	0.6	0.6	1.4	1.4	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	15.0	16.4	16.4	21.7	8.1	8.1	27.7	17.0	17.0	24.8	24.8	26.1
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:	15.0	16.4	16.4	21.7	8.1	8.1	27.7	17.0	17.0	24.8	24.8	26.1
LOS by Move:	B	B	B	C	A	A	C	B	B	C	C	C
HCM2kAvgQ:	0	1	1	1	2	2	1	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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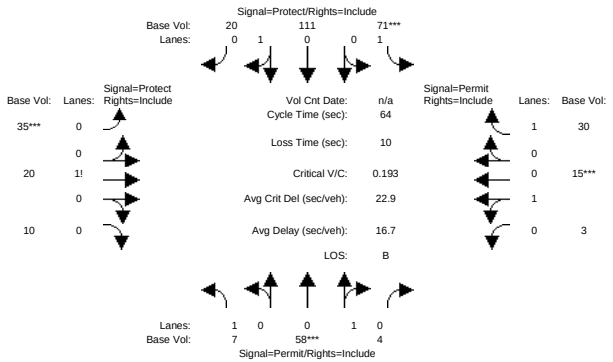
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	21	21	14	35	0	9	19	0	0	10	0
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	7	58	4	71	111	20	35	20	10	3	15	30
Growth Adj:	1.00	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	58	4	71	111	20	35	20	10	3	15	30
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:	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:	7	61	4	75	117	21	37	21	11	3	16	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	61	4	75	117	21	37	21	11	3	16	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	7	61	4	75	117	21	37	21	11	3	16	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.68	0.66	0.81	0.83	0.81	0.71	0.71	0.67	0.80	0.85	0.65
Lanes:	1.00	0.93	0.07	1.00	0.84	0.16	0.54	0.30	0.16	0.17	0.83	1.00
Final Sat.:	805	1199	83	1539	1335	241	722	412	206	265	1327	1236
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.05	0.09	0.09	0.05	0.05	0.05	0.01	0.01	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.03	0.16	0.16	0.22	0.16	0.16	0.36	0.17	0.17	0.08	0.08	0.16
Uniform Del:	14.6	15.2	15.2	20.5	7.2	7.2	24.9	16.7	16.7	23.1	23.1	23.4
IncremntDel:	0.2	0.8	0.8	1.5	0.4	0.4	5.3	0.9	0.9	0.6	0.6	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.8	16.0	16.0	22.0	7.6	7.6	30.3	17.6	17.6	23.6	23.6	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:	14.8	16.0	16.0	22.0	7.6	7.6	30.3	17.6	17.6	23.6	23.6	25.2
LOS by Move:	B	B	B	C	A	A	C	B	B	C	C	C
HCM2kAvgQ:	0	1	1	1	1	1	1	0	0	0	0	1

Note: Queue reported is the number of cars per lane.

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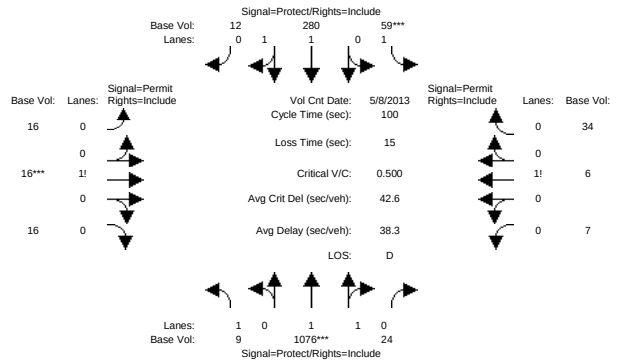
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	15	37	37	15	37	37	33	33	33	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	9	1076	24	59	280	12	16	16	16	7	6	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:	9	1076	24	59	280	12	16	16	16	7	6	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:	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:	9	1133	25	62	295	13	17	17	17	7	6	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1133	25	62	295	13	17	17	17	7	6	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
FinalVolume:	9	1133	25	62	295	13	17	17	17	7	6	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.89	0.81	0.81	0.81	0.80	0.65	0.66	0.65	0.74	0.75	0.72
Lanes:	1.00	1.95	0.05	1.00	1.92	0.08	0.33	0.33	0.34	0.15	0.12	0.73
Final Sat.:	1539	3296	74	1539	2934	126	413	413	413	206	177	1002
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.04	0.10	0.10	0.04	0.04	0.04	0.04	0.04	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.15	0.37	0.37	0.15	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.04	0.93	0.93	0.27	0.27	0.27	0.12	0.12	0.12	0.11	0.11	0.11
Uniform Del:	36.3	30.2	30.2	37.6	22.1	22.1	23.4	23.4	23.4	23.3	23.3	23.3
IncremntDel:	0.3	13.3	13.3	2.8	0.6	0.6	0.6	0.6	0.6	0.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	36.7	43.5	43.5	40.5	22.7	22.7	24.0	24.0	24.0	23.8	23.8	23.8
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:	36.7	43.5	43.5	40.5	22.7	22.7	24.0	24.0	24.0	23.8	23.8	23.8
LOS by Move:	D	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	23	21	2	3	3	1	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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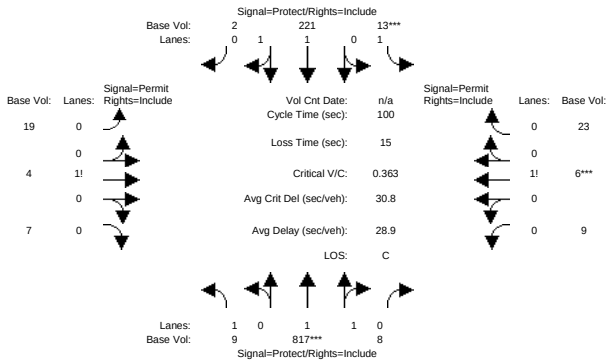
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	15	37	37	15	37	37	33	33	33	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	9	817	8	13	221	2	19	4	7	9	6	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:	9	817	8	13	221	2	19	4	7	9	6	23
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:	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:	9	860	8	14	233	2	20	4	7	9	6	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	860	8	14	233	2	20	4	7	9	6	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	9	860	8	14	233	2	20	4	7	9	6	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.81	0.81	0.81	0.81	0.56	0.63	0.60	0.72	0.75	0.66
Lanes:	1.00	1.98	0.02	1.00	1.98	0.02	0.66	0.12	0.22	0.23	0.14	0.63
Final Sat.:	1539	3197	31	1539	3048	28	692	146	255	309	206	789
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.01	0.08	0.08	0.03	0.03	0.03	0.03	0.03	0.03
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.37	0.37	0.15	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.04	0.73	0.73	0.06	0.21	0.21	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Del:	36.3	27.1	27.1	36.4	21.5	21.5	23.1	23.1	23.1	23.2	23.2	23.2
IncremntDel:	0.3	3.9	3.9	0.5	0.4	0.4	0.5	0.5	0.5	0.4	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	36.7	31.0	31.0	36.9	21.9	21.9	23.6	23.6	23.6	23.6	23.6	23.6
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:	36.7	31.0	31.0	36.9	21.9	21.9	23.6	23.6	23.6	23.6	23.6	23.6
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	13	13	0	3	3	1	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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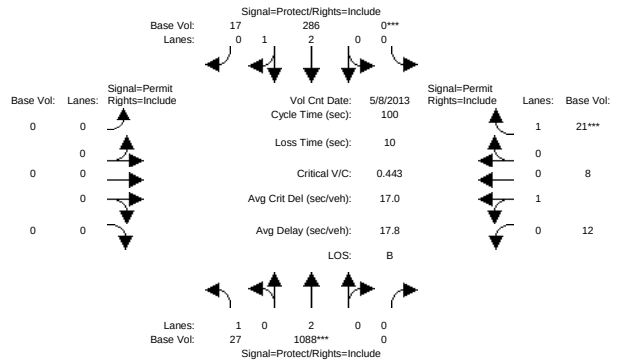
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	27	1088	0	0	286	17	0	0	0	12	8	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:	27	1088	0	0	286	17	0	0	0	12	8	21
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:	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:	29	1169	0	0	307	18	0	0	0	13	9	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1169	0	0	307	18	0	0	0	13	9	23
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	29	1169	0	0	307	18	0	0	0	13	9	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.79	0.82	0.62
Lanes:	1.00	2.00	0.00	0.00	2.83	0.17	0.00	0.00	0.00	0.61	0.39	1.00
Final Sat.:	1539	3079	0	0	4142	246	0	0	0	914	609	1177
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.01	0.01	0.02
Crit Moves:		****		****								****
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.12	0.67	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.04	0.04	0.06
Uniform Del:	36.5	14.9	0.0	0.0	18.4	18.4	0.0	0.0	0.0	22.8	22.8	22.9
IncremntDel:	1.1	2.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.2	0.2	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	37.6	16.9	0.0	0.0	18.6	18.6	0.0	0.0	0.0	22.9	22.9	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:	37.6	16.9	0.0	0.0	18.6	18.6	0.0	0.0	0.0	22.9	22.9	23.2
LOS by Move:	D	B	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	1	13	0	0	2	2	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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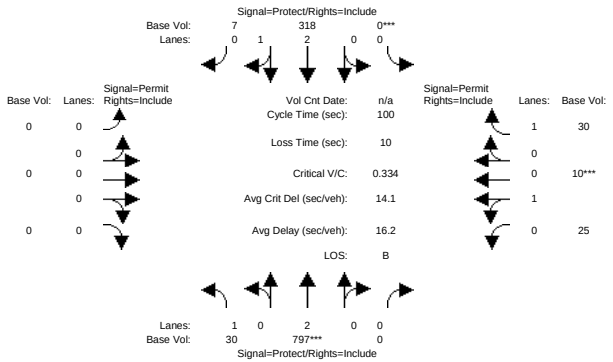
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	30	797	0	0	318	7	0	0	0	25	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	797	0	0	318	7	0	0	0	25	10	30
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:	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:	32	848	0	0	338	7	0	0	0	27	11	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	848	0	0	338	7	0	0	0	27	11	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	32	848	0	0	338	7	0	0	0	27	11	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.75	0.80	0.60
Lanes:	1.00	2.00	0.00	0.00	2.94	0.06	0.00	0.00	0.00	0.73	0.27	1.00
Final Sat.:	1539	3079	0	0	4315	95	0	0	0	1039	416	1147
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.14	0.48	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.08	0.08	0.08
Uniform Del:	36.6	12.8	0.0	0.0	18.5	18.5	0.0	0.0	0.0	23.0	23.0	23.1
IncremntDel:	1.2	1.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.3	0.3	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	37.8	13.7	0.0	0.0	18.7	18.7	0.0	0.0	0.0	23.3	23.3	23.5
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:	37.8	13.7	0.0	0.0	18.7	18.7	0.0	0.0	0.0	23.3	23.3	23.5
LOS by Move:	D	B	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	1	8	0	0	2	2	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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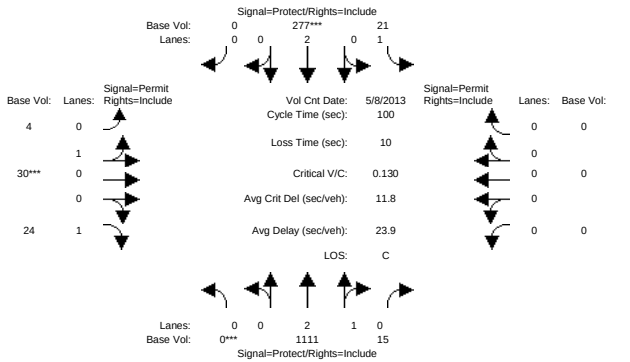
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	0	1111	15	21	277	0	4	30	24	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:	0	1111	15	21	277	0	4	30	24	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:	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:	0	1167	16	22	291	0	4	32	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1167	16	22	291	0	4	32	25	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
FinalVolume:	0	1167	16	22	291	0	4	32	25	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.84	0.84	0.62	1.00	1.00	1.00
Lanes:	0.00	2.96	0.04	1.00	2.00	0.00	0.12	0.88	1.00	0.00	0.00	0.00
Final Sat.:	0	4356	59	1539	3079	0	189	1415	1183	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.01	0.09	0.00	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.40	0.40	0.17	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.68	0.08	0.17	0.00	0.07	0.07	0.06	0.00	0.00	0.00
Uniform Del:	0.0	25.0	25.0	34.6	10.2	0.0	23.0	23.0	22.9	0.0	0.0	0.0
IncremntDel:	0.0	2.1	2.1	0.6	0.2	0.0	0.2	0.2	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	27.1	27.1	35.2	10.4	0.0	23.2	23.2	23.3	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:	0.0	27.1	27.1	35.2	10.4	0.0	23.2	23.2	23.3	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	12	12	1	2	0	1	1	1	0	0	0

Note: Queue reported is the number of cars per lane.

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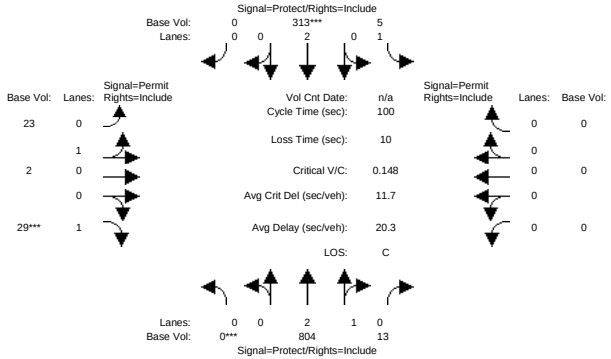
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	804	13	5	313	0	23	2	29	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:	0	804	13	5	313	0	23	2	29	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:	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:	0	846	14	5	329	0	24	2	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	846	14	5	329	0	24	2	31	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
FinalVolume:	0	846	14	5	329	0	24	2	31	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.76	0.80	0.62	1.00	1.00	1.00
Lanes:	0.00	2.95	0.05	1.00	2.00	0.00	0.92	0.08	1.00	0.00	0.00	0.00
Final Sat.:	0	4345	70	1539	3079	0	1342	117	1176	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.00	0.11	0.00	0.02	0.02	0.03	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.40	0.40	0.17	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.49	0.49	0.02	0.19	0.00	0.05	0.05	0.08	0.00	0.00	0.00
Uniform Del:	0.0	22.7	22.7	34.2	10.4	0.0	22.9	22.9	23.0	0.0	0.0	0.0
IncremntDel:	0.0	1.0	1.0	0.1	0.2	0.0	0.2	0.2	0.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	23.7	23.7	34.3	10.6	0.0	23.1	23.1	23.4	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:	0.0	23.7	23.7	34.3	10.6	0.0	23.1	23.1	23.4	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	8	8	0	3	0	1	1	1	0	0	0

Note: Queue reported is the number of cars per lane.

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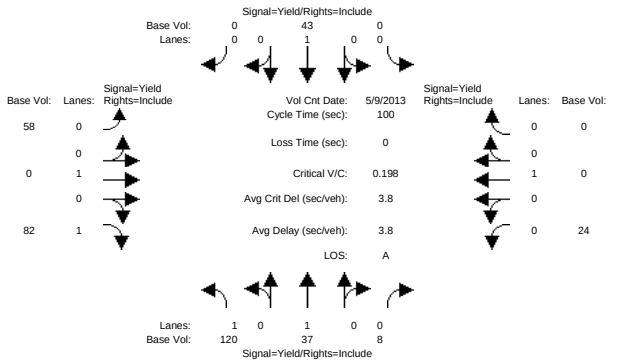
Level Of Service Computation Report
FHWA Roundabout (Base Volume Alternative)
2015 AM

Intersection #32: Mission Bay/Owens

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Street Name:          Owens Street                    Mission Bay
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am
Base Vol:     120   37    8     0   43    0    58    0   82    24    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:  120   37    8     0   43    0    58    0   82    24    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:     0.72 0.72 0.72  0.72 0.72 0.72  0.72 0.72 0.72  0.72 0.72 0.72
PHF Volume:   167   51   11     0   60    0   81    0  114    33    0    0
Reduct Vol:     0    0    0     0    0    0    0    0    0     0    0    0
Reduced Vol:  167   51   11     0   60    0   81    0  114    33    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
FinalVolume:  167   51   11     0   60    0   81    0  114    33    0    0
------------|---------------||---------------||---------------||---------------|
PCE Module:
AutoPCE:      167   51   11     0   60    0   81    0  114    33    0    0
TruckPCE:       0    0    0     0    0    0    0    0    0     0    0    0
ComboPCE:       0    0    0     0    0    0    0    0    0     0    0    0
BicyclePCE:     0    0    0     0    0    0    0    0    0     0    0    0
AdjVolume:    167   51   11     0   60    0   81    0  114    33    0    0
------------|---------------||---------------||---------------||---------------|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:          81             200              93             299
MaxVolume:         1156            1092            1150            1039
PedVolume:            0               0               0               0
AdjMaxVol:         1156            1092            1150            1039
ApproachVol:        229              60             194              33
ApproachV/C:       0.20            0.05            0.17            0.03
ApproachDel:        3.9             3.5             3.8             3.6
ApproachLOS:          A               A               A               A
Queue:              0.7             0.2             0.6             0.1
```


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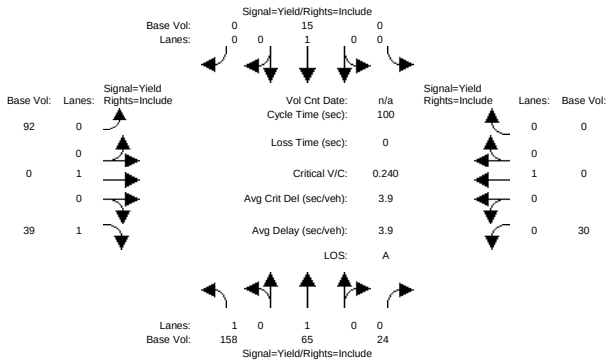
Level Of Service Computation Report
FHWA Roundabout (Base Volume Alternative)
2015 PM

Intersection #32: Mission Bay/Owens




```
Street Name:          Owens Street                    Mission Bay
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     158   65   24     0   15    0    92    0   39    30    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:  158   65   24     0   15    0    92    0   39    30    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:     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:   176   72   27     0   17    0  102    0   43    33    0    0
Reduct Vol:     0    0    0     0    0    0    0    0    0     0    0    0
Reduced Vol:  176   72   27     0   17    0  102    0   43    33    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
FinalVolume:  176   72   27     0   17    0  102    0   43    33    0    0
------------|---------------||---------------||---------------||---------------|
PCE Module:
AutoPCE:      176   72   27     0   17    0  102    0   43    33    0    0
TruckPCE:       0    0    0     0    0    0    0    0    0     0    0    0
ComboPCE:       0    0    0     0    0    0    0    0    0     0    0    0
BicyclePCE:     0    0    0     0    0    0    0    0    0     0    0    0
AdjVolume:    176   72   27     0   17    0  102    0   43    33    0    0
------------|---------------||---------------||---------------||---------------|
Delay Module: >> Time Period: 0.25 hours <<
CircVolume:         102             209              50             350
MaxVolume:         1145            1087            1173            1011
PedVolume:            0               0               0               0
AdjMaxVol:         1145            1087            1173            1011
ApproachVol:        274              17             146              33
ApproachV/C:       0.24            0.02            0.12            0.03
ApproachDel:        4.1             3.4             3.5             3.7
ApproachLOS:          A               A               A               A
Queue:              0.9             0.0             0.4             0.1
```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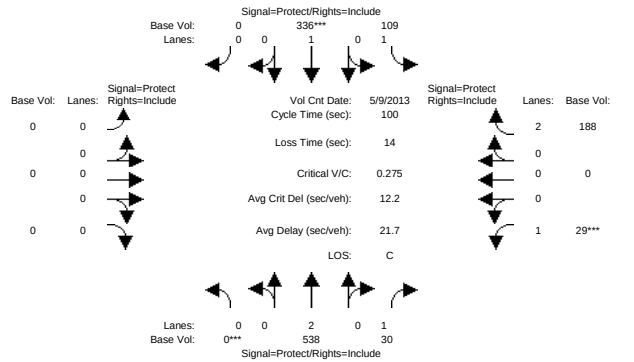
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #33: Mission Bay/7th




```
Street Name:            7th Street                    Mission Bay
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   36   36    14   61    0     0    0    0     25    0   25
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am
Base Vol:       0  538   30   109  336    0     0    0    0     29    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  538   30   109  336    0     0    0    0     29    0  188
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:     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  562   31   114  351    0     0    0    0     30    0  196
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol:    0  562   31   114  351    0     0    0    0     30    0  196
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:    0  562   31   114  351    0     0    0    0     30    0  196
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.81 0.57  0.81 0.85 1.00  1.00 1.00 1.00  0.81 1.00 0.53
Lanes:       0.00 2.00 1.00  1.00 1.00 0.00  0.00 0.00 0.00  1.00 0.00 2.00
Final Sat.:     0 3079 1079  1539 1620    0     0    0    0  1539    0 2000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18 0.03  0.07 0.22 0.00  0.00 0.00 0.00  0.02 0.00 0.10
Crit Moves:  ****            ****            ****
Green/Cycle: 0.00 0.44 0.44  0.17 0.61 0.00  0.00 0.00 0.00  0.25 0.00 0.25
Volume/Cap:  0.00 0.42 0.07  0.43 0.35 0.00  0.00 0.00 0.00  0.08 0.00 0.39
Uniform Del:  0.0 19.2 16.2  37.1  9.7  0.0   0.0  0.0  0.0  28.7  0.0 31.2
IncremntDel:  0.0  0.9  0.3   5.1  1.0  0.0   0.0  0.0  0.0   0.4  0.0  2.3
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
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 20.2 16.5  42.2 10.7  0.0   0.0  0.0  0.0  29.1  0.0 33.5
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 20.2 16.5  42.2 10.7  0.0   0.0  0.0  0.0  29.1  0.0 33.5
LOS by Move:    A    C    B     D    B    A     A    A    A     C    A    C
HCM2kAvgQ:      0    6    1     4    5    0     0    0    0     1    0    3
Note: Queue reported is the number of cars per lane.
```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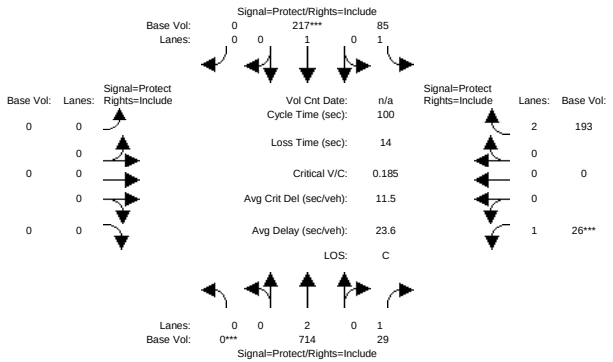
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #33: Mission Bay/7th




```
Street Name:            7th Street                    Mission Bay
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   36   36    14   61    0     0    0    0     25    0   25
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  714   29    85  217    0     0    0    0     26    0  193
Growth Adj:  1.00 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  714   29    85  217    0     0    0    0     26    0  193
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:     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:     0  752   31    89  228    0     0    0    0     27    0  203
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol:    0  752   31    89  228    0     0    0    0     27    0  203
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:    0  752   31    89  228    0     0    0    0     27    0  203
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.81 0.41  0.81 0.85 1.00  1.00 1.00 1.00  0.81 1.00 0.42
Lanes:       0.00 2.00 1.00  1.00 1.00 0.00  0.00 0.00 0.00  1.00 0.00 2.00
Final Sat.:     0 3079  784  1539 1620    0     0    0    0  1539    0 1580
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24 0.04  0.06 0.14 0.00  0.00 0.00 0.00  0.02 0.00 0.13
Crit Moves:  ****            ****            ****
Green/Cycle: 0.00 0.44 0.44  0.17 0.61 0.00  0.00 0.00 0.00  0.25 0.00 0.25
Volume/Cap:  0.00 0.56 0.09  0.34 0.23 0.00  0.00 0.00 0.00  0.07 0.00 0.51
Uniform Del:  0.0 20.8 16.4  36.5  8.9  0.0   0.0  0.0  0.0  28.6  0.0 32.3
IncremntDel:  0.0  1.7  0.5   3.5  0.5  0.0   0.0  0.0  0.0   0.4  0.0  4.7
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
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 22.5 16.9  40.0  9.4  0.0   0.0  0.0  0.0  29.0  0.0 37.0
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 22.5 16.9  40.0  9.4  0.0   0.0  0.0  0.0  29.0  0.0 37.0
LOS by Move:    A    C    B     D    A    A     A    A    A     C    A    D
HCM2kAvgQ:      0    9    1     3    3    0     0    0    0     1    0    4
Note: Queue reported is the number of cars per lane.
```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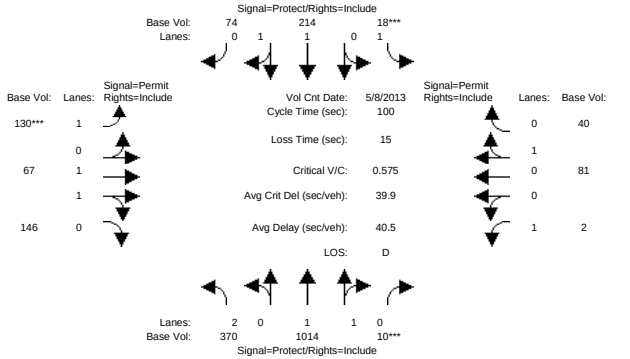
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	38	38	12	36	36	35	35	35	35	35	35
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	370	1014	10	18	214	74	130	67	146	2	81	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1014	10	18	214	74	130	67	146	2	81	40
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:	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:	385	1054	10	19	222	77	135	70	152	2	84	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	1054	10	19	222	77	135	70	152	2	84	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
FinalVolume:	385	1054	10	19	222	77	135	70	152	2	84	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.78	0.76	0.55	0.68	0.66	0.51	0.71	0.70
Lanes:	2.00	1.98	0.02	1.00	1.48	0.52	1.00	1.00	1.00	1.00	0.67	0.33
Final Sat.:	2987	3046	30	1539	2188	757	1037	1295	1257	962	897	443
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.35	0.01	0.10	0.10	0.13	0.05	0.12	0.00	0.09	0.09
Crit Moves:			****	****			****					
Green/Cycle:	0.14	0.38	0.38	0.12	0.36	0.36	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.92	0.91	0.91	0.10	0.28	0.28	0.37	0.15	0.35	0.01	0.27	0.27
Uniform Del:	42.4	29.4	29.4	39.2	22.8	22.8	24.3	22.3	24.0	21.2	23.3	23.3
IncremntDel:	27.9	12.1	12.1	1.1	0.7	0.7	2.9	0.2	1.5	0.0	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	70.3	41.5	41.5	40.3	23.5	23.5	27.2	22.6	25.5	21.2	24.7	24.7
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:	70.3	41.5	41.5	40.3	23.5	23.5	27.2	22.6	25.5	21.2	24.7	24.7
LOS by Move:	E	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	7	17	17	1	4	3	3	2	4	0	3	3

Note: Queue reported is the number of cars per lane.

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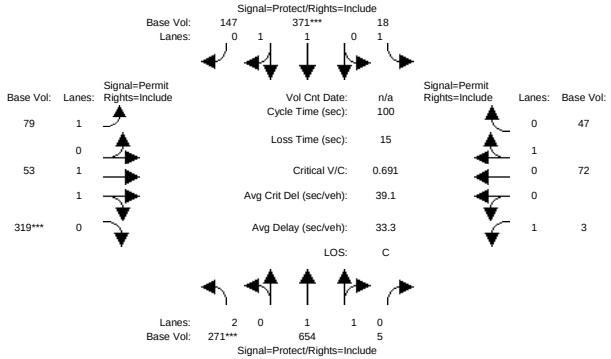
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	38	38	12	36	36	35	35	35	35	35	35
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	271	654	5	18	371	147	79	53	319	3	72	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:	271	654	5	18	371	147	79	53	319	3	72	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:	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:	291	703	5	19	399	158	85	57	343	3	77	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	703	5	19	399	158	85	57	343	3	77	51
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	291	703	5	19	399	158	85	57	343	3	77	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.78	0.74	0.52	0.66	0.61	0.39	0.70	0.67
Lanes:	2.00	1.98	0.02	1.00	1.41	0.59	1.00	1.00	1.00	1.00	0.60	0.40
Final Sat.:	2987	3053	23	1539	2082	825	995	1257	1151	740	795	519
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.01	0.19	0.19	0.09	0.05	0.30	0.00	0.10	0.10
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.38	0.38	0.12	0.36	0.36	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.70	0.61	0.61	0.10	0.53	0.53	0.24	0.13	0.85	0.01	0.28	0.28
Uniform Del:	41.0	25.0	25.0	39.2	25.3	25.3	23.1	22.1	30.1	21.2	23.4	23.4
IncremntDel:	9.3	2.3	2.3	1.1	1.9	1.9	1.7	0.1	17.5	0.1	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	50.2	27.3	27.3	40.4	27.3	27.3	24.8	22.2	47.6	21.3	24.9	24.9
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:	50.2	27.3	27.3	40.4	27.3	27.3	24.8	22.2	47.6	21.3	24.9	24.9
LOS by Move:	D	C	C	D	C	C	C	C	D	C	C	C
HCM2kAvgQ:	5	9	9	1	8	7	2	1	12	0	3	3

Note: Queue reported is the number of cars per lane.

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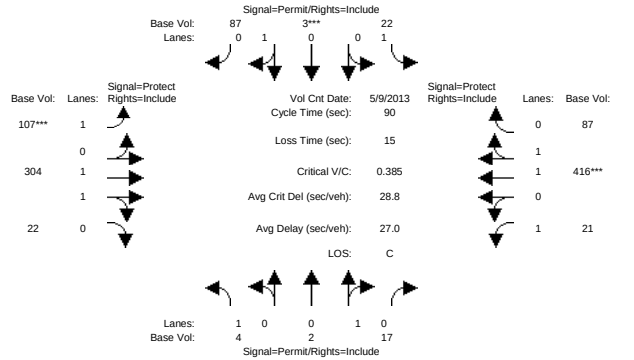
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #35: 16th/4th




```
Street Name:            4th Street                      16th Street
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    30   30   30    30   30   30    17   30   30    15   28   28
Y+R:          5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am
Base Vol:       4    2   17    22    3   87   107  304   22    21  416   87
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    4    2   17    22    3   87   107  304   22    21  416   87
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:     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:     4    2   18    23    3   91   112  319   23    22  437   91
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    4    2   18    23    3   91   112  319   23    22  437   91
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:    4    2   18    23    3   91   112  319   23    22  437   91
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.57 0.74  0.71  0.61 0.73  0.70  0.81 0.75  0.75  0.81 0.79  0.78
Lanes:       1.00 0.10  0.90  1.00 0.03  0.97  1.00 1.86  0.14  1.00 1.65  0.35
Final Sat.:  1079  142  1210  1165   44  1283  1539 2664   193  1539 2474   517
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.01  0.02 0.07  0.07  0.07 0.12  0.12  0.01 0.18  0.18
Crit Moves:                      ****          ****                ****
Green/Cycle: 0.33 0.33  0.33  0.33 0.33  0.33  0.19 0.33  0.33  0.17 0.31  0.31
Volume/Cap:  0.01 0.04  0.04  0.06 0.21  0.21  0.39 0.36  0.36  0.09 0.57  0.57
Uniform Del: 20.1 20.3  20.3  20.4 21.5  21.5  31.9 22.7  22.7  31.7 25.9  25.9
IncremntDel:  0.1  0.2   0.2   0.3  1.1   1.1   3.8  1.1   1.1   0.7  2.5   2.5
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   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
Delay/Veh:   20.1 20.5  20.5  20.7 22.6  22.6  35.8 23.8  23.8  32.4 28.4  28.4
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:  20.1 20.5  20.5  20.7 22.6  22.6  35.8 23.8  23.8  32.4 28.4  28.4
LOS by Move:    C    C     C     C    C     C     D    C     C     C    C     C
HCM2kAvgQ:      0    0     0     0    2     2     3    4     4     1    7     7
Note: Queue reported is the number of cars per lane.
```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Level Of Service Computation Report
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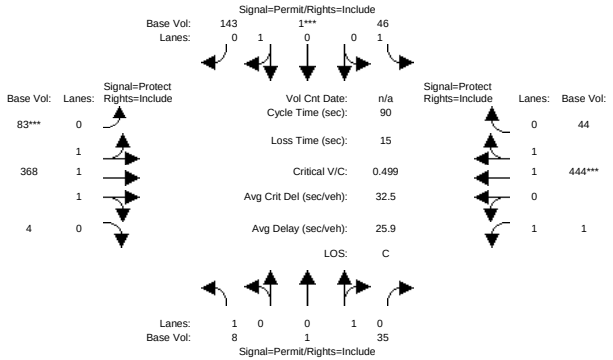
Intersection #35: 16th/4th




```
Street Name:            4th Street                      16th Street
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    30   30   30    30   30   30    15   30   30    15   30   30
Y+R:          5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       8    1   35    46    1  143    83  368    4     1  444   44
Growth Adj:  1.00 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    1   35    46    1  143    83  368    4     1  444   44
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:     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:     9    1   38    51    1  157    91  404    4     1  488   48
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    9    1   38    51    1  157    91  404    4     1  488   48
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:    9    1   38    51    1  157    91  404    4     1  488   48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.52 0.73  0.70  0.60 0.73  0.69  0.74 0.74  0.74  0.81 0.80  0.79
Lanes:       1.00 0.03  0.97  1.00 0.01  0.99  0.55 2.42  0.03  1.00 1.82  0.18
Final Sat.:   991   37  1288  1140    9  1309   766 3395    37  1539 2763   274
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.03  0.03  0.04 0.12  0.12  0.12 0.12  0.12  0.00 0.18  0.18
Crit Moves:                      ****          ****                ****
Green/Cycle: 0.33 0.33  0.33  0.33 0.33  0.33  0.17 0.33  0.33  0.17 0.33  0.33
Volume/Cap:  0.03 0.09  0.09  0.13 0.36  0.36  0.71 0.36  0.36  0.00 0.53  0.53
Uniform Del: 20.2 20.6  20.6  20.9 22.7  22.7  35.5 22.7  22.7  31.3 24.3  24.3
IncremntDel:  0.1  0.4   0.4   0.7  2.3   2.3   6.2  0.7   0.7   0.0  2.0   2.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   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
Delay/Veh:   20.3 21.0  21.0  21.7 25.0  25.0  41.6 23.4  23.4  31.3 26.3  26.3
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:  20.3 21.0  21.0  21.7 25.0  25.0  41.6 23.4  23.4  31.3 26.3  26.3
LOS by Move:    C    C     C     C    C     C     D    C     C     C    C     C
HCM2kAvgQ:      0    1     1     1    4     4     5    4     4     0    7     6
Note: Queue reported is the number of cars per lane.
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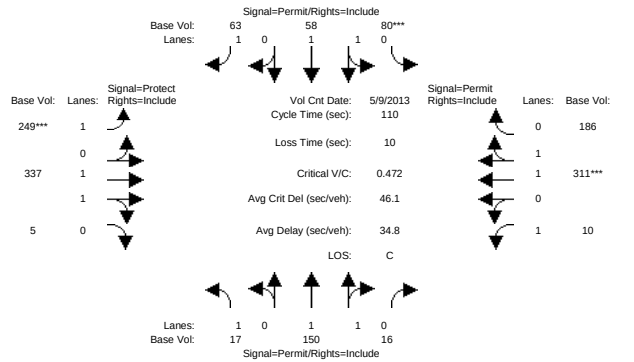
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #36: 16th/Owens



Street Name:	Owens St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	45	45	45	45	45	45	20	55	55	35	35	35
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	17	150	16	80	58	63	249	337	5	10	311	186
Growth Adj:	1.00	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	150	16	80	58	63	249	337	5	10	311	186
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:	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:	18	158	17	84	61	66	262	355	5	11	327	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	158	17	84	61	66	262	355	5	11	327	196
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	18	158	17	84	61	66	262	355	5	11	327	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.80	0.80	0.59	0.60	0.70	0.81	0.76	0.76	0.71	0.76	0.73
Lanes:	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.23	0.77
Final Sat.:	1028	2742	293	1116	1135	1327	1539	2839	42	1353	1786	1068
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.08	0.05	0.05	0.17	0.12	0.12	0.01	0.18	0.18
Crit Moves:				****			****				****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.18	0.50	0.50	0.32	0.32	0.32
Volume/Cap:	0.04	0.14	0.14	0.18	0.13	0.12	0.94	0.25	0.25	0.02	0.58	0.58
Uniform Del:	19.5	20.4	20.4	20.8	20.3	20.2	44.4	15.7	15.7	25.8	31.3	31.3
IncremntDel:	0.2	0.2	0.2	0.5	0.2	0.5	39.7	0.4	0.4	0.1	2.7	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	19.7	20.6	20.6	21.3	20.5	20.7	84.1	16.1	16.1	25.9	34.0	34.0
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:	19.7	20.6	20.6	21.3	20.5	20.7	84.1	16.1	16.1	25.9	34.0	34.0
LOS by Move:	B	C	C	C	C	C	F	B	B	C	C	C
HCM2kAvgQ:	0	2	2	2	1	1	11	4	0	0	8	8

Note: Queue reported is the number of cars per lane.

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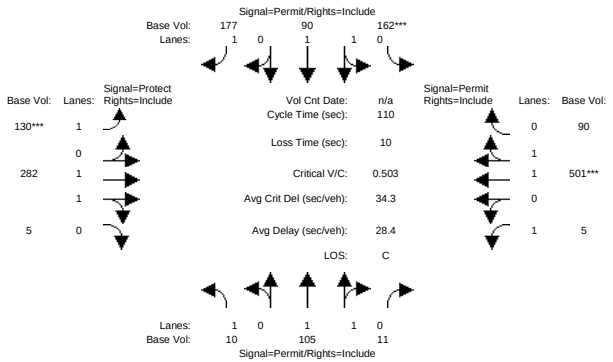
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #36: 16th/Owens



Street Name:	Owens St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	45	45	45	45	45	45	20	55	55	35	35	35
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	10	105	11	162	90	177	130	282	5	5	501	90
Growth Adj:	1.00	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	105	11	162	90	177	130	282	5	5	501	90
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:	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:	11	111	12	171	95	186	137	297	5	5	527	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	111	12	171	95	186	137	297	5	5	527	95
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	11	111	12	171	95	186	137	297	5	5	527	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.80	0.79	0.56	0.58	0.66	0.81	0.76	0.76	0.43	0.79	0.78
Lanes:	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.69	0.31
Final Sat.:	853	2746	288	1060	1104	1259	1539	2828	50	809	2544	457
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.16	0.09	0.15	0.09	0.10	0.10	0.01	0.21	0.21
Crit Moves:				****			****				****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.18	0.50	0.50	0.32	0.32	0.32
Volume/Cap:	0.03	0.10	0.10	0.39	0.21	0.36	0.49	0.21	0.21	0.02	0.65	0.65
Uniform Del:	19.4	20.0	20.0	22.9	21.0	22.5	40.4	15.4	15.4	25.7	32.3	32.3
IncremntDel:	0.2	0.2	0.2	1.7	0.4	2.0	6.0	0.3	0.3	0.1	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	19.6	20.2	20.2	24.6	21.4	24.5	46.4	15.7	15.7	25.9	35.7	35.7
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	20.2	20.2	24.6	21.4	24.5	46.4	15.7	15.7	25.9	35.7	35.7
LOS by Move:	B	C	C	C	C	C	D	B	B	C	D	D
HCM2kAvgQ:	0	1	1	4	2	5	4	3	3	0	10	10

Note: Queue reported is the number of cars per lane.

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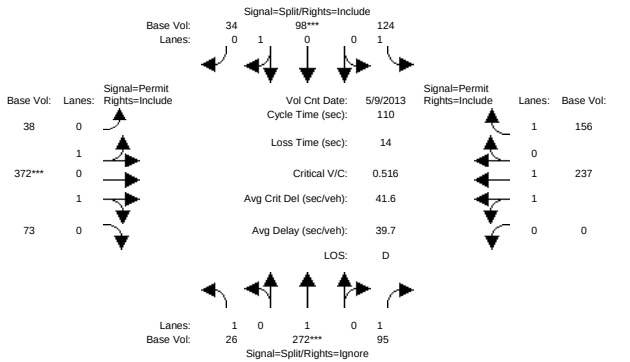
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #37: 16th/7th




```
Street Name:            7th Street                      16th Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   30   30   30    31   31   31    34   34   34    34   34   34    65
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   9.0  9.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am
Base Vol:     26  272   95   124   98   34    38  372   73     0  237  156
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  26  272   95   124   98   34    38  372   73     0  237  156
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:     0.98 0.98 0.00  0.98 0.98 0.98  0.98 0.98 0.98  0.98 0.98 0.98
PHF Volume:   27  278    0   127  100   35    39  380   74     0  242  159
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  27  278    0   127  100   35    39  380   74     0  242  159
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
FinalVolume:  27  278    0   127  100   35    39  380   74     0  242  159
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.81 0.85 1.00  0.81 0.72 0.70  0.67 0.67 0.66  0.95 0.81 0.67
Lanes:       1.00 1.00 1.00  1.00 0.74 0.26  0.16 1.54 0.30  0.00 2.00 1.00
Final Sat.:  1539 1620 1900  1539 1007  349   200 1955  384     0 3079 1282
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.17 0.00  0.08 0.10 0.10  0.19 0.19 0.19  0.00 0.08 0.12
Crit Moves:       ****            ****            ****
Green/Cycle: 0.32 0.32 0.00  0.22 0.22 0.22  0.36 0.36 0.36  0.00 0.36 0.36
Volume/Cap:  0.05 0.54 0.00  0.37 0.45 0.45  0.54 0.54 0.54  0.00 0.22 0.34
Uniform Del: 33.1 39.3  0.0  46.2 47.1 47.1  35.5 35.5 35.5   0.0 31.1 32.7
IncremntDel:  0.2  4.0  0.0   3.1  4.8  4.8   2.3  2.3  2.3   0.0  0.5  2.0
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:   1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00
Delay/Veh:   33.3 43.3  0.0  49.3 51.9 51.9  37.8 37.8 37.8   0.0 31.5 34.7
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:  33.3 43.3  0.0  49.3 51.9 51.9  37.8 37.8 37.8   0.0 31.5 34.7
LOS by Move:    C    D    A     D    D    D     D    D    D     A    C    C
HCM2kAvgQ:      1   10    0     5    5    5     9    9    9     0    4    5
Note: Queue reported is the number of cars per lane.
```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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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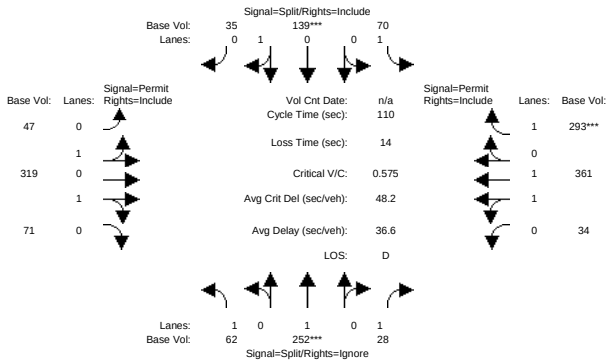
Intersection #37: 16th/7th




```
Street Name:            7th Street                      16th Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   30   30   30    31   31   31    34   34   34    34   34   34    65
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   9.0  9.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     62  252   28    70  139   35    47  319   71    34  361  293
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  62  252   28    70  139   35    47  319   71    34  361  293
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:     0.98 0.98 0.00  0.98 0.98 0.98  0.98 0.98 0.98  0.98 0.98 0.98
PHF Volume:   63  257    0    71  142   36    48  326   72    35  368  299
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  63  257    0    71  142   36    48  326   72    35  368  299
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
FinalVolume:  63  257    0    71  142   36    48  326   72    35  368  299
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.81 0.85 1.00  0.81 0.72 0.71  0.63 0.63 0.63  0.71 0.71 0.69
Lanes:       1.00 1.00 1.00  1.00 0.80 0.20  0.21 1.46 0.33  0.17 1.83 1.00
Final Sat.:  1539 1620 1900  1539 1096  276   259 1755  391   232 2459 1303
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.16 0.00  0.05 0.13 0.13  0.19 0.19 0.19  0.15 0.15 0.23
Crit Moves:       ****            ****                            ****
Green/Cycle: 0.21 0.21 0.00  0.22 0.22 0.22  0.46 0.46 0.46  0.46 0.46 0.46
Volume/Cap:  0.19 0.74 0.00  0.21 0.58 0.58  0.40 0.40 0.40  0.32 0.32 0.49
Uniform Del: 45.1 51.4  0.0  44.5 48.7 48.7  24.7 24.7 24.7  23.6 23.6 26.1
IncremntDel:  1.3 13.3  0.0   1.4  8.0  8.0   1.1  1.1  1.1   0.7  0.7  2.9
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay 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
Delay/Veh:   46.4 64.6  0.0  45.9 56.7 56.7  25.7 25.7 25.7  24.3 24.3 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:  46.4 64.6  0.0  45.9 56.7 56.7  25.7 25.7 25.7  24.3 24.3 28.9
LOS by Move:    D    E    A     D    E    E     C    C    C     C    C    C
HCM2kAvgQ:      2   12    0     3    7    7     7    7    7     6    6    9
Note: Queue reported is the number of cars per lane.
```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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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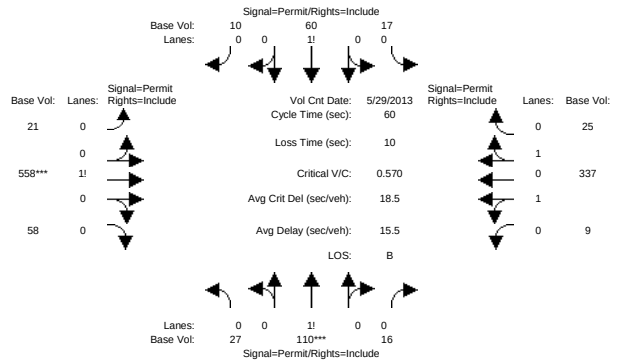
Intersection #38: 16th St/Rhode Island




```
Street Name:       Rhode Island Street              16th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    22   22   22    22   22   22    28   28   28    28   28   28
Y+R:          5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 29 May 2013 << 7:00-8:45am
Base Vol:      27  110   16    17   60   10    21  558   58     9  337   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:   27  110   16    17   60   10    21  558   58     9  337   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:     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:    30  121   18    19   66   11    23  613   64    10  370   27
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   30  121   18    19   66   11    23  613   64    10  370   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
FinalVolume:   30  121   18    19   66   11    23  613   64    10  370   27
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.93  0.93  0.92 0.92  0.92  0.97 0.97  0.97  0.88 0.88  0.88
Lanes:       0.18 0.72  0.10  0.20 0.69  0.11  0.03 0.88  0.09  0.05 1.82  0.13
Final Sat.:   312 1270   185   342 1207   201    61 1615   168    81 3045   226
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  0.10  0.05 0.05  0.05  0.38 0.38  0.38  0.12 0.12  0.12
Crit Moves:       ****                          ****
Green/Cycle: 0.37 0.37  0.37  0.37 0.37  0.37  0.47 0.47  0.47  0.47 0.47  0.47
Volume/Cap:  0.26 0.26  0.26  0.15 0.15  0.15  0.81 0.81  0.81  0.26 0.26  0.26
Uniform Del: 13.3 13.3  13.3  12.7 12.7  12.7  13.8 13.8  13.8   9.7  9.7   9.7
IncremntDel:  0.2  0.2   0.2   0.1  0.1   0.1   6.0  6.0   6.0   0.1  0.1   0.1
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   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
Delay/Veh:   13.5 13.5  13.5  12.8 12.8  12.8  19.7 19.7  19.7   9.8  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:  13.5 13.5  13.5  12.8 12.8  12.8  19.7 19.7  19.7   9.8  9.8   9.8
LOS by Move:    B    B     B     B    B     B     B    B     B     A    A     A
HCM2kAvgQ:      2    2     2     1    1     1    11   11    11     3    3     3
Note: Queue reported is the number of cars per lane.
```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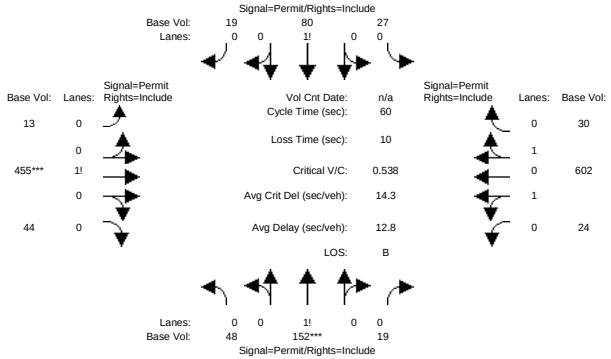
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #38: 16th St/Rhode Island




```
Street Name:       Rhode Island Street              16th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    22   22   22    22   22   22    28   28   28    28   28   28
Y+R:          5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      48  152   19    27   80   19    13  455   44    24  602   30
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   48  152   19    27   80   19    13  455   44    24  602   30
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:     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:    53  167   21    30   88   21    14  500   48    26  662   33
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   53  167   21    30   88   21    14  500   48    26  662   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
FinalVolume:   53  167   21    30   88   21    14  500   48    26  662   33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.90 0.90  0.90  0.89 0.89  0.89  0.96 0.96  0.96  0.87 0.87  0.87
Lanes:       0.22 0.69  0.09  0.21 0.64  0.15  0.02 0.89  0.09  0.07 1.84  0.09
Final Sat.:   374 1184   148   362 1072   255    46 1627   157   121 3043   152
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14  0.14  0.08 0.08  0.08  0.31 0.31  0.31  0.22 0.22  0.22
Crit Moves:       ****                          ****
Green/Cycle: 0.37 0.37  0.37  0.37 0.37  0.37  0.47 0.47  0.47  0.47 0.47  0.47
Volume/Cap:  0.38 0.38  0.38  0.22 0.22  0.22  0.66 0.66  0.66  0.47 0.47  0.47
Uniform Del: 14.0 14.0  14.0  13.1 13.1  13.1  12.3 12.3  12.3  10.9 10.9  10.9
IncremntDel:  0.4  0.4   0.4   0.2  0.2   0.2   1.9  1.9   1.9   0.2  0.2   0.2
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   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
Delay/Veh:   14.4 14.4  14.4  13.3 13.3  13.3  14.2 14.2  14.2  11.1 11.1  11.1
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:  14.4 14.4  14.4  13.3 13.3  13.3  14.2 14.2  14.2  11.1 11.1  11.1
LOS by Move:    B    B     B     B    B     B     B    B     B     B    B     B
HCM2kAvgQ:      4    4     4     2    2     2     8    8     8     5    5     5
Note: Queue reported is the number of cars per lane.
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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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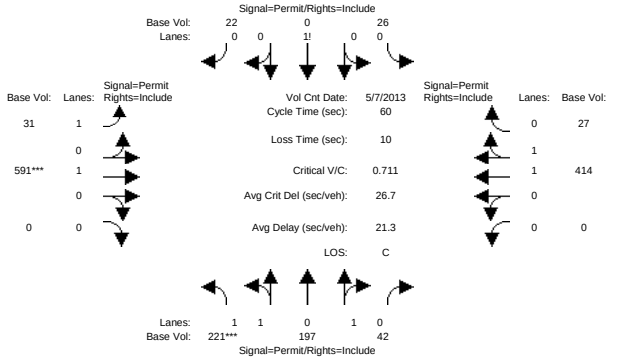
Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:45am												
Base Vol:	221	197	42	26	0	22	31	591	0	0	414	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:	221	197	42	26	0	22	31	591	0	0	414	27
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:	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:	238	212	45	28	0	24	33	635	0	0	445	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	212	45	28	0	24	33	635	0	0	445	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
FinalVolume:	238	212	45	28	0	24	33	635	0	0	445	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.61	0.61	0.55	1.00	0.55	0.41	0.75	1.00	1.00	0.75	0.75
Lanes:	1.47	1.26	0.27	0.54	0.00	0.46	1.00	1.00	0.00	0.00	1.88	0.12
Final Sat.:	1642	1464	312	563	0	477	778	1418	0	0	2685	175
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.05	0.00	0.05	0.04	0.45	0.00	0.00	0.17	0.17
Crit Moves:	****							****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.41	0.41	0.41	0.14	0.00	0.14	0.09	0.93	0.00	0.00	0.34	0.34
Uniform Del:	14.8	14.8	14.8	13.3	0.0	13.3	8.4	14.5	0.0	0.0	9.6	9.6
IncremntDel:	1.1	1.1	1.1	0.8	0.0	0.8	0.5	20.6	0.0	0.0	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.9	15.9	15.9	14.2	0.0	14.2	8.8	35.1	0.0	0.0	10.3	10.3
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:	15.9	15.9	15.9	14.2	0.0	14.2	8.8	35.1	0.0	0.0	10.3	10.3
LOS by Move:	B	B	B	B	A	B	A	D	A	A	B	B
HCM2kAvgQ:	3	3	3	1	0	1	0	11	0	0	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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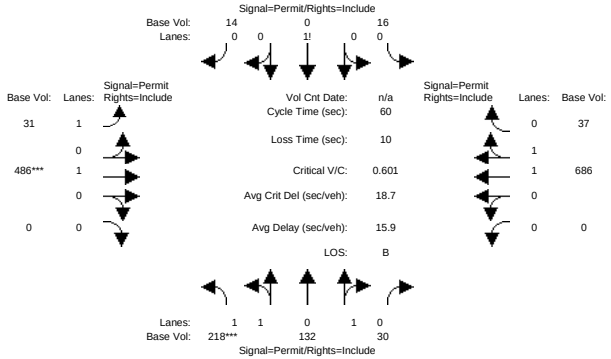
Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	218	132	30	16	0	14	31	486	0	0	686	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:	218	132	30	16	0	14	31	486	0	0	686	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:	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:	240	145	33	18	0	15	34	534	0	0	754	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	145	33	18	0	15	34	534	0	0	754	41
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	240	145	33	18	0	15	34	534	0	0	754	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.60	0.60	0.58	1.00	0.58	0.26	0.75	1.00	1.00	0.75	0.75
Lanes:	1.75	1.02	0.23	0.54	0.00	0.46	1.00	1.00	0.00	0.00	1.90	0.10
Final Sat.:	1931	1169	266	588	0	515	501	1418	0	0	2717	147
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.03	0.00	0.03	0.07	0.38	0.00	0.00	0.28	0.28
Crit Moves:	****							****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.35	0.35	0.35	0.09	0.00	0.09	0.14	0.78	0.00	0.00	0.57	0.57
Uniform Del:	14.5	14.5	14.5	13.1	0.0	13.1	8.6	12.8	0.0	0.0	11.1	11.1
IncremntDel:	0.8	0.8	0.8	0.4	0.0	0.4	1.2	8.5	0.0	0.0	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.3	15.3	15.3	13.5	0.0	13.5	9.8	21.4	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:	15.3	15.3	15.3	13.5	0.0	13.5	9.8	21.4	0.0	0.0	12.8	12.8
LOS by Move:	B	B	B	B	A	B	A	C	A	A	B	B
HCM2kAvgQ:	2	2	2	0	0	0	0	8	0	0	6	6

Note: Queue reported is the number of cars per lane.

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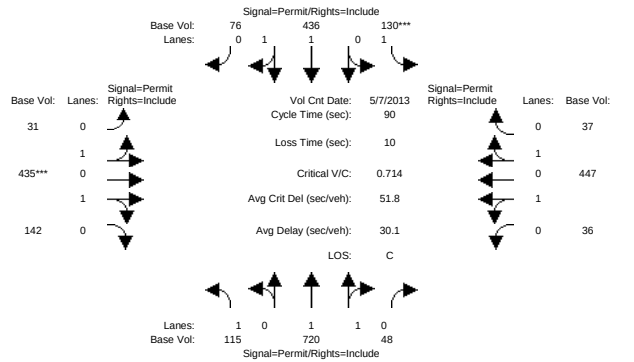
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #40: 16th/Potrero



Street Name:	Potrero Ave						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	54	0	54	54	0	54	0	26	0	0	26	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:30am												
Base Vol:	115	720	48	130	436	76	31	435	142	36	447	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:	115	720	48	130	436	76	31	435	142	36	447	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:	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:	119	742	49	134	449	78	32	448	146	37	461	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	742	49	134	449	78	32	448	146	37	461	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
FinalVolume:	119	742	49	134	449	78	32	448	146	37	461	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.59	0.72	0.20	0.58	0.70	0.64	0.58	0.63	0.61	0.54	0.61
Lanes:	1.00	1.90	0.10	1.00	1.75	0.25	0.09	1.47	0.44	0.12	1.75	0.13
Final Sat.:	515	2116	141	375	1925	336	115	1617	528	145	1795	149
Capacity Analysis Module:												
Vol/Sat:	0.23	0.35	0.35	0.36	0.23	0.23	0.28	0.28	0.28	0.26	0.26	0.26
Crit Moves:				****				****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.38	0.58	0.58	0.60	0.39	0.39	0.96	0.96	0.96	0.89	0.89	0.89
Uniform Del:	9.4	11.1	11.1	11.2	9.4	9.4	31.5	31.5	31.5	30.6	30.6	30.6
IncremntDel:	3.6	1.9	1.9	11.1	0.8	0.8	26.6	26.6	26.6	17.6	17.6	17.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	12.9	12.9	12.9	22.3	10.2	10.2	58.1	58.1	58.1	48.2	48.2	48.2
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:	12.9	12.9	12.9	22.3	10.2	10.2	58.1	58.1	58.1	48.2	48.2	48.2
LOS by Move:	B	B	B	C	B	B	E	E	E	D	D	D
HCM2kAvgQ:	2	8	9	3	4	5	15	13	14	10	9	10

Note: Queue reported is the number of cars per lane.

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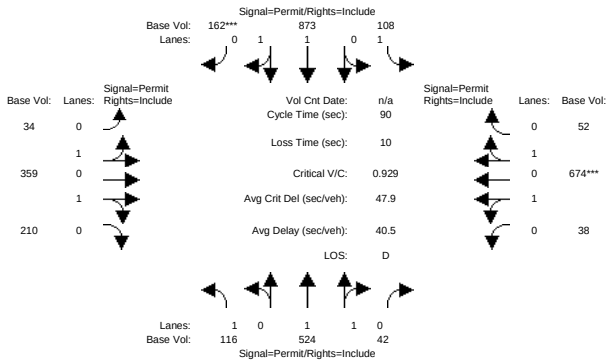
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #40: 16th/Potrero



Street Name:	Potrero Ave						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	50	0	50	50	0	50	0	30	0	0	30	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	116	524	42	108	873	162	34	359	210	38	674	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	524	42	108	873	162	34	359	210	38	674	52
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:	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:	120	540	43	111	900	167	35	370	216	39	695	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	540	43	111	900	167	35	370	216	39	695	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
FinalVolume:	120	540	43	111	900	167	35	370	216	39	695	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.59	0.72	0.31	0.58	0.70	0.57	0.51	0.56	0.65	0.58	0.65
Lanes:	1.00	1.88	0.12	1.00	1.73	0.27	0.10	1.24	0.66	0.09	1.79	0.12
Final Sat.:	307	2090	168	588	1904	353	114	1200	702	111	1967	152
Capacity Analysis Module:												
Vol/Sat:	0.39	0.26	0.26	0.19	0.47	0.47	0.31	0.31	0.31	0.35	0.35	0.35
Crit Moves:						****					****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.70	0.47	0.47	0.34	0.85	0.85	0.92	0.92	0.92	1.06	1.06	1.06
Uniform Del:	14.6	12.0	12.0	11.0	16.9	16.9	28.9	28.9	28.9	30.0	30.0	30.0
IncremntDel:	21.3	1.2	1.2	2.8	7.4	7.4	20.5	20.5	20.5	50.0	50.0	50.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	35.9	13.2	13.2	13.8	24.2	24.2	49.4	49.4	49.4	80.0	80.0	80.0
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:	35.9	13.2	13.2	13.8	24.2	24.2	49.4	49.4	49.4	80.0	80.0	80.0
LOS by Move:	D	B	B	B	C	C	D	D	D	E	E	E
HCM2kAvgQ:	4	5	6	2	16	18	14	12	13	19	17	19

Note: Queue reported is the number of cars per lane.

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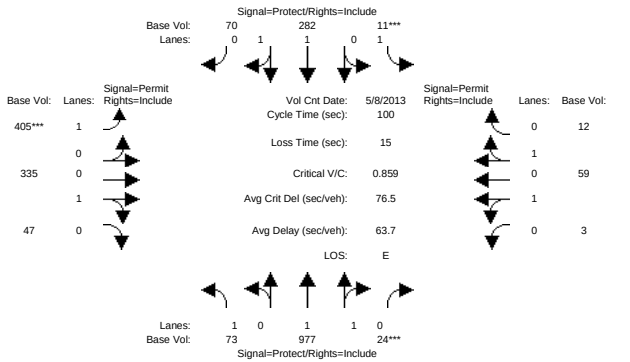
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	17	40	40	15	38	38	30	30	30	30	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	73	977	24	11	282	70	405	335	47	3	59	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	977	24	11	282	70	405	335	47	3	59	12
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:	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:	75	1009	25	11	291	72	418	346	49	3	61	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1009	25	11	291	72	418	346	49	3	61	12
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	75	1009	25	11	291	72	418	346	49	3	61	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.80	0.81	0.78	0.77	0.58	0.73	0.73	0.74	0.74	0.74
Lanes:	1.00	1.95	0.05	1.00	1.60	0.40	1.00	0.88	0.12	0.08	1.59	0.33
Final Sat.:	1539	2963	73	1539	2365	587	1094	1220	171	115	2254	458
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.01	0.12	0.12	0.38	0.28	0.28	0.03	0.03	0.03
Crit Moves:			****	****			****					
Green/Cycle:	0.17	0.40	0.40	0.15	0.38	0.38	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.29	0.85	0.85	0.05	0.32	0.32	1.27	0.95	0.95	0.09	0.09	0.09
Uniform Del:	36.2	27.3	27.3	36.4	21.9	21.9	35.0	34.2	34.2	25.2	25.2	25.2
IncremntDel:	2.8	7.6	7.6	0.4	0.8	0.8	145.2	32.3	32.3	0.2	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	39.0	34.9	34.9	36.8	22.7	22.7	180.2	66.5	66.5	25.4	25.4	25.4
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:	39.0	34.9	34.9	36.8	22.7	22.7	180.2	66.5	66.5	25.4	25.4	25.4
LOS by Move:	D	C	C	D	C	C	F	E	E	C	C	C
HCM2kAvgQ:	2	18	18	0	4	4	24	14	14	1	1	1

Note: Queue reported is the number of cars per lane.

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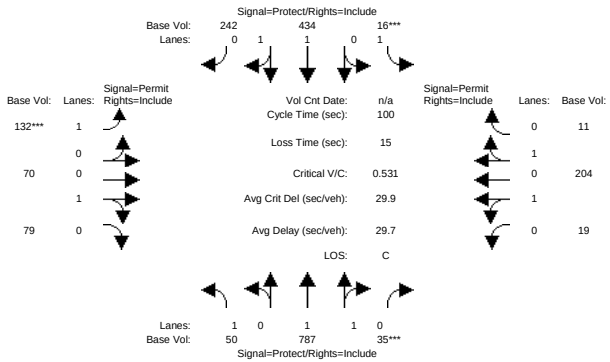
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	17	40	40	15	38	38	30	30	30	30	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	50	787	35	16	434	242	132	70	79	19	204	11
Growth Adj:	1.00	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	787	35	16	434	242	132	70	79	19	204	11
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:	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:	53	828	37	17	457	255	139	74	83	20	215	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	828	37	17	457	255	139	74	83	20	215	12
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	53	828	37	17	457	255	139	74	83	20	215	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.79	0.81	0.76	0.71	0.47	0.69	0.61	0.73	0.74	0.74
Lanes:	1.00	1.91	0.09	1.00	1.25	0.75	1.00	0.44	0.56	0.16	1.75	0.09
Final Sat.:	1539	2899	129	1539	1809	1009	899	575	649	229	2462	133
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.01	0.25	0.25	0.15	0.13	0.13	0.09	0.09	0.09
Crit Moves:			****	****			****					
Green/Cycle:	0.17	0.40	0.40	0.15	0.38	0.38	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.20	0.71	0.71	0.07	0.66	0.66	0.52	0.43	0.43	0.29	0.29	0.29
Uniform Del:	35.7	25.2	25.2	36.5	25.7	25.7	29.0	28.1	28.1	26.8	26.8	26.8
IncremntDel:	1.7	3.6	3.6	0.6	3.3	3.3	6.9	3.6	3.6	0.9	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	37.4	28.8	28.8	37.1	29.0	29.0	35.9	31.7	31.7	27.7	27.7	27.7
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:	37.4	28.8	28.8	37.1	29.0	29.0	35.9	31.7	31.7	27.7	27.7	27.7
LOS by Move:	D	C	C	D	C	C	D	C	C	C	C	C
HCM2kAvgQ:	2	13	13	0	10	10	4	4	4	3	3	3

Note: Queue reported is the number of cars per lane.

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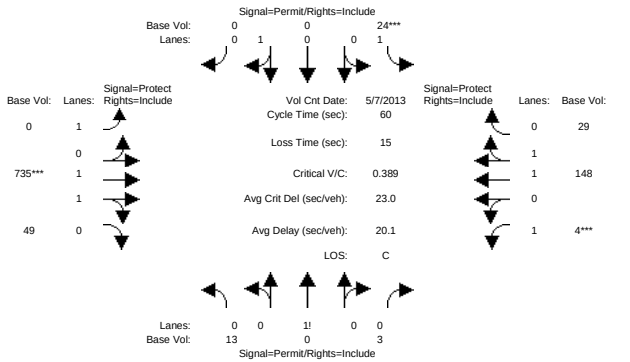
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #42: Mariposa/4th



Street Name:	4th Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	15	15	15	15	15	15	30	30	15	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:45am												
Base Vol:	13	0	3	24	0	0	0	735	49	4	148	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:	13	0	3	24	0	0	0	735	49	4	148	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:	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:	14	0	3	25	0	0	0	774	52	4	156	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	3	25	0	0	0	774	52	4	156	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
FinalVolume:	14	0	3	25	0	0	0	774	52	4	156	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.70	0.67	1.00	1.00	1.00	0.75	0.75	0.81	0.74	0.74
Lanes:	0.82	0.00	0.18	1.00	1.00	0.00	1.00	1.87	0.13	1.00	1.67	0.33
Final Sat.:	1053	0	243	1269	1900	0	1900	2681	179	1539	2351	461
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.00	0.00	0.00	0.29	0.29	0.00	0.07	0.07
Crit Moves:				****				****		****		
Green/Cycle:	0.20	0.00	0.20	0.20	0.00	0.00	0.00	0.40	0.40	0.20	0.60	0.60
Volume/Cap:	0.06	0.00	0.06	0.10	0.00	0.00	0.00	0.72	0.72	0.01	0.11	0.11
Uniform Del:	24.3	0.0	24.3	24.5	0.0	0.0	0.0	19.0	19.0	24.1	6.4	6.4
IncremntDel:	0.5	0.0	0.5	0.8	0.0	0.0	0.0	4.0	4.0	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.8	0.0	24.8	25.3	0.0	0.0	0.0	22.9	22.9	24.1	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:	24.8	0.0	24.8	25.3	0.0	0.0	0.0	22.9	22.9	24.1	6.6	6.6
LOS by Move:	C	A	C	C	A	A	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	1	0	0	0	10	10	0	1	1

Note: Queue reported is the number of cars per lane.

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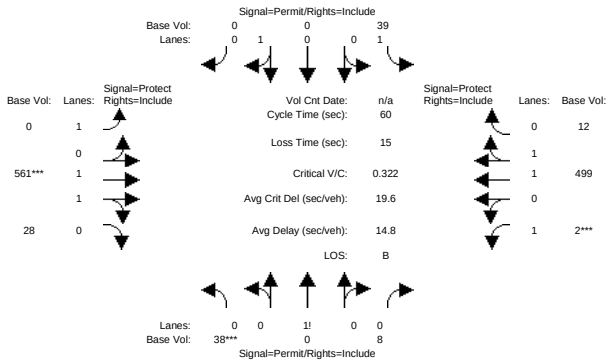
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #42: Mariposa/4th



Street Name:	4th Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	15	15	15	15	15	15	30	30	15	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	0	8	39	0	0	0	561	28	2	499	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	0	8	39	0	0	0	561	28	2	499	12
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:	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:	40	0	8	41	0	0	0	591	29	2	525	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	8	41	0	0	0	591	29	2	525	13
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	40	0	8	41	0	0	0	591	29	2	525	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	1.00	0.65	0.63	1.00	1.00	1.00	0.75	0.75	0.81	0.76	0.76
Lanes:	0.83	0.00	0.17	1.00	1.00	0.00	1.00	1.90	0.10	1.00	1.95	0.05
Final Sat.:	998	0	210	1189	1900	0	1900	2730	136	1539	2810	68
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.03	0.00	0.00	0.00	0.22	0.22	0.00	0.19	0.19
Crit Moves:	****							****		****		
Green/Cycle:	0.20	0.00	0.20	0.20	0.00	0.00	0.00	0.40	0.40	0.20	0.60	0.60
Volume/Cap:	0.20	0.00	0.20	0.17	0.00	0.00	0.00	0.54	0.54	0.01	0.31	0.31
Uniform Del:	25.0	0.0	25.0	24.9	0.0	0.0	0.0	17.2	17.2	24.0	7.4	7.4
IncremntDel:	1.9	0.0	1.9	1.6	0.0	0.0	0.0	1.8	1.8	0.0	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.9	0.0	26.9	26.4	0.0	0.0	0.0	19.1	19.1	24.1	7.9	7.9
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:	26.9	0.0	26.9	26.4	0.0	0.0	0.0	19.1	19.1	24.1	7.9	7.9
LOS by Move:	C	A	C	C	A	A	A	B	B	C	A	A
HCM2kAvgQ:	1	0	1	1	0	0	0	6	6	0	3	3

Note: Queue reported is the number of cars per lane.

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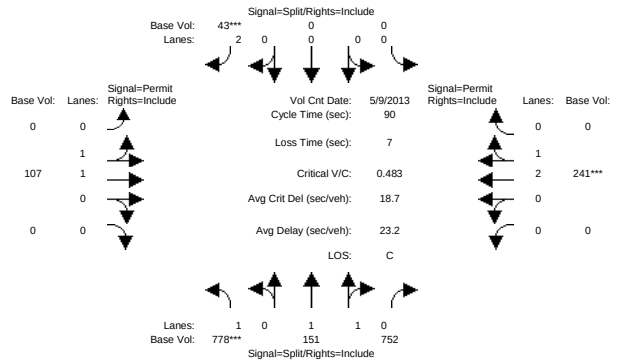
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 AM

Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	55	55	55	13	13	13	15	15	15	15	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	778	151	752	0	0	43	0	107	0	0	241	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:	778	151	752	0	0	43	0	107	0	0	241	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:	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:	807	157	780	0	0	45	0	111	0	0	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	807	157	780	0	0	45	0	111	0	0	250	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
FinalVolume:	807	157	780	0	0	45	0	111	0	0	250	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.13	0.74	0.72	1.00	1.00	0.61	0.95	0.94	1.00	1.00	0.90	0.91
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	3.00	0.00
Final Sat.:	2138	1403	1374	0	0	2325	0	3558	0	0	5112	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.11	0.57	0.00	0.00	0.02	0.00	0.03	0.00	0.00	0.05	0.00
Crit Moves:	****					****					****	
Green/Cycle:	0.61	0.61	0.61	0.00	0.00	0.14	0.00	0.17	0.00	0.00	0.17	0.00
Volume/Cap:	0.62	0.18	0.93	0.00	0.00	0.13	0.00	0.19	0.00	0.00	0.29	0.00
Uniform Del:	10.9	7.7	15.7	0.0	0.0	33.6	0.0	32.3	0.0	0.0	32.9	0.0
IncremntDel:	2.2	0.1	15.6	0.0	0.0	0.8	0.0	0.7	0.0	0.0	0.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	13.1	7.7	31.4	0.0	0.0	34.4	0.0	33.0	0.0	0.0	33.7	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:	13.1	7.7	31.4	0.0	0.0	34.4	0.0	33.0	0.0	0.0	33.7	0.0
LOS by Move:	B	A	C	A	A	C	A	C	A	A	C	A
HCM2kAvgQ:	14	2	25	0	0	1	0	1	0	0	2	0

Note: Queue reported is the number of cars per lane.

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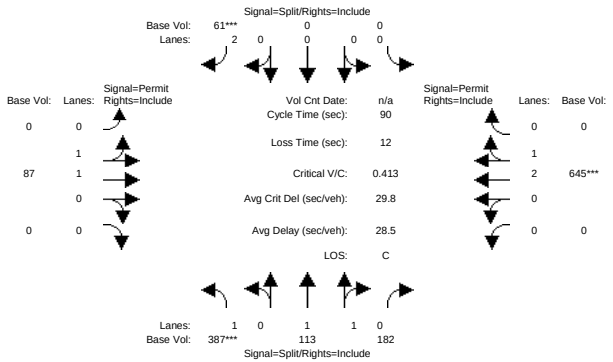
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2015 PM

Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	26	26	26	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	387	113	182	0	0	61	0	87	0	0	645	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:	387	113	182	0	0	61	0	87	0	0	645	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:	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:	403	118	190	0	0	64	0	91	0	0	672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	118	190	0	0	64	0	91	0	0	672	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
FinalVolume:	403	118	190	0	0	64	0	91	0	0	672	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.77	0.81	1.00	1.00	0.62	0.95	0.94	1.00	1.00	0.90	0.91
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	3.00	0.00
Final Sat.:	2018	1454	1540	0	0	2358	0	3558	0	0	5112	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.08	0.12	0.00	0.00	0.03	0.00	0.03	0.00	0.00	0.13	0.00
Crit Moves:	****					****					****	
Green/Cycle:	0.32	0.32	0.32	0.00	0.00	0.29	0.00	0.26	0.00	0.00	0.26	0.00
Volume/Cap:	0.62	0.25	0.38	0.00	0.00	0.09	0.00	0.10	0.00	0.00	0.51	0.00
Uniform Del:	25.8	22.5	23.6	0.0	0.0	23.4	0.0	25.6	0.0	0.0	28.7	0.0
IncremntDel:	4.4	0.5	1.4	0.0	0.0	0.3	0.0	0.2	0.0	0.0	1.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	30.2	23.0	25.0	0.0	0.0	23.7	0.0	25.8	0.0	0.0	30.2	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:	30.2	23.0	25.0	0.0	0.0	23.7	0.0	25.8	0.0	0.0	30.2	0.0
LOS by Move:	C	C	C	A	A	C	A	C	A	A	C	A
HCM2kAvgQ:	10	3	4	0	0	1	0	1	0	0	6	0

Note: Queue reported is the number of cars per lane.

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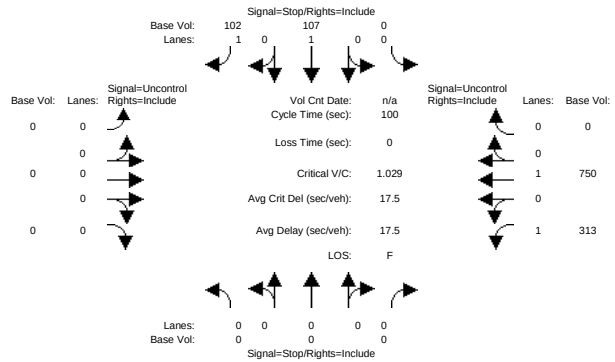
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
2015 AM

Intersection #44: Mariposa/I-280 SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	107	102	0	0	0	313	750	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:	0	0	0	0	107	102	0	0	0	313	750	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:	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	0	0	0	111	106	0	0	0	326	781	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	111	106	0	0	0	326	781	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	1433	781	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	135	398	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	108	398	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	1.03	0.27	xxxx	xxxx	xxxx	0.20	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	6.7	1.1	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	169	17.3	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	C	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			95.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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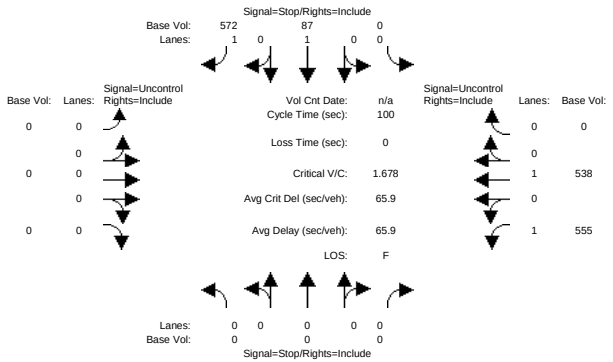
Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
2015 PM

Intersection #44: Mariposa/I-280 SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	87	572	0	0	0	555	538	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:	0	0	0	0	87	572	0	0	0	555	538	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:	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:	0	0	0	0	93	609	0	0	0	590	572	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	93	609	0	0	0	590	572	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	1753	572	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	86	523	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	55	523	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	1.68	1.16	xxxx	xxxx	xxxx	0.36	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	8.7	21.4	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	492	118.9	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	F	F	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			168.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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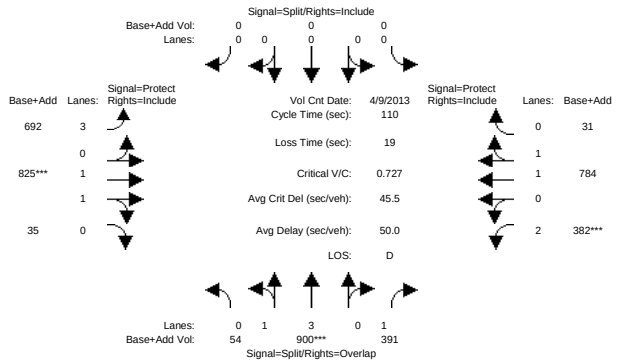
Year 2015 Plus LRDP (Mission Bay Only)

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Plus MB Phase One AM

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	0	0	0	18	37	37	13	34	34
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module: >> Count Date: 9 Apr 2013 << 7:00-8:45am												
Base Vol:	54	889	390	0	0	0	689	825	35	347	780	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:	54	889	390	0	0	0	689	825	35	347	780	31
Added Vol:	0	11	1	0	0	0	3	0	0	35	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	900	391	0	0	0	692	825	35	382	784	31
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:	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:	57	947	412	0	0	0	728	868	37	402	825	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	947	412	0	0	0	728	868	37	402	825	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
FinalVolume:	57	947	412	0	0	0	728	868	37	402	825	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.71	1.00	1.00	1.00	0.79	0.81	0.80	0.79	0.81	0.80
Lanes:	0.23	3.77	1.00	0.00	0.00	0.00	3.00	1.92	0.08	2.00	1.92	0.08
Final Sat.:	332	5531	1344	0	0	0	4480	2935	125	2987	2944	116
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.31	0.00	0.00	0.00	0.16	0.30	0.30	0.13	0.28	0.28
Crit Moves:		****						****			****	
Green/Cycle:	0.35	0.35	0.49	0.00	0.00	0.00	0.16	0.34	0.34	0.14	0.31	0.31
Volume/Cap:	0.48	0.48	0.62	0.00	0.00	0.00	0.99	0.88	0.88	0.99	0.91	0.91
Uniform Del:	27.6	27.6	20.5	0.0	0.0	0.0	45.9	34.4	34.4	47.4	36.5	36.5
IncremntDel:	0.8	0.8	4.4	0.0	0.0	0.0	31.7	10.7	10.7	41.6	13.9	13.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.5	28.5	25.0	0.0	0.0	0.0	77.7	45.1	45.1	89.0	50.4	50.4
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:	28.5	28.5	25.0	0.0	0.0	0.0	77.7	45.1	45.1	89.0	50.4	50.4
LOS by Move:	C	C	C	A	A	A	E	D	D	F	D	D
HCM2kAvgQ:	7	7	10	0	0	0	9	14	14	11	18	18

Note: Queue reported is the number of cars per lane.

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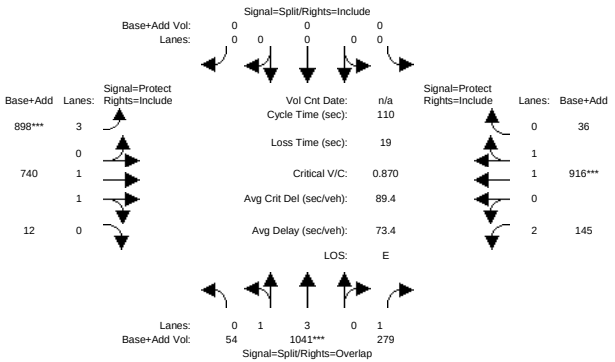
Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	0	0	0	18	37	37	13	34	34
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module:												
Base Vol:	54	974	274	0	0	0	881	739	12	141	916	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:	54	974	274	0	0	0	881	739	12	141	916	36
Added Vol:	0	67	5	0	0	0	17	1	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1041	279	0	0	0	898	740	12	145	916	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:	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:	56	1073	288	0	0	0	926	763	12	149	944	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1073	288	0	0	0	926	763	12	149	944	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
FinalVolume:	56	1073	288	0	0	0	926	763	12	149	944	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.71	1.00	1.00	1.00	0.79	0.81	0.81	0.79	0.81	0.80
Lanes:	0.20	3.80	1.00	0.00	0.00	0.00	3.00	1.97	0.03	2.00	1.92	0.08
Final Sat.:	289	5574	1353	0	0	0	4480	3024	49	2987	2944	116
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.21	0.00	0.00	0.00	0.21	0.25	0.25	0.05	0.32	0.32
Crit Moves:		****						****			****	
Green/Cycle:	0.35	0.35	0.48	0.00	0.00	0.00	0.16	0.35	0.35	0.12	0.31	0.31
Volume/Cap:	0.54	0.54	0.45	0.00	0.00	0.00	1.26	0.72	0.72	0.41	1.04	1.04
Uniform Del:	28.4	28.4	19.1	0.0	0.0	0.0	46.0	31.1	31.1	44.5	38.0	38.0
IncremntDel:	1.0	1.0	2.2	0.0	0.0	0.0	129.1	4.2	4.2	3.3	39.5	39.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.4	29.4	21.3	0.0	0.0	0.0	175.1	35.3	35.3	47.9	77.5	77.5
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:	29.4	29.4	21.3	0.0	0.0	0.0	175.1	35.3	35.3	47.9	77.5	77.5
LOS by Move:	C	C	C	A	A	A	F	D	D	D	E	E
HCM2kAvgQ:	8	8	6	0	0	0	18	11	11	3	25	25

Note: Queue reported is the number of cars per lane.

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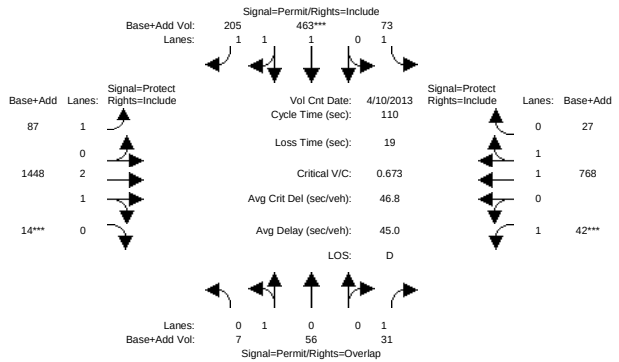
Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	36	36	36	36	36	19	40	40	15	36	36
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module: >> Count Date: 10 Apr 2013 << 7:00-8:45am												
Base Vol:	7	54	28	73	363	205	87	1448	14	38	768	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:	7	54	28	73	363	205	87	1448	14	38	768	27
Added Vol:	0	2	3	0	100	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	56	31	73	463	205	87	1448	14	42	768	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00
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:	8	60	33	78	498	220	94	1557	11	45	826	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	60	33	78	498	220	94	1557	11	45	826	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
FinalVolume:	8	60	33	78	498	220	94	1557	11	45	826	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.81	0.69	0.58	0.77	0.75	0.81	0.77	0.78	0.81	0.80	0.80
Lanes:	0.11	0.89	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	1.93	0.07
Final Sat.:	170	1362	1314	1103	2937	1434	1539	4346	29	1539	2931	103
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.07	0.17	0.15	0.06	0.36	0.36	0.03	0.28	0.28
Crit Moves:					****				****	****		
Green/Cycle:	0.33	0.33	0.46	0.33	0.33	0.33	0.17	0.36	0.36	0.14	0.33	0.33
Volume/Cap:	0.14	0.14	0.05	0.22	0.52	0.47	0.35	0.99	0.99	0.22	0.86	0.86
Uniform Del:	26.0	26.0	16.2	26.8	30.0	29.4	40.1	34.7	34.7	42.3	34.7	34.7
IncremntDel:	0.6	0.6	0.2	1.4	1.4	1.0	3.6	19.3	19.3	2.3	9.7	9.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	26.6	26.6	16.4	28.2	31.4	30.4	43.7	54.0	54.0	44.6	44.4	44.4
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:	26.6	26.6	16.4	28.2	31.4	30.4	43.7	54.0	54.0	44.6	44.4	44.4
LOS by Move:	C	C	B	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	2	1	2	8	6	3	25	26	1	14	14

Note: Queue reported is the number of cars per lane.

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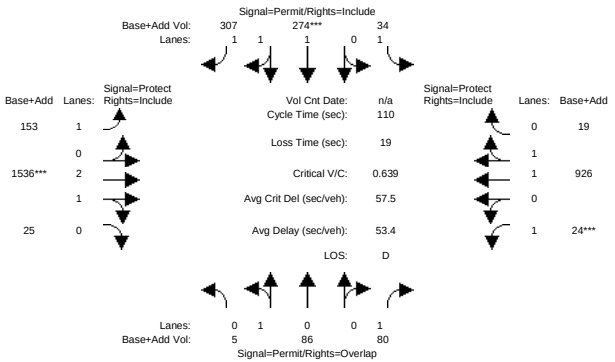
Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	38	38	38	38	38	15	38	38	15	38	38
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module:												
Base Vol:	5	77	62	34	263	307	153	1536	25	24	926	19
Growth Adj:	1.00	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	77	62	34	263	307	153	1536	25	24	926	19
Added Vol:	0	9	18	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	86	80	34	274	307	153	1536	25	24	926	19
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:	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:	5	89	82	35	282	316	158	1584	26	25	955	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	89	82	35	282	316	158	1584	26	25	955	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
FinalVolume:	5	89	82	35	282	316	158	1584	26	25	955	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.84	0.59	0.50	0.75	0.62	0.81	0.79	0.77	0.81	0.81	0.80
Lanes:	0.06	0.94	1.00	1.00	1.28	1.72	1.00	2.95	0.05	1.00	1.96	0.04
Final Sat.:	87	1503	1120	948	1817	2036	1539	4430	72	1539	3008	62
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.07	0.04	0.16	0.16	0.10	0.36	0.36	0.02	0.32	0.32
Crit Moves:					****				****	****		
Green/Cycle:	0.35	0.35	0.48	0.35	0.35	0.35	0.14	0.35	0.35	0.14	0.35	0.35
Volume/Cap:	0.17	0.17	0.15	0.11	0.45	0.45	0.75	1.03	1.03	0.12	0.92	0.92
Uniform Del:	25.0	25.0	15.9	24.5	27.9	27.9	45.7	36.0	36.0	41.7	34.5	34.5
IncremntDel:	0.7	0.7	0.6	0.7	1.1	1.1	21.7	32.3	32.3	1.1	13.9	13.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	25.7	25.7	16.5	25.1	29.0	29.0	67.4	68.3	68.3	42.8	48.4	48.4
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:	25.7	25.7	16.5	25.1	29.0	29.0	67.4	68.3	68.3	42.8	48.4	48.4
LOS by Move:	C	C	B	C	C	C	E	E	E	D	D	D
HCM2kAvgQ:	2	2	2	1	6	5	7	28	27	1	16	16

Note: Queue reported is the number of cars per lane.

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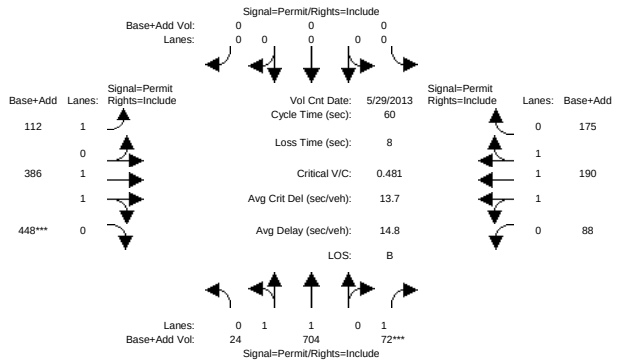
Intersection #26: 7th St/Brannan



Street Name: 7th Street Brannan Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	21	0	21	0	0	31	31	31	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 May 2013 << 7:00-8:45am												
Base Vol:	24	695	71	0	0	0	112	386	336	72	190	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	695	71	0	0	0	112	386	336	72	190	175
Added Vol:	0	9	1	0	0	0	0	0	112	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	704	72	0	0	0	112	386	448	88	190	175
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:	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:	26	762	78	0	0	0	121	418	485	95	206	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	762	78	0	0	0	121	418	485	95	206	189
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	26	762	78	0	0	0	121	418	485	95	206	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.63	1.00	1.00	1.00	0.39	0.74	0.73	0.51	0.51	0.51
Lanes:	0.07	1.93	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.63	1.37	1.00
Final Sat.:	101	2965	1201	0	0	0	749	1415	1378	618	1335	966
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.06	0.00	0.00	0.00	0.16	0.30	0.35	0.15	0.15	0.20
Crit Moves:			****						****			
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.73	0.73	0.19	0.00	0.00	0.00	0.31	0.57	0.68	0.30	0.30	0.38
Uniform Del:	17.1	17.1	13.6	0.0	0.0	0.0	8.4	9.9	10.8	8.3	8.3	8.7
IncremntDel:	4.5	4.5	1.0	0.0	0.0	0.0	2.1	1.5	2.8	0.5	0.5	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.5	21.5	14.5	0.0	0.0	0.0	10.5	11.5	13.7	8.7	8.7	9.6
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:	21.5	21.5	14.5	0.0	0.0	0.0	10.5	11.5	13.7	8.7	8.7	9.6
LOS by Move:	C	C	B	A	A	A	B	B	B	A	A	A
HCM2kAvgQ:	8	8	1	0	0	0	2	6	8	2	2	3

Note: Queue reported is the number of cars per lane.

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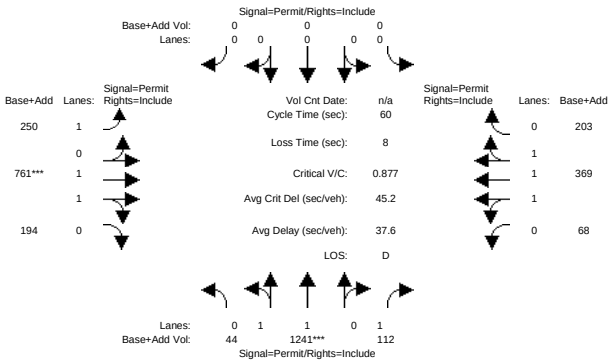
Intersection #26: 7th St/Brannan



Street Name: 7th Street Brannan Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	24	0	24	0	0	28	28	28	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	1185	99	0	0	0	250	761	183	67	369	203
Growth Adj:	1.00	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	1185	99	0	0	0	250	761	183	67	369	203
Added Vol:	0	56	13	0	0	0	0	0	11	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1241	112	0	0	0	250	761	194	68	369	203
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:	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:	45	1274	115	0	0	0	257	781	199	70	379	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1274	115	0	0	0	257	781	199	70	379	208
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	45	1274	115	0	0	0	257	781	199	70	379	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.63	1.00	1.00	1.00	0.32	0.79	0.78	0.55	0.55	0.54
Lanes:	0.07	1.93	1.00	0.00	0.00	0.00	1.00	1.59	0.41	0.32	1.72	0.96
Final Sat.:	105	2959	1202	0	0	0	616	2375	605	330	1790	985
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.10	0.00	0.00	0.00	0.42	0.33	0.33	0.21	0.21	0.21
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.00	0.00	0.00	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	1.08	1.08	0.24	0.00	0.00	0.00	0.89	0.71	0.71	0.45	0.45	0.45
Uniform Del:	18.0	18.0	11.9	0.0	0.0	0.0	14.6	12.7	12.7	10.8	10.8	10.8
IncremntDel:	49.0	49.0	1.2	0.0	0.0	0.0	31.6	3.0	3.0	1.0	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.0	67.0	13.1	0.0	0.0	0.0	46.2	15.7	15.7	11.8	11.8	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:	67.0	67.0	13.1	0.0	0.0	0.0	46.2	15.7	15.7	11.8	11.8	11.8
LOS by Move:	E	E	B	A	A	A	D	B	B	B	B	B
HCM2kAvgQ:	24	24	2	0	0	0	8	9	9	4	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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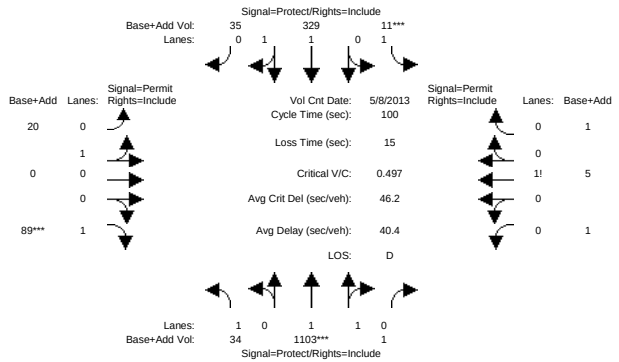
2015 Plus MB Phase One AM

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	36	36	17	38	38	32	32	32	32	32	32
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	34	1091	1	11	295	34	19	0	56	1	5	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:	34	1091	1	11	295	34	19	0	56	1	5	1
Added Vol:	0	12	0	0	34	1	1	0	33	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1103	1	11	329	35	20	0	89	1	5	1
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:	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:	36	1161	1	12	346	37	21	0	94	1	5	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1161	1	12	346	37	21	0	94	1	5	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
FinalVolume:	36	1161	1	12	346	37	21	0	94	1	5	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.89	0.81	0.81	0.80	0.79	0.67	1.00	0.69	0.82	0.82	0.82
Lanes:	1.00	1.99	0.01	1.00	1.81	0.19	1.00	0.00	1.00	0.14	0.72	0.14
Final Sat.:	1539	3383	3	1539	2742	292	1272	0	1313	223	1117	223
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.01	0.13	0.13	0.02	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.15	0.36	0.36	0.17	0.38	0.38	0.32	0.00	0.32	0.32	0.32	0.32
Volume/Cap:	0.15	0.95	0.95	0.04	0.33	0.33	0.05	0.00	0.22	0.01	0.01	0.01
Uniform Del:	37.0	31.2	31.2	34.7	22.0	22.0	23.5	0.0	24.9	23.2	23.2	23.2
IncremntDel:	1.4	16.8	16.8	0.3	0.8	0.8	0.2	0.0	1.2	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.4	47.9	47.9	35.0	22.8	22.8	23.8	0.0	26.1	23.3	23.3	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:	38.4	47.9	47.9	35.0	22.8	22.8	23.8	0.0	26.1	23.3	23.3	23.3
LOS by Move:	D	D	D	D	C	C	C	A	C	C	C	C
HCM2kAvgQ:	1	19	17	0	4	4	0	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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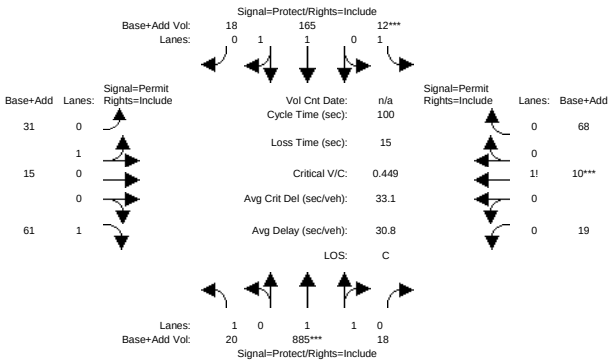
2015 Plus MB Phase One PM

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	37	37	16	38	38	32	32	32	32	32	32
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	20	821	18	12	161	18	23	15	57	19	10	68
Growth Adj:	1.00	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	821	18	12	161	18	23	15	57	19	10	68
Added Vol:	0	64	0	0	4	0	8	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	885	18	12	165	18	31	15	61	19	10	68
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:	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:	21	932	19	13	174	19	33	16	64	20	11	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	932	19	13	174	19	33	16	64	20	11	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
FinalVolume:	21	932	19	13	174	19	33	16	64	20	11	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.81	0.81	0.80	0.79	0.65	0.69	0.65	0.72	0.73	0.68
Lanes:	1.00	1.96	0.04	1.00	1.80	0.20	0.69	0.31	1.00	0.19	0.10	0.71
Final Sat.:	1539	3156	64	1539	2730	298	848	410	1226	256	135	918
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.01	0.06	0.06	0.04	0.04	0.05	0.08	0.08	0.08
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.37	0.37	0.16	0.38	0.38	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.09	0.80	0.80	0.05	0.17	0.17	0.12	0.12	0.16	0.24	0.24	0.24
Uniform Del:	36.6	28.2	28.2	35.6	20.5	20.5	24.0	24.0	24.4	25.1	25.1	25.1
IncremntDel:	0.8	5.6	5.6	0.4	0.3	0.3	0.6	0.6	0.9	1.4	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	37.4	33.8	33.8	36.0	20.8	20.8	24.7	24.7	25.3	26.5	26.5	26.5
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:	37.4	33.8	33.8	36.0	20.8	20.8	24.7	24.7	25.3	26.5	26.5	26.5
LOS by Move:	D	C	C	C	D	C	C	C	C	C	C	C
HCM2kAvgQ:	1	14	13	0	2	2	1	1	1	3	3	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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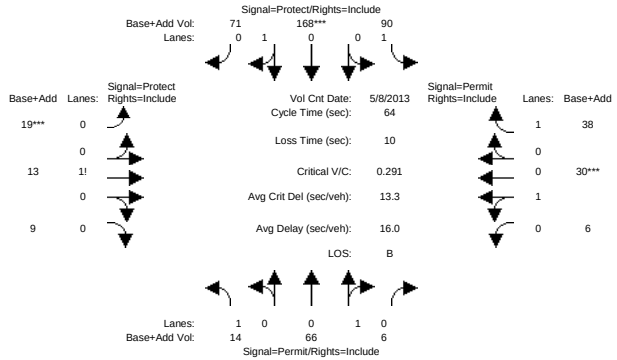
2015 Plus MB Phase One AM

Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	21	21	9	35	0	9	19	0	0	10	0
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	14	61	6	57	130	37	19	12	9	6	29	38
Growth Adj:	1.00	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	61	6	57	130	37	19	12	9	6	29	38
Added Vol:	0	5	0	33	38	34	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	66	6	90	168	71	19	13	9	6	30	38
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	16	78	7	106	198	84	22	15	11	7	35	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	78	7	106	198	84	22	15	11	7	35	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
FinalVolume:	16	78	7	106	198	84	22	15	11	7	35	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.67	0.67	0.81	0.81	0.80	0.71	0.71	0.69	0.83	0.84	0.68
Lanes:	1.00	0.92	0.08	1.00	0.70	0.30	0.46	0.32	0.22	0.17	0.83	1.00
Final Sat.:	808	1173	107	1539	1083	458	620	424	294	266	1331	1298
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.07	0.18	0.18	0.04	0.04	0.04	0.03	0.03	0.03
Crit Moves:					****			****			****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.06	0.20	0.20	0.31	0.33	0.33	0.26	0.12	0.12	0.17	0.17	0.22
Uniform Del:	14.7	15.5	15.5	21.0	8.0	8.0	24.5	16.4	16.4	23.4	23.4	23.6
IncremntDel:	0.5	1.1	1.1	2.4	1.1	1.1	3.3	0.6	0.6	1.5	1.5	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	15.2	16.6	16.6	23.4	9.1	9.1	27.8	17.0	17.0	24.9	24.9	26.1
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:	15.2	16.6	16.6	23.4	9.1	9.1	27.8	17.0	17.0	24.9	24.9	26.1
LOS by Move:	B	B	B	C	A	A	C	B	B	C	C	C
HCM2kAvgQ:	0	1	1	2	3	3	1	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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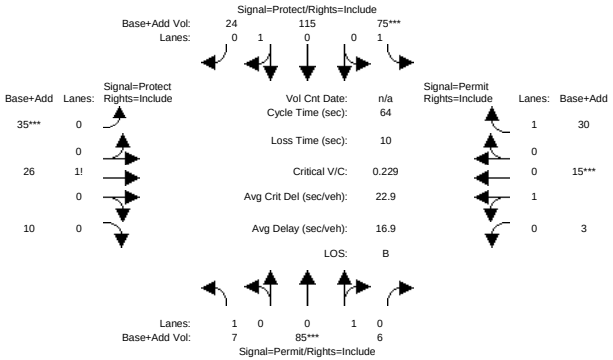
Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	21	21	14	35	35	9	19	19	10	10	10
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	7	58	4	71	111	20	35	20	10	3	15	30
Growth Adj:	1.00	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	58	4	71	111	20	35	20	10	3	15	30
Added Vol:	0	27	2	4	4	4	0	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	85	6	75	115	24	35	26	10	3	15	30
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:	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:	7	89	6	79	121	25	37	27	11	3	16	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	89	6	79	121	25	37	27	11	3	16	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	7	89	6	79	121	25	37	27	11	3	16	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.68	0.66	0.81	0.83	0.80	0.71	0.71	0.68	0.80	0.85	0.65
Lanes:	1.00	0.93	0.07	1.00	0.82	0.18	0.49	0.36	0.15	0.17	0.83	1.00
Final Sat.:	799	1197	84	1539	1298	271	664	493	190	265	1327	1236
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.05	0.09	0.09	0.06	0.06	0.06	0.01	0.01	0.03
Crit Moves:		****			****			****			****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.03	0.23	0.23	0.23	0.17	0.17	0.39	0.19	0.19	0.08	0.08	0.16
Uniform Del:	14.6	15.6	15.6	20.6	7.2	7.2	25.0	16.7	16.7	23.1	23.1	23.4
IncremntDel:	0.2	1.3	1.3	1.6	0.4	0.4	6.1	1.0	1.0	0.6	0.6	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.8	16.9	16.9	22.2	7.7	7.7	31.1	17.8	17.8	23.6	23.6	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:	14.8	16.9	16.9	22.2	7.7	7.7	31.1	17.8	17.8	23.6	23.6	25.2
LOS by Move:	B	B	B	C	A	A	C	B	B	C	C	C
HCM2kAvgQ:	0	2	2	1	1	1	1	1	0	0	0	1

Note: Queue reported is the number of cars per lane.

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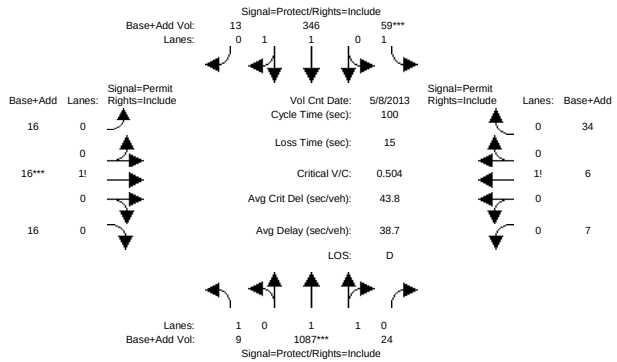
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Plus MB Phase One AM

Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	37	37	15	37	37	33	33	33	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	9	1076	24	59	280	12	16	16	16	7	6	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:	9	1076	24	59	280	12	16	16	16	7	6	34
Added Vol:	0	11	0	0	66	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1087	24	59	346	13	16	16	16	7	6	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:	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:	9	1144	25	62	364	14	17	17	17	7	6	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1144	25	62	364	14	17	17	17	7	6	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
FinalVolume:	9	1144	25	62	364	14	17	17	17	7	6	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.89	0.81	0.81	0.81	0.80	0.65	0.66	0.65	0.74	0.75	0.72
Lanes:	1.00	1.95	0.05	1.00	1.93	0.07	0.33	0.33	0.34	0.15	0.12	0.73
Final Sat.:	1539	3297	73	1539	2952	111	413	413	413	206	177	1002
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.04	0.12	0.12	0.04	0.04	0.04	0.04	0.04	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.15	0.37	0.37	0.15	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.04	0.94	0.94	0.27	0.33	0.33	0.12	0.12	0.12	0.11	0.11	0.11
Uniform Del:	36.3	30.4	30.4	37.6	22.6	22.6	23.4	23.4	23.4	23.3	23.3	23.3
IncremntDel:	0.3	14.4	14.4	2.8	0.8	0.8	0.6	0.6	0.6	0.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	36.7	44.8	44.8	40.5	23.4	23.4	24.0	24.0	24.0	23.8	23.8	23.8
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:	36.7	44.8	44.8	40.5	23.4	23.4	24.0	24.0	24.0	23.8	23.8	23.8
LOS by Move:	D	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	23	21	2	4	4	1	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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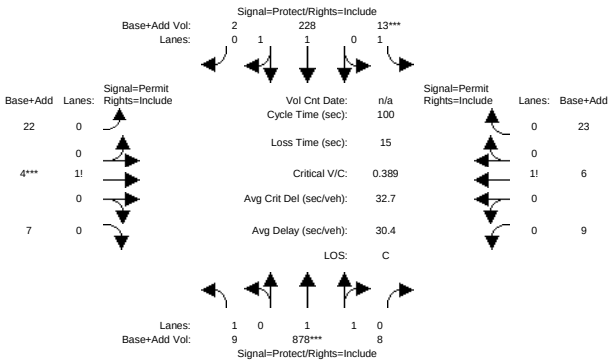
Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	37	37	15	37	37	33	33	33	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	9	817	8	13	221	2	19	4	7	9	6	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:	9	817	8	13	221	2	19	4	7	9	6	23
Added Vol:	0	61	0	0	7	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	878	8	13	228	2	22	4	7	9	6	23
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:	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:	9	924	8	14	240	2	23	4	7	9	6	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	924	8	14	240	2	23	4	7	9	6	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	9	924	8	14	240	2	23	4	7	9	6	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.81	0.81	0.81	0.81	0.55	0.62	0.59	0.72	0.75	0.66
Lanes:	1.00	1.98	0.02	1.00	1.98	0.02	0.69	0.11	0.20	0.23	0.14	0.63
Final Sat.:	1539	3199	29	1539	3049	27	714	130	227	308	206	788
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.01	0.08	0.08	0.03	0.03	0.03	0.03	0.03	0.03
Crit Moves:		****		****				****				
Green/Cycle:	0.15	0.37	0.37	0.15	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.04	0.78	0.78	0.06	0.21	0.21	0.10	0.10	0.10	0.09	0.09	0.09
Uniform Del:	36.3	27.9	27.9	36.4	21.5	21.5	23.2	23.2	23.2	23.2	23.2	23.2
IncremntDel:	0.3	5.1	5.1	0.5	0.4	0.4	0.6	0.6	0.6	0.4	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	36.7	33.0	33.0	36.9	22.0	22.0	23.8	23.8	23.8	23.6	23.6	23.6
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:	36.7	33.0	33.0	36.9	22.0	22.0	23.8	23.8	23.8	23.6	23.6	23.6
LOS by Move:	D	C	C	C	D	C	C	C	C	C	C	C
HCM2kAvgQ:	0	15	14	0	3	3	1	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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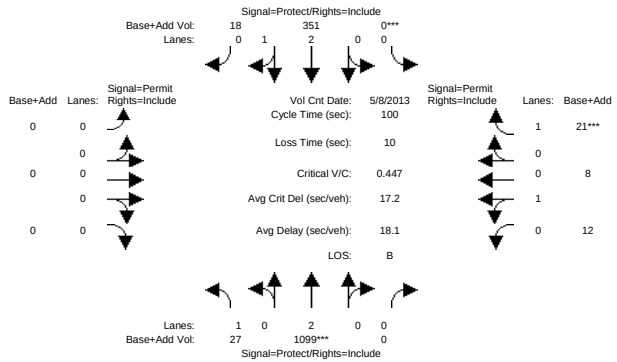
Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	27	1088	0	0	286	17	0	0	0	12	8	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:	27	1088	0	0	286	17	0	0	0	12	8	21
Added Vol:	0	11	0	0	65	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1099	0	0	351	18	0	0	0	12	8	21
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:	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:	29	1180	0	0	377	19	0	0	0	13	9	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1180	0	0	377	19	0	0	0	13	9	23
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	29	1180	0	0	377	19	0	0	0	13	9	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.79	0.82	0.62
Lanes:	1.00	2.00	0.00	0.00	2.85	0.15	0.00	0.00	0.00	0.61	0.39	1.00
Final Sat.:	1539	3079	0	0	4178	214	0	0	0	914	609	1177
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.00	0.00	0.09	0.09	0.00	0.00	0.00	0.01	0.01	0.02
Crit Moves:		****		****								****
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.12	0.67	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.04	0.04	0.06
Uniform Del:	36.5	15.0	0.0	0.0	18.7	18.7	0.0	0.0	0.0	22.8	22.8	22.9
IncremntDel:	1.1	2.1	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.2	0.2	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	37.6	17.1	0.0	0.0	19.0	19.0	0.0	0.0	0.0	22.9	22.9	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:	37.6	17.1	0.0	0.0	19.0	19.0	0.0	0.0	0.0	22.9	22.9	23.2
LOS by Move:	D	B	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	1	14	0	0	3	3	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
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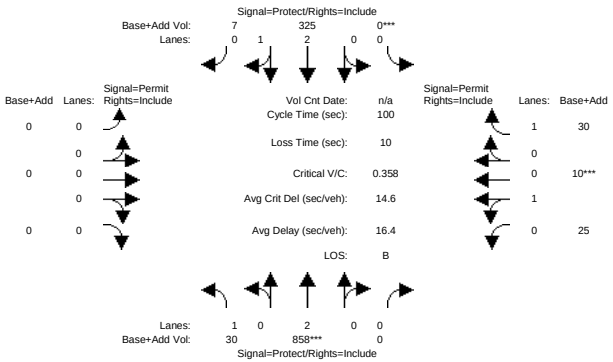
Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	30	797	0	0	318	7	0	0	0	25	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	797	0	0	318	7	0	0	0	25	10	30
Added Vol:	0	61	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	858	0	0	325	7	0	0	0	25	10	30
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:	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:	32	913	0	0	346	7	0	0	0	27	11	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	913	0	0	346	7	0	0	0	27	11	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	32	913	0	0	346	7	0	0	0	27	11	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.75	0.80	0.60
Lanes:	1.00	2.00	0.00	0.00	2.94	0.06	0.00	0.00	0.00	0.73	0.27	1.00
Final Sat.:	1539	3079	0	0	4317	93	0	0	0	1039	416	1147
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.14	0.52	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.08	0.08	0.08
Uniform Del:	36.6	13.1	0.0	0.0	18.5	18.5	0.0	0.0	0.0	23.0	23.0	23.1
IncremntDel:	1.2	1.1	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.3	0.3	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	37.8	14.2	0.0	0.0	18.7	18.7	0.0	0.0	0.0	23.3	23.3	23.5
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:	37.8	14.2	0.0	0.0	18.7	18.7	0.0	0.0	0.0	23.3	23.3	23.5
LOS by Move:	D	B	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	1	9	0	0	3	3	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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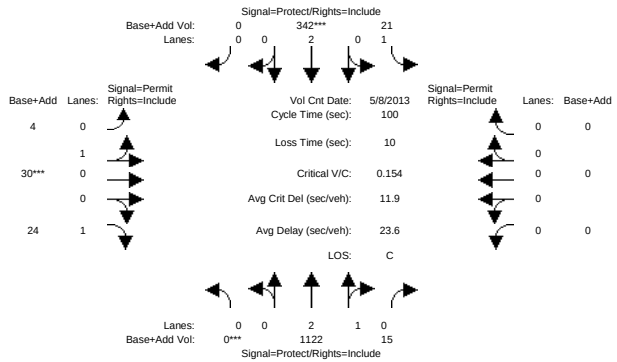
Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	0	1111	15	21	277	0	4	30	24	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:	0	1111	15	21	277	0	4	30	24	0	0	0
Added Vol:	0	11	0	0	65	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1122	15	21	342	0	4	30	24	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:	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:	0	1179	16	22	359	0	4	32	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1179	16	22	359	0	4	32	25	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
FinalVolume:	0	1179	16	22	359	0	4	32	25	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.84	0.84	0.62	1.00	1.00	1.00
Lanes:	0.00	2.96	0.04	1.00	2.00	0.00	0.12	0.88	1.00	0.00	0.00	0.00
Final Sat.:	0	4357	58	1539	3079	0	189	1415	1183	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.01	0.12	0.00	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.40	0.40	0.17	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.68	0.08	0.20	0.00	0.07	0.07	0.06	0.00	0.00	0.00
Uniform Del:	0.0	25.0	25.0	34.6	10.5	0.0	23.0	23.0	22.9	0.0	0.0	0.0
IncremntDel:	0.0	2.2	2.2	0.6	0.3	0.0	0.2	0.2	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	27.2	27.2	35.2	10.7	0.0	23.2	23.2	23.3	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:	0.0	27.2	27.2	35.2	10.7	0.0	23.2	23.2	23.3	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	12	12	1	3	0	1	1	1	0	0	0

Note: Queue reported is the number of cars per lane.

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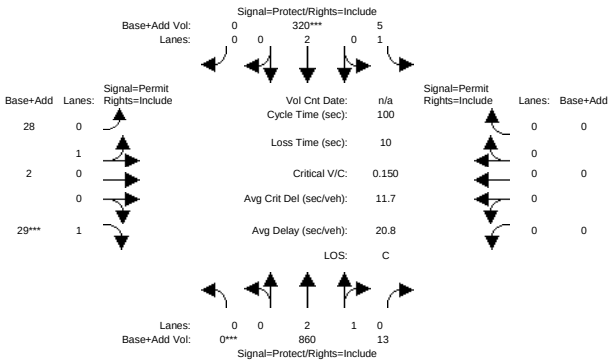
Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	804	13	5	313	0	23	2	29	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:	0	804	13	5	313	0	23	2	29	0	0	0
Added Vol:	0	56	0	0	7	0	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	860	13	5	320	0	28	2	29	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:	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:	0	905	14	5	337	0	29	2	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	905	14	5	337	0	29	2	31	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
FinalVolume:	0	905	14	5	337	0	29	2	31	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.76	0.79	0.62	1.00	1.00	1.00
Lanes:	0.00	2.96	0.04	1.00	2.00	0.00	0.94	0.06	1.00	0.00	0.00	0.00
Final Sat.:	0	4349	66	1539	3079	0	1349	96	1178	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.00	0.11	0.00	0.02	0.02	0.03	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.40	0.40	0.17	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.53	0.02	0.19	0.00	0.07	0.07	0.08	0.00	0.00	0.00
Uniform Del:	0.0	23.1	23.1	34.2	10.4	0.0	22.9	22.9	23.0	0.0	0.0	0.0
IncremntDel:	0.0	1.1	1.1	0.1	0.2	0.0	0.3	0.3	0.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	24.2	24.2	34.3	10.6	0.0	23.2	23.2	23.4	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:	0.0	24.2	24.2	34.3	10.6	0.0	23.2	23.2	23.4	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	8	8	0	3	0	1	1	1	0	0	0

Note: Queue reported is the number of cars per lane.

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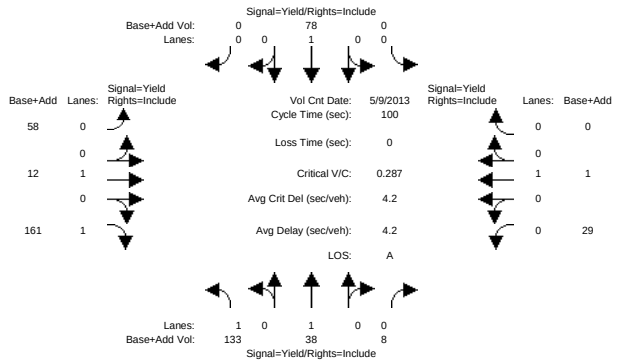
Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	120	37	8	0	43	0	58	0	82	24	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:	120	37	8	0	43	0	58	0	82	24	0	0
Added Vol:	13	1	0	0	35	0	0	12	79	5	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	38	8	0	78	0	58	12	161	29	1	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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	185	53	11	0	108	0	81	17	224	40	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	53	11	0	108	0	81	17	224	40	1	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
FinalVolume:	185	53	11	0	108	0	81	17	224	40	1	0
PCE Module:												
AutoPCE:	185	53	11	0	108	0	81	17	224	40	1	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	185	53	11	0	108	0	81	17	224	40	1	0
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	97			226			149			318		
MaxVolume:	1147			1078			1120			1028		
PedVolume:	0			0			0			0		
AdjMaxVol:	1147			1078			1120			1028		
ApproachVol:	249			108			321			42		
ApproachV/C:	0.22			0.10			0.29			0.04		
ApproachDel:	4.0			3.7			4.5			3.6		
ApproachLOS:	A			A			A			A		
Queue:	0.8			0.3			1.2			0.1		

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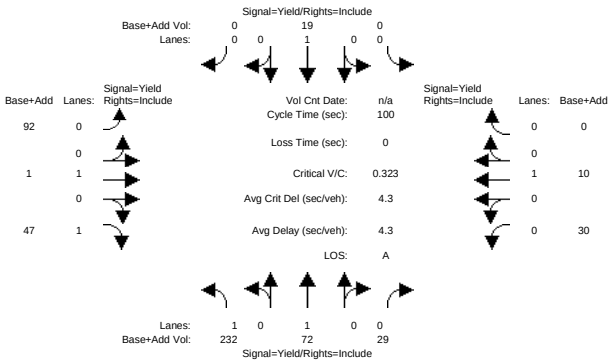
Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	158	65	24	0	15	0	92	0	39	30	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:	158	65	24	0	15	0	92	0	39	30	0	0
Added Vol:	74	7	5	0	4	0	0	1	8	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	72	29	0	19	0	92	1	47	30	10	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:	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:	258	80	32	0	21	0	102	1	52	33	11	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	80	32	0	21	0	102	1	52	33	11	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
FinalVolume:	258	80	32	0	21	0	102	1	52	33	11	0
PCE Module:												
AutoPCE:	258	80	32	0	21	0	102	1	52	33	11	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	258	80	32	0	21	0	102	1	52	33	11	0
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	103			302			54			440		
MaxVolume:	1144			1037			1171			962		
PedVolume:	0			0			0			0		
AdjMaxVol:	1144			1037			1171			962		
ApproachVol:	370			21			156			44		
ApproachV/C:	0.32			0.02			0.13			0.05		
ApproachDel:	4.6			3.5			3.5			3.9		
ApproachLOS:	A			A			A			A		
Queue:	1.4			0.1			0.5			0.1		

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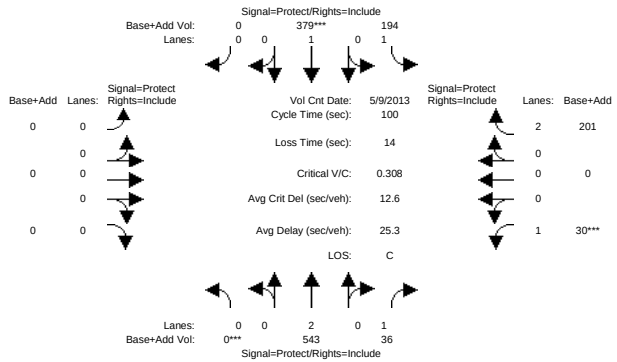
Intersection #33: Mission Bay/7th



Street Name:	7th Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	36	36	14	61	0	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	0	538	30	109	336	0	0	0	0	29	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	538	30	109	336	0	0	0	0	29	0	188
Added Vol:	0	5	6	85	43	0	0	0	0	1	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	543	36	194	379	0	0	0	0	30	0	201
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:	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	567	38	203	396	0	0	0	0	31	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	567	38	203	396	0	0	0	0	31	0	210
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	567	38	203	396	0	0	0	0	31	0	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.81	0.57	0.81	0.85	1.00	1.00	1.00	1.00	0.81	1.00	0.53
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3079	1079	1539	1620	0	0	0	0	1539	0	2000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.03	0.13	0.24	0.00	0.00	0.00	0.00	0.02	0.00	0.10
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.44	0.44	0.17	0.61	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.42	0.08	0.77	0.40	0.00	0.00	0.00	0.00	0.08	0.00	0.42
Uniform Del:	0.0	19.3	16.3	39.6	10.1	0.0	0.0	0.0	0.0	28.7	0.0	31.4
IncremntDel:	0.0	1.0	0.3	19.3	1.2	0.0	0.0	0.0	0.0	0.4	0.0	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	20.2	16.6	58.9	11.3	0.0	0.0	0.0	0.0	29.1	0.0	34.0
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	20.2	16.6	58.9	11.3	0.0	0.0	0.0	0.0	29.1	0.0	34.0
LOS by Move:	A	C	B	E	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	1	8	6	0	0	0	0	1	0	3

Note: Queue reported is the number of cars per lane.

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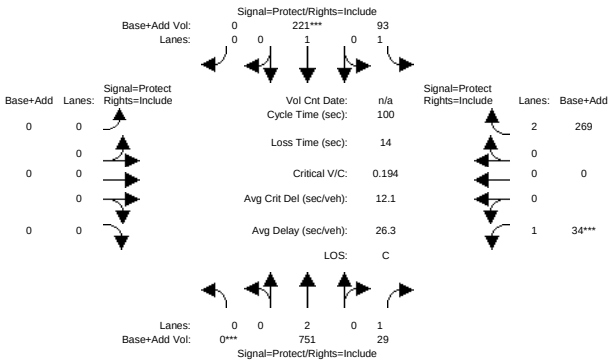
Intersection #33: Mission Bay/7th



Street Name:	7th Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	36	36	14	61	0	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	714	29	85	217	0	0	0	0	26	0	193
Growth Adj:	1.00	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	714	29	85	217	0	0	0	0	26	0	193
Added Vol:	0	37	0	8	4	0	0	0	0	8	0	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	751	29	93	221	0	0	0	0	34	0	269
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:	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:	0	791	31	98	233	0	0	0	0	36	0	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	791	31	98	233	0	0	0	0	36	0	283
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	791	31	98	233	0	0	0	0	36	0	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.81	0.41	0.81	0.85	1.00	1.00	1.00	1.00	0.81	1.00	0.42
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3079	784	1539	1620	0	0	0	0	1539	0	1580
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.04	0.06	0.14	0.00	0.00	0.00	0.00	0.02	0.00	0.18
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.44	0.44	0.17	0.61	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.58	0.09	0.37	0.24	0.00	0.00	0.00	0.00	0.09	0.00	0.72
Uniform Del:	0.0	21.2	16.4	36.7	8.9	0.0	0.0	0.0	0.0	28.8	0.0	34.3
IncremntDel:	0.0	1.9	0.5	4.0	0.6	0.0	0.0	0.0	0.0	0.5	0.0	10.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	23.0	16.9	40.7	9.4	0.0	0.0	0.0	0.0	29.3	0.0	44.9
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	23.0	16.9	40.7	9.4	0.0	0.0	0.0	0.0	29.3	0.0	44.9
LOS by Move:	A	C	B	D	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	10	1	3	3	0	0	0	0	1	0	6

Note: Queue reported is the number of cars per lane.

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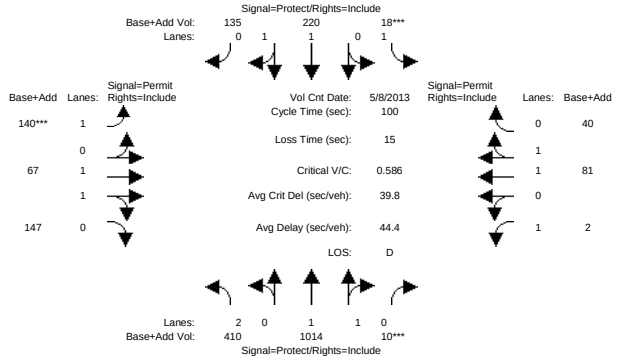
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Plus MB Phase One AM

Intersection #34: 16th/3rd




```
Street Name:            3rd Street                      16th Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   14   38   38    12   36   36    35   35   35    35   35   35
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   5.5  5.5  5.5   5.5  5.5  5.5
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am
Base Vol:     370 1014   10    18  214   74   130   67  146     2   81   40
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  370 1014   10    18  214   74   130   67  146     2   81   40
Added Vol:     40    0    0     0    6   61    10    0    1     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  410 1014   10    18  220  135   140   67  147     2   81   40
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:     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:   426 1054   10    19  229  140   146   70  153     2   84   42
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  426 1054   10    19  229  140   146   70  153     2   84   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
FinalVolume:  426 1054   10    19  229  140   146   70  153     2   84   42
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.79 0.81 0.81  0.81 0.76 0.75  0.55 0.68 0.66  0.50 0.72 0.71
Lanes:       2.00 1.98 0.02  1.00 1.23 0.77  1.00 1.00 1.00  1.00 1.33 0.67
Final Sat.:  2987 3046   30  1539 1788 1097  1042 1295 1256   951 1827  902
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.35 0.35  0.01 0.13 0.13  0.14 0.05 0.12  0.00 0.05 0.05
Crit Moves:           ****  ****            ****
Green/Cycle: 0.14 0.38 0.38  0.12 0.36 0.36  0.35 0.35 0.35  0.35 0.35 0.35
Volume/Cap:  1.02 0.91 0.91  0.10 0.36 0.36  0.40 0.15 0.35  0.01 0.13 0.13
Uniform Del: 43.0 29.4 29.4  39.2 23.5 23.5  24.6 22.3 24.0  21.2 22.1 22.1
IncremntDel: 49.0 12.1 12.1   1.1  1.0  1.0   3.2  0.2  1.5   0.0  0.3  0.3
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   92.0 41.5 41.5  40.3 24.4 24.4  27.8 22.6 25.5  21.2 22.4 22.4
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:  92.0 41.5 41.5  40.3 24.4 24.4  27.8 22.6 25.5  21.2 22.4 22.4
LOS by Move:    F    D    D     D    C    C     C    C    C     C    C    C
HCM2kAvgQ:      8   16   16     1    5    4     3    2    4     0    1    1
Note: Queue reported is the number of cars per lane.
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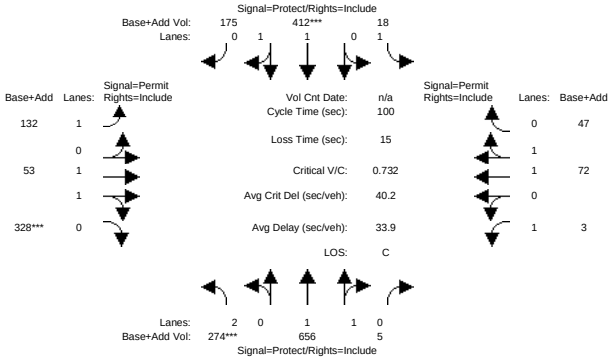
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Plus MB Phase One PM

Intersection #34: 16th/3rd




```
Street Name:            3rd Street                      16th Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   14   38   38    12   36   36    35   35   35    35   35   35
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   5.5  5.5  5.5   5.5  5.5  5.5
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     271  654    5    18  371  147    79   53  319     3   72   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:  271  654    5    18  371  147    79   53  319     3   72   47
Added Vol:      3    2    0     0   41   28    53    0    9     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  274  656    5    18  412  175   132   53  328     3   72   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:     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:   295  705    5    19  443  188   142   57  353     3   77   51
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  295  705    5    19  443  188   142   57  353     3   77   51
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:  295  705    5    19  443  188   142   57  353     3   77   51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.79 0.81 0.81  0.81 0.77 0.75  0.53 0.66 0.61  0.37 0.71 0.69
Lanes:       2.00 1.98 0.02  1.00 1.39 0.61  1.00 1.00 1.00  1.00 1.19 0.81
Final Sat.:  2987 3053   23  1539 2046  869  1002 1257 1150   700 1617 1056
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.23 0.23  0.01 0.22 0.22  0.14 0.05 0.31  0.00 0.05 0.05
Crit Moves:  ****            ****            ****
Green/Cycle: 0.14 0.38 0.38  0.12 0.36 0.36  0.35 0.35 0.35  0.35 0.35 0.35
Volume/Cap:  0.70 0.61 0.61  0.10 0.60 0.60  0.40 0.13 0.88  0.01 0.14 0.14
Uniform Del: 41.0 25.0 25.0  39.2 26.1 26.1  24.6 22.1 30.5  21.2 22.2 22.2
IncremntDel:  9.6  2.4  2.4   1.1  2.6  2.6   3.4  0.1 20.0   0.1  0.3  0.3
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   50.6 27.4 27.4  40.4 28.7 28.7  28.1 22.2 50.5  21.3 22.5 22.5
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:  50.6 27.4 27.4  40.4 28.7 28.7  28.1 22.2 50.5  21.3 22.5 22.5
LOS by Move:    D    C    C     D    C    C     C    C    D     C    C    C
HCM2kAvgQ:      5    9    9     1    9    9     3    1   13     0    1    1
Note: Queue reported is the number of cars per lane.
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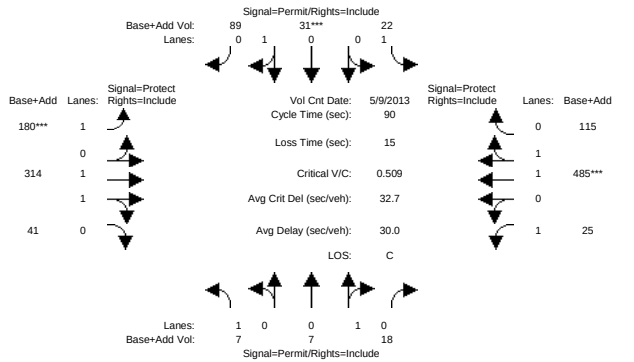
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Plus MB Phase One AM

Intersection #35: 16th/4th



Street Name:	4th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	30	30	30	17	30	30	15	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	4	2	17	22	3	87	107	304	22	21	416	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	2	17	22	3	87	107	304	22	21	416	87
Added Vol:	3	5	1	0	28	2	73	10	19	4	69	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	7	18	22	31	89	180	314	41	25	485	115
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:	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:	7	7	19	23	33	93	189	330	43	26	509	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	7	19	23	33	93	189	330	43	26	509	121
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	7	7	19	23	33	93	189	330	43	26	509	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	0.76	0.74	0.61	0.76	0.73	0.81	0.75	0.74	0.81	0.79	0.77
Lanes:	1.00	0.27	0.73	1.00	0.25	0.75	1.00	1.77	0.23	1.00	1.61	0.39
Final Sat.:	1048	395	1016	1158	363	1042	1539	2507	327	1539	2409	571
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.09	0.09	0.12	0.13	0.13	0.02	0.21	0.21
Crit Moves:					****		****				****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.19	0.33	0.33	0.17	0.31	0.31
Volume/Cap:	0.02	0.06	0.06	0.06	0.27	0.27	0.65	0.39	0.39	0.10	0.68	0.68
Uniform Del:	20.1	20.4	20.4	20.4	22.0	22.0	33.8	23.0	23.0	31.8	27.1	27.1
IncremntDel:	0.1	0.2	0.2	0.3	1.4	1.4	10.8	1.2	1.2	0.8	4.0	4.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	20.3	20.6	20.6	20.7	23.4	23.4	44.5	24.3	24.3	32.6	31.1	31.1
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:	20.3	20.6	20.6	20.7	23.4	23.4	44.5	24.3	24.3	32.6	31.1	31.1
LOS by Move:	C	C	C	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	0	1	1	0	3	3	5	4	4	1	9	9

Note: Queue reported is the number of cars per lane.

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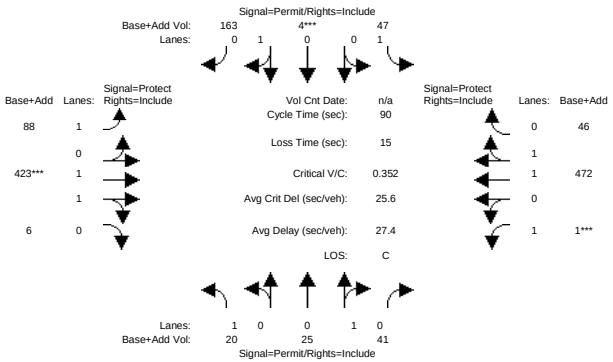
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Plus MB Phase One PM

Intersection #35: 16th/4th



Street Name:	4th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	30	30	30	15	50	50	15	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	8	1	35	46	1	143	83	368	4	1	444	44
Growth Adj:	1.00	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	1	35	46	1	143	83	368	4	1	444	44
Added Vol:	12	24	6	1	3	20	5	55	2	0	28	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	25	41	47	4	163	88	423	6	1	472	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:	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:	22	27	45	52	4	179	97	465	7	1	519	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	27	45	52	4	179	97	465	7	1	519	51
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	22	27	45	52	4	179	97	465	7	1	519	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.77	0.75	0.57	0.73	0.69	0.81	0.76	0.76	0.81	0.80	0.80
Lanes:	1.00	0.37	0.63	1.00	0.02	0.98	1.00	1.97	0.03	1.00	1.82	0.18
Final Sat.:	853	545	893	1092	31	1280	1539	2840	40	1539	2768	270
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.05	0.14	0.14	0.06	0.16	0.16	0.00	0.19	0.19
Crit Moves:					****			****			****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.20	0.45	0.45	0.14	0.39	0.39
Volume/Cap:	0.09	0.18	0.18	0.17	0.51	0.51	0.32	0.36	0.36	0.01	0.48	0.48
Uniform Del:	29.9	30.6	30.6	30.5	33.8	33.8	37.8	19.6	19.6	41.1	24.9	24.9
IncremntDel:	0.8	1.0	1.0	1.3	5.2	5.2	2.8	0.8	0.8	0.0	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	30.7	31.7	31.7	31.8	39.0	39.0	40.6	20.3	20.3	41.1	26.2	26.2
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:	30.7	31.7	31.7	31.8	39.0	39.0	40.6	20.3	20.3	41.1	26.2	26.2
LOS by Move:	C	C	C	C	D	D	D	C	C	D	C	C
HCM2kAvgQ:	1	2	2	1	6	6	3	5	5	0	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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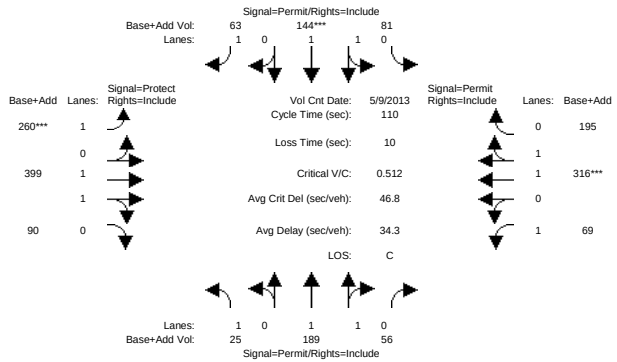
Intersection #36: 16th/Owens



Street Name: Owens St 16th St

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	20	55	55	35	35	35
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	17	150	16	80	58	63	249	337	5	10	311	186
Growth Adj:	1.00	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	150	16	80	58	63	249	337	5	10	311	186
Added Vol:	8	39	40	1	86	0	11	62	85	59	5	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	189	56	81	144	63	260	399	90	69	316	195
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:	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:	26	199	59	85	152	66	274	420	95	73	333	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	199	59	85	152	66	274	420	95	73	333	205
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	26	199	59	85	152	66	274	420	95	73	333	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.78	0.78	0.61	0.62	0.70	0.81	0.74	0.73	0.31	0.76	0.75
Lanes:	1.00	1.54	0.46	0.72	1.28	1.00	1.00	1.63	0.37	1.00	1.23	0.77
Final Sat.:	911	2290	679	840	1493	1327	1539	2287	516	593	1783	1100
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.10	0.10	0.05	0.18	0.18	0.18	0.12	0.19	0.19
Crit Moves:					****			****			****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.18	0.50	0.50	0.32	0.32	0.32
Volume/Cap:	0.07	0.21	0.21	0.25	0.25	0.12	0.98	0.37	0.37	0.38	0.59	0.59
Uniform Del:	19.8	21.0	21.0	21.4	21.4	20.2	44.8	16.8	16.8	29.1	31.4	31.4
IncremntDel:	0.4	0.4	0.4	0.6	0.6	0.5	48.5	0.7	0.7	5.8	2.7	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	20.1	21.4	21.4	22.0	22.0	20.7	93.2	17.6	17.6	35.0	34.2	34.2
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:	20.1	21.4	21.4	22.0	22.0	20.7	93.2	17.6	17.6	35.0	34.2	34.2
LOS by Move:	C	C	C	C	C	C	F	B	B	C	C	C
HCM2kAvgQ:	1	3	3	3	3	1	12	6	6	2	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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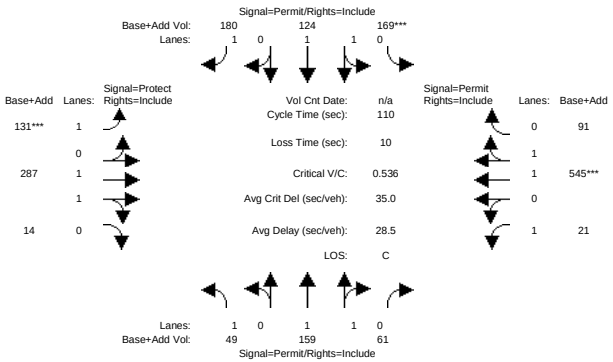
Intersection #36: 16th/Owens



Street Name: Owens St 16th St

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	20	55	55	35	35	35
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	10	105	11	162	90	177	130	282	5	5	501	90
Growth Adj:	1.00	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	105	11	162	90	177	130	282	5	5	501	90
Added Vol:	39	54	50	7	34	3	1	5	9	16	44	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	159	61	169	124	180	131	287	14	21	545	91
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:	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:	52	167	64	178	131	189	138	302	15	22	574	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	167	64	178	131	189	138	302	15	22	574	96
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	52	167	64	178	131	189	138	302	15	22	574	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.78	0.76	0.53	0.55	0.66	0.81	0.75	0.75	0.42	0.79	0.78
Lanes:	1.00	1.44	0.56	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.71	0.29
Final Sat.:	805	2117	812	1014	1045	1259	1539	2733	133	792	2577	430
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.18	0.12	0.15	0.09	0.11	0.11	0.03	0.22	0.22
Crit Moves:					****			****			****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.18	0.50	0.50	0.32	0.32	0.32
Volume/Cap:	0.16	0.19	0.19	0.43	0.31	0.37	0.49	0.22	0.22	0.09	0.70	0.70
Uniform Del:	20.5	20.9	20.9	23.3	21.9	22.6	40.4	15.5	15.5	26.3	32.9	32.9
IncremntDel:	1.0	0.4	0.4	1.9	0.8	2.0	6.1	0.4	0.4	0.7	4.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	21.5	21.2	21.2	25.2	22.7	24.6	46.5	15.8	15.8	27.0	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:	21.5	21.2	21.2	25.2	22.7	24.6	46.5	15.8	15.8	27.0	37.1	37.1
LOS by Move:	C	C	C	C	C	C	D	B	B	C	D	D
HCM2kAvgQ:	1	3	3	5	3	5	4	3	3	1	11	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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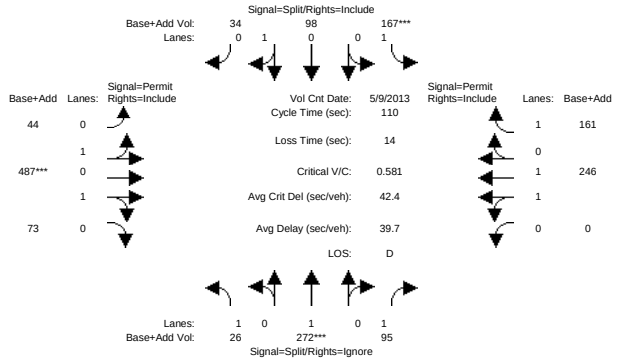
Intersection #37: 16th/7th



Street Name:	7th Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	30	30	30	31	31	31	34	34	34	34	34	65
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	26	272	95	124	98	34	38	372	73	0	237	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	272	95	124	98	34	38	372	73	0	237	156
Added Vol:	0	0	0	43	0	0	6	115	0	0	9	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	272	95	167	98	34	44	487	73	0	246	161
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	27	278	0	170	100	35	45	497	74	0	251	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	278	0	170	100	35	45	497	74	0	251	164
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
FinalVolume:	27	278	0	170	100	35	45	497	74	0	251	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	1.00	0.81	0.72	0.70	0.67	0.67	0.67	0.95	0.81	0.68
Lanes:	1.00	1.00	1.00	1.00	0.74	0.26	0.15	1.61	0.24	0.00	2.00	1.00
Final Sat.:	1539	1620	1900	1539	1007	349	186	2059	309	0	3079	1291
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.00	0.11	0.10	0.10	0.24	0.24	0.24	0.00	0.08	0.13
Crit Moves:		****		****				****				
Green/Cycle:	0.28	0.28	0.00	0.22	0.22	0.22	0.40	0.40	0.40	0.00	0.40	0.40
Volume/Cap:	0.06	0.61	0.00	0.50	0.45	0.45	0.61	0.61	0.61	0.00	0.21	0.32
Uniform Del:	36.8	43.6	0.0	47.7	47.1	47.1	33.6	33.6	33.6	0.0	27.7	29.2
IncremntDel:	0.3	5.9	0.0	5.2	4.8	4.8	2.7	2.7	2.7	0.0	0.4	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	37.0	49.5	0.0	52.9	51.9	51.9	36.3	36.3	36.3	0.0	28.1	30.8
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:	37.0	49.5	0.0	52.9	51.9	51.9	36.3	36.3	36.3	0.0	28.1	30.8
LOS by Move:	D	D	A	D	D	D	D	D	D	A	C	C
HCM2kAvgQ:	1	11	0	7	5	5	11	12	11	0	4	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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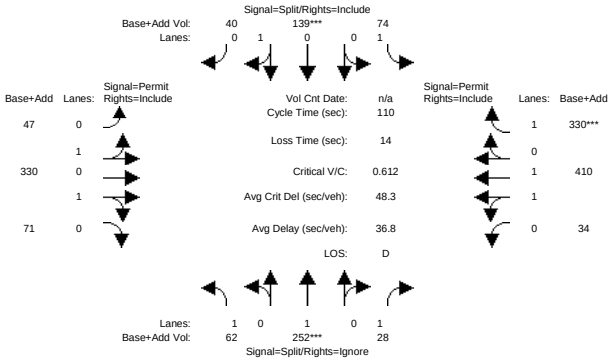
Intersection #37: 16th/7th



Street Name:	7th Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	30	30	30	31	31	31	34	34	34	34	34	65
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0
Volume Module:												
Base Vol:	62	252	28	70	139	35	47	319	71	34	361	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	252	28	70	139	35	47	319	71	34	361	293
Added Vol:	0	0	0	4	0	5	0	11	0	0	49	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	252	28	74	139	40	47	330	71	34	410	330
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	63	257	0	76	142	41	48	337	72	35	418	337
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	257	0	76	142	41	48	337	72	35	418	337
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
FinalVolume:	63	257	0	76	142	41	48	337	72	35	418	337
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	1.00	0.81	0.72	0.71	0.63	0.63	0.62	0.71	0.71	0.69
Lanes:	1.00	1.00	1.00	1.00	0.77	0.23	0.21	1.47	0.32	0.15	1.85	1.00
Final Sat.:	1539	1620	1900	1539	1061	305	250	1757	378	207	2499	1303
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.00	0.05	0.13	0.13	0.19	0.19	0.19	0.17	0.17	0.26
Crit Moves:		****			****							****
Green/Cycle:	0.21	0.21	0.00	0.22	0.22	0.22	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.19	0.74	0.00	0.22	0.60	0.60	0.41	0.41	0.41	0.36	0.36	0.56
Uniform Del:	45.1	51.4	0.0	44.6	49.0	49.0	24.9	24.9	24.9	24.1	24.1	27.1
IncremntDel:	1.3	13.3	0.0	1.5	8.6	8.6	1.1	1.1	1.1	0.8	0.8	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	46.4	64.6	0.0	46.1	57.6	57.6	26.0	26.0	26.0	24.9	24.9	30.8
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:	46.4	64.6	0.0	46.1	57.6	57.6	26.0	26.0	26.0	24.9	24.9	30.8
LOS by Move:	D	E	A	D	E	E	C	C	C	C	C	C
HCM2kAvgQ:	2	12	0	3	8	8	7	7	7	6	6	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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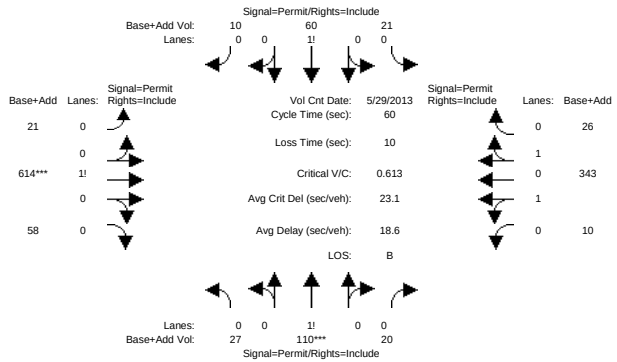
Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	22	22	22	22	22	22	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 29 May 2013 << 7:00-8:45am												
Base Vol:	27	110	16	17	60	10	21	558	58	9	337	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:	27	110	16	17	60	10	21	558	58	9	337	25
Added Vol:	0	0	4	4	0	0	0	56	0	1	6	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	110	20	21	60	10	21	614	58	10	343	26
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:	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:	30	121	22	23	66	11	23	675	64	11	377	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	121	22	23	66	11	23	675	64	11	377	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
FinalVolume:	30	121	22	23	66	11	23	675	64	11	377	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.91	0.91	0.91	0.97	0.97	0.97	0.88	0.88	0.88
Lanes:	0.17	0.70	0.13	0.23	0.66	0.11	0.03	0.89	0.08	0.05	1.81	0.14
Final Sat.:	303	1235	225	397	1135	189	56	1635	154	88	3014	229
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.06	0.06	0.06	0.41	0.41	0.41	0.13	0.13	0.13
Crit Moves:		****						****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.27	0.27	0.27	0.16	0.16	0.16	0.88	0.88	0.88	0.27	0.27	0.27
Uniform Del:	13.3	13.3	13.3	12.8	12.8	12.8	14.5	14.5	14.5	9.8	9.8	9.8
IncremntDel:	0.2	0.2	0.2	0.1	0.1	0.1	10.8	10.8	10.8	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.6	13.6	13.6	12.9	12.9	12.9	25.3	25.3	25.3	9.8	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:	13.6	13.6	13.6	12.9	12.9	12.9	25.3	25.3	25.3	9.8	9.8	9.8
LOS by Move:	B	B	B	B	B	B	C	C	C	A	A	A
HCM2kAvgQ:	2	2	2	1	1	1	12	12	12	3	3	3

Note: Queue reported is the number of cars per lane.

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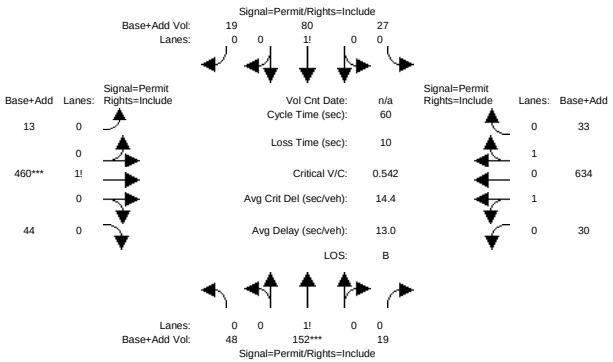
Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	22	22	22	22	22	22	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	48	152	19	27	80	19	13	455	44	24	602	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	152	19	27	80	19	13	455	44	24	602	30
Added Vol:	0	0	0	0	0	0	0	5	0	6	32	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	152	19	27	80	19	13	460	44	30	634	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:	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:	53	167	21	30	88	21	14	505	48	33	697	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	167	21	30	88	21	14	505	48	33	697	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
FinalVolume:	53	167	21	30	88	21	14	505	48	33	697	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.89	0.89	0.89	0.96	0.96	0.96	0.86	0.86	0.86
Lanes:	0.22	0.69	0.09	0.21	0.64	0.15	0.03	0.89	0.08	0.09	1.82	0.09
Final Sat.:	374	1184	148	362	1072	255	46	1627	156	141	2984	155
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.08	0.08	0.08	0.31	0.31	0.31	0.23	0.23	0.23
Crit Moves:		****						****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.38	0.38	0.38	0.22	0.22	0.22	0.67	0.67	0.67	0.50	0.50	0.50
Uniform Del:	14.0	14.0	14.0	13.1	13.1	13.1	12.4	12.4	12.4	11.1	11.1	11.1
IncremntDel:	0.4	0.4	0.4	0.2	0.2	0.2	2.0	2.0	2.0	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.4	14.4	14.4	13.3	13.3	13.3	14.4	14.4	14.4	11.4	11.4	11.4
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:	14.4	14.4	14.4	13.3	13.3	13.3	14.4	14.4	14.4	11.4	11.4	11.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	2	2	2	8	8	8	6	6	6

Note: Queue reported is the number of cars per lane.

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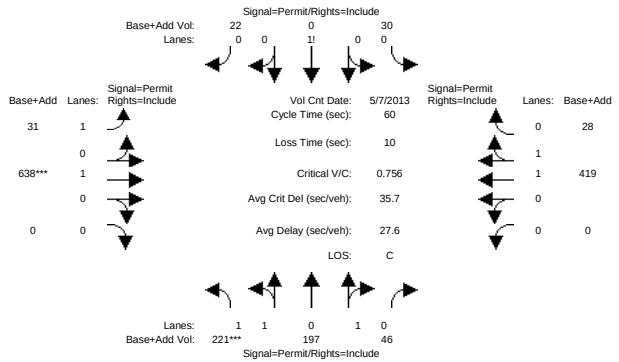
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Plus MB Phase One AM

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:45am												
Base Vol:	221	197	42	26	0	22	31	591	0	0	414	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:	221	197	42	26	0	22	31	591	0	0	414	27
Added Vol:	0	0	4	4	0	0	0	47	0	0	5	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	197	46	30	0	22	31	638	0	0	419	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:	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:	238	212	49	32	0	24	33	686	0	0	451	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	212	49	32	0	24	33	686	0	0	451	30
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	238	212	49	32	0	24	33	686	0	0	451	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.61	0.60	0.53	1.00	0.54	0.41	0.75	1.00	1.00	0.75	0.75
Lanes:	1.46	1.25	0.29	0.58	0.00	0.42	1.00	1.00	0.00	0.00	1.87	0.13
Final Sat.:	1624	1448	338	588	0	431	773	1418	0	0	2681	179
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.05	0.00	0.05	0.04	0.48	0.00	0.00	0.17	0.17
Crit Moves:	****							****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.42	0.42	0.42	0.16	0.00	0.16	0.09	1.00	0.00	0.00	0.35	0.35
Uniform Del:	14.8	14.8	14.8	13.4	0.0	13.4	8.4	15.5	0.0	0.0	9.6	9.6
IncremntDel:	1.1	1.1	1.1	0.9	0.0	0.9	0.5	34.6	0.0	0.0	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.9	15.9	15.9	14.3	0.0	14.3	8.8	50.1	0.0	0.0	10.3	10.3
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:	15.9	15.9	15.9	14.3	0.0	14.3	8.8	50.1	0.0	0.0	10.3	10.3
LOS by Move:	B	B	B	B	A	B	A	D	A	A	B	B
HCM2kAvgQ:	3	3	3	1	0	1	0	14	0	0	3	3

Note: Queue reported is the number of cars per lane.

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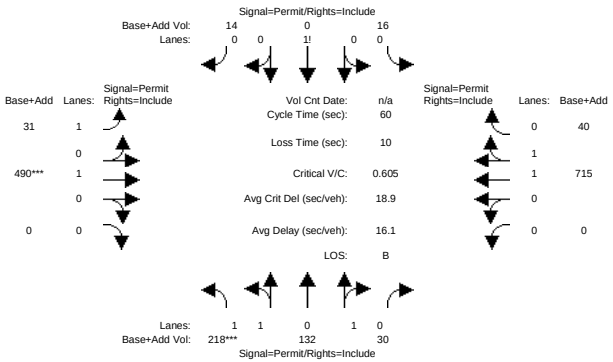
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Plus MB Phase One PM

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	218	132	30	16	0	14	31	486	0	0	686	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:	218	132	30	16	0	14	31	486	0	0	686	37
Added Vol:	0	0	0	0	0	0	0	4	0	0	29	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	132	30	16	0	14	31	490	0	0	715	40
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:	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:	240	145	33	18	0	15	34	538	0	0	786	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	145	33	18	0	15	34	538	0	0	786	44
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	240	145	33	18	0	15	34	538	0	0	786	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.60	0.60	0.58	1.00	0.58	0.25	0.75	1.00	1.00	0.75	0.75
Lanes:	1.75	1.02	0.23	0.54	0.00	0.46	1.00	1.00	0.00	0.00	1.89	0.11
Final Sat.:	1931	1169	266	588	0	515	475	1418	0	0	2711	152
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.03	0.00	0.03	0.07	0.38	0.00	0.00	0.29	0.29
Crit Moves:	****							****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.35	0.35	0.35	0.09	0.00	0.09	0.15	0.79	0.00	0.00	0.60	0.60
Uniform Del:	14.5	14.5	14.5	13.1	0.0	13.1	8.6	12.9	0.0	0.0	11.3	11.3
IncremntDel:	0.8	0.8	0.8	0.4	0.0	0.4	1.4	8.8	0.0	0.0	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.3	15.3	15.3	13.5	0.0	13.5	10.0	21.7	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:	15.3	15.3	15.3	13.5	0.0	13.5	10.0	21.7	0.0	0.0	13.2	13.2
LOS by Move:	B	B	B	B	A	B	A	C	A	A	B	B
HCM2kAvgQ:	2	2	2	0	0	0	0	8	0	0	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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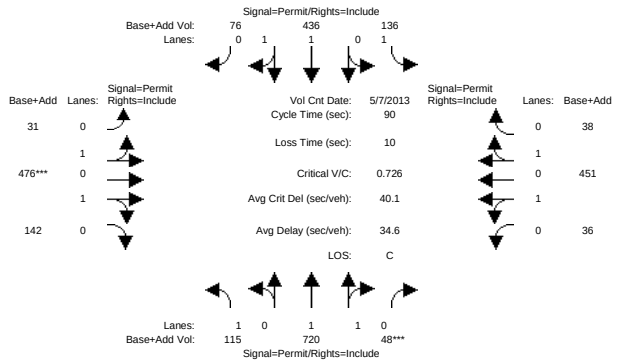
Intersection #40: 16th/Potrero



Street Name:	Potrero Ave						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	54	0	54	54	0	54	0	26	0	0	26	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:30am												
Base Vol:	115	720	48	130	436	76	31	435	142	36	447	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:	115	720	48	130	436	76	31	435	142	36	447	37
Added Vol:	0	0	0	6	0	0	0	41	0	0	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	720	48	136	436	76	31	476	142	36	451	38
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:	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:	119	742	49	140	449	78	32	491	146	37	465	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	742	49	140	449	78	32	491	146	37	465	39
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	119	742	49	140	449	78	32	491	146	37	465	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.59	0.72	0.25	0.58	0.70	0.65	0.58	0.64	0.59	0.53	0.59
Lanes:	1.00	1.90	0.10	1.00	1.75	0.25	0.09	1.50	0.41	0.12	1.75	0.13
Final Sat.:	644	2116	141	469	1925	336	108	1666	497	139	1745	147
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.35	0.30	0.23	0.23	0.29	0.29	0.29	0.27	0.27	0.27
Crit Moves:			****					****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.31	0.58	0.58	0.50	0.39	0.39	1.02	1.02	1.02	0.92	0.92	0.92
Uniform Del:	8.8	11.1	11.1	10.3	9.4	9.4	32.0	32.0	32.0	31.0	31.0	31.0
IncremntDel:	2.0	1.9	1.9	6.2	0.8	0.8	40.2	40.2	40.2	22.2	22.2	22.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	10.9	12.9	12.9	16.4	10.2	10.2	72.2	72.2	72.2	53.2	53.2	53.2
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:	10.9	12.9	12.9	16.4	10.2	10.2	72.2	72.2	72.2	53.2	53.2	53.2
LOS by Move:	B	B	B	B	B	B	E	E	E	D	D	D
HCM2kAvgQ:	2	8	9	3	4	5	17	16	17	11	10	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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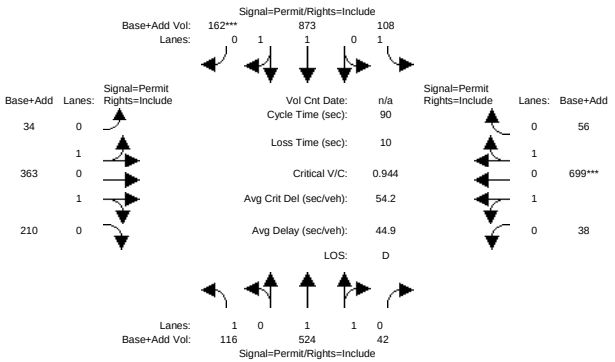
Intersection #40: 16th/Potrero



Street Name:	Potrero Ave						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	50	0	50	50	0	50	0	30	0	0	30	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	116	524	42	108	873	162	34	359	210	38	674	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	524	42	108	873	162	34	359	210	38	674	52
Added Vol:	0	0	0	0	0	0	0	4	0	0	25	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	524	42	108	873	162	34	363	210	38	699	56
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:	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:	120	540	43	111	900	167	35	374	216	39	721	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	540	43	111	900	167	35	374	216	39	721	58
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	120	540	43	111	900	167	35	374	216	39	721	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.59	0.72	0.31	0.58	0.70	0.56	0.50	0.55	0.65	0.58	0.65
Lanes:	1.00	1.88	0.12	1.00	1.73	0.27	0.10	1.24	0.66	0.09	1.78	0.13
Final Sat.:	307	2090	168	588	1904	353	111	1185	686	107	1967	158
Capacity Analysis Module:												
Vol/Sat:	0.39	0.26	0.26	0.19	0.47	0.47	0.32	0.32	0.32	0.37	0.37	0.37
Crit Moves:						****					****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.70	0.47	0.47	0.34	0.85	0.85	0.95	0.95	0.95	1.10	1.10	1.10
Uniform Del:	14.6	12.0	12.0	11.0	16.9	16.9	29.2	29.2	29.2	30.0	30.0	30.0
IncremntDel:	21.3	1.2	1.2	2.8	7.4	7.4	24.2	24.2	24.2	63.4	63.4	63.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	35.9	13.2	13.2	13.8	24.2	24.2	53.4	53.4	53.4	93.4	93.4	93.4
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:	35.9	13.2	13.2	13.8	24.2	24.2	53.4	53.4	53.4	93.4	93.4	93.4
LOS by Move:	D	B	B	B	C	C	D	D	D	F	F	F
HCM2kAvgQ:	4	5	6	2	16	18	14	13	14	21	18	21

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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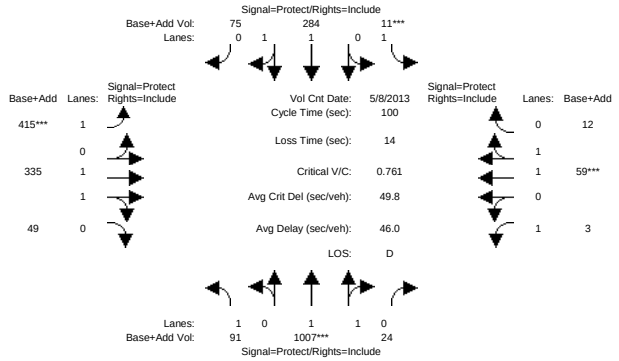
Intersection #41: Mariposa/3rd



Street Name: 3rd Street Mariposa Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	39	39	10	25	25	35	18	18	15	8	8
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 8 May 2013 << 7:00-8:45am												
Base Vol:	73	977	24	11	282	70	405	335	47	3	59	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	977	24	11	282	70	405	335	47	3	59	12
Added Vol:	18	30	0	0	2	5	10	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1007	24	11	284	75	415	335	49	3	59	12
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:	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:	94	1040	25	11	293	77	429	346	51	3	61	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1040	25	11	293	77	429	346	51	3	61	12
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	94	1040	25	11	293	77	429	346	51	3	61	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.80	0.81	0.78	0.76	0.81	0.75	0.74	0.81	0.79	0.78
Lanes:	1.00	1.95	0.05	1.00	1.58	0.42	1.00	1.74	0.26	1.00	1.66	0.34
Final Sat.:	1539	2968	71	1539	2329	615	1539	2467	361	1539	2488	506
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.01	0.13	0.13	0.28	0.14	0.14	0.00	0.02	0.02
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.37	0.37	0.09	0.26	0.26	0.33	0.22	0.22	0.18	0.08	0.08
Volume/Cap:	0.30	0.95	0.95	0.08	0.49	0.49	0.84	0.63	0.63	0.01	0.32	0.32
Uniform Del:	35.6	32.6	32.6	43.8	33.5	33.5	33.0	37.4	37.4	35.3	46.4	46.4
IncremntDel:	2.4	17.7	17.7	1.0	2.3	2.3	15.6	4.8	4.8	0.1	3.8	3.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	38.0	50.3	50.3	44.8	35.8	35.8	48.6	42.2	42.2	35.4	50.2	50.2
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:	38.0	50.3	50.3	44.8	35.8	35.8	48.6	42.2	42.2	35.4	50.2	50.2
LOS by Move:	D	D	D	D	D	D	D	D	D	D	D	D
HCM2kAvgQ:	3	23	23	0	6	5	14	6	6	0	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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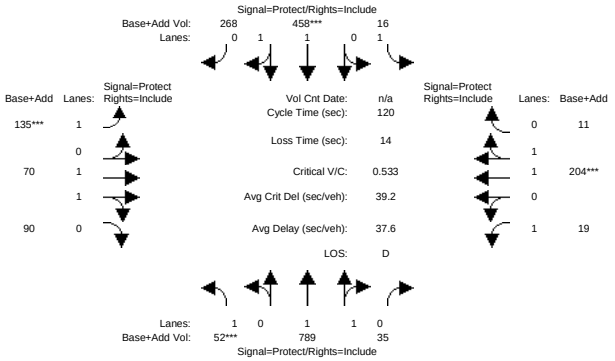
Intersection #41: Mariposa/3rd



Street Name: 3rd Street Mariposa Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	48	48	48	12	46	46	23	23	23	23	23
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	50	787	35	16	434	242	132	70	79	19	204	11
Growth Adj:	1.00	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	787	35	16	434	242	132	70	79	19	204	11
Added Vol:	2	2	0	0	24	26	3	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	789	35	16	458	268	135	70	90	19	204	11
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:	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:	55	831	37	17	482	282	142	74	95	20	215	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	831	37	17	482	282	142	74	95	20	215	12
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	55	831	37	17	482	282	142	74	95	20	215	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.79	0.81	0.76	0.73	0.81	0.70	0.65	0.81	0.80	0.79
Lanes:	1.00	1.91	0.09	1.00	1.25	0.75	1.00	1.00	1.00	1.00	1.90	0.10
Final Sat.:	1539	2901	129	1539	1793	1049	1539	1322	1243	1539	2896	156
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.01	0.27	0.27	0.09	0.06	0.08	0.01	0.07	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.40	0.40	0.10	0.38	0.38	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.30	0.72	0.72	0.11	0.70	0.70	0.48	0.29	0.40	0.07	0.39	0.39
Uniform Del:	48.5	30.3	30.3	49.1	31.2	31.2	43.2	41.5	42.4	39.7	42.3	42.3
IncremntDel:	4.3	3.6	3.6	1.4	3.8	3.8	5.5	1.3	2.8	0.4	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	52.9	33.9	33.9	50.6	35.0	35.0	48.7	42.8	45.2	40.2	44.3	44.3
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:	52.9	33.9	33.9	50.6	35.0	35.0	48.7	42.8	45.2	40.2	44.3	44.3
LOS by Move:	D	C	C	C	D	C	C	D	D	D	D	D
HCM2kAvgQ:	2	15	15	1	13	13	5	2	3	1	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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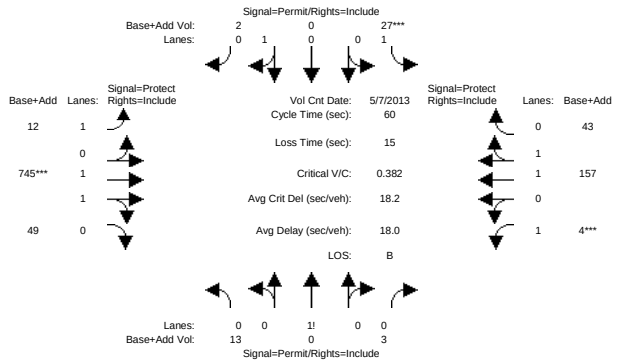
Intersection #42: Mariposa/4th



Street Name: 4th Street Mariposa Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	15	15	15	15	15	15	30	30	15	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 7 May 2013 << 7:00-8:45am												
Base Vol:	13	0	3	24	0	0	0	735	49	4	148	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:	13	0	3	24	0	0	0	735	49	4	148	29
Added Vol:	0	0	0	3	0	2	12	10	0	0	9	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	0	3	27	0	2	12	745	49	4	157	43
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:	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:	14	0	3	28	0	2	13	784	52	4	165	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	3	28	0	2	13	784	52	4	165	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
FinalVolume:	14	0	3	28	0	2	13	784	52	4	165	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	1.00	0.68	0.64	1.00	0.68	0.81	0.75	0.75	0.81	0.74	0.73
Lanes:	0.82	0.00	0.18	1.00	0.00	1.00	1.00	1.88	0.12	1.00	1.57	0.43
Final Sat.:	1022	0	236	1214	0	1295	1539	2683	176	1539	2188	599
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.00	0.00	0.01	0.29	0.29	0.00	0.08	0.08
Crit Moves:				****				****		****		
Green/Cycle:	0.17	0.00	0.17	0.17	0.00	0.17	0.22	0.50	0.50	0.17	0.44	0.44
Volume/Cap:	0.08	0.00	0.08	0.14	0.00	0.01	0.04	0.58	0.58	0.02	0.17	0.17
Uniform Del:	31.7	0.0	31.7	32.0	0.0	31.3	27.4	15.9	15.9	31.3	15.0	15.0
IncremntDel:	0.7	0.0	0.7	1.4	0.0	0.1	0.2	1.8	1.8	0.1	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.4	0.0	32.4	33.4	0.0	31.4	27.6	17.6	17.6	31.5	15.3	15.3
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:	32.4	0.0	32.4	33.4	0.0	31.4	27.6	17.6	17.6	31.5	15.3	15.3
LOS by Move:	C	A	C	C	A	C	C	B	B	C	B	B
HCM2kAvgQ:	0	0	0	1	0	0	0	9	9	0	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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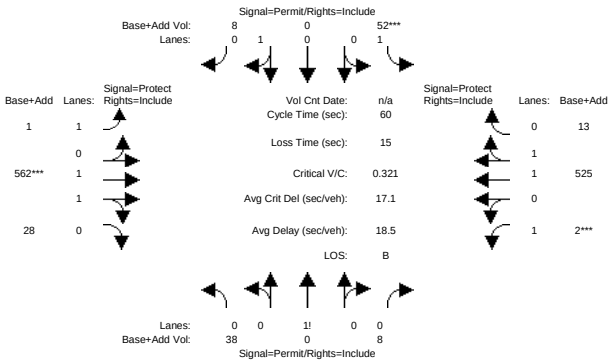
Intersection #42: Mariposa/4th



Street Name: 4th Street Mariposa Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	15	15	15	15	15	15	30	30	15	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	38	0	8	39	0	0	0	561	28	2	499	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	0	8	39	0	0	0	561	28	2	499	12
Added Vol:	0	0	0	13	0	8	1	1	0	0	26	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	8	52	0	8	1	562	28	2	525	13
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:	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:	40	0	8	55	0	8	1	592	29	2	553	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	8	55	0	8	1	592	29	2	553	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
FinalVolume:	40	0	8	55	0	8	1	592	29	2	553	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	1.00	0.63	0.59	1.00	0.68	0.81	0.75	0.75	0.81	0.76	0.76
Lanes:	0.83	0.00	0.17	1.00	0.00	1.00	1.00	1.90	0.10	1.00	1.95	0.05
Final Sat.:	962	0	202	1115	0	1295	1539	2730	136	1539	2805	69
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.05	0.00	0.01	0.00	0.22	0.22	0.00	0.20	0.20
Crit Moves:				****				****		****		
Green/Cycle:	0.17	0.00	0.17	0.17	0.00	0.17	0.22	0.50	0.50	0.17	0.44	0.44
Volume/Cap:	0.25	0.00	0.25	0.29	0.00	0.04	0.00	0.43	0.43	0.01	0.44	0.44
Uniform Del:	32.6	0.0	32.6	32.9	0.0	31.5	27.2	14.4	14.4	31.3	17.3	17.3
IncremntDel:	3.1	0.0	3.1	4.0	0.0	0.3	0.0	1.0	1.0	0.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.7	0.0	35.7	36.9	0.0	31.8	27.3	15.3	15.3	31.4	18.4	18.4
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:	35.7	0.0	35.7	36.9	0.0	31.8	27.3	15.3	15.3	31.4	18.4	18.4
LOS by Move:	D	A	D	D	A	C	C	B	B	C	B	B
HCM2kAvgQ:	1	0	1	2	0	0	0	6	6	0	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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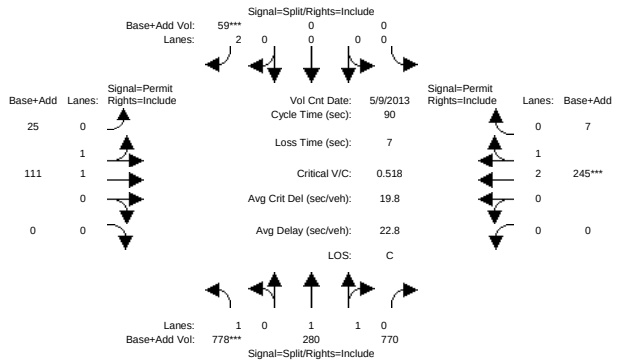
Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	55	55	55	13	13	13	15	15	15	15	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 May 2013 << 7:00-8:45am												
Base Vol:	778	151	752	0	0	43	0	107	0	0	241	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:	778	151	752	0	0	43	0	107	0	0	241	0
Added Vol:	0	129	18	0	0	16	25	4	0	0	4	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	778	280	770	0	0	59	25	111	0	0	245	7
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:	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:	807	290	799	0	0	61	26	115	0	0	254	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	807	290	799	0	0	61	26	115	0	0	254	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
FinalVolume:	807	290	799	0	0	61	26	115	0	0	254	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.75	0.74	1.00	1.00	0.61	0.78	0.82	1.00	1.00	0.89	0.86
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.38	1.62	0.00	0.00	2.91	0.09
Final Sat.:	2018	1427	1402	0	0	2325	565	2510	0	0	4944	141
Capacity Analysis Module:												
Vol/Sat:	0.40	0.20	0.57	0.00	0.00	0.03	0.05	0.05	0.00	0.00	0.05	0.05
Crit Moves:	****					****					****	
Green/Cycle:	0.61	0.61	0.61	0.00	0.00	0.14	0.17	0.17	0.00	0.00	0.17	0.17
Volume/Cap:	0.65	0.33	0.93	0.00	0.00	0.18	0.28	0.28	0.00	0.00	0.31	0.31
Uniform Del:	11.3	8.5	15.8	0.0	0.0	33.8	32.8	32.8	0.0	0.0	32.9	32.9
IncremntDel:	2.7	0.3	14.4	0.0	0.0	1.2	1.3	1.3	0.0	0.0	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	14.1	8.8	30.3	0.0	0.0	35.0	34.1	34.1	0.0	0.0	33.9	33.9
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:	14.1	8.8	30.3	0.0	0.0	35.0	34.1	34.1	0.0	0.0	33.9	33.9
LOS by Move:	B	A	C	A	A	D	C	C	A	A	C	C
HCM2kAvgQ:	15	4	26	0	0	1	2	2	0	0	3	2

Note: Queue reported is the number of cars per lane.

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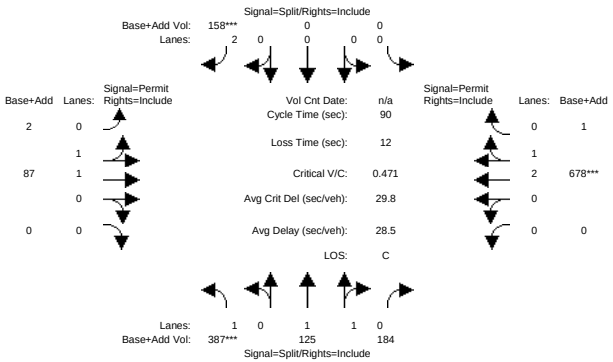
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Plus MB Phase One PM

Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	29	29	26	26	26	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	387	113	182	0	0	61	0	87	0	0	645	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:	387	113	182	0	0	61	0	87	0	0	645	0
Added Vol:	0	12	2	0	0	97	2	0	0	0	33	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	387	125	184	0	0	158	2	87	0	0	678	1
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:	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:	403	130	192	0	0	165	2	91	0	0	706	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	130	192	0	0	165	2	91	0	0	706	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
FinalVolume:	403	130	192	0	0	165	2	91	0	0	706	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.77	0.82	1.00	1.00	0.62	0.85	0.88	1.00	1.00	0.90	0.86
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.05	1.95	0.00	0.00	2.99	0.01
Final Sat.:	2018	1461	1549	0	0	2358	75	3284	0	0	5104	8
Capacity Analysis Module:												
Vol/Sat:	0.20	0.09	0.12	0.00	0.00	0.07	0.03	0.03	0.00	0.00	0.14	0.14
Crit Moves:	****					****					****	
Green/Cycle:	0.32	0.32	0.32	0.00	0.00	0.29	0.26	0.26	0.00	0.00	0.26	0.26
Volume/Cap:	0.62	0.28	0.38	0.00	0.00	0.24	0.11	0.11	0.00	0.00	0.54	0.54
Uniform Del:	25.8	22.7	23.6	0.0	0.0	24.5	25.6	25.6	0.0	0.0	28.9	28.9
IncremntDel:	4.4	0.6	1.3	0.0	0.0	0.8	0.3	0.3	0.0	0.0	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	30.2	23.3	24.9	0.0	0.0	25.3	25.9	25.9	0.0	0.0	30.6	30.6
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:	30.2	23.3	24.9	0.0	0.0	25.3	25.9	25.9	0.0	0.0	30.6	30.6
LOS by Move:	C	C	C	A	A	C	C	C	A	A	C	C
HCM2kAvgQ:	10	3	5	0	0	2	1	1	0	0	7	7

Note: Queue reported is the number of cars per lane.

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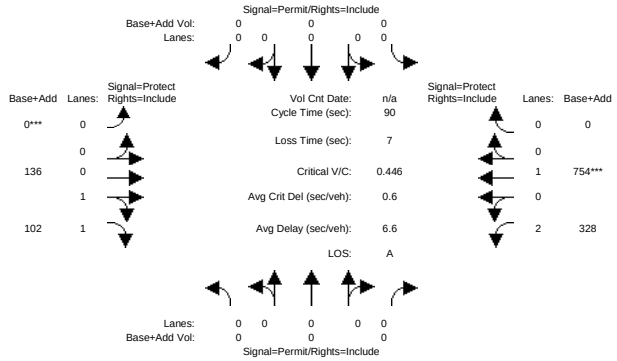
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Plus MB Phase One AM

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	31	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	107	102	313	750	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:	0	0	0	0	0	0	0	107	102	313	750	0
Added Vol:	0	0	0	0	0	0	0	29	0	15	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	136	102	328	754	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:	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	0	0	0	0	0	0	142	106	342	785	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	142	106	342	785	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
FinalVolume:	0	0	0	0	0	0	0	142	106	342	785	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1778	1778	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.06	0.10	0.41	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.18	0.16	0.45	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9	22.4	8.7	0.4	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	22.5	8.8	0.6	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	0.0	0.0	0.0	0.0	0.0	23.0	22.5	8.8	0.6	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	2	2	3	0

Note: Queue reported is the number of cars per lane.

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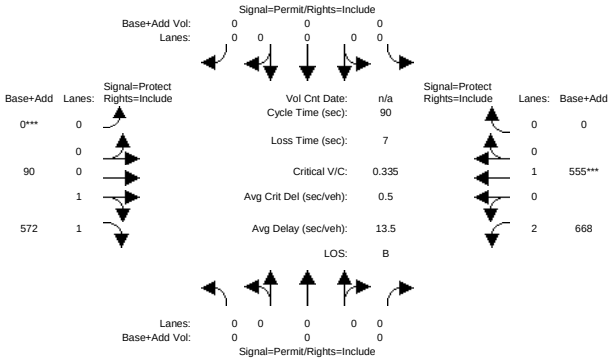
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Plus MB Phase One PM

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	87	572	555	538	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:	0	0	0	0	0	0	0	87	572	555	538	0
Added Vol:	0	0	0	0	0	0	0	3	0	113	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	90	572	668	555	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:	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:	0	0	0	0	0	0	0	96	609	711	590	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	96	609	711	590	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
FinalVolume:	0	0	0	0	0	0	0	96	609	711	590	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	1.73	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	449	2857	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.21	0.20	0.31	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.64	0.64	0.34	0.34	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.8	26.8	9.9	0.4	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	28.0	10.0	0.5	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	28.0	10.0	0.5	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	10	10	5	2	0

Note: Queue reported is the number of cars per lane.

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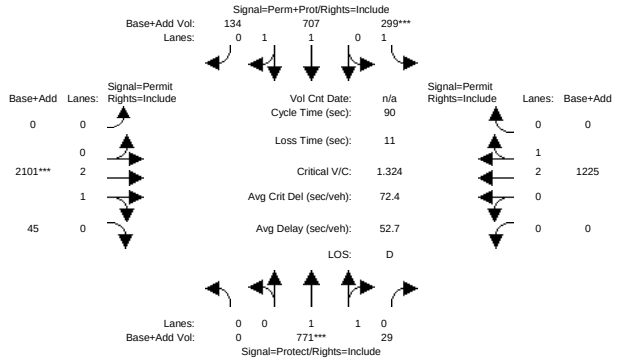
Year 2040 Plus LRDP (4-Lane 16th Street)

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #1: Stanyan / Oak-Fell / Kezar




```
Street Name:          Stanyan Street                Kezar / Oak / Fell
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    21    0    21     8   33   33     0   46   46    46   46    0
Y+R:         12.0  4.0  12.0   6.0  6.0  6.0   4.0  5.0  5.0   5.0  5.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  771    29   299  707  134     0 2101   45     0 1225    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:    0  771    29   299  707  134     0 2101   45     0 1225    0
Added Vol:      0    0     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  771    29   299  707  134     0 2101   45     0 1225    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:     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  779    29   302  714  135     0 2122   45     0 1237    0
Reduct Vol:     0    0     0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0  779    29   302  714  135     0 2122   45     0 1237    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
FinalVolume:    0  779    29   302  714  135     0 2122   45     0 1237    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.75  0.75  0.39 0.79 0.79  1.00 0.77 0.77  1.00 0.78 0.91
Lanes:       0.00 1.93  0.07  1.00 1.68 0.32  0.00 2.94 0.06  0.00 3.00 0.00
Final Sat.:     0 2740   103   742 2524  478     0 4318   92     0 4424    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28  0.28  0.41 0.28 0.28  0.00 0.49 0.49  0.00 0.28 0.00
Crit Moves:       ****       ****           ****
Green/Cycle: 0.00 0.22  0.22  0.44 0.37 0.37  0.00 0.51 0.51  0.00 0.51 0.00
Volume/Cap:  0.00 1.31  1.31  0.80 0.77 0.77  0.00 0.96 0.96  0.00 0.55 0.00
Uniform Del:  0.0 35.2  35.2  32.9 25.2 25.2   0.0 21.2 21.2   0.0 14.9  0.0
IncremntDel:  0.0  151 151.5  16.4  5.3  5.3   0.0 11.9 11.9   0.0  1.0  0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:   0.00 1.00  1.00  1.00 1.00 1.00  0.00 1.00 1.00  0.00 1.00 0.00
Delay/Veh:    0.0  187 186.7  49.3 30.4 30.4   0.0 33.0 33.0   0.0 15.9  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:   0.0  187 186.7  49.3 30.4 30.4   0.0 33.0 33.0   0.0 15.9  0.0
LOS by Move:    A    F     F     D    C    C     A    C    C     A    B    A
HCM2kAvgQ:      0   23    23    10   13   13     0   27   27     0    9    0
Note: Queue reported is the number of cars per lane.
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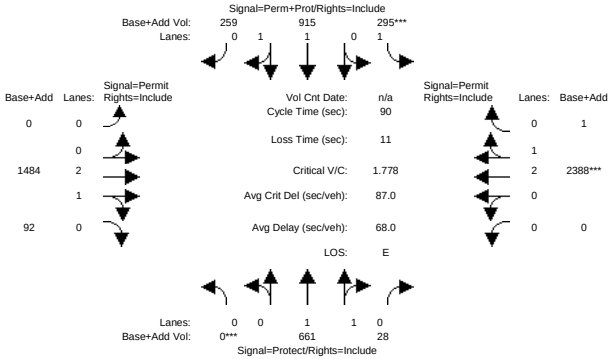
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #1: Stanyan / Oak-Fell / Kezar




```
Street Name:          Stanyan Street                Kezar / Oak / Fell
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    25   25   25     8   33   33     0   46   46    46   46    0
Y+R:         12.0  4.0  12.0   6.0  6.0  6.0   4.0  5.0  5.0   5.0  5.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  661    28   295  915  259     0 1484   92     0 2388    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:    0  661    28   295  915  259     0 1484   92     0 2388    1
Added Vol:      0    0     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  661    28   295  915  259     0 1484   92     0 2388    1
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:     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:     0  696    29   311  963  273     0 1562   97     0 2514    1
Reduct Vol:     0    0     0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0  696    29   311  963  273     0 1562   97     0 2514    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
FinalVolume:    0  696    29   311  963  273     0 1562   97     0 2514    1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.75  0.75  0.33 0.78 0.78  1.00 0.77 0.77  1.00 0.78 0.78
Lanes:       0.00 1.92  0.08  1.00 1.56 0.44  0.00 2.82 0.18  0.00 2.99 0.01
Final Sat.:     0 2725   115   632 2316  656     0 4128  256     0 4422    2
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.26  0.26  0.49 0.42 0.42  0.00 0.38 0.38  0.00 0.57 0.57
Crit Moves:  ****          ****           ****           ****
Green/Cycle: 0.00 0.28  0.28  0.43 0.37 0.37  0.00 0.51 0.51  0.00 0.51 0.51
Volume/Cap:  0.00 0.92  0.92  1.18 1.13 1.13  0.00 0.74 0.74  0.00 1.11 1.11
Uniform Del:  0.0 31.5  31.5  37.0 28.5 28.5   0.0 17.3 17.3   0.0 22.0 22.0
IncremntDel:  0.0 17.5  17.5 111.4 72.1 72.1   0.0  2.2  2.2   0.0 57.4 57.4
InitQueuDel:  0.0  0.0   0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:   0.00 1.00  1.00  1.00 1.00 1.00  0.00 1.00 1.00  0.00 1.00 1.00
Delay/Veh:    0.0 49.0  49.0 148.4  101 100.6   0.0 19.6 19.6   0.0 79.4 79.4
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:   0.0 49.0  49.0 148.4  101 100.6   0.0 19.6 19.6   0.0 79.4 79.4
LOS by Move:    A    D     D     F    F    F     A    B    B     A    E    E
HCM2kAvgQ:      0   11    11    18   31   31     0   15   15     0   41   41
Note: Queue reported is the number of cars per lane.
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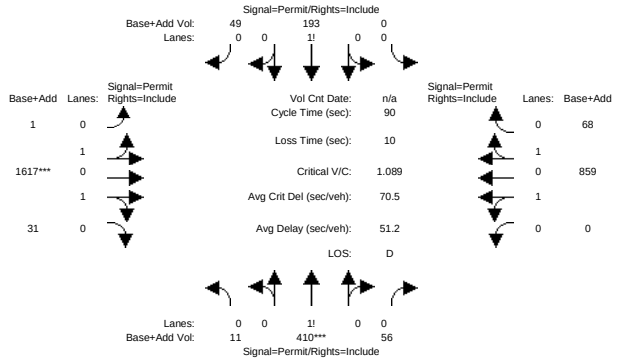
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #2: 9th Ave / Lincoln



Street Name:	9th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	26	26	26	54	54	54	54	54	54
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	11	410	56	0	193	49	1	1617	31	0	859	68
Growth Adj:	1.00	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	410	56	0	193	49	1	1617	31	0	859	68
Added Vol:	0	0	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:	11	410	56	0	193	49	1	1617	31	0	859	68
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:	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:	11	414	57	0	195	49	1	1633	31	0	868	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	414	57	0	195	49	1	1633	31	0	868	69
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	11	414	57	0	195	49	1	1633	31	0	868	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.71	1.00	0.81	0.80	0.72	0.72	0.72	0.95	0.74	0.74
Lanes:	0.02	0.86	0.12	0.00	0.80	0.20	0.01	1.96	0.03	0.00	1.85	0.15
Final Sat.:	31	1164	159	0	1230	312	2	2668	51	0	2618	207
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.00	0.16	0.16	0.61	0.61	0.61	0.00	0.33	0.33
Crit Moves:		****						****				
Green/Cycle:	0.29	0.29	0.29	0.00	0.29	0.29	0.60	0.60	0.60	0.00	0.60	0.60
Volume/Cap:	1.23	1.23	1.23	0.00	0.55	0.55	1.02	1.02	1.02	0.00	0.55	0.55
Uniform Del:	32.0	32.0	32.0	0.0	27.0	27.0	18.0	18.0	18.0	0.0	10.8	10.8
IncremntDel:	124.7	125	124.7	0.0	4.8	4.8	27.5	27.5	27.5	0.0	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	156.7	157	156.7	0.0	31.8	31.8	45.5	45.5	45.5	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:	156.7	157	156.7	0.0	31.8	31.8	45.5	45.5	45.5	0.0	12.1	12.1
LOS by Move:	F	F	F	A	C	C	D	D	D	A	B	B
HCM2kAvgQ:	25	25	25	0	6	6	34	34	34	0	8	8

Note: Queue reported is the number of cars per lane.

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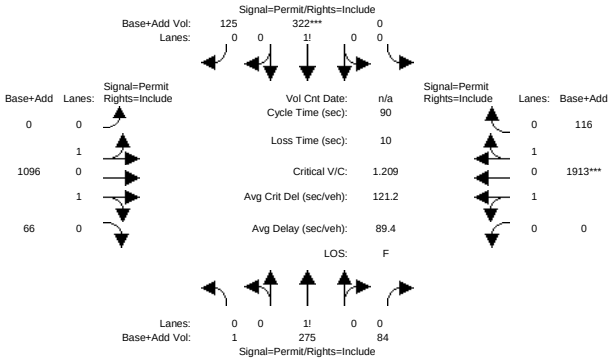
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #2: 9th Ave / Lincoln



Street Name:	9th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	23	23	23	23	23	57	57	57	57	57	57
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	1	275	84	0	322	125	0	1096	66	0	1913	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	275	84	0	322	125	0	1096	66	0	1913	116
Added Vol:	0	0	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:	1	275	84	0	322	125	0	1096	66	0	1913	116
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:	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:	1	293	89	0	343	133	0	1166	70	0	2035	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	293	89	0	343	133	0	1166	70	0	2035	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
FinalVolume:	1	293	89	0	343	133	0	1166	70	0	2035	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.70	1.00	0.80	0.79	0.95	0.75	0.74	0.95	0.75	0.74
Lanes:	0.01	0.76	0.23	0.00	0.72	0.28	0.00	1.89	0.11	0.00	1.89	0.11
Final Sat.:	4	1024	313	0	1095	425	0	2671	161	0	2670	162
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.00	0.31	0.31	0.00	0.44	0.44	0.00	0.76	0.76
Crit Moves:					****						****	
Green/Cycle:	0.26	0.26	0.26	0.00	0.26	0.26	0.00	0.63	0.63	0.00	0.63	0.63
Volume/Cap:	1.12	1.12	1.12	0.00	1.22	1.22	0.00	0.69	0.69	0.00	1.20	1.20
Uniform Del:	33.5	33.5	33.5	0.0	33.5	33.5	0.0	10.7	10.7	0.0	16.5	16.5
IncremntDel:	84.3	84.3	84.3	0.0	122	121.6	0.0	2.2	2.2	0.0	97.2	97.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	117.8	118	117.8	0.0	155	155.1	0.0	12.9	12.9	0.0	114	113.7
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:	117.8	118	117.8	0.0	155	155.1	0.0	12.9	12.9	0.0	114	113.7
LOS by Move:	F	F	F	A	F	F	A	B	B	A	F	F
HCM2kAvgQ:	18	18	17	0	27	26	0	13	13	0	55	55

Note: Queue reported is the number of cars per lane.

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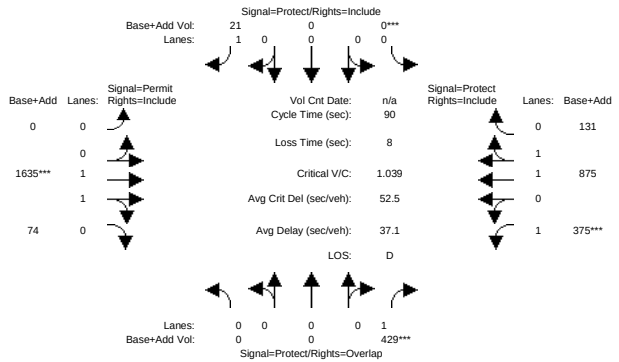
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #3: 7th Ave / Lincoln



Street Name:	7th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	29	0	0	24	52	52	52	29	58	58
Y+R:	4.0	4.0	5.0	4.0	4.0	4.0	4.5	4.5	4.5	5.0	4.5	4.5
Volume Module:												
Base Vol:	0	0	429	0	0	21	0	1635	74	375	875	131
Growth Adj:	1.00	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	429	0	0	21	0	1635	74	375	875	131
Added Vol:	0	0	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	0	429	0	0	21	0	1635	74	375	875	131
User Adj:	1.00	1.00	0.70	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00	1.00
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	0	313	0	0	22	0	1192	77	391	911	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	313	0	0	22	0	1192	77	391	911	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
FinalVolume:	0	0	313	0	0	22	0	1192	77	391	911	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.62	1.00	1.00	0.69	1.00	0.75	0.74	0.81	0.74	0.73
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.88	0.12	1.00	1.74	0.26
Final Sat.:	0	0	1187	0	0	1303	0	2659	172	1539	2437	365
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.26	0.00	0.00	0.02	0.00	0.45	0.45	0.25	0.37	0.37
Crit Moves:			****	****				****		****		
Green/Cycle:	0.00	0.00	0.47	0.00	0.00	0.21	0.00	0.46	0.46	0.26	0.72	0.72
Volume/Cap:	0.00	0.00	0.56	0.00	0.00	0.08	0.00	0.97	0.97	0.99	0.52	0.52
Uniform Del:	0.0	0.0	21.6	0.0	0.0	35.6	0.0	29.8	29.8	41.8	7.2	7.2
IncremntDel:	0.0	0.0	4.1	0.0	0.0	0.6	0.0	19.5	19.5	42.6	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	25.7	0.0	0.0	36.2	0.0	49.3	49.3	84.4	8.2	8.2
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	25.7	0.0	0.0	36.2	0.0	49.3	49.3	84.4	8.2	8.2
LOS by Move:	A	A	C	A	A	D	A	D	D	F	A	A
HCM2kAvgQ:	0	0	7	0	0	1	0	22	22	18	9	9

Note: Queue reported is the number of cars per lane.

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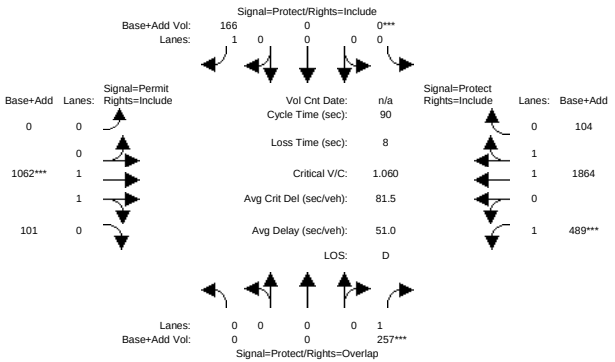
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #3: 7th Ave / Lincoln



Street Name:	7th Avenue						Lincoln Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	38	0	0	24	43	43	43	38	58	58
Y+R:	4.0	4.0	5.0	4.0	4.0	4.0	4.5	4.5	4.5	5.0	4.5	4.5
Volume Module:												
Base Vol:	0	0	257	0	0	166	0	1062	101	489	1864	104
Growth Adj:	1.00	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	257	0	0	166	0	1062	101	489	1864	104
Added Vol:	0	0	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	0	257	0	0	166	0	1062	101	489	1864	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00
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	0	268	0	0	173	0	1106	105	509	1553	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	268	0	0	173	0	1106	105	509	1553	108
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	0	268	0	0	173	0	1106	105	509	1553	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.63	1.00	1.00	0.68	1.00	0.74	0.74	0.81	0.74	0.74
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.83	0.17	1.00	1.87	0.13
Final Sat.:	0	0	1193	0	0	1300	0	2574	245	1539	2644	184
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.22	0.00	0.00	0.13	0.00	0.43	0.43	0.33	0.59	0.59
Crit Moves:			****	****				****		****		
Green/Cycle:	0.00	0.00	0.54	0.00	0.00	0.21	0.00	0.39	0.39	0.34	0.72	0.72
Volume/Cap:	0.00	0.00	0.41	0.00	0.00	0.64	0.00	1.12	1.12	0.98	0.81	0.81
Uniform Del:	0.0	0.0	15.2	0.0	0.0	40.9	0.0	34.7	34.7	37.2	10.6	10.6
IncremntDel:	0.0	0.0	1.9	0.0	0.0	11.1	0.0	64.6	64.6	35.8	3.7	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	17.1	0.0	0.0	52.1	0.0	99.3	99.3	73.0	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:	0.0	0.0	17.1	0.0	0.0	52.1	0.0	99.3	99.3	73.0	14.3	14.3
LOS by Move:	A	A	B	A	A	D	A	F	F	E	B	B
HCM2kAvgQ:	0	0	5	0	0	7	0	32	32	23	24	24

Note: Queue reported is the number of cars per lane.

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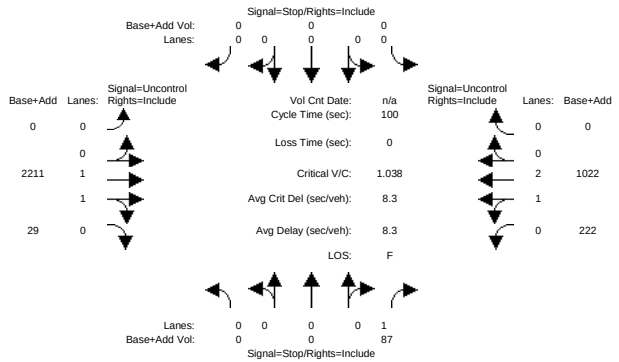
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 AM

Intersection #4: 4th Ave / Lincoln



Street Name: 4th Avenue Lincoln Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	87	0	0	0	2211	29	222	1022	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:	0	0	87	0	0	0	2211	29	222	1022	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	87	0	0	0	2211	29	222	1022	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:	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	0	89	0	0	0	2256	30	227	1043	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	0	89	0	0	0	2256	30	227	1043	0	
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	1143	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2286	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	194	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	218	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	194	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	218	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.46	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	9.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	38.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	118.1	xxxx	xxxxx
LOS by Move:	*	*	E	*	*	*	*	*	*	F	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	118.1	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	F	*	*
ApproachDel:	38.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

Note: Queue reported is the number of cars per lane.

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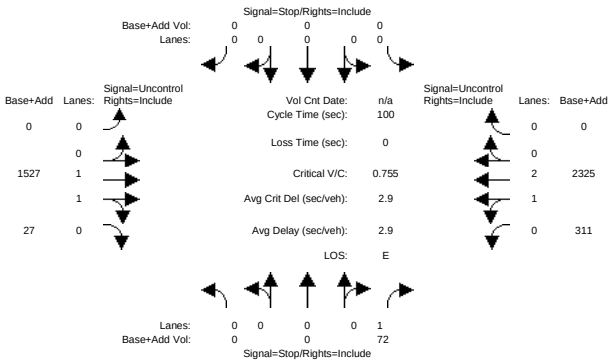
Intersection #4: 4th Ave / Lincoln



Street Name: 4th Avenue Lincoln Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	72	0	0	0	1527	27	311	2325	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:	0	0	72	0	0	0	1527	27	311	2325	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	72	0	0	0	1527	27	311	2325	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:	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	73	0	0	0	1542	27	314	2348	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	0	73	0	0	0	1542	27	314	2348	0	
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	785	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1570	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	336	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	416	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	336	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	416	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.75	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	6.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	18.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	35.8	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	E	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	35.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	E	*	*
ApproachDel:	18.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

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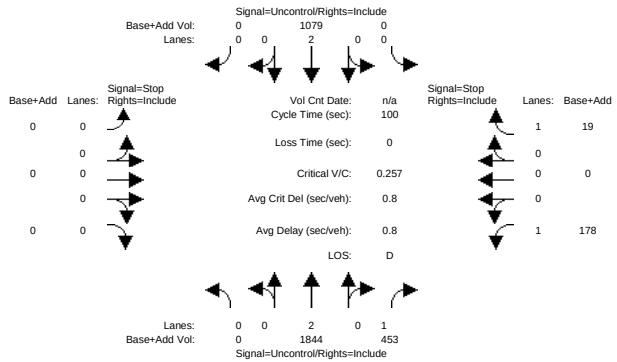
Intersection #5: Lincoln Way-Kezar Drive-Third Avenue



Street Name:	Lincoln Way-Kezar Drive						Third Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1844	453	0	1079	0	0	0	0	178	0	19
Growth Adj:	1.00	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	1844	453	0	1079	0	0	0	0	178	0	19
Added Vol:	0	0	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	1844	453	0	1079	0	0	0	0	178	0	19
User Adj:	1.00	0.50	1.00	1.00	0.50	1.00	1.00	1.00	1.00	0.25	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	941	462	0	551	0	0	0	0	45	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	941	462	0	551	0	0	0	0	45	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1216	xxxx	470
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	176	xxxx	545
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	176	xxxx	545
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	32.3	xxxx	11.8
LOS by Move:	*	*	*	*	*	*	*	*	*	D	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			26.2		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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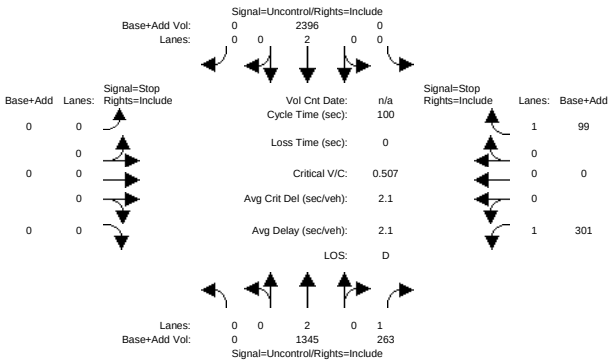
Intersection #5: Lincoln Way-Kezar Drive-Third Avenue



Street Name:	Lincoln Way-Kezar Drive						Third Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1345	263	0	2396	0	0	0	0	301	0	99
Growth Adj:	1.00	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	1345	263	0	2396	0	0	0	0	301	0	99
Added Vol:	0	0	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	1345	263	0	2396	0	0	0	0	301	0	99
User Adj:	1.00	0.50	1.00	1.00	0.50	1.00	1.00	1.00	1.00	0.25	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	693	271	0	1235	0	0	0	0	78	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	693	271	0	1235	0	0	0	0	78	0	102
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1311	xxxx	347
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	xxxx	655
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	xxxx	655
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.51	xxxx	0.16
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.4	xxxx	0.5
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	50.6	xxxx	11.5
LOS by Move:	*	*	*	*	*	*	*	*	*	F	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			28.4		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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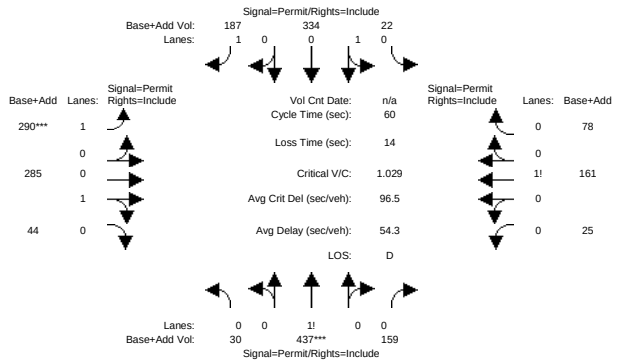
Intersection #6: Stanyan / Frederick



Street Name: Stanyan Street Frederick Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	25	25	25	25	25	25	21	21	21	21	21	21
Y+R:	9.0	9.0	9.0	9.0	9.0	9.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	30	437	159	22	334	187	290	285	44	25	161	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	437	159	22	334	187	290	285	44	25	161	78
Added Vol:	0	0	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:	30	437	159	22	334	187	290	285	44	25	161	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:	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:	31	451	164	23	344	193	299	294	45	26	166	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	451	164	23	344	193	299	294	45	26	166	80
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	31	451	164	23	344	193	299	294	45	26	166	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.68	0.81	0.81	0.63	0.54	0.73	0.73	0.66	0.66	0.66
Lanes:	0.05	0.70	0.25	0.06	0.94	1.00	1.00	0.87	0.13	0.09	0.61	0.30
Final Sat.:	62	902	328	95	1438	1191	1032	1203	186	119	764	370
Capacity Analysis Module:												
Vol/Sat:	0.50	0.50	0.50	0.24	0.24	0.16	0.29	0.24	0.24	0.22	0.22	0.22
Crit Moves:		****					****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	1.20	1.20	1.20	0.57	0.57	0.39	0.83	0.70	0.70	0.62	0.62	0.62
Uniform Del:	17.5	17.5	17.5	13.4	13.4	12.2	17.8	16.8	16.8	16.2	16.2	16.2
IncremntDel:	106.6	107	106.6	3.7	3.7	2.3	19.1	8.1	8.1	6.5	6.5	6.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	124.1	124	124.1	17.2	17.2	14.5	37.0	24.8	24.8	22.7	22.7	22.7
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:	124.1	124	124.1	17.2	17.2	14.5	37.0	24.8	24.8	22.7	22.7	22.7
LOS by Move:	F	F	F	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	27	27	27	5	5	2	8	7	7	5	5	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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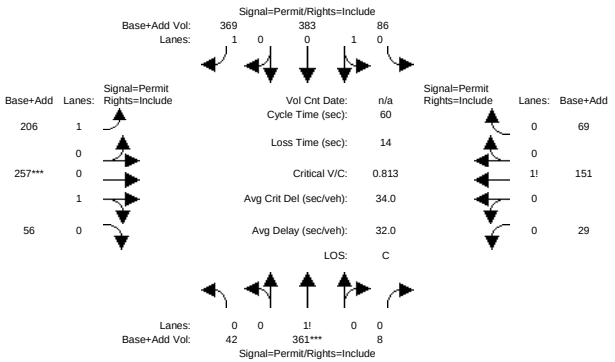
Intersection #6: Stanyan / Frederick



Street Name: Stanyan Street Frederick Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	25	25	25	25	25	25	21	21	21	21	21	21
Y+R:	9.0	9.0	9.0	9.0	9.0	9.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	42	361	8	86	383	369	206	257	56	29	151	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	361	8	86	383	369	206	257	56	29	151	69
Added Vol:	0	0	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:	42	361	8	86	383	369	206	257	56	29	151	69
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:	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:	45	384	9	91	407	393	219	273	60	31	161	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	384	9	91	407	393	219	273	60	31	161	73
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	45	384	9	91	407	393	219	273	60	31	161	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.60	0.60	0.69	0.70	0.60	0.52	0.73	0.72	0.65	0.65	0.64
Lanes:	0.10	0.88	0.02	0.18	0.82	1.00	1.00	0.82	0.18	0.12	0.60	0.28
Final Sat.:	117	1007	22	242	1077	1133	992	1130	246	143	747	341
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.38	0.38	0.35	0.22	0.24	0.24	0.22	0.22	0.22
Crit Moves:		****						****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.92	0.92	0.92	0.91	0.91	0.83	0.63	0.69	0.69	0.61	0.61	0.61
Uniform Del:	16.5	16.5	16.5	16.4	16.4	15.6	16.3	16.7	16.7	16.1	16.1	16.1
IncremntDel:	24.7	24.7	24.7	21.3	21.3	15.6	8.4	7.9	7.9	6.4	6.4	6.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	41.2	41.2	41.2	37.7	37.7	31.2	24.7	24.6	24.6	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:	41.2	41.2	41.2	37.7	37.7	31.2	24.7	24.6	24.6	22.6	22.6	22.6
LOS by Move:	D	D	D	D	D	C	C	C	C	C	C	C
HCM2kAvgQ:	10	10	10	8	8	6	5	7	7	5	5	5

Note: Queue reported is the number of cars per lane.

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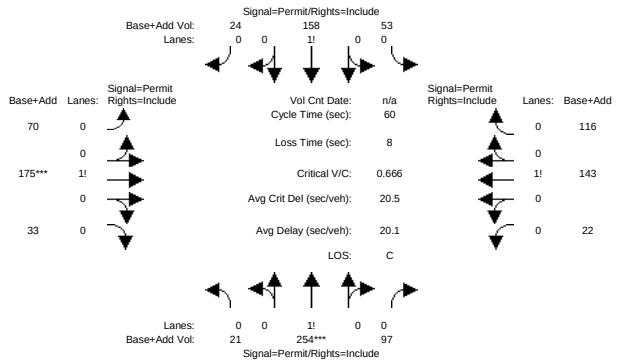
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #7: 9th Ave / Irving



Street Name:	9th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	31	31	31	31	31	21	21	21	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	254	97	53	158	24	70	175	33	22	143	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	254	97	53	158	24	70	175	33	22	143	116
Added Vol:	0	0	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:	21	254	97	53	158	24	70	175	33	22	143	116
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:	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:	23	282	108	59	176	27	78	194	37	24	159	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	282	108	59	176	27	78	194	37	24	159	129
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	23	282	108	59	176	27	78	194	37	24	159	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.68	0.62	0.62	0.62	0.62	0.63	0.62	0.66	0.66	0.64
Lanes:	0.06	0.68	0.26	0.23	0.67	0.10	0.25	0.63	0.12	0.08	0.50	0.42
Final Sat.:	74	892	341	265	789	120	298	746	141	97	633	514
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.22	0.22	0.22	0.26	0.26	0.26	0.25	0.25	0.25
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.61	0.61	0.61	0.43	0.43	0.43	0.75	0.75	0.75	0.72	0.72	0.72
Uniform Del:	10.2	10.2	10.2	9.0	9.0	9.0	17.1	17.1	17.1	16.9	16.9	16.9
IncremntDel:	4.1	4.1	4.1	2.2	2.2	2.2	11.5	11.5	11.5	9.7	9.7	9.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.4	14.4	14.4	11.2	11.2	11.2	28.7	28.7	28.7	26.6	26.6	26.6
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:	14.4	14.4	14.4	11.2	11.2	11.2	28.7	28.7	28.7	26.6	26.6	26.6
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	3	3	3	6	6	6	6	6	5

Note: Queue reported is the number of cars per lane.

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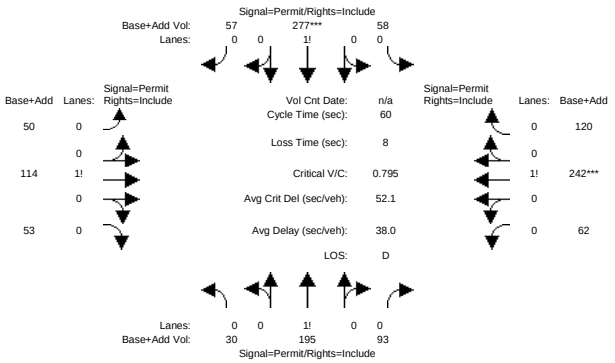
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #7: 9th Ave / Irving



Street Name:	9th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	32	32	32	32	32	32	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	195	93	58	277	57	50	114	53	62	242	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:	30	195	93	58	277	57	50	114	53	62	242	120
Added Vol:	0	0	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:	30	195	93	58	277	57	50	114	53	62	242	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:	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:	31	203	97	60	289	59	52	119	55	65	252	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	203	97	60	289	59	52	119	55	65	252	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
FinalVolume:	31	203	97	60	289	59	52	119	55	65	252	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.67	0.66	0.65	0.65	0.65	0.60	0.60	0.59	0.65	0.65	0.64
Lanes:	0.09	0.61	0.30	0.15	0.70	0.15	0.23	0.52	0.25	0.14	0.57	0.29
Final Sat.:	119	772	368	183	876	180	261	595	277	180	701	347
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.33	0.33	0.33	0.20	0.20	0.20	0.36	0.36	0.36
Crit Moves:					****						****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.49	0.49	0.49	0.62	0.62	0.62	0.60	0.60	0.60	1.08	1.08	1.08
Uniform Del:	8.9	8.9	8.9	9.7	9.7	9.7	16.7	16.7	16.7	20.0	20.0	20.0
IncremntDel:	2.6	2.6	2.6	4.3	4.3	4.3	6.9	6.9	6.9	67.4	67.4	67.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	11.4	11.4	11.4	14.0	14.0	14.0	23.5	23.5	23.5	87.4	87.4	87.4
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:	11.4	11.4	11.4	14.0	14.0	14.0	23.5	23.5	23.5	87.4	87.4	87.4
LOS by Move:	B	B	B	B	B	B	C	C	C	F	F	F
HCM2kAvgQ:	4	4	4	5	5	5	4	4	4	13	13	13

Note: Queue reported is the number of cars per lane.

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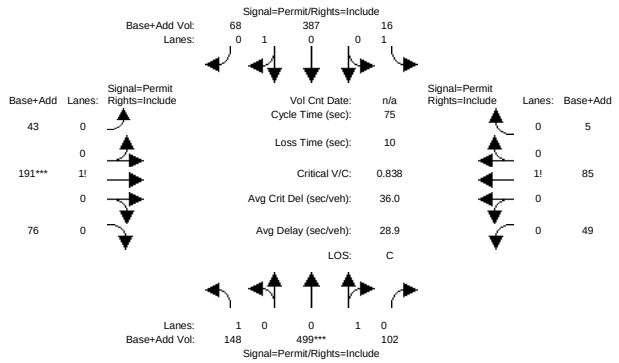
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #8: 7th Ave / Irving



Street Name:	7th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	38	38	38	38	38	38	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	148	499	102	16	387	68	43	191	76	49	85	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:	148	499	102	16	387	68	43	191	76	49	85	5
Added Vol:	0	0	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:	148	499	102	16	387	68	43	191	76	49	85	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:	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:	159	537	110	17	416	73	46	205	82	53	91	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	537	110	17	416	73	46	205	82	53	91	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
FinalVolume:	159	537	110	17	416	73	46	205	82	53	91	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.73	0.72	0.20	0.73	0.72	0.67	0.68	0.67	0.60	0.61	0.61
Lanes:	1.00	0.83	0.17	1.00	0.85	0.15	0.14	0.61	0.25	0.35	0.61	0.04
Final Sat.:	578	1146	234	378	1178	207	178	791	315	406	705	41
Capacity Analysis Module:												
Vol/Sat:	0.28	0.47	0.47	0.05	0.35	0.35	0.26	0.26	0.26	0.13	0.13	0.13
Crit Moves:		****						****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.55	0.94	0.94	0.09	0.71	0.71	0.70	0.70	0.70	0.35	0.35	0.35
Uniform Del:	13.1	17.9	17.9	10.0	14.7	14.7	20.5	20.5	20.5	17.4	17.4	17.4
IncremntDel:	7.4	21.8	21.8	1.0	6.0	6.0	8.5	8.5	8.5	2.3	2.3	2.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	20.5	39.6	39.6	10.9	20.7	20.7	29.0	29.0	29.0	19.7	19.7	19.7
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:	20.5	39.6	39.6	10.9	20.7	20.7	29.0	29.0	29.0	19.7	19.7	19.7
LOS by Move:	C	D	D	B	C	C	C	C	C	B	B	B
HCM2kAvgQ:	2	14	14	0	10	10	7	7	7	3	3	3

Note: Queue reported is the number of cars per lane.

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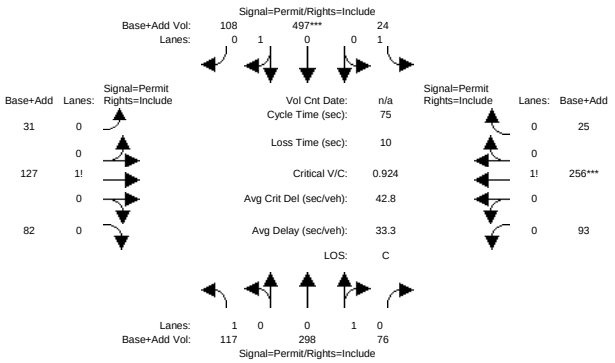
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #8: 7th Ave / Irving



Street Name:	7th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	38	38	38	38	38	38	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	117	298	76	24	497	108	31	127	82	93	256	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:	117	298	76	24	497	108	31	127	82	93	256	25
Added Vol:	0	0	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:	117	298	76	24	497	108	31	127	82	93	256	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:	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:	124	317	81	26	529	115	33	135	87	99	272	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	317	81	26	529	115	33	135	87	99	272	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
FinalVolume:	124	317	81	26	529	115	33	135	87	99	272	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.72	0.72	0.37	0.73	0.72	0.65	0.66	0.64	0.62	0.63	0.62
Lanes:	1.00	0.80	0.20	1.00	0.82	0.18	0.13	0.52	0.35	0.25	0.68	0.07
Final Sat.:	379	1094	279	705	1132	246	160	654	422	295	812	79
Capacity Analysis Module:												
Vol/Sat:	0.33	0.29	0.29	0.04	0.47	0.47	0.21	0.21	0.21	0.34	0.34	0.34
Crit Moves:					****						****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.66	0.58	0.58	0.07	0.93	0.93	0.56	0.56	0.56	0.91	0.91	0.91
Uniform Del:	14.1	13.4	13.4	9.9	17.8	17.8	19.1	19.1	19.1	22.8	22.8	22.8
IncremntDel:	16.4	3.6	3.6	0.4	21.5	21.5	4.9	4.9	4.9	25.5	25.5	25.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	30.5	16.9	16.9	10.3	39.4	39.4	24.0	24.0	24.0	48.3	48.3	48.3
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:	30.5	16.9	16.9	10.3	39.4	39.4	24.0	24.0	24.0	48.3	48.3	48.3
LOS by Move:	C	B	B	B	D	D	C	C	C	D	D	D
HCM2kAvgQ:	2	7	6	0	18	18	5	5	5	11	11	11

Note: Queue reported is the number of cars per lane.

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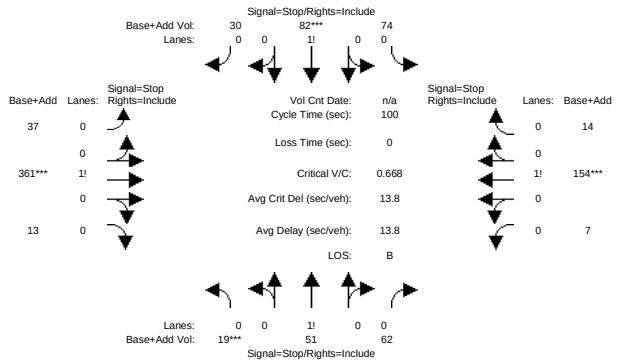
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 AM

Intersection #9: 4th Ave / Irving



Street Name:	4th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	19	51	62	74	82	30	37	361	13	7	154	14
Growth Adj:	1.00	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	51	62	74	82	30	37	361	13	7	154	14
Added Vol:	0	0	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:	19	51	62	74	82	30	37	361	13	7	154	14
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:	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:	21	56	68	81	90	33	41	397	14	8	169	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	56	68	81	90	33	41	397	14	8	169	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
FinalVolume:	21	56	68	81	90	33	41	397	14	8	169	15
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:	0.14	0.39	0.47	0.40	0.44	0.16	0.09	0.88	0.03	0.04	0.88	0.08
Final Sat.:	82	219	267	228	252	92	61	594	21	24	535	49
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.36	0.36	0.36	0.67	0.67	0.67	0.32	0.32	0.32
Crit Moves:	****				****			****			****	
Delay/Veh:	10.3	10.3	10.3	11.5	11.5	11.5	17.2	17.2	17.2	10.8	10.8	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:	10.3	10.3	10.3	11.5	11.5	11.5	17.2	17.2	17.2	10.8	10.8	10.8
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:	10.3			11.5			17.2			10.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			11.5			17.2			10.8		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.4	1.7	1.7	1.7	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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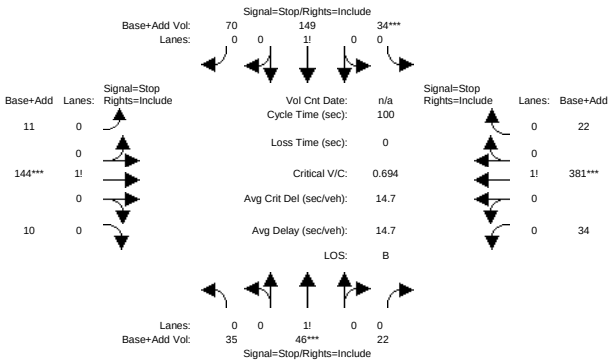
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 PM

Intersection #9: 4th Ave / Irving



Street Name:	4th Avenue						Irving Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	35	46	22	34	149	70	11	144	10	34	381	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:	35	46	22	34	149	70	11	144	10	34	381	22
Added Vol:	0	0	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:	35	46	22	34	149	70	11	144	10	34	381	22
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:	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:	37	49	23	36	159	74	12	153	11	36	405	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	49	23	36	159	74	12	153	11	36	405	23
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	37	49	23	36	159	74	12	153	11	36	405	23
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:	0.34	0.45	0.21	0.13	0.59	0.28	0.07	0.87	0.06	0.08	0.87	0.05
Final Sat.:	180	237	113	80	352	165	39	515	36	52	584	34
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.45	0.45	0.45	0.30	0.30	0.30	0.69	0.69	0.69
Crit Moves:		****			****			****			****	
Delay/Veh:	10.3	10.3	10.3	12.6	12.6	12.6	10.8	10.8	10.8	18.4	18.4	18.4
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:	10.3	10.3	10.3	12.6	12.6	12.6	10.8	10.8	10.8	18.4	18.4	18.4
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:	10.3			12.6			10.8			18.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			12.6			10.8			18.4		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.7	0.7	0.7	0.3	0.3	0.3	1.9	1.9	1.9

Note: Queue reported is the number of cars per lane.

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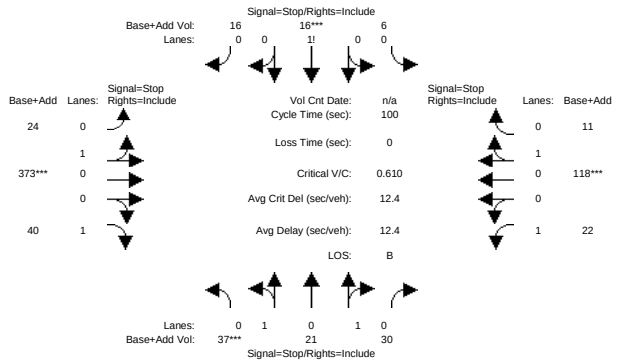
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 AM

Intersection #10: 2nd Avenue / Irving



Street Name:	2nd Avenue									Irving					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	37	21	30	6	16	16	24	373	40	22	118	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	21	30	6	16	16	24	373	40	22	118	11
Added Vol:	0	0	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:	37	21	30	6	16	16	24	373	40	22	118	11
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:	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:	40	23	32	6	17	17	26	401	43	24	127	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	23	32	6	17	17	26	401	43	24	127	12
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	40	23	32	6	17	17	26	401	43	24	127	12
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:	0.84	0.48	0.68	0.16	0.42	0.42	0.06	0.94	1.00	1.00	0.91	0.09
Final Sat.:	434	270	403	87	233	233	42	658	810	601	608	57
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.07	0.07	0.07	0.61	0.61	0.05	0.04	0.21	0.21
Crit Moves:	****				****			****			****	
Delay/Veh:	9.8	9.1	8.7	9.4	9.4	9.4	15.2	15.2	7.3	8.8	9.3	9.3
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:	9.8	9.1	8.7	9.4	9.4	9.4	15.2	15.2	7.3	8.8	9.3	9.3
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
ApproachDel:	9.3			9.4			14.5			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.3			9.4			14.5			9.2		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	1.4	1.4	0.1	0.0	0.2	0.2

Note: Queue reported is the number of cars per lane.

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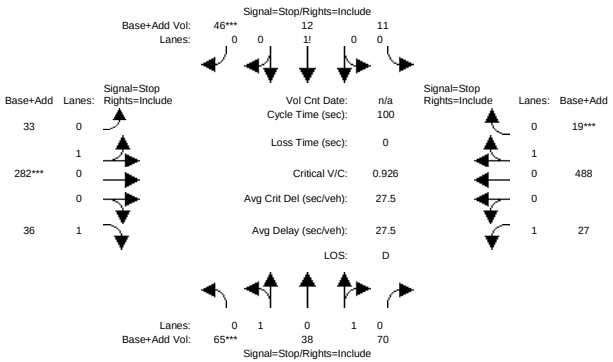
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 PM

Intersection #10: 2nd Avenue / Irving



Street Name:	2nd Avenue									Irving					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	65	38	70	11	12	46	33	282	36	27	488	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	38	70	11	12	46	33	282	36	27	488	19
Added Vol:	0	0	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:	65	38	70	11	12	46	33	282	36	27	488	19
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:	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:	72	42	78	12	13	51	37	313	40	30	542	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	42	78	12	13	51	37	313	40	30	542	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
FinalVolume:	72	42	78	12	13	51	37	313	40	30	542	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:	0.75	0.44	0.81	0.16	0.17	0.67	0.10	0.90	1.00	1.00	0.96	0.04
Final Sat.:	341	211	417	74	81	310	59	508	639	550	585	23
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.19	0.16	0.16	0.16	0.62	0.62	0.06	0.05	0.93	0.93
Crit Moves:	****					****		****				****
Delay/Veh:	12.2	11.5	10.7	11.5	11.5	11.5	17.9	17.9	8.5	9.5	43.5	43.5
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:	12.2	11.5	10.7	11.5	11.5	11.5	17.9	17.9	8.5	9.5	43.5	43.5
LOS by Move:	B	B	B	B	B	B	C	C	A	A	E	E
ApproachDel:	11.4			11.5			17.0			41.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			11.5			17.0			41.7		
LOS by Appr:	B			B			C			E		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	1.4	1.4	0.1	0.1	5.9	5.9

Note: Queue reported is the number of cars per lane.

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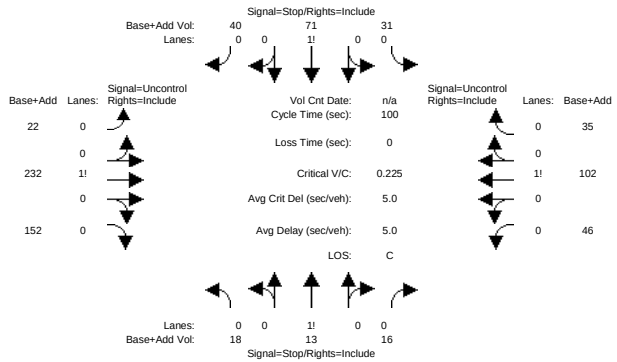
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 AM

Intersection #11: Arguello / Irving-Carl




```
Street Name:            Arguello                    Carl - Irving
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      18   13   16    31   71   40    22  232  152    46  102   35
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   18   13   16    31   71   40    22  232  152    46  102   35
Added Vol:      0    0    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:   18   13   16    31   71   40    22  232  152    46  102   35
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:     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:    20   14   17    34   77   43    24  252  165    50  111   38
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:   20   14   17    34   77   43    24  252  165    50  111   38
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  673  632   335   628  695   130   149 xxxx xxxxx   417 xxxx xxxxx
Potent Cap.:  369  398   707   395  366   920  1433 xxxx xxxxx  1142 xxxx xxxxx
Move Cap.:    278  373   707   357  343   920  1433 xxxx xxxxx  1142 xxxx xxxxx
Volume/Cap:  0.07 0.04  0.02  0.09 0.22  0.05  0.02 xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.6 xxxx xxxxx   8.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A     *     *     A     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  384 xxxxx  xxxx  421 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx xxxxx  1.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 15.8 xxxxx xxxxx 18.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     *    C     *     *    *     *     *    *     *
ApproachDel:      15.8            18.4           xxxxxx          xxxxxx
ApproachLOS:         C               C              *               *
Note: Queue reported is the number of cars per lane.
```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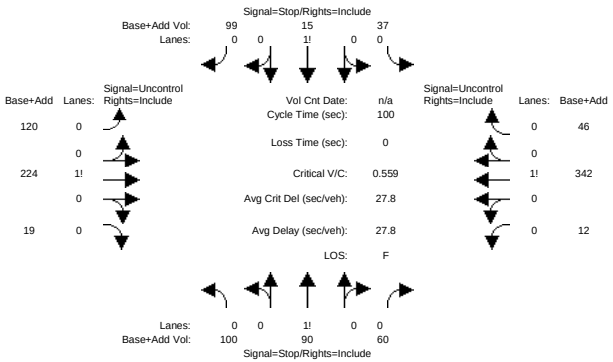
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 PM

Intersection #11: Arguello / Irving-Carl




```
Street Name:            Arguello                    Carl - Irving
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     100   90   60    37   15   99   120  224   19    12  342   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:  100   90   60    37   15   99   120  224   19    12  342   46
Added Vol:      0    0    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:  100   90   60    37   15   99   120  224   19    12  342   46
User Adj:    0.60 0.70 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.84 0.84 0.84  0.84 0.84 0.84  0.84 0.84 0.84  0.84 0.84 0.84
PHF Volume:    71   75   71    44   18  118   143  267   23    14  407   55
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:   71   75   71    44   18  118   143  267   23    14  407   55
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1095 1054   278  1100 1038   435   462 xxxx xxxxx   289 xxxx xxxxx
Potent Cap.:  191  226   761   190  231   621  1099 xxxx xxxxx  1273 xxxx xxxxx
Move Cap.:    128  192   761   107  196   621  1099 xxxx xxxxx  1273 xxxx xxxxx
Volume/Cap:  0.56 0.39  0.09  0.41 0.09  0.19  0.13 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.8 xxxx xxxxx   7.9 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A     *     *     A     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  209 xxxxx  xxxx  259 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  9.6 xxxxx xxxxx  4.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  123 xxxxx xxxxx 45.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    E     *     *    *     *     *    *     *
ApproachDel:      122.8            45.3           xxxxxx          xxxxxx
ApproachLOS:         F               E              *               *
Note: Queue reported is the number of cars per lane.
```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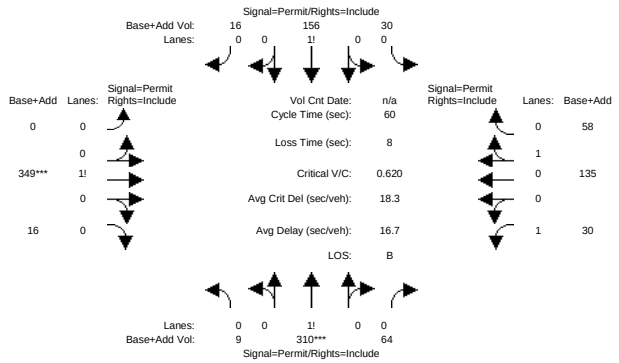
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #12: 9th Avenue / Judah Street



Street Name:	9th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	31	31	31	31	31	21	21	21	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	310	64	30	156	16	0	349	16	30	135	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:	9	310	64	30	156	16	0	349	16	30	135	58
Added Vol:	0	0	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:	9	310	64	30	156	16	0	349	16	30	135	58
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:	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:	9	323	67	31	163	17	0	364	17	31	141	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	323	67	31	163	17	0	364	17	31	141	60
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	9	323	67	31	163	17	0	364	17	31	141	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.70	0.66	0.67	0.66	1.00	0.83	0.83	0.60	0.70	0.68
Lanes:	0.02	0.81	0.17	0.15	0.77	0.08	0.00	0.96	0.04	1.00	0.69	0.31
Final Sat.:	32	1091	225	188	977	100	0	1509	69	1142	922	396
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.17	0.17	0.17	0.00	0.24	0.24	0.03	0.15	0.15
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.00	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.57	0.57	0.57	0.32	0.32	0.32	0.00	0.69	0.69	0.08	0.44	0.44
Uniform Del:	10.0	10.0	10.0	8.4	8.4	8.4	0.0	16.7	16.7	13.0	15.0	15.0
IncremntDel:	3.4	3.4	3.4	1.3	1.3	1.3	0.0	6.9	6.9	0.4	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.4	13.4	13.4	9.7	9.7	9.7	0.0	23.6	23.6	13.4	17.9	17.9
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:	13.4	13.4	13.4	9.7	9.7	9.7	0.0	23.6	23.6	13.4	17.9	17.9
LOS by Move:	B	B	B	A	A	A	A	C	C	B	B	B
HCM2kAvgQ:	6	6	6	2	2	2	0	7	7	0	3	3

Note: Queue reported is the number of cars per lane.

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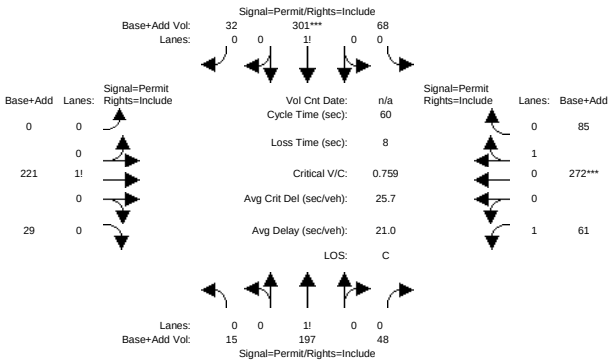
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #12: 9th Avenue / Judah Street



Street Name:	9th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	31	31	31	31	31	21	21	21	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	197	48	68	301	32	0	221	29	61	272	85
Growth Adj:	1.00	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	197	48	68	301	32	0	221	29	61	272	85
Added Vol:	0	0	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:	15	197	48	68	301	32	0	221	29	61	272	85
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:	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:	17	219	53	76	334	36	0	246	32	68	302	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	219	53	76	334	36	0	246	32	68	302	94
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	17	219	53	76	334	36	0	246	32	68	302	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.69	0.65	0.65	0.65	1.00	0.82	0.82	0.57	0.71	0.69
Lanes:	0.06	0.76	0.18	0.17	0.75	0.08	0.00	0.88	0.12	1.00	0.76	0.24
Final Sat.:	76	995	242	210	928	99	0	1380	181	1092	1016	318
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.36	0.36	0.36	0.00	0.18	0.18	0.06	0.30	0.30
Crit Moves:					****						****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.00	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.43	0.43	0.43	0.70	0.70	0.70	0.00	0.51	0.51	0.18	0.85	0.85
Uniform Del:	9.0	9.0	9.0	11.0	11.0	11.0	0.0	15.4	15.4	13.5	18.0	18.0
IncremntDel:	2.0	2.0	2.0	6.2	6.2	6.2	0.0	3.4	3.4	1.0	17.3	17.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.9	10.9	10.9	17.2	17.2	17.2	0.0	18.8	18.8	14.5	35.4	35.4
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:	10.9	10.9	10.9	17.2	17.2	17.2	0.0	18.8	18.8	14.5	35.4	35.4
LOS by Move:	B	B	B	B	B	B	A	B	B	B	D	D
HCM2kAvgQ:	4	4	4	7	7	7	0	4	4	1	10	10

Note: Queue reported is the number of cars per lane.

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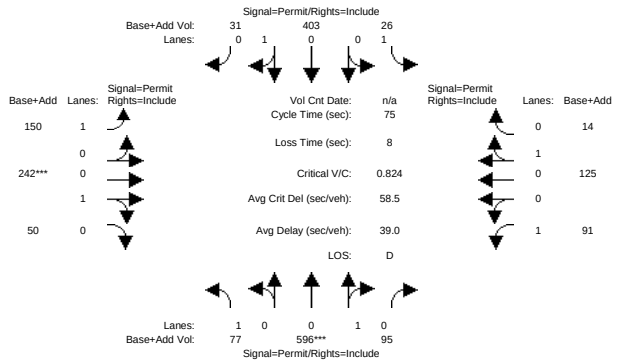
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #13: 7th Avenue / Judah Street



Street Name:	7th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	36	36	36	36	36	36	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	596	95	26	403	31	150	242	50	91	125	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	596	95	26	403	31	150	242	50	91	125	14
Added Vol:	0	0	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:	77	596	95	26	403	31	150	242	50	91	125	14
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:	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:	79	614	98	27	415	32	155	249	52	94	129	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	614	98	27	415	32	155	249	52	94	129	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
FinalVolume:	79	614	98	27	415	32	155	249	52	94	129	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.73	0.73	0.13	0.74	0.74	0.53	0.71	0.70	0.40	0.72	0.72
Lanes:	1.00	0.86	0.14	1.00	0.93	0.07	1.00	0.83	0.17	1.00	0.90	0.10
Final Sat.:	598	1196	191	249	1302	100	1016	1120	231	752	1230	138
Capacity Analysis Module:												
Vol/Sat:	0.13	0.51	0.51	0.11	0.32	0.32	0.15	0.22	0.22	0.12	0.10	0.10
Crit Moves:		****						****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.28	1.07	1.07	0.22	0.66	0.66	0.37	0.54	0.54	0.30	0.25	0.25
Uniform Del:	11.7	19.5	19.5	11.4	14.9	14.9	15.2	16.6	16.6	14.7	14.4	14.4
IncremntDel:	2.4	55.2	55.2	4.3	5.1	5.1	2.5	3.7	3.7	2.5	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.1	74.7	74.7	15.6	20.0	20.0	17.7	20.3	20.3	17.2	15.5	15.5
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:	14.1	74.7	74.7	15.6	20.0	20.0	17.7	20.3	20.3	17.2	15.5	15.5
LOS by Move:	B	E	E	B	C	C	B	C	C	B	B	B
HCM2kAvgQ:	1	22	21	0	8	8	3	6	6	2	2	2

Note: Queue reported is the number of cars per lane.

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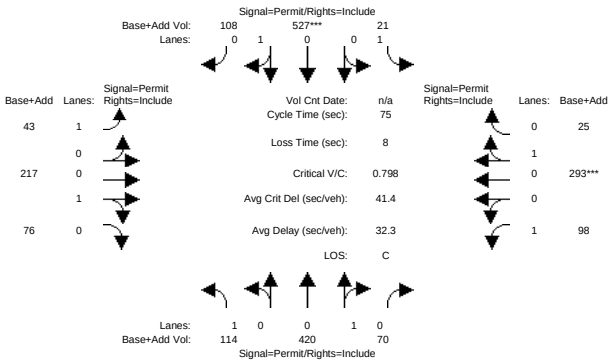
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #13: 7th Avenue / Judah Street



Street Name:	7th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	36	36	36	36	36	36	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	420	70	21	527	108	43	217	76	98	293	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:	114	420	70	21	527	108	43	217	76	98	293	25
Added Vol:	0	0	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:	114	420	70	21	527	108	43	217	76	98	293	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:	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:	118	433	72	22	543	111	44	224	78	101	302	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	433	72	22	543	111	44	224	78	101	302	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
FinalVolume:	118	433	72	22	543	111	44	224	78	101	302	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.73	0.73	0.27	0.73	0.72	0.37	0.70	0.69	0.40	0.72	0.72
Lanes:	1.00	0.86	0.14	1.00	0.83	0.17	1.00	0.74	0.26	1.00	0.92	0.08
Final Sat.:	322	1189	198	517	1146	235	710	985	345	751	1264	108
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.04	0.47	0.47	0.06	0.23	0.23	0.13	0.24	0.24
Crit Moves:					****						****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.76	0.76	0.76	0.09	0.99	0.99	0.15	0.55	0.55	0.33	0.58	0.58
Uniform Del:	16.0	16.0	16.0	10.6	19.3	19.3	13.8	16.7	16.7	14.9	17.0	17.0
IncremntDel:	29.0	7.9	7.9	0.7	32.2	32.2	1.1	3.9	3.9	2.8	4.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	45.0	23.9	23.9	11.3	51.4	51.4	14.9	20.6	20.6	17.7	21.2	21.2
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:	45.0	23.9	23.9	11.3	51.4	51.4	14.9	20.6	20.6	17.7	21.2	21.2
LOS by Move:	D	C	C	B	D	D	B	C	C	B	C	C
HCM2kAvgQ:	2	9	9	0	17	17	1	6	6	2	7	7

Note: Queue reported is the number of cars per lane.

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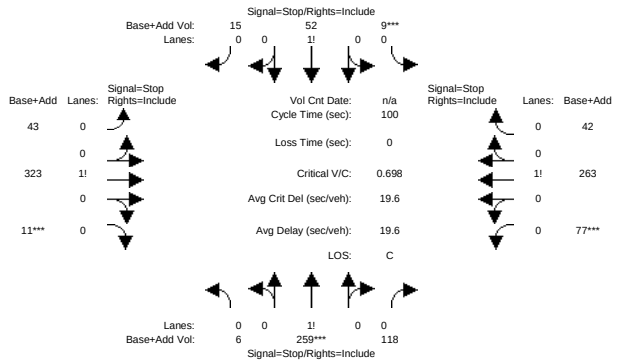
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 AM

Intersection #14: 6th Avenue / Judah Street



Street Name:	6th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	259	118	9	52	15	43	323	11	77	263	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:	6	259	118	9	52	15	43	323	11	77	263	42
Added Vol:	0	0	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:	6	259	118	9	52	15	43	323	11	77	263	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:	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	267	122	9	54	15	44	333	11	79	271	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	267	122	9	54	15	44	333	11	79	271	43
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	6	267	122	9	54	15	44	333	11	79	271	43
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	0.68	0.31	0.12	0.68	0.20	0.11	0.86	0.03	0.20	0.69	0.11
Final Sat.:	9	382	174	48	279	80	65	486	17	115	393	63
Capacity Analysis Module:												
Vol/Sat:	0.70	0.70	0.70	0.19	0.19	0.19	0.68	0.68	0.68	0.69	0.69	0.69
Crit Moves:		****		****					****	****		
Delay/Veh:	20.3	20.3	20.3	11.2	11.2	11.2	20.0	20.0	20.0	20.1	20.1	20.1
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:	20.3	20.3	20.3	11.2	11.2	11.2	20.0	20.0	20.0	20.1	20.1	20.1
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
ApproachDel:		20.3			11.2			20.0			20.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.3			11.2			20.0			20.1	
LOS by Appr:		C			B			C			C	
AllWayAvgQ:	1.8	1.8	1.8	0.1	0.1	0.1	1.7	1.7	1.7	1.8	1.8	1.8

Note: Queue reported is the number of cars per lane.

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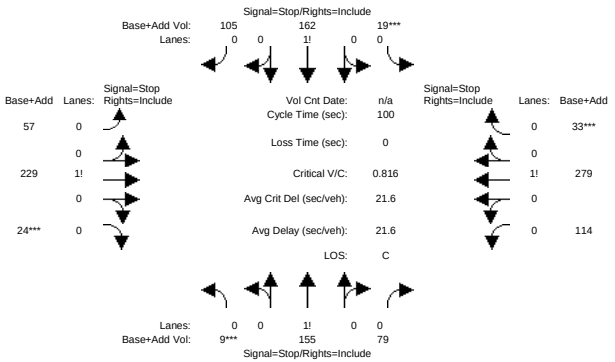
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 PM

Intersection #14: 6th Avenue / Judah Street



Street Name:	6th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	9	155	79	19	162	105	57	229	24	114	279	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:	9	155	79	19	162	105	57	229	24	114	279	33
Added Vol:	0	0	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:	9	155	79	19	162	105	57	229	24	114	279	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:	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:	9	161	82	20	169	109	59	239	25	119	291	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	161	82	20	169	109	59	239	25	119	291	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
FinalVolume:	9	161	82	20	169	109	59	239	25	119	291	34
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	0.64	0.32	0.06	0.57	0.37	0.18	0.74	0.08	0.27	0.65	0.08
Final Sat.:	17	298	152	33	277	180	92	371	39	146	356	42
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.61	0.61	0.61	0.64	0.64	0.64	0.82	0.82	0.82
Crit Moves:	****			****					****			****
Delay/Veh:	15.9	15.9	15.9	17.6	17.6	17.6	19.0	19.0	19.0	29.4	29.4	29.4
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:	15.9	15.9	15.9	17.6	17.6	17.6	19.0	19.0	19.0	29.4	29.4	29.4
LOS by Move:	C	C	C	C	C	C	C	C	C	D	D	D
ApproachDel:		15.9			17.6			19.0			29.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.9			17.6			19.0			29.4	
LOS by Appr:		C			C			C			D	
AllWayAvgQ:	0.8	0.8	0.8	1.1	1.1	1.1	1.3	1.3	1.3	3.0	3.0	3.0

Note: Queue reported is the number of cars per lane.

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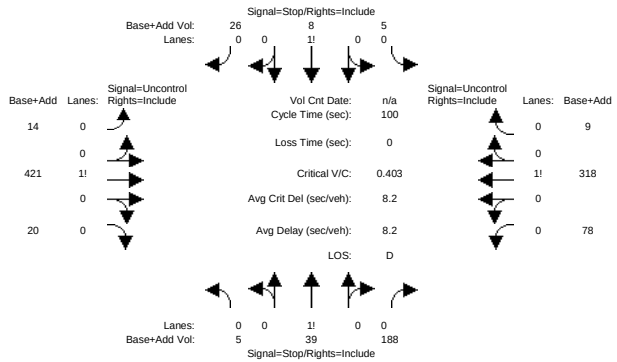
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 AM

Intersection #15: 5th Avenue / Judah Street



Street Name:	5th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	5	39	188	5	8	26	14	421	20	78	318	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:	5	39	188	5	8	26	14	421	20	78	318	9
Added Vol:	0	0	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:	5	39	188	5	8	26	14	421	20	78	318	9
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:	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:	5	41	196	5	8	27	15	439	21	81	331	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	41	196	5	8	27	15	439	21	81	331	9
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1094	1081	549	1195	1087	436	391	xxxx	xxxxx	509	xxxx	xxxxx
Potent Cap.:	191	218	535	163	216	620	1168	xxxx	xxxxx	1056	xxxx	xxxxx
Move Cap.:	148	178	486	68	177	563	1112	xxxx	xxxxx	1005	xxxx	xxxxx
Volume/Cap:	0.04	0.23	0.40	0.08	0.05	0.05	0.01	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	363	xxxxx	xxxx	236	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.6	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	32.6	xxxxx	xxxxx	23.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	C	*	*	*	*	*	*	*
ApproachDel:		32.6			23.4		xxxxxx			xxxxxx		
ApproachLOS:		D			C		*			*		

Note: Queue reported is the number of cars per lane.

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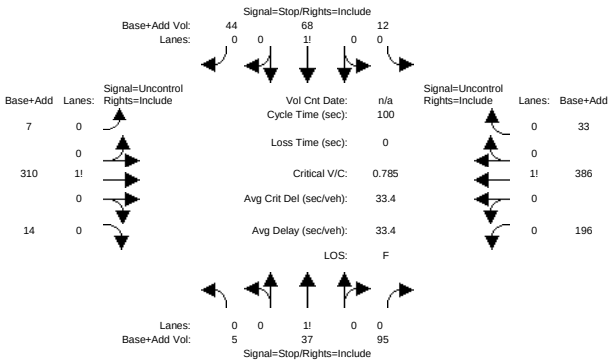
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 PM

Intersection #15: 5th Avenue / Judah Street



Street Name:	5th Avenue						Judah Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	5	37	95	12	68	44	7	310	14	196	386	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:	5	37	95	12	68	44	7	310	14	196	386	33
Added Vol:	0	0	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:	5	37	95	12	68	44	7	310	14	196	386	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:	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:	6	42	108	14	77	50	8	352	16	223	439	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	42	108	14	77	50	8	352	16	223	439	38
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1443	1398	460	1454	1387	557	526	xxxx	xxxxx	418	xxxx	xxxxx
Potent Cap.:	110	141	601	108	143	530	1041	xxxx	xxxxx	1141	xxxx	xxxxx
Move Cap.:	27	97	545	43	98	480	991	xxxx	xxxxx	1087	xxxx	xxxxx
Volume/Cap:	0.21	0.43	0.20	0.32	0.78	0.10	0.01	xxxx	xxxx	0.20	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	184	xxxxx	xxxx	117	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	6.1	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	82.6	xxxxx	xxxxx	219	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:		82.6			219.2		xxxxxx			xxxxxx		
ApproachLOS:		F			F		*			*		

Note: Queue reported is the number of cars per lane.

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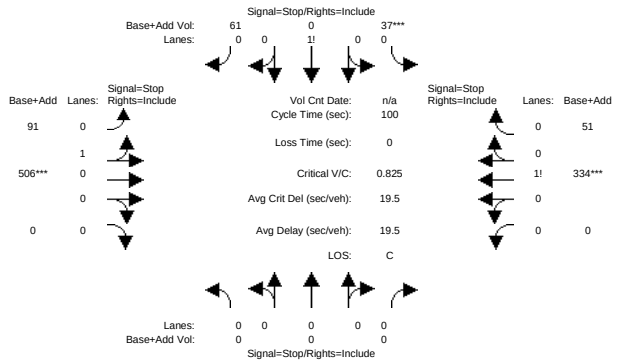
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 AM

Intersection #16: 4th Avenue / Parnassus



Street Name:	4th Avenue						Parnassus					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	37	0	61	91	506	0	0	334	51
Growth Adj:	1.00	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	37	0	61	91	506	0	0	334	51
Added Vol:	0	0	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	0	0	37	0	61	91	506	0	0	334	51
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:	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:	0	0	0	39	0	64	96	533	0	0	352	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	0	64	96	533	0	0	352	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
FinalVolume:	0	0	0	39	0	64	96	533	0	0	352	54
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	0.00	0.00	0.37	0.01	0.62	0.15	0.85	0.00	0.00	0.87	0.13
Final Sat.:	0	0	0	219	0	361	116	646	0	0	636	97
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.18	0.00	0.18	0.82	0.82	xxxx	xxxx	0.55	0.55
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	9.8	9.8	9.8	25.1	25.1	0.0	0.0	13.4	13.4
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	0.0	0.0	9.8	9.8	9.8	25.1	25.1	0.0	0.0	13.4	13.4
LOS by Move:	*	*	*	A	A	A	D	D	*	*	B	B
ApproachDel:	xxxxxx			9.8			25.1			13.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.8			25.1			13.4		
LOS by Appr:	*			A			D			B		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	3.7	3.7	3.7	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

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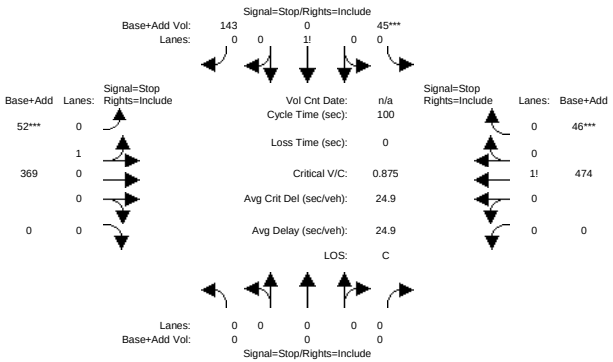
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 PM

Intersection #16: 4th Avenue / Parnassus



Street Name:	4th Avenue						Parnassus					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	45	0	143	52	369	0	0	474	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	0	0	45	0	143	52	369	0	0	474	46
Added Vol:	0	0	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	0	0	45	0	143	52	369	0	0	474	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:	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:	0	0	0	52	0	166	60	429	0	0	551	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	0	166	60	429	0	0	551	53
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	0	0	52	0	166	60	429	0	0	551	53
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	0.00	0.00	0.24	0.00	0.76	0.12	0.88	0.00	0.00	0.91	0.09
Final Sat.:	0	0	0	137	0	436	81	578	0	0	630	61
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.38	xxxx	0.38	0.74	0.74	xxxx	xxxx	0.88	0.88
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	12.2	0.0	12.2	21.5	21.5	0.0	0.0	32.3	32.3
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	0.0	0.0	12.2	0.0	12.2	21.5	21.5	0.0	0.0	32.3	32.3
LOS by Move:	*	*	*	B	*	B	C	C	*	*	D	D
ApproachDel:	xxxxxx			12.2			21.5			32.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.2			21.5			32.3		
LOS by Appr:	*			B			C			D		
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	0.5	2.4	2.4	2.4	4.6	4.6	4.6

Note: Queue reported is the number of cars per lane.

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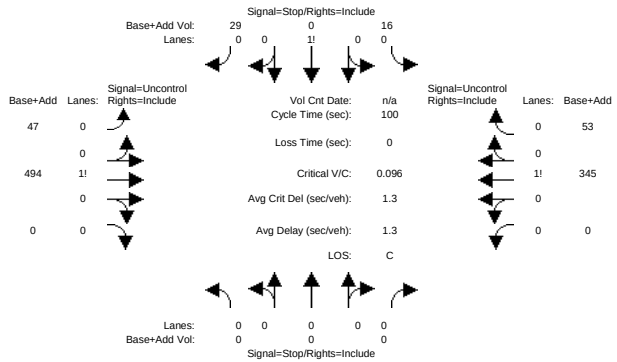
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 AM

Intersection #17: 3rd Avenue / Parnassus



Street Name:	3rd Avenue						Parnassus					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	0	0	0	16	0	29	47	494	0	0	345	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:	0	0	0	16	0	29	47	494	0	0	345	53
Added Vol:	0	0	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	0	0	16	0	29	47	494	0	0	345	53
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:	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	18	0	32	52	543	0	0	379	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	32	52	543	0	0	379	58
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1154	1154	508	487	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	218	197	565	1076	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	183	169	495	1024	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.06	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	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	309	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.9	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			18.9			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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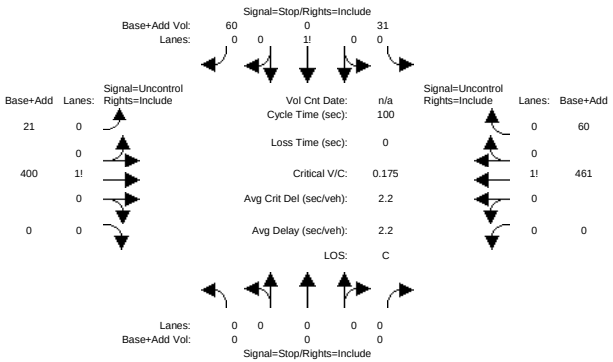
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 PM

Intersection #17: 3rd Avenue / Parnassus



Street Name:	3rd Avenue						Parnassus					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	0	0	0	31	0	60	21	400	0	0	461	60
Growth Adj:	1.00	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	31	0	60	21	400	0	0	461	60
Added Vol:	0	0	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	0	0	31	0	60	21	400	0	0	461	60
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:	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	34	0	66	23	440	0	0	507	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	34	0	66	23	440	0	0	507	66
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1125	1125	640	623	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	227	205	476	958	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	195	181	417	913	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	0.00	0.16	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	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	300	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	22.8	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			22.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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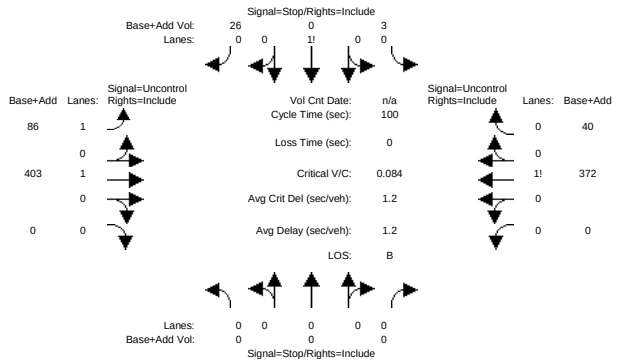
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 AM

Intersection #18: Hillway / Parnassus



Street Name:	Hillway						Parnassus Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	0	3	0	26	86	403	0	0	372	40
Growth Adj:	1.00	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	3	0	26	86	403	0	0	372	40
Added Vol:	0	0	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	0	0	3	0	26	86	403	0	0	372	40
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:	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	0	0	3	0	27	88	411	0	0	380	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	27	88	411	0	0	380	41
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1087	1087	500	470	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	239	216	571	1091	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	203	179	518	1039	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.05	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	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	446	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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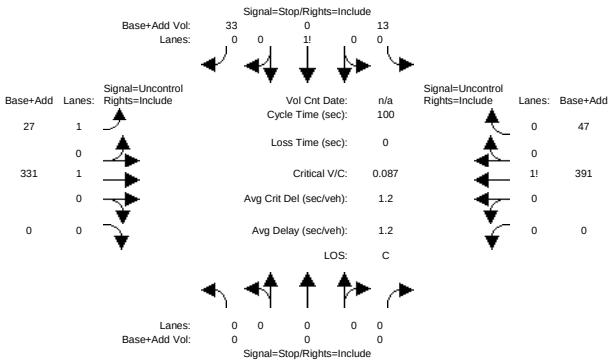
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 PM

Intersection #18: Hillway / Parnassus



Street Name:	Hillway						Parnassus Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	0	13	0	33	27	331	0	0	391	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:	0	0	0	13	0	33	27	331	0	0	391	47
Added Vol:	0	0	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	0	0	13	0	33	27	331	0	0	391	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:	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	0	0	16	0	40	33	399	0	0	471	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	40	33	399	0	0	471	57
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1063	1063	599	578	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	247	223	501	996	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	218	195	455	948	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.09	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	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	348	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	17.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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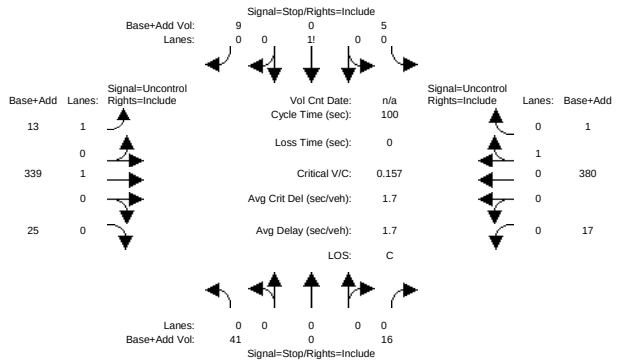
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 AM

Intersection #19: Hill Point / Parnassus



Street Name: Hill Point Parnassus Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	41	0	16	5	0	9	13	339	25	17	380	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:	41	0	16	5	0	9	13	339	25	17	380	1
Added Vol:	0	0	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:	41	0	16	5	0	9	13	339	25	17	380	1
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:	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:	43	0	17	5	0	9	14	357	26	18	400	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	0	17	5	0	9	14	357	26	18	400	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	838	834	370	842	847	401	401	xxxx	xxxxx	383	xxxx	xxxxx
Potent Cap.:	286	304	676	284	299	650	1158	xxxx	xxxxx	1175	xxxx	xxxxx
Move Cap.:	276	296	676	271	291	650	1158	xxxx	xxxxx	1175	xxxx	xxxxx
Volume/Cap:	0.16	0.00	0.02	0.02	0.00	0.01	0.01	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	331	xxxxx	xxxx	433	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	18.3	xxxxx	xxxxx	13.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:		18.3			13.6			xxxxx			xxxxx	
ApproachLOS:		C			B			*			*	

Note: Queue reported is the number of cars per lane.

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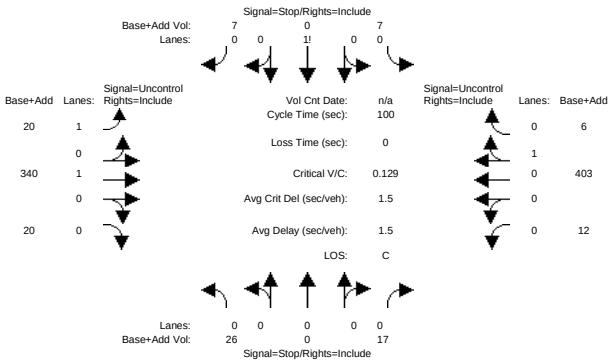
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 PM

Intersection #19: Hill Point / Parnassus



Street Name: Hill Point Parnassus Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	26	0	17	7	0	7	20	340	20	12	403	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:	26	0	17	7	0	7	20	340	20	12	403	6
Added Vol:	0	0	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:	26	0	17	7	0	7	20	340	20	12	403	6
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:	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:	30	0	20	8	0	8	23	391	23	14	463	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	0	20	8	0	8	23	391	23	14	463	7
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	947	946	402	952	954	467	470	xxxx	xxxxx	414	xxxx	xxxxx
Potent Cap.:	241	262	648	239	259	596	1092	xxxx	xxxxx	1145	xxxx	xxxxx
Move Cap.:	232	253	648	226	250	596	1092	xxxx	xxxxx	1145	xxxx	xxxxx
Volume/Cap:	0.13	0.00	0.03	0.04	0.00	0.01	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	311	xxxxx	xxxx	328	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	18.8	xxxxx	xxxxx	16.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:		18.8			16.5			xxxxx			xxxxx	
ApproachLOS:		C			C			*			*	

Note: Queue reported is the number of cars per lane.

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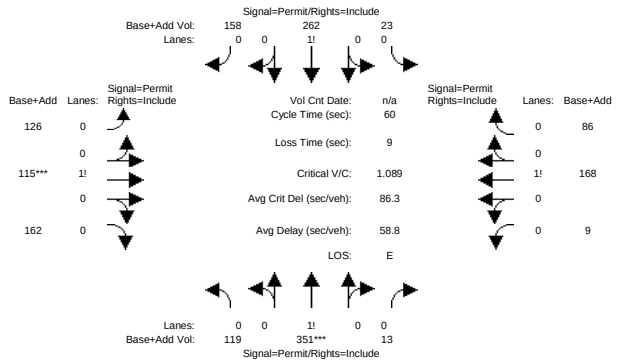
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #20: Stanyan / Parnassus



Street Name:	Stanyan						Parnassus Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	27	27	27	27	27	27	24	24	24	24	24	24
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	119	351	13	23	262	158	126	115	162	9	168	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	351	13	23	262	158	126	115	162	9	168	86
Added Vol:	0	0	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:	119	351	13	23	262	158	126	115	162	9	168	86
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:	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:	131	386	14	25	288	174	138	126	178	10	185	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	386	14	25	288	174	138	126	178	10	185	95
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	131	386	14	25	288	174	138	126	178	10	185	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.56	0.56	0.68	0.68	0.67	0.54	0.55	0.53	0.69	0.69	0.67
Lanes:	0.25	0.72	0.03	0.05	0.59	0.36	0.31	0.28	0.41	0.03	0.64	0.33
Final Sat.:	264	779	29	67	763	460	321	293	413	44	828	424
Capacity Analysis Module:												
Vol/Sat:	0.50	0.50	0.50	0.38	0.38	0.38	0.43	0.43	0.43	0.22	0.22	0.22
Crit Moves:		****						****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.10	1.10	1.10	0.84	0.84	0.84	1.08	1.08	1.08	0.56	0.56	0.56
Uniform Del:	16.5	16.5	16.5	14.6	14.6	14.6	18.0	18.0	18.0	13.9	13.9	13.9
IncremntDel:	71.2	71.2	71.2	13.5	13.5	13.5	66.5	66.5	66.5	4.3	4.3	4.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	87.7	87.7	87.7	28.1	28.1	28.1	84.5	84.5	84.5	18.2	18.2	18.2
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:	87.7	87.7	87.7	28.1	28.1	28.1	84.5	84.5	84.5	18.2	18.2	18.2
LOS by Move:	F	F	F	C	C	C	F	F	F	B	B	B
HCM2kAvgQ:	20	21	21	10	10	10	15	15	15	5	5	5

Note: Queue reported is the number of cars per lane.

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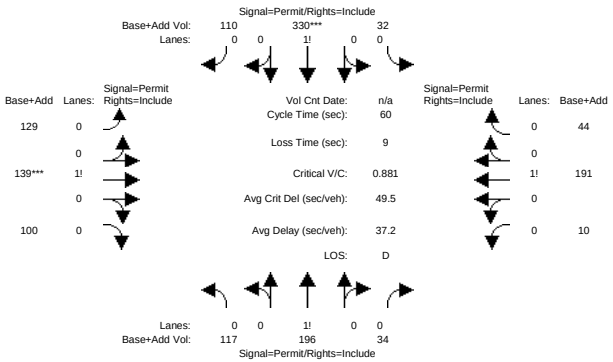
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #20: Stanyan / Parnassus



Street Name:	Stanyan						Parnassus Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	30	30	30	30	30	30	21	21	21	21	21	21
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	117	196	34	32	330	110	129	139	100	10	191	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	196	34	32	330	110	129	139	100	10	191	44
Added Vol:	0	0	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:	117	196	34	32	330	110	129	139	100	10	191	44
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:	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:	122	204	35	33	344	115	134	145	104	10	199	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	204	35	33	344	115	134	145	104	10	199	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
FinalVolume:	122	204	35	33	344	115	134	145	104	10	199	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.55	0.54	0.69	0.69	0.69	0.53	0.54	0.53	0.70	0.70	0.69
Lanes:	0.34	0.56	0.10	0.07	0.70	0.23	0.35	0.38	0.27	0.04	0.78	0.18
Final Sat.:	348	583	101	89	921	307	358	385	277	54	1035	238
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.37	0.37	0.37	0.38	0.38	0.38	0.19	0.19	0.19
Crit Moves:					****			****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.70	0.70	0.70	0.75	0.75	0.75	1.07	1.07	1.07	0.55	0.55	0.55
Uniform Del:	11.5	11.5	11.5	12.0	12.0	12.0	19.5	19.5	19.5	15.7	15.7	15.7
IncremntDel:	7.7	7.7	7.7	7.6	7.6	7.6	68.5	68.5	68.5	4.6	4.6	4.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	19.2	19.2	19.2	19.5	19.5	19.5	88.0	88.0	88.0	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:	19.2	19.2	19.2	19.5	19.5	19.5	88.0	88.0	88.0	20.3	20.3	20.3
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
HCM2kAvgQ:	7	7	7	8	8	8	13	13	13	5	5	5

Note: Queue reported is the number of cars per lane.

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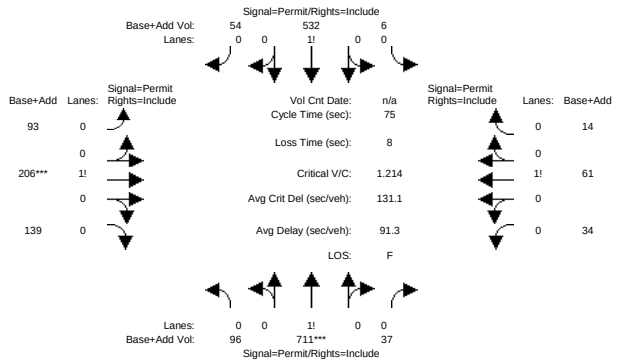
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #21: 7th Avenue / Kirkham Street



Street Name:	7th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	44	44	44	44	44	44	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	711	37	6	532	54	93	206	139	34	61	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	711	37	6	532	54	93	206	139	34	61	14
Added Vol:	0	0	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:	96	711	37	6	532	54	93	206	139	34	61	14
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:	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:	100	741	39	6	554	56	97	215	145	35	64	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	741	39	6	554	56	97	215	145	35	64	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
FinalVolume:	100	741	39	6	554	56	97	215	145	35	64	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.73	0.73	0.73	0.64	0.65	0.63	0.57	0.58	0.57
Lanes:	0.11	0.85	0.04	0.01	0.90	0.09	0.21	0.47	0.32	0.31	0.56	0.13
Final Sat.:	141	1046	54	14	1250	127	258	570	385	341	612	140
Capacity Analysis Module:												
Vol/Sat:	0.71	0.71	0.71	0.44	0.44	0.44	0.38	0.38	0.38	0.10	0.10	0.10
Crit Moves:		****						****				
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	1.21	1.21	1.21	0.76	0.76	0.76	1.23	1.23	1.23	0.34	0.34	0.34
Uniform Del:	15.5	15.5	15.5	11.5	11.5	11.5	26.0	26.0	26.0	20.1	20.1	20.1
IncremntDel:	105.9	106	105.9	6.5	6.5	6.5	123.6	124	123.6	2.7	2.7	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	121.4	121	121.4	18.0	18.0	18.0	149.6	150	149.6	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:	121.4	121	121.4	18.0	18.0	18.0	149.6	150	149.6	22.8	22.8	22.8
LOS by Move:	F	F	F	B	B	B	F	F	F	C	C	C
HCM2kAvgQ:	42	42	42	11	11	11	24	24	24	2	2	2

Note: Queue reported is the number of cars per lane.

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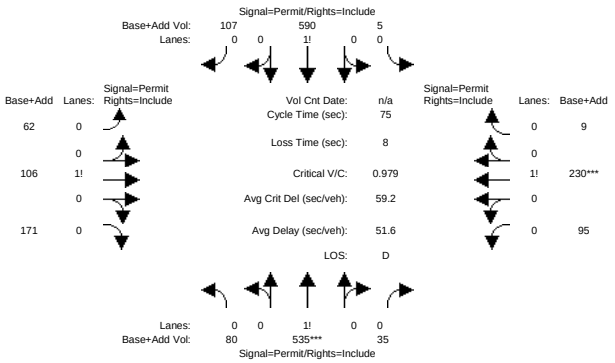
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #21: 7th Avenue / Kirkham Street



Street Name:	7th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	40	40	40	40	40	40	27	27	27	27	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	535	35	5	590	107	62	106	171	95	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:	80	535	35	5	590	107	62	106	171	95	230	9
Added Vol:	0	0	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:	80	535	35	5	590	107	62	106	171	95	230	9
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:	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:	82	552	36	5	608	110	64	109	176	98	237	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	552	36	5	608	110	64	109	176	98	237	9
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	82	552	36	5	608	110	64	109	176	98	237	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.63	0.63	0.73	0.73	0.72	0.61	0.61	0.59	0.57	0.58	0.57
Lanes:	0.12	0.83	0.05	0.01	0.84	0.15	0.18	0.31	0.51	0.28	0.69	0.03
Final Sat.:	148	987	65	10	1162	211	210	358	578	310	752	29
Capacity Analysis Module:												
Vol/Sat:	0.56	0.56	0.56	0.52	0.52	0.52	0.30	0.30	0.30	0.32	0.32	0.32
Crit Moves:		****									****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	1.05	1.05	1.05	0.98	0.98	0.98	0.85	0.85	0.85	0.88	0.88	0.88
Uniform Del:	17.5	17.5	17.5	17.1	17.1	17.1	22.1	22.1	22.1	22.4	22.4	22.4
IncremntDel:	48.7	48.7	48.7	28.9	28.9	28.9	19.0	19.0	19.0	23.0	23.0	23.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	66.2	66.2	66.2	46.1	46.1	46.1	41.1	41.1	41.1	45.4	45.4	45.4
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:	66.2	66.2	66.2	46.1	46.1	46.1	41.1	41.1	41.1	45.4	45.4	45.4
LOS by Move:	E	E	E	D	D	D	D	D	D	D	D	D
HCM2kAvgQ:	25	25	25	17	17	17	11	11	10	11	11	11

Note: Queue reported is the number of cars per lane.

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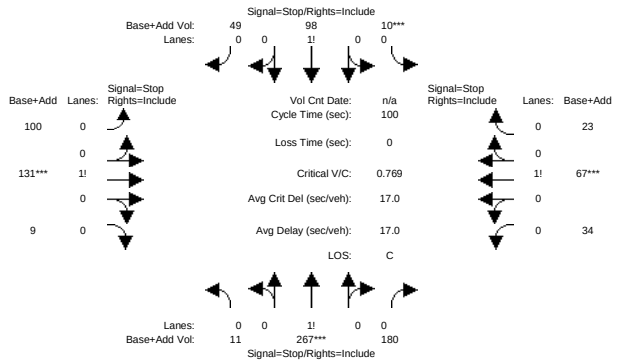
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 AM

Intersection #22: 6th Avenue / Kirkham Street



Street Name:	6th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	11	267	180	10	98	49	100	131	9	34	67	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:	11	267	180	10	98	49	100	131	9	34	67	23
Added Vol:	0	0	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:	11	267	180	10	98	49	100	131	9	34	67	23
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:	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:	13	303	205	11	111	56	114	149	10	39	76	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	303	205	11	111	56	114	149	10	39	76	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
FinalVolume:	13	303	205	11	111	56	114	149	10	39	76	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:	0.02	0.59	0.39	0.06	0.63	0.31	0.42	0.54	0.04	0.27	0.54	0.19
Final Sat.:	16	394	266	36	355	177	231	302	21	140	276	95
Capacity Analysis Module:												
Vol/Sat:	0.77	0.77	0.77	0.31	0.31	0.31	0.49	0.49	0.49	0.28	0.28	0.28
Crit Moves:		****		****				****			****	
Delay/Veh:	22.1	22.1	22.1	11.0	11.0	11.0	14.0	14.0	14.0	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:	22.1	22.1	22.1	11.0	11.0	11.0	14.0	14.0	14.0	11.2	11.2	11.2
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:		22.1			11.0			14.0			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.1			11.0			14.0			11.2	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	2.6	2.6	2.6	0.4	0.4	0.4	0.8	0.8	0.8	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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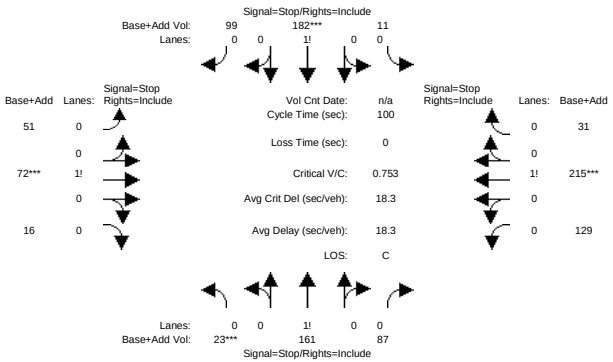
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 PM

Intersection #22: 6th Avenue / Kirkham Street



Street Name:	6th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	23	161	87	11	182	99	51	72	16	129	215	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:	23	161	87	11	182	99	51	72	16	129	215	31
Added Vol:	0	0	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:	23	161	87	11	182	99	51	72	16	129	215	31
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:	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:	26	183	99	13	207	113	58	82	18	147	244	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	183	99	13	207	113	58	82	18	147	244	35
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	26	183	99	13	207	113	58	82	18	147	244	35
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:	0.08	0.60	0.32	0.04	0.62	0.34	0.37	0.52	0.11	0.34	0.58	0.08
Final Sat.:	46	322	174	21	344	187	170	240	53	195	325	47
Capacity Analysis Module:												
Vol/Sat:	0.57	0.57	0.57	0.60	0.60	0.60	0.34	0.34	0.34	0.75	0.75	0.75
Crit Moves:	****				****			****			****	
Delay/Veh:	15.9	15.9	15.9	16.7	16.7	16.7	12.5	12.5	12.5	23.5	23.5	23.5
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:	15.9	15.9	15.9	16.7	16.7	16.7	12.5	12.5	12.5	23.5	23.5	23.5
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
ApproachDel:		15.9			16.7			12.5			23.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.9			16.7			12.5			23.5	
LOS by Appr:		C			C			B			C	
AllWayAvgQ:	1.0	1.0	1.0	1.2	1.2	1.2	0.4	0.4	0.4	2.3	2.3	2.3

Note: Queue reported is the number of cars per lane.

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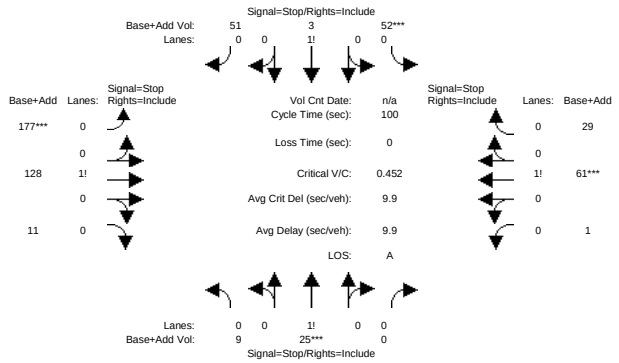
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 AM

Intersection #23: 5th Avenue / Kirkham Street



Street Name:	5th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	9	25	0	52	3	51	177	128	11	1	61	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:	9	25	0	52	3	51	177	128	11	1	61	29
Added Vol:	0	0	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:	9	25	0	52	3	51	177	128	11	1	61	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:	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:	10	28	0	58	3	57	199	144	12	1	69	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	28	0	58	3	57	199	144	12	1	69	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
FinalVolume:	10	28	0	58	3	57	199	144	12	1	69	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:	0.26	0.74	0.00	0.49	0.03	0.48	0.56	0.41	0.03	0.01	0.67	0.32
Final Sat.:	170	473	0	342	20	336	440	318	27	8	515	245
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	xxxx	0.17	0.17	0.17	0.45	0.45	0.45	0.13	0.13	0.13
Crit Moves:		****		****			****				****	
Delay/Veh:	8.4	8.4	0.0	8.7	8.7	8.7	11.0	11.0	11.0	8.1	8.1	8.1
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:	8.4	8.4	0.0	8.7	8.7	8.7	11.0	11.0	11.0	8.1	8.1	8.1
LOS by Move:	A	A	*	A	A	A	B	B	B	A	A	A
ApproachDel:		8.4			8.7			11.0			8.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			8.7			11.0			8.1	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.8	0.8	0.8	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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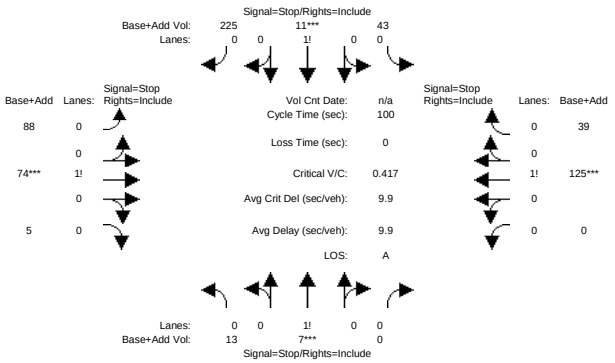
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 PM

Intersection #23: 5th Avenue / Kirkham Street



Street Name:	5th Avenue						Kirkham Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	13	7	0	43	11	225	88	74	5	0	125	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:	13	7	0	43	11	225	88	74	5	0	125	39
Added Vol:	0	0	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:	13	7	0	43	11	225	88	74	5	0	125	39
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:	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:	15	8	0	50	13	262	102	86	6	0	145	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	8	0	50	13	262	102	86	6	0	145	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
FinalVolume:	15	8	0	50	13	262	102	86	6	0	145	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:	0.65	0.35	0.00	0.15	0.04	0.81	0.53	0.44	0.03	0.00	0.76	0.24
Final Sat.:	397	214	0	120	31	628	358	301	20	0	539	168
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	xxxx	0.42	0.42	0.42	0.29	0.29	0.29	xxxx	0.27	0.27
Crit Moves:		****			****			****			****	
Delay/Veh:	8.5	8.5	0.0	10.3	10.3	10.3	9.9	9.9	9.9	0.0	9.4	9.4
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:	8.5	8.5	0.0	10.3	10.3	10.3	9.9	9.9	9.9	0.0	9.4	9.4
LOS by Move:	A	A	*	B	B	B	A	A	A	*	A	A
ApproachDel:		8.5			10.3			9.9			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			10.3			9.9			9.4	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.6	0.6	0.3	0.3	0.3	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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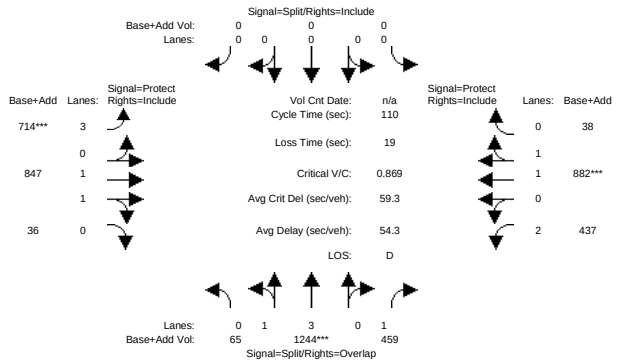
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	25	25	0	0	0	18	34	34	31	47	47
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module:												
Base Vol:	65	1244	459	0	0	0	714	847	36	437	882	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1244	459	0	0	0	714	847	36	437	882	38
Added Vol:	0	0	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:	65	1244	459	0	0	0	714	847	36	437	882	38
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:	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:	68	1309	483	0	0	0	752	892	38	460	928	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1309	483	0	0	0	752	892	38	460	928	40
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	68	1309	483	0	0	0	752	892	38	460	928	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.71	1.00	1.00	1.00	0.79	0.81	0.80	0.79	0.81	0.80
Lanes:	0.20	3.80	1.00	0.00	0.00	0.00	3.00	1.92	0.08	2.00	1.92	0.08
Final Sat.:	291	5572	1348	0	0	0	4480	2935	125	2987	2933	126
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.36	0.00	0.00	0.00	0.17	0.30	0.30	0.15	0.32	0.32
Crit Moves:		****					****				****	
Green/Cycle:	0.23	0.23	0.52	0.00	0.00	0.00	0.17	0.31	0.31	0.28	0.43	0.43
Volume/Cap:	1.01	1.01	0.69	0.00	0.00	0.00	1.01	0.98	0.98	0.54	0.74	0.74
Uniform Del:	42.2	42.2	20.0	0.0	0.0	0.0	45.8	37.5	37.5	33.4	26.4	26.4
IncremntDel:	26.0	26.0	5.6	0.0	0.0	0.0	34.7	24.3	24.3	2.5	3.8	3.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.2	68.2	25.7	0.0	0.0	0.0	80.5	61.9	61.9	35.9	30.2	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:	68.2	68.2	25.7	0.0	0.0	0.0	80.5	61.9	61.9	35.9	30.2	30.2
LOS by Move:	E	E	C	A	A	A	F	E	E	D	C	C
HCM2kAvgQ:	13	13	11	0	0	0	9	16	16	7	16	16

Note: Queue reported is the number of cars per lane.

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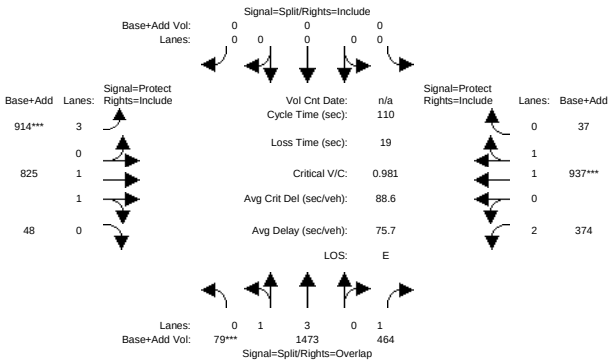
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	0	0	0	18	37	37	13	34	34
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module:												
Base Vol:	79	1473	464	0	0	0	914	825	48	374	937	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:	79	1473	464	0	0	0	914	825	48	374	937	37
Added Vol:	0	0	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:	79	1473	464	0	0	0	914	825	48	374	937	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:	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:	81	1519	478	0	0	0	942	851	49	386	966	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1519	478	0	0	0	942	851	49	386	966	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
FinalVolume:	81	1519	478	0	0	0	942	851	49	386	966	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.71	1.00	1.00	1.00	0.79	0.80	0.80	0.79	0.81	0.80
Lanes:	0.20	3.80	1.00	0.00	0.00	0.00	3.00	1.89	0.11	2.00	1.92	0.08
Final Sat.:	298	5565	1350	0	0	0	4480	2885	168	2987	2944	116
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.35	0.00	0.00	0.00	0.21	0.29	0.29	0.13	0.33	0.33
Crit Moves:	****						****				****	
Green/Cycle:	0.35	0.35	0.49	0.00	0.00	0.00	0.16	0.34	0.34	0.13	0.31	0.31
Volume/Cap:	0.77	0.77	0.73	0.00	0.00	0.00	1.29	0.86	0.86	0.98	1.06	1.06
Uniform Del:	31.5	31.5	22.5	0.0	0.0	0.0	46.0	33.8	33.8	47.7	38.0	38.0
IncremntDel:	2.8	2.8	7.0	0.0	0.0	0.0	138.7	9.4	9.4	41.8	47.1	47.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.3	34.3	29.5	0.0	0.0	0.0	184.7	43.2	43.2	89.5	85.1	85.1
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:	34.3	34.3	29.5	0.0	0.0	0.0	184.7	43.2	43.2	89.5	85.1	85.1
LOS by Move:	C	C	C	A	A	A	F	D	D	F	F	F
HCM2kAvgQ:	12	12	12	0	0	0	19	14	14	11	26	26

Note: Queue reported is the number of cars per lane.

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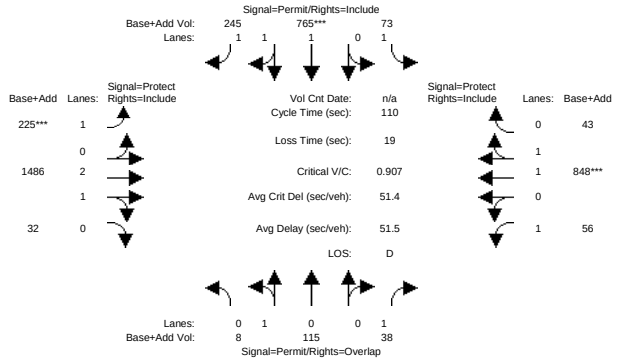
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	19	41	41	15	37	37
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module:												
Base Vol:	8	115	38	73	765	245	225	1486	32	56	848	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:	8	115	38	73	765	245	225	1486	32	56	848	43
Added Vol:	0	0	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:	8	115	38	73	765	245	225	1486	32	56	848	43
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:	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:	9	124	41	78	823	263	242	1598	34	60	912	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	124	41	78	823	263	242	1598	34	60	912	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
FinalVolume:	9	124	41	78	823	263	242	1598	34	60	912	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.69	0.54	0.78	0.77	0.81	0.77	0.77	0.81	0.80	0.80
Lanes:	0.07	0.93	1.00	1.00	2.00	1.00	1.00	2.94	0.06	1.00	1.90	0.10
Final Sat.:	99	1423	1312	1032	2968	1456	1539	4275	92	1539	2882	146
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.08	0.28	0.18	0.16	0.37	0.37	0.04	0.32	0.32
Crit Moves:					****		****				****	
Green/Cycle:	0.32	0.32	0.45	0.32	0.32	0.32	0.17	0.37	0.37	0.14	0.34	0.34
Volume/Cap:	0.27	0.27	0.07	0.24	0.87	0.57	0.91	1.00	1.00	0.29	0.94	0.94
Uniform Del:	28.0	28.0	16.9	27.7	35.4	31.2	44.7	34.5	34.5	42.7	35.4	35.4
IncremntDel:	1.4	1.4	0.2	1.7	8.5	1.2	36.1	23.0	23.0	3.4	17.1	17.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	29.4	29.4	17.1	29.4	43.9	32.5	80.8	57.5	57.5	46.1	52.5	52.5
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:	29.4	29.4	17.1	29.4	43.9	32.5	80.8	57.5	57.5	46.1	52.5	52.5
LOS by Move:	C	C	B	C	D	C	F	E	E	D	D	D
HCM2kAvgQ:	3	3	1	2	17	8	11	27	27	2	19	19

Note: Queue reported is the number of cars per lane.

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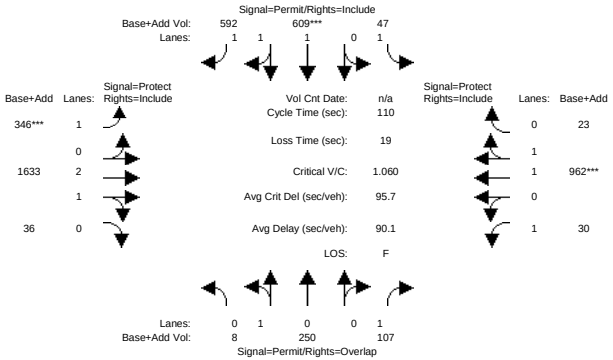
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	39	39	39	39	39	39	15	37	37	15	37	37
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module:												
Base Vol:	8	250	107	47	609	592	346	1633	36	30	962	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:	8	250	107	47	609	592	346	1633	36	30	962	23
Added Vol:	0	0	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:	8	250	107	47	609	592	346	1633	36	30	962	23
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:	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:	8	258	110	48	628	610	357	1684	37	31	992	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	258	110	48	628	610	357	1684	37	31	992	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	8	258	110	48	628	610	357	1684	37	31	992	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.84	0.80	0.59	0.37	0.75	0.64	0.81	0.80	0.77	0.81	0.80
Lanes:	0.03	0.97	1.00	1.00	1.40	1.60	1.00	2.93	0.07	1.00	1.95	0.05
Final Sat.:	49	1539	1126	696	1995	1940	1539	4484	99	1539	2998	72
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.10	0.07	0.31	0.31	0.23	0.38	0.38	0.02	0.33	0.33
Crit Moves:					****		****				****	
Green/Cycle:	0.35	0.35	0.49	0.35	0.35	0.35	0.14	0.34	0.34	0.14	0.34	0.34
Volume/Cap:	0.47	0.47	0.20	0.20	0.89	0.89	1.70	1.12	1.12	0.15	0.98	0.98
Uniform Del:	27.5	27.5	15.8	24.6	33.4	33.4	47.5	36.5	36.5	41.9	36.2	36.2
IncremntDel:	2.8	2.8	0.8	1.8	8.7	8.7	334.2	61.8	61.8	1.5	24.3	24.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	30.4	30.4	16.6	26.4	42.1	42.1	381.7	98.3	98.3	43.3	60.5	60.5
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:	30.4	30.4	16.6	26.4	42.1	42.1	381.7	98.3	98.3	43.3	60.5	60.5
LOS by Move:	C	C	B	C	D	D	F	F	F	D	E	E
HCM2kAvgQ:	7	7	2	1	18	16	31	33	32	1	18	18

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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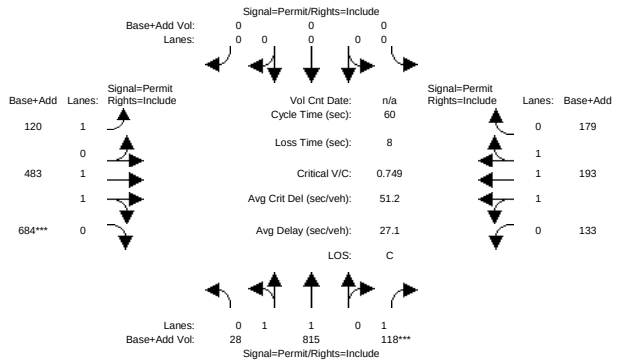
Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	21	0	21	0	0	31	31	31	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	815	118	0	0	0	120	483	684	133	193	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	815	118	0	0	0	120	483	684	133	193	179
Added Vol:	0	0	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:	28	815	118	0	0	0	120	483	684	133	193	179
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:	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:	30	882	128	0	0	0	130	523	740	144	209	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	882	128	0	0	0	130	523	740	144	209	194
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	30	882	128	0	0	0	130	523	740	144	209	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.63	1.00	1.00	1.00	0.37	0.74	0.72	0.47	0.47	0.47
Lanes:	0.07	1.93	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.82	1.18	1.00
Final Sat.:	102	2965	1199	0	0	0	710	1404	1364	733	1064	890
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.11	0.00	0.00	0.00	0.18	0.37	0.54	0.20	0.20	0.22
Crit Moves:			****						****			
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.85	0.85	0.30	0.00	0.00	0.00	0.35	0.72	1.05	0.38	0.38	0.42
Uniform Del:	18.0	18.0	14.2	0.0	0.0	0.0	8.6	11.2	14.5	8.7	8.7	9.0
IncremntDel:	8.4	8.4	1.9	0.0	0.0	0.0	2.7	2.6	40.2	0.8	0.8	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.5	26.5	16.1	0.0	0.0	0.0	11.2	13.8	54.7	9.5	9.5	10.0
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:	26.5	26.5	16.1	0.0	0.0	0.0	11.2	13.8	54.7	9.5	9.5	10.0
LOS by Move:	C	C	B	A	A	A	B	B	D	A	A	A
HCM2kAvgQ:	11	11	2	0	0	0	2	9	25	3	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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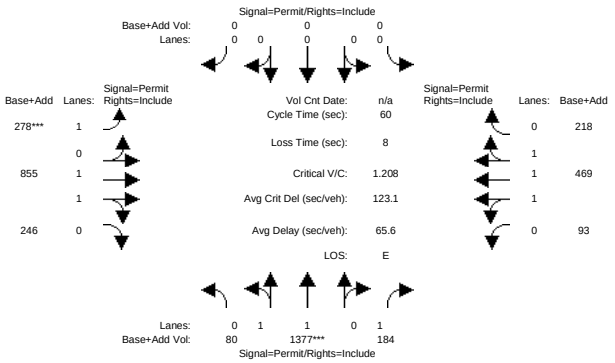
Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	24	0	24	0	0	28	28	28	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1377	184	0	0	0	278	855	246	93	469	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1377	184	0	0	0	278	855	246	93	469	218
Added Vol:	0	0	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:	80	1377	184	0	0	0	278	855	246	93	469	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:	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:	82	1414	189	0	0	0	285	878	253	95	482	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1414	189	0	0	0	285	878	253	95	482	224
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	82	1414	189	0	0	0	285	878	253	95	482	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.63	1.00	1.00	1.00	0.27	0.78	0.77	0.50	0.50	0.50
Lanes:	0.11	1.89	1.00	0.00	0.00	0.00	1.00	1.55	0.45	0.36	1.80	0.84
Final Sat.:	168	2889	1200	0	0	0	512	2306	663	341	1720	799
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.16	0.00	0.00	0.00	0.56	0.38	0.38	0.28	0.28	0.28
Crit Moves:		****					****					
Green/Cycle:	0.40	0.40	0.40	0.00	0.00	0.00	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	1.21	1.21	0.39	0.00	0.00	0.00	1.21	0.82	0.82	0.61	0.61	0.61
Uniform Del:	17.9	17.9	12.6	0.0	0.0	0.0	16.1	14.0	14.0	12.1	12.1	12.1
IncremntDel:	101.5	102	2.3	0.0	0.0	0.0	126.5	5.8	5.8	2.1	2.1	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	119.4	119	14.9	0.0	0.0	0.0	142.6	19.8	19.8	14.2	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:	119.4	119	14.9	0.0	0.0	0.0	142.6	19.8	19.8	14.2	14.2	14.2
LOS by Move:	F	F	B	A	A	A	F	B	B	B	B	B
HCM2kAvgQ:	35	35	3	0	0	0	15	12	12	5	5	5

Note: Queue reported is the number of cars per lane.

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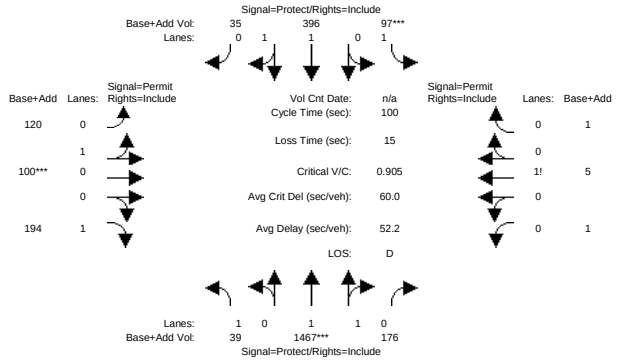
Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	50	50	10	38	38	25	25	25	25	25	25
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	39	1467	176	97	396	35	120	100	194	1	5	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:	39	1467	176	97	396	35	120	100	194	1	5	1
Added Vol:	0	0	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:	39	1467	176	97	396	35	120	100	194	1	5	1
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:	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:	41	1544	185	102	417	37	126	105	204	1	5	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1544	185	102	417	37	126	105	204	1	5	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
FinalVolume:	41	1544	185	102	417	37	126	105	204	1	5	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.88	0.79	0.81	0.80	0.80	0.67	0.70	0.68	0.81	0.81	0.81
Lanes:	1.00	1.77	0.23	1.00	1.84	0.16	0.55	0.45	1.00	0.14	0.72	0.14
Final Sat.:	1539	2942	353	1539	2794	247	708	590	1295	220	1101	220
Capacity Analysis Module:												
Vol/Sat:	0.03	0.52	0.52	0.07	0.15	0.15	0.18	0.18	0.16	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.22	0.50	0.50	0.10	0.38	0.38	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.12	1.05	1.05	0.66	0.39	0.39	0.71	0.71	0.63	0.02	0.02	0.02
Uniform Del:	31.3	25.0	25.0	43.4	22.6	22.6	34.2	34.2	33.4	28.3	28.3	28.3
IncremntDel:	0.7	36.5	36.5	20.3	1.0	1.0	12.6	12.6	9.0	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	32.0	61.5	61.5	63.7	23.6	23.6	46.8	46.8	42.4	28.4	28.4	28.4
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:	32.0	61.5	61.5	63.7	23.6	23.6	46.8	46.8	42.4	28.4	28.4	28.4
LOS by Move:	C	E	E	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	1	33	30	3	5	5	7	7	6	0	0	0

Note: Queue reported is the number of cars per lane.

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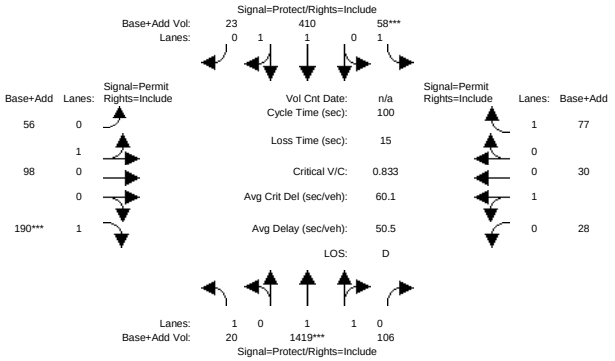
Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	48	48	8	35	35	29	29	29	29	29	29
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	20	1419	106	58	410	23	56	98	190	28	30	77
Growth Adj:	1.00	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	1419	106	58	410	23	56	98	190	28	30	77
Added Vol:	0	0	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:	20	1419	106	58	410	23	56	98	190	28	30	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:	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:	21	1494	112	61	432	24	59	103	200	29	32	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1494	112	61	432	24	59	103	200	29	32	81
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	21	1494	112	61	432	24	59	103	200	29	32	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.84	0.79	0.81	0.80	0.80	0.71	0.74	0.64	0.68	0.71	0.64
Lanes:	1.00	1.85	0.15	1.00	1.89	0.11	0.37	0.63	1.00	0.49	0.51	1.00
Final Sat.:	1539	2966	222	1539	2891	162	504	883	1213	639	685	1213
Capacity Analysis Module:												
Vol/Sat:	0.01	0.50	0.50	0.04	0.15	0.15	0.12	0.12	0.16	0.05	0.05	0.07
Crit Moves:		****		****					****			
Green/Cycle:	0.20	0.48	0.48	0.08	0.36	0.36	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.07	1.05	1.05	0.50	0.42	0.42	0.40	0.40	0.57	0.16	0.16	0.23
Uniform Del:	32.1	26.0	26.0	44.1	24.3	24.3	28.5	28.5	30.2	26.4	26.4	27.0
IncremntDel:	0.4	37.1	37.1	13.6	1.2	1.2	3.0	3.0	6.5	0.9	0.9	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	32.6	63.1	63.1	57.6	25.5	25.5	31.5	31.5	36.7	27.3	27.3	28.5
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:	32.6	63.1	63.1	57.6	25.5	25.5	31.5	31.5	36.7	27.3	27.3	28.5
LOS by Move:	C	E	E	E	C	C	C	C	D	C	C	C
HCM2kAvgQ:	0	30	29	2	6	6	4	4	5	1	1	2

Note: Queue reported is the number of cars per lane.

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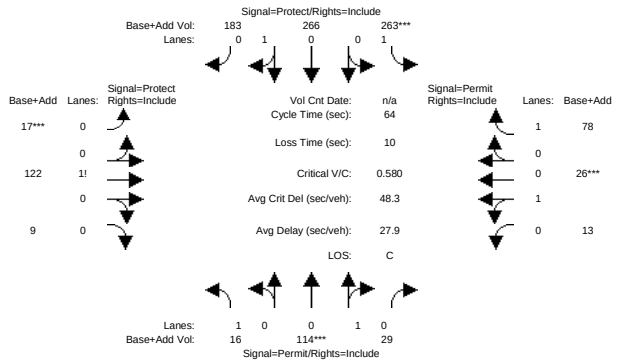
Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	21	21	14	35	0	9	19	0	0	10	0
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	16	114	29	263	266	183	17	122	9	13	26	78
Growth Adj:	1.00	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	114	29	263	266	183	17	122	9	13	26	78
Added Vol:	0	0	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:	16	114	29	263	266	183	17	122	9	13	26	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	19	134	34	310	313	216	20	144	11	15	31	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	134	34	310	313	216	20	144	11	15	31	92
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	19	134	34	310	313	216	20	144	11	15	31	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.66	0.65	0.81	0.80	0.79	0.74	0.74	0.73	0.82	0.84	0.67
Lanes:	1.00	0.79	0.21	1.00	0.59	0.41	0.11	0.83	0.06	0.34	0.66	1.00
Final Sat.:	397	999	254	1539	895	615	161	1152	85	528	1055	1274
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.20	0.35	0.35	0.12	0.12	0.12	0.03	0.03	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.14	0.41	0.41	0.92	0.64	0.64	0.89	0.42	0.42	0.19	0.19	0.46
Uniform Del:	15.2	16.7	16.7	24.4	10.1	10.1	27.0	18.1	18.1	23.5	23.5	24.5
IncremntDel:	2.3	3.0	3.0	32.3	3.8	3.8	40.2	3.1	3.1	1.7	1.7	7.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	17.5	19.7	19.7	56.8	13.9	13.9	67.2	21.2	21.2	25.1	25.1	32.1
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:	17.5	19.7	19.7	56.8	13.9	13.9	67.2	21.2	21.2	25.1	25.1	32.1
LOS by Move:	B	B	B	E	B	B	E	C	C	C	C	C
HCM2kAvgQ:	0	3	3	7	7	7	2	3	1	1	1	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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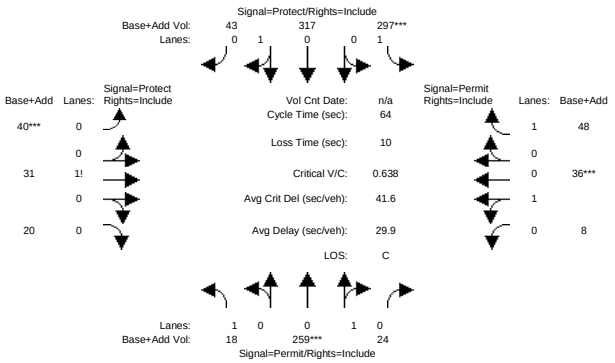
Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	21	21	14	35	35	9	19	19	10	10	10
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	18	259	24	297	317	43	40	31	20	8	36	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:	18	259	24	297	317	43	40	31	20	8	36	48
Added Vol:	0	0	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:	18	259	24	297	317	43	40	31	20	8	36	48
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:	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:	19	273	25	313	334	45	42	33	21	8	38	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	273	25	313	334	45	42	33	21	8	38	51
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	19	273	25	313	334	45	42	33	21	8	38	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.67	0.65	0.81	0.84	0.82	0.71	0.71	0.65	0.80	0.84	0.66
Lanes:	1.00	0.91	0.09	1.00	0.88	0.12	0.44	0.33	0.23	0.19	0.81	1.00
Final Sat.:	549	1168	108	1539	1397	190	580	450	290	288	1296	1259
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.20	0.24	0.24	0.07	0.07	0.07	0.03	0.03	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.11	0.71	0.71	0.93	0.44	0.44	0.52	0.24	0.24	0.19	0.19	0.26
Uniform Del:	15.0	18.8	18.8	24.5	8.6	8.6	25.5	17.1	17.1	23.5	23.5	23.7
IncremntDel:	1.2	9.8	9.8	33.8	1.6	1.6	9.9	1.5	1.5	1.7	1.7	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	16.1	28.7	28.7	58.3	10.2	10.2	35.4	18.5	18.5	25.1	25.1	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:	16.1	28.7	28.7	58.3	10.2	10.2	35.4	18.5	18.5	25.1	25.1	26.9
LOS by Move:	B	C	C	E	B	B	D	B	B	C	C	C
HCM2kAvgQ:	0	7	7	7	4	4	2	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
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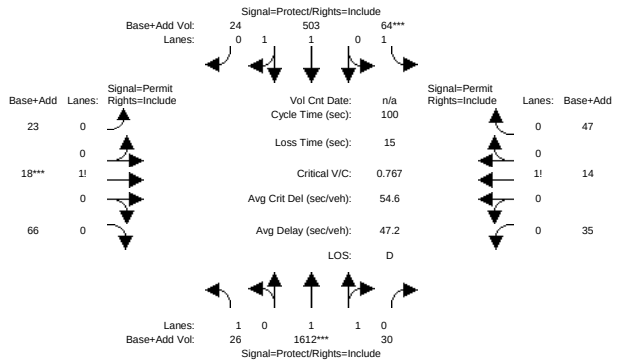
Intersection #29: Mission Rock/3rd



Street Name:	3rd Street									Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	18	50	50	5	37	37	30	30	30	30	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	26	1612	30	64	503	24	23	18	66	35	14	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:	26	1612	30	64	503	24	23	18	66	35	14	47
Added Vol:	0	0	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:	26	1612	30	64	503	24	23	18	66	35	14	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:	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:	27	1697	32	67	529	25	24	19	69	37	15	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1697	32	67	529	25	24	19	69	37	15	49
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	27	1697	32	67	529	25	24	19	69	37	15	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.89	0.81	0.81	0.80	0.80	0.63	0.64	0.62	0.68	0.69	0.68
Lanes:	1.00	1.96	0.04	1.00	1.91	0.09	0.21	0.16	0.63	0.36	0.14	0.50
Final Sat.:	1539	3309	62	1539	2918	139	255	199	731	472	189	634
Capacity Analysis Module:												
Vol/Sat:	0.02	0.51	0.51	0.04	0.18	0.18	0.10	0.10	0.10	0.08	0.08	0.08
Crit Moves:		****		****				****				
Green/Cycle:	0.18	0.50	0.50	0.05	0.37	0.37	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.10	1.03	1.03	0.88	0.49	0.49	0.32	0.32	0.32	0.26	0.26	0.26
Uniform Del:	34.2	25.0	25.0	47.2	24.2	24.2	27.1	27.1	27.1	26.6	26.6	26.6
IncremntDel:	0.7	28.7	28.7	71.9	1.5	1.5	2.3	2.3	2.3	1.6	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	34.9	53.7	53.7	119.1	25.8	25.8	29.4	29.4	29.4	28.2	28.2	28.2
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:	34.9	53.7	53.7	119.1	25.8	25.8	29.4	29.4	29.4	28.2	28.2	28.2
LOS by Move:	C	D	D	F	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	38	35	3	7	7	3	3	3	2	3	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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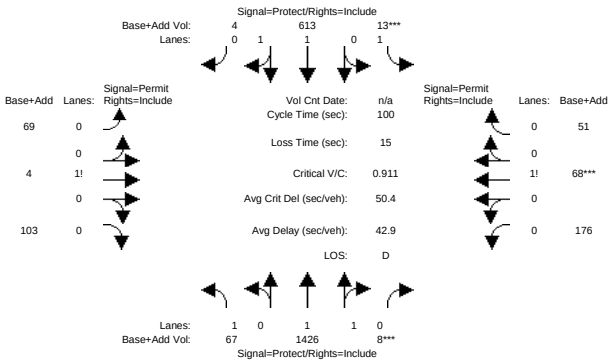
Intersection #29: Mission Rock/3rd



Street Name:	3rd Street									Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	9	47	47	5	43	43	33	33	33	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	67	1426	8	13	613	4	69	4	103	176	68	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1426	8	13	613	4	69	4	103	176	68	51
Added Vol:	0	0	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:	67	1426	8	13	613	4	69	4	103	176	68	51
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:	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:	71	1501	8	14	645	4	73	4	108	185	72	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1501	8	14	645	4	73	4	108	185	72	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
FinalVolume:	71	1501	8	14	645	4	73	4	108	185	72	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.81	0.81	0.81	0.81	0.52	0.54	0.47	0.54	0.58	0.56
Lanes:	1.00	1.99	0.01	1.00	1.99	0.01	0.37	0.02	0.61	0.61	0.22	0.17
Final Sat.:	1539	3211	18	1539	3056	20	366	21	546	622	240	180
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.01	0.21	0.21	0.20	0.20	0.20	0.30	0.30	0.30
Crit Moves:			****	****							****	
Green/Cycle:	0.09	0.47	0.47	0.05	0.43	0.43	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.51	0.99	0.99	0.18	0.49	0.49	0.60	0.60	0.60	0.90	0.90	0.90
Uniform Del:	43.4	26.4	26.4	45.5	20.6	20.6	28.0	28.0	28.0	32.0	32.0	32.0
IncremntDel:	12.7	21.9	21.9	5.0	1.3	1.3	8.4	8.4	8.4	29.1	29.1	29.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	56.1	48.3	48.3	50.5	21.9	21.9	36.4	36.4	36.4	61.0	61.0	61.0
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:	56.1	48.3	48.3	50.5	21.9	21.9	36.4	36.4	36.4	61.0	61.0	61.0
LOS by Move:	E	D	D	D	C	C	D	D	D	E	E	E
HCM2kAvgQ:	3	32	30	0	8	8	6	6	6	12	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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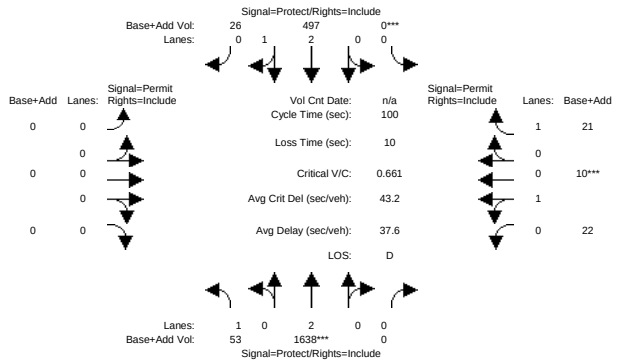
Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	53	1638	0	0	497	26	0	0	0	22	10	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:	53	1638	0	0	497	26	0	0	0	22	10	21
Added Vol:	0	0	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:	53	1638	0	0	497	26	0	0	0	22	10	21
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:	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:	57	1759	0	0	534	28	0	0	0	24	11	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1759	0	0	534	28	0	0	0	24	11	23
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	57	1759	0	0	534	28	0	0	0	24	11	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.78	0.80	0.62
Lanes:	1.00	2.00	0.00	0.00	2.85	0.15	0.00	0.00	0.00	0.69	0.31	1.00
Final Sat.:	1539	3079	0	0	4174	218	0	0	0	1022	465	1184
Capacity Analysis Module:												
Vol/Sat:	0.04	0.57	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.24	1.00	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.07	0.07	0.06
Uniform Del:	37.2	21.5	0.0	0.0	19.5	19.5	0.0	0.0	0.0	23.0	23.0	22.9
IncremntDel:	2.4	22.1	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	39.6	43.6	0.0	0.0	20.0	20.0	0.0	0.0	0.0	23.3	23.3	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:	39.6	43.6	0.0	0.0	20.0	20.0	0.0	0.0	0.0	23.3	23.3	23.2
LOS by Move:	D	D	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	1	29	0	0	4	4	0	0	0	1	1	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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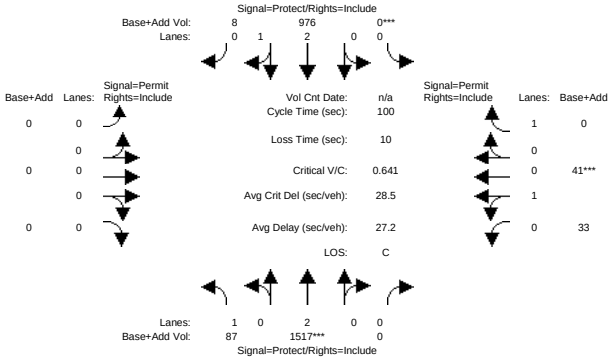
Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	87	1517	0	0	976	8	0	0	0	33	41	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:	87	1517	0	0	976	8	0	0	0	33	41	0
Added Vol:	0	0	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:	87	1517	0	0	976	8	0	0	0	33	41	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:	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:	93	1614	0	0	1038	9	0	0	0	35	44	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1614	0	0	1038	9	0	0	0	35	44	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
FinalVolume:	93	1614	0	0	1038	9	0	0	0	35	44	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.78	0.77	1.00	1.00	1.00	0.76	0.80	1.00
Lanes:	1.00	2.00	0.00	0.00	2.98	0.02	0.00	0.00	0.00	0.46	0.54	1.00
Final Sat.:	1539	3079	0	0	4384	36	0	0	0	662	822	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.52	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.05	0.05	0.00
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.00
Volume/Cap:	0.39	0.92	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.16	0.16	0.00
Uniform Del:	38.1	19.4	0.0	0.0	22.3	22.3	0.0	0.0	0.0	23.7	23.7	0.0
IncremntDel:	4.8	9.3	0.0	0.0	1.3	1.3	0.0	0.0	0.0	0.7	0.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00
Delay/Veh:	42.9	28.8	0.0	0.0	23.6	23.6	0.0	0.0	0.0	24.4	24.4	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:	42.9	28.8	0.0	0.0	23.6	23.6	0.0	0.0	0.0	24.4	24.4	0.0
LOS by Move:	D	C	A	A	C	C	A	A	A	C	C	A
HCM2kAvgQ:	2	24	0	0	9	9	0	0	0	2	2	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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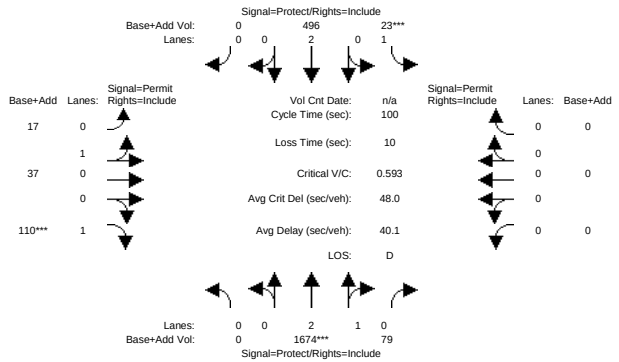
Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1674	79	23	496	0	17	37	110	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:	0	1674	79	23	496	0	17	37	110	0	0	0
Added Vol:	0	0	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	1674	79	23	496	0	17	37	110	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:	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:	0	1758	83	24	521	0	18	39	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1758	83	24	521	0	18	39	116	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
FinalVolume:	0	1758	83	24	521	0	18	39	116	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.83	0.84	0.61	1.00	1.00	1.00
Lanes:	0.00	2.86	0.14	1.00	2.00	0.00	0.32	0.68	1.00	0.00	0.00	0.00
Final Sat.:	0	4195	198	1539	3079	0	500	1088	1168	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.02	0.17	0.00	0.04	0.04	0.10	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.42	0.42	0.15	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	1.00	1.00	0.10	0.30	0.00	0.11	0.11	0.30	0.00	0.00	0.00
Uniform Del:	0.0	29.0	29.0	36.7	11.1	0.0	23.3	23.3	24.9	0.0	0.0	0.0
IncremntDel:	0.0	20.5	20.5	0.9	0.4	0.0	0.4	0.4	2.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	49.5	49.5	37.6	11.6	0.0	23.7	23.7	26.9	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:	0.0	49.5	49.5	37.6	11.6	0.0	23.7	23.7	26.9	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	28	28	1	4	0	1	1	3	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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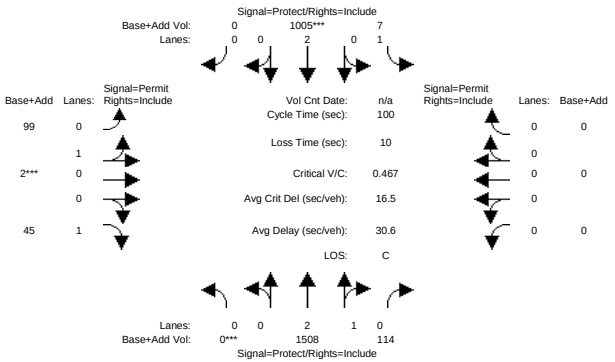
Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1508	114	7	1005	0	99	2	45	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:	0	1508	114	7	1005	0	99	2	45	0	0	0
Added Vol:	0	0	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	1508	114	7	1005	0	99	2	45	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:	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:	0	1587	120	7	1058	0	104	2	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1587	120	7	1058	0	104	2	47	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
FinalVolume:	0	1587	120	7	1058	0	104	2	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.73	0.77	0.63	1.00	1.00	1.00
Lanes:	0.00	2.79	0.21	1.00	2.00	0.00	0.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	4071	308	1539	3079	0	1364	28	1188	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.00	0.34	0.00	0.08	0.08	0.04	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.41	0.41	0.16	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.95	0.95	0.03	0.60	0.00	0.23	0.23	0.12	0.00	0.00	0.00
Uniform Del:	0.0	28.4	28.4	35.6	14.1	0.0	24.3	24.3	23.4	0.0	0.0	0.0
IncremntDel:	0.0	11.9	11.9	0.2	1.5	0.0	1.2	1.2	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	40.3	40.3	35.8	15.6	0.0	25.5	25.5	24.0	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:	0.0	40.3	40.3	35.8	15.6	0.0	25.5	25.5	24.0	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	24	24	0	12	0	2	3	1	0	0	0

Note: Queue reported is the number of cars per lane.

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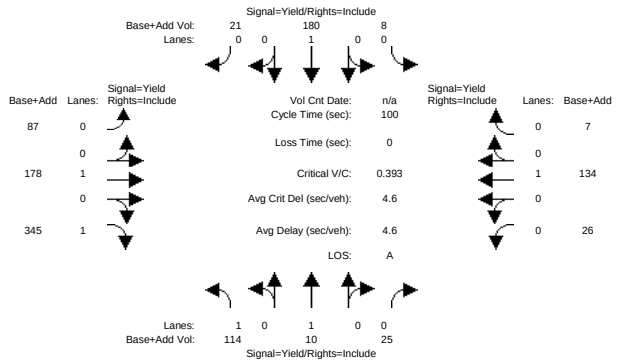
Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
2040 AM

Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	114	10	25	8	180	21	87	178	345	26	134	7
Growth Adj:	1.00	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	10	25	8	180	21	87	178	345	26	134	7
Added Vol:	0	0	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:	114	10	25	8	180	21	87	178	345	26	134	7
User Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
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:	82	7	18	6	130	15	63	128	248	19	96	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	7	18	6	130	15	63	128	248	19	96	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
FinalVolume:	82	7	18	6	130	15	63	128	248	19	96	5
PCE Module:												
AutoPCE:	82	7	18	6	130	15	63	128	248	19	96	5
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	82	7	18	6	130	15	63	128	248	19	96	5

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	197	197	154	152
MaxVolume:	1094	1093	1117	1118
PedVolume:	50	50	50	50
AdjMaxVol:	1094	1093	1117	1118
ApproachVol:	107	150	439	120
ApproachV/C:	0.10	0.14	0.39	0.11
ApproachDel:	3.6	3.8	5.3	3.6
ApproachLOS:	A	A	A	A
Queue:	0.3	0.5	1.9	0.4

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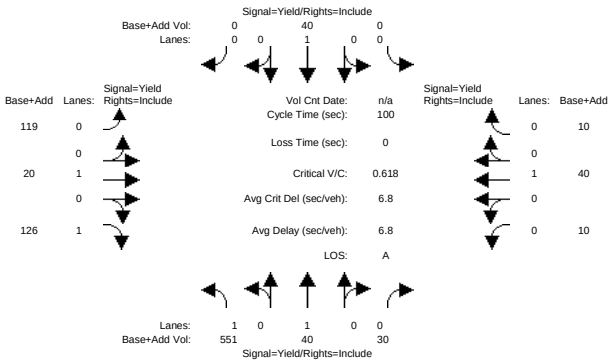
Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
2040 PM

Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	551	40	30	0	40	0	119	20	126	10	40	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:	551	40	30	0	40	0	119	20	126	10	40	10
Added Vol:	0	0	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:	551	40	30	0	40	0	119	20	126	10	40	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:	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:	612	44	33	0	44	0	132	22	140	11	44	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	44	33	0	44	0	132	22	140	11	44	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
FinalVolume:	612	44	33	0	44	0	132	22	140	11	44	11
PCE Module:												
AutoPCE:	612	44	33	0	44	0	132	22	140	11	44	11
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	612	44	33	0	44	0	132	22	140	11	44	11

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	154	668	56	789
MaxVolume:	1117	839	1170	774
PedVolume:	0	0	0	0
AdjMaxVol:	1117	839	1170	774
ApproachVol:	690	44	294	67
ApproachV/C:	0.62	0.05	0.25	0.09
ApproachDel:	8.3	4.5	4.1	5.1
ApproachLOS:	A	A	A	A
Queue:	4.5	0.2	1.0	0.3

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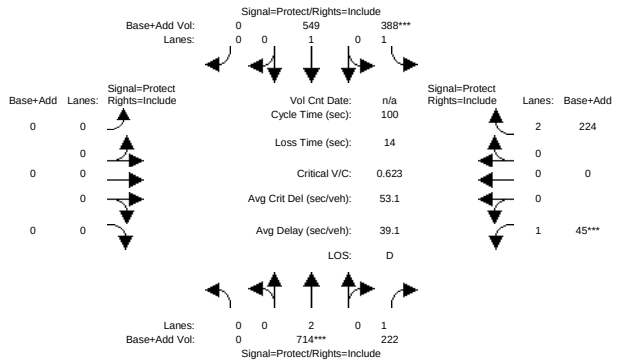
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #33: Mission Bay/7th

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Street Name:            7th Street                    Mission Bay
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   36   36    14   61    0     0    0    0     25    0   25
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  714  222   388  549    0     0    0    0     45    0  224
Growth Adj:  1.00 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  714  222   388  549    0     0    0    0     45    0  224
Added Vol:      0    0    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  714  222   388  549    0     0    0    0     45    0  224
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:     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  745  232   405  573    0     0    0    0     47    0  234
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol:    0  745  232   405  573    0     0    0    0     47    0  234
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:    0  745  232   405  573    0     0    0    0     47    0  234
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.81 0.57  0.81 0.85 1.00  1.00 1.00 1.00  0.81 1.00 0.53
Lanes:       0.00 2.00 1.00  1.00 1.00 0.00  0.00 0.00 0.00  1.00 0.00 2.00
Final Sat.:     0 3079 1079  1539 1620    0     0    0    0  1539    0 2000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24 0.21  0.26 0.35 0.00  0.00 0.00 0.00  0.03 0.00 0.12
Crit Moves:       ****       ****                          ****
Green/Cycle: 0.00 0.36 0.36  0.25 0.61 0.00  0.00 0.00 0.00  0.25 0.00 0.25
Volume/Cap:  0.00 0.67 0.60  1.05 0.58 0.00  0.00 0.00 0.00  0.12 0.00 0.47
Uniform Del:  0.0 27.0 26.1  37.5 11.8  0.0   0.0  0.0  0.0  29.0  0.0 31.8
IncremntDel:  0.0  3.3  6.6  60.3  2.5  0.0   0.0  0.0  0.0   0.6  0.0  3.1
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
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 30.3 32.7  97.8 14.2  0.0   0.0  0.0  0.0  29.7  0.0 35.0
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 30.3 32.7  97.8 14.2  0.0   0.0  0.0  0.0  29.7  0.0 35.0
LOS by Move:    A    C    C     F    B    A     A    A    A     C    A    C
HCM2kAvgQ:      0   11    7    20   11    0     0    0    0     1    0    4
Note: Queue reported is the number of cars per lane.
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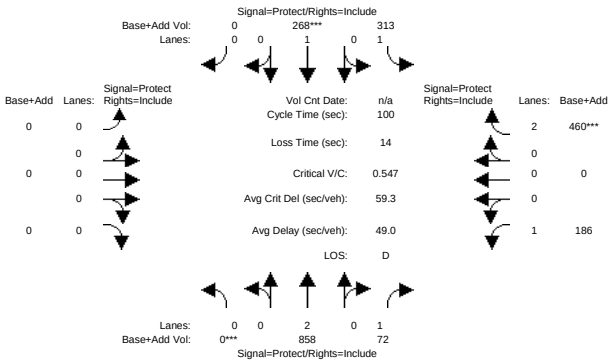
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #33: Mission Bay/7th




```
Street Name:            7th Street                    Mission Bay
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   32   32    14   57    0     0    0    0     29    0   29
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  858   72   313  268    0     0    0    0    186    0  460
Growth Adj:  1.00 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  858   72   313  268    0     0    0    0    186    0  460
Added Vol:      0    0    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  858   72   313  268    0     0    0    0    186    0  460
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:     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  885   74   323  276    0     0    0    0    192    0  474
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol:    0  885   74   323  276    0     0    0    0    192    0  474
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:    0  885   74   323  276    0     0    0    0    192    0  474
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.81 0.41  0.81 0.85 1.00  1.00 1.00 1.00  0.81 1.00 0.42
Lanes:       0.00 2.00 1.00  1.00 1.00 0.00  0.00 0.00 0.00  1.00 0.00 2.00
Final Sat.:     0 3079  784  1539 1620    0     0    0    0  1539    0 1580
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29 0.09  0.21 0.17 0.00  0.00 0.00 0.00  0.12 0.00 0.30
Crit Moves:  ****            ****                          ****
Green/Cycle: 0.00 0.34 0.34  0.23 0.57 0.00  0.00 0.00 0.00  0.29 0.00 0.29
Volume/Cap:  0.00 0.83 0.28  0.93 0.30 0.00  0.00 0.00 0.00  0.43 0.00 1.04
Uniform Del:  0.0 30.2 23.7  37.9 11.1  0.0   0.0  0.0  0.0  28.8  0.0 35.5
IncremntDel:  0.0  7.7  2.5  33.3  0.8  0.0   0.0  0.0  0.0   3.0  0.0 51.4
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0
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 37.9 26.2  71.2 12.0  0.0   0.0  0.0  0.0  31.8  0.0 86.9
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 37.9 26.2  71.2 12.0  0.0   0.0  0.0  0.0  31.8  0.0 86.9
LOS by Move:    A    D    C     E    B    A     A    A    A     C    A    F
HCM2kAvgQ:      0   16    2    14    4    0     0    0    0     5    0   14
Note: Queue reported is the number of cars per lane.
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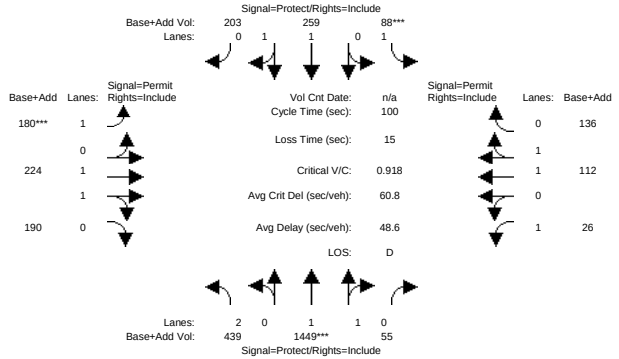
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	50	50	9	36	36	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	439	1449	55	88	259	203	180	224	190	26	112	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	439	1449	55	88	259	203	180	224	190	26	112	136
Added Vol:	0	0	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:	439	1449	55	88	259	203	180	224	190	26	112	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:	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:	456	1506	57	91	269	211	187	233	198	27	116	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	1506	57	91	269	211	187	233	198	27	116	141
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	456	1506	57	91	269	211	187	233	198	27	116	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.80	0.81	0.76	0.74	0.46	0.71	0.69	0.33	0.70	0.68
Lanes:	2.00	1.93	0.07	1.00	1.11	0.89	1.00	1.07	0.93	1.00	1.00	1.00
Final Sat.:	2987	2948	112	1539	1600	1254	880	1437	1219	628	1325	1285
Capacity Analysis Module:												
Vol/Sat:	0.15	0.51	0.51	0.06	0.17	0.17	0.21	0.16	0.16	0.04	0.09	0.11
Crit Moves:		****		****			****					
Green/Cycle:	0.20	0.49	0.49	0.09	0.38	0.38	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.76	1.04	1.04	0.67	0.44	0.44	0.77	0.59	0.59	0.16	0.32	0.40
Uniform Del:	38.5	26.0	26.0	45.1	23.7	23.7	34.1	32.0	32.0	28.1	29.4	30.2
IncremntDel:	9.0	35.0	35.0	23.6	1.3	1.3	21.2	3.5	3.5	1.9	1.0	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	47.6	61.0	61.0	68.6	25.0	25.0	55.3	35.5	35.5	30.0	30.5	32.0
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:	47.6	61.0	61.0	68.6	25.0	25.0	55.3	35.5	35.5	30.0	30.5	32.0
LOS by Move:	D	E	E	E	C	C	E	D	D	C	C	C
HCM2kAvgQ:	6	29	29	4	6	6	6	6	6	1	3	4

Note: Queue reported is the number of cars per lane.

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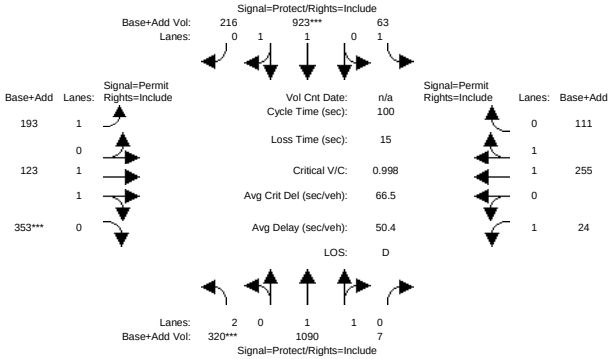
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	50	50	5	41	41	30	30	30	30	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	320	1090	7	63	923	216	193	123	353	24	255	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1090	7	63	923	216	193	123	353	24	255	111
Added Vol:	0	0	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:	320	1090	7	63	923	216	193	123	353	24	255	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:	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:	344	1172	8	68	992	232	208	132	380	26	274	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1172	8	68	992	232	208	132	380	26	274	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
FinalVolume:	344	1172	8	68	992	232	208	132	380	26	274	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.79	0.77	0.36	0.68	0.62	0.28	0.73	0.70
Lanes:	2.00	1.99	0.01	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.38	0.62
Final Sat.:	2987	3056	20	1539	2418	566	685	1283	1175	538	1900	827
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.04	0.41	0.41	0.30	0.10	0.32	0.05	0.14	0.14
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.50	0.50	0.05	0.41	0.41	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.82	0.77	0.77	0.88	1.00	1.00	1.01	0.34	1.08	0.16	0.48	0.48
Uniform Del:	41.8	20.3	20.3	47.2	29.5	29.5	35.0	27.3	35.0	25.7	28.6	28.6
IncremntDel:	16.6	3.7	3.7	73.0	26.0	26.0	65.2	0.6	63.3	2.1	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	58.4	24.0	24.0	120.2	55.5	55.5	100.2	27.9	98.3	27.8	30.7	30.7
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:	58.4	24.0	24.0	120.2	55.5	55.5	100.2	27.9	98.3	27.8	30.7	30.7
LOS by Move:	E	C	C	F	E	E	F	C	F	C	C	C
HCM2kAvgQ:	6	15	15	4	27	27	9	3	18	1	6	5

Note: Queue reported is the number of cars per lane.

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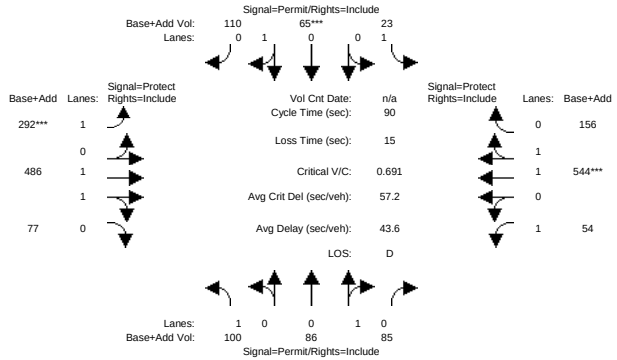
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #35: 16th/4th



Street Name:	4th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	20	20	15	40	40	15	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	100	86	85	23	65	110	292	486	77	54	544	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	86	85	23	65	110	292	486	77	54	544	156
Added Vol:	0	0	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:	100	86	85	23	65	110	292	486	77	54	544	156
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:	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:	105	90	89	24	68	116	307	511	81	57	571	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	90	89	24	68	116	307	511	81	57	571	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
FinalVolume:	105	90	89	24	68	116	307	511	81	57	571	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	0.79	0.76	0.44	0.77	0.74	0.81	0.74	0.74	0.81	0.78	0.77
Lanes:	1.00	0.49	0.51	1.00	0.36	0.64	1.00	1.72	0.28	1.00	1.55	0.45
Final Sat.:	833	741	732	845	531	898	1539	2437	386	1539	2307	662
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	0.03	0.13	0.13	0.20	0.21	0.21	0.04	0.25	0.25
Crit Moves:					****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.17	0.44	0.44	0.17	0.44	0.44
Volume/Cap:	0.57	0.55	0.55	0.13	0.58	0.58	1.20	0.47	0.47	0.22	0.56	0.56
Uniform Del:	31.2	31.0	31.0	28.0	31.2	31.2	37.5	17.6	17.6	32.4	18.5	18.5
IncremntDel:	12.0	6.5	6.5	1.4	7.5	7.5	119.5	1.3	1.3	2.0	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	43.2	37.5	37.5	29.4	38.7	38.7	157.0	18.8	18.8	34.4	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:	43.2	37.5	37.5	29.4	38.7	38.7	157.0	18.8	18.8	34.4	20.2	20.2
LOS by Move:	D	D	D	C	D	D	F	B	B	C	C	C
HCM2kAvgQ:	4	5	5	1	5	5	15	6	6	1	8	8

Note: Queue reported is the number of cars per lane.

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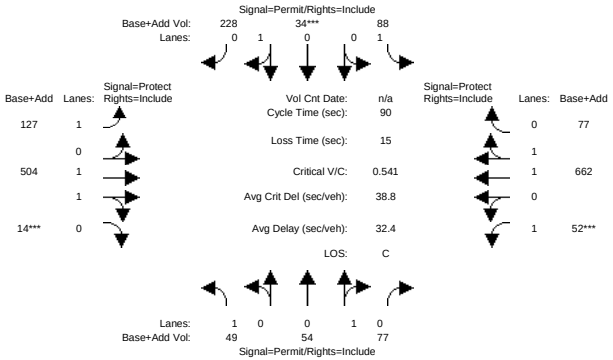
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #35: 16th/4th



Street Name:	4th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	20	20	10	40	40	15	45	45
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	49	54	77	88	34	228	127	504	14	52	662	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	54	77	88	34	228	127	504	14	52	662	77
Added Vol:	0	0	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:	49	54	77	88	34	228	127	504	14	52	662	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:	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:	54	59	85	97	37	251	140	554	15	57	727	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	59	85	97	37	251	140	554	15	57	727	85
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	54	59	85	97	37	251	140	554	15	57	727	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.78	0.76	0.50	0.74	0.70	0.81	0.76	0.76	0.81	0.80	0.79
Lanes:	1.00	0.40	0.60	1.00	0.12	0.88	1.00	1.95	0.05	1.00	1.79	0.21
Final Sat.:	527	595	848	957	173	1162	1539	2797	78	1539	2713	316
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.10	0.22	0.22	0.09	0.20	0.20	0.04	0.27	0.27
Crit Moves:					****				****	****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.11	0.44	0.44	0.17	0.50	0.50
Volume/Cap:	0.46	0.45	0.45	0.45	0.97	0.97	0.82	0.45	0.45	0.22	0.54	0.54
Uniform Del:	30.3	30.2	30.2	30.3	34.7	34.7	39.1	17.3	17.3	32.5	15.4	15.4
IncremntDel:	12.5	4.5	4.5	6.9	45.1	45.1	33.3	1.1	1.1	2.0	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	42.8	34.7	34.7	37.2	79.8	79.8	72.4	18.4	18.4	34.5	16.7	16.7
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:	42.8	34.7	34.7	37.2	79.8	79.8	72.4	18.4	18.4	34.5	16.7	16.7
LOS by Move:	D	C	C	D	E	E	E	B	B	C	B	B
HCM2kAvgQ:	2	4	4	3	13	13	4	6	6	1	8	8

Note: Queue reported is the number of cars per lane.

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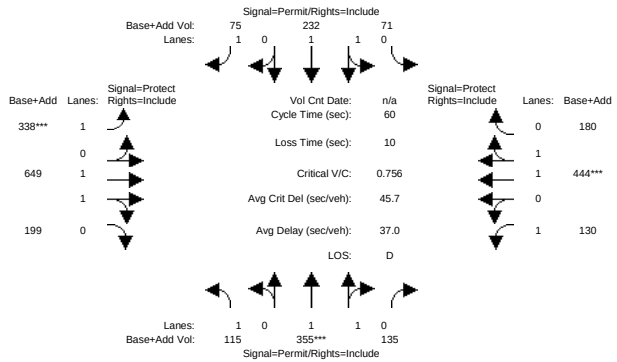
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #36: 16th/Owens




```
Street Name:            Owens St                    16th St
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   20   20   20     20   20   20     10   25   25      5   18   18
Y+R:           5.0  5.0  5.0    5.0  5.0  5.0    5.0  5.0  5.0     5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     115  355  135     71  232   75    338  649  199    130  444  180
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  115  355  135     71  232   75    338  649  199    130  444  180
Added Vol:      0    0    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:  115  355  135     71  232   75    338  649  199    130  444  180
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:     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:   121  374  142     75  244   79    356  683  209    137  467  189
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  121  374  142     75  244   79    356  683  209    137  467  189
PCE Adj:     1.00 1.00 1.00   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
FinalVolume:  121  374  142     75  244   79    356  683  209    137  467  189
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.44 0.78 0.77   0.62 0.62 0.69   0.81 0.73 0.73   0.81 0.78 0.76
Lanes:       1.00 1.44 0.56   0.47 1.53 1.00   1.00 1.53 0.47   1.00 1.42 0.58
Final Sat.:   839 2132  811    550 1797 1315   1539 2128  652   1539 2088  846
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.18 0.18   0.14 0.14 0.06   0.23 0.32 0.32   0.09 0.22 0.22
Crit Moves:       ****             ****             ****             ****
Green/Cycle: 0.33 0.33 0.33   0.33 0.33 0.33   0.20 0.42 0.42   0.08 0.30 0.30
Volume/Cap:  0.43 0.53 0.53   0.41 0.41 0.18   1.16 0.77 0.77   1.07 0.75 0.75
Uniform Del: 15.6 16.2 16.2   15.4 15.4 14.2   24.0 15.0 15.0   27.5 18.9 18.9
IncremntDel:  4.8  2.0  2.0    1.6  1.6  0.9  100.3  5.0  5.0   98.4  5.7  5.7
InitQueuDel:  0.0  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0    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
Delay/Veh:   20.4 18.2 18.2   17.0 17.0 15.1  124.3 20.0 20.0  125.9 24.7 24.7
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:  20.4 18.2 18.2   17.0 17.0 15.1  124.3 20.0 20.0  125.9 24.7 24.7
LOS by Move:    C    B    B      B    B    B      F    C    C      F    C    C
HCM2kAvgQ:      2    5    5      3    3    1     12    7    7      5    6    6
Note: Queue reported is the number of cars per lane.
```

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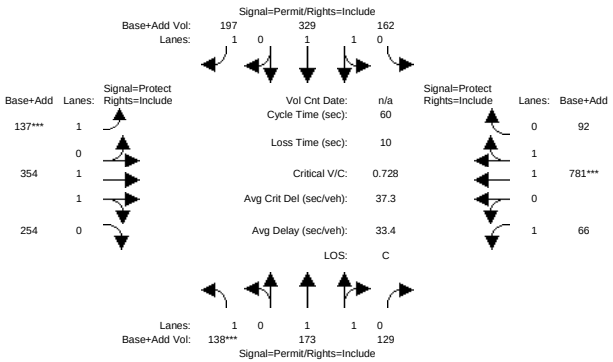
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #36: 16th/Owens




```
Street Name:            Owens St                    16th St
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   20   20   20     20   20   20     10   20   20     10   20   20
Y+R:           5.0  5.0  5.0    5.0  5.0  5.0    5.0  5.0  5.0     5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     138  173  129    162  329  197    137  354  254     66  781   92
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  138  173  129    162  329  197    137  354  254     66  781   92
Added Vol:      0    0    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:  138  173  129    162  329  197    137  354  254     66  781   92
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:     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:   145  182  136    171  346  207    144  373  267     69  822   97
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  145  182  136    171  346  207    144  373  267     69  822   97
PCE Adj:     1.00 1.00 1.00   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
FinalVolume:  145  182  136    171  346  207    144  373  267     69  822   97
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.29 0.76 0.73   0.55 0.56 0.66   0.81 0.71 0.69   0.81 0.80 0.79
Lanes:       1.00 1.13 0.87   0.67 1.33 1.00   1.00 1.15 0.85   1.00 1.79 0.21
Final Sat.:   550 1621 1209    702 1426 1246   1539 1550 1112   1539 2708  319
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.11 0.11   0.24 0.24 0.17   0.09 0.24 0.24   0.05 0.30 0.30
Crit Moves:  ****             ****             ****             ****
Green/Cycle: 0.36 0.36 0.36   0.36 0.36 0.36   0.13 0.40 0.40   0.15 0.42 0.42
Volume/Cap:  0.73 0.31 0.31   0.67 0.67 0.46   0.73 0.61 0.61   0.30 0.73 0.73
Uniform Del: 30.3 25.1 25.1   29.5 29.5 26.8   46.1 26.4 26.4   41.6 26.8 26.8
IncremntDel: 20.6  0.8  0.8    4.6  4.6  3.3   20.7  2.6  2.6    3.3  3.7  3.7
InitQueuDel:  0.0  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0    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
Delay/Veh:   50.9 25.9 25.9   34.0 34.0 30.1   66.8 29.0 29.0   45.0 30.5 30.5
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:  50.9 25.9 25.9   34.0 34.0 30.1   66.8 29.0 29.0   45.0 30.5 30.5
LOS by Move:    D    C    C      C    C    C      E    C    C      D    C    C
HCM2kAvgQ:      6    4    4      9    9    6      5    9    9      2   14   14
Note: Queue reported is the number of cars per lane.
```

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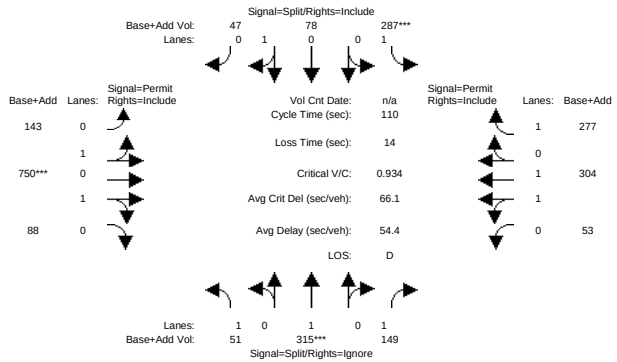
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #37: 16th/7th



Street Name:	7th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	30	30	30	30	30	30	36	36	36	36	36	67
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0
Volume Module:												
Base Vol:	51	315	149	287	78	47	143	750	88	53	304	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	315	149	287	78	47	143	750	88	53	304	277
Added Vol:	0	0	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:	51	315	149	287	78	47	143	750	88	53	304	277
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	52	321	0	293	80	48	146	765	90	54	310	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	321	0	293	80	48	146	765	90	54	310	283
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
FinalVolume:	52	321	0	293	80	48	146	765	90	54	310	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	1.00	0.81	0.70	0.69	0.58	0.58	0.58	0.52	0.52	0.69
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	0.29	1.53	0.18	0.30	1.70	1.00
Final Sat.:	1539	1620	1900	1539	827	498	322	1691	198	292	1678	1305
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.00	0.19	0.10	0.10	0.45	0.45	0.45	0.18	0.18	0.22
Crit Moves:		****		****				****				
Green/Cycle:	0.21	0.21	0.00	0.21	0.21	0.21	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.16	0.93	0.00	0.89	0.45	0.45	0.95	0.95	0.95	0.39	0.39	0.46
Uniform Del:	45.2	54.5	0.0	54.0	48.3	48.3	35.5	35.5	35.5	23.8	23.8	24.8
IncremntDel:	1.0	34.0	0.0	28.9	5.2	5.2	18.5	18.5	18.5	1.2	1.2	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	46.3	88.5	0.0	82.8	53.5	53.5	53.9	53.9	53.9	25.0	25.0	27.2
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:	46.3	88.5	0.0	82.8	53.5	53.5	53.9	53.9	53.9	25.0	25.0	27.2
LOS by Move:	D	F	A	F	D	D	D	D	D	C	C	C
HCM2kAvgQ:	2	17	0	15	5	5	26	26	26	5	5	8

Note: Queue reported is the number of cars per lane.

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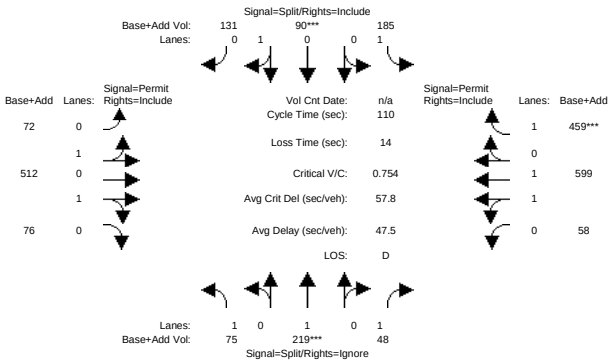
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #37: 16th/7th



Street Name:	7th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	37	37	37	30	30	30	29	29	29	29	29	59
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0
Volume Module:												
Base Vol:	75	219	48	185	90	131	72	512	76	58	599	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	219	48	185	90	131	72	512	76	58	599	459
Added Vol:	0	0	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:	75	219	48	185	90	131	72	512	76	58	599	459
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	77	223	0	189	92	134	73	522	78	59	611	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	223	0	189	92	134	73	522	78	59	611	468
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
FinalVolume:	77	223	0	189	92	134	73	522	78	59	611	468
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	1.00	0.81	0.68	0.65	0.53	0.53	0.53	0.61	0.61	0.68
Lanes:	1.00	1.00	1.00	1.00	0.40	0.60	0.22	1.55	0.23	0.18	1.82	1.00
Final Sat.:	1539	1620	1900	1539	513	747	221	1572	233	204	2111	1296
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.00	0.12	0.18	0.18	0.33	0.33	0.33	0.29	0.29	0.36
Crit Moves:		****			****							****
Green/Cycle:	0.26	0.26	0.00	0.21	0.21	0.21	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.19	0.52	0.00	0.57	0.84	0.84	0.79	0.79	0.79	0.69	0.69	0.86
Uniform Del:	39.9	44.0	0.0	49.3	52.6	52.6	35.1	35.1	35.1	33.0	33.0	36.7
IncremntDel:	1.0	4.5	0.0	7.0	25.3	25.3	7.3	7.3	7.3	3.9	3.9	15.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	40.9	48.4	0.0	56.3	77.9	77.9	42.4	42.4	42.4	36.9	36.9	52.6
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:	40.9	48.4	0.0	56.3	77.9	77.9	42.4	42.4	42.4	36.9	36.9	52.6
LOS by Move:	D	D	A	E	E	E	D	D	D	D	D	D
HCM2kAvgQ:	3	8	0	8	12	11	15	15	15	12	12	19

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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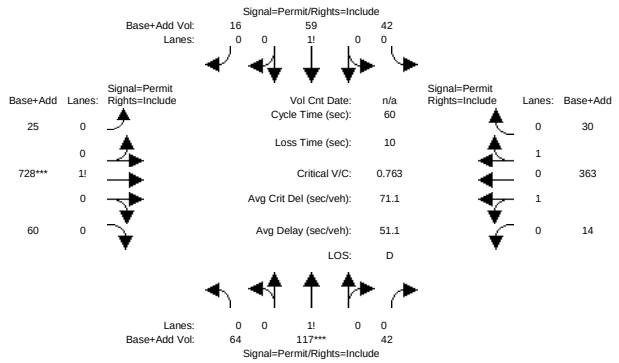
Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	24	24	24	24	24	24	26	26	26	26	26	26
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	64	117	42	42	59	16	25	728	60	14	363	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	117	42	42	59	16	25	728	60	14	363	30
Added Vol:	0	0	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:	64	117	42	42	59	16	25	728	60	14	363	30
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:	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:	70	129	46	46	65	18	27	800	66	15	399	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	129	46	46	65	18	27	800	66	15	399	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
FinalVolume:	70	129	46	46	65	18	27	800	66	15	399	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.82	0.82	0.82	0.97	0.97	0.97	0.87	0.87	0.87
Lanes:	0.29	0.52	0.19	0.36	0.50	0.14	0.03	0.90	0.07	0.07	1.78	0.15
Final Sat.:	467	854	307	562	789	214	57	1649	136	113	2939	243
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.08	0.08	0.08	0.49	0.49	0.49	0.14	0.14	0.14
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.38	0.38	0.38	0.21	0.21	0.21	1.12	1.12	1.12	0.31	0.31	0.31
Uniform Del:	12.7	12.7	12.7	11.8	11.8	11.8	17.0	17.0	17.0	11.1	11.1	11.1
IncremntDel:	0.4	0.4	0.4	0.2	0.2	0.2	70.1	70.1	70.1	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.1	13.1	13.1	11.9	11.9	11.9	87.1	87.1	87.1	11.3	11.3	11.3
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:	13.1	13.1	13.1	11.9	11.9	11.9	87.1	87.1	87.1	11.3	11.3	11.3
LOS by Move:	B	B	B	B	B	B	F	F	F	B	B	B
HCM2kAvgQ:	3	3	3	2	2	2	27	27	27	3	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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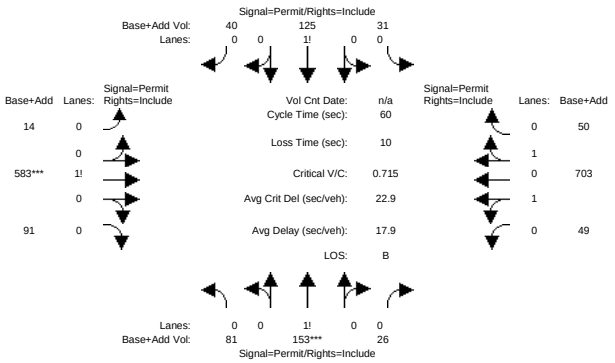
Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	22	22	22	22	22	22	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	81	153	26	31	125	40	14	583	91	49	703	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	153	26	31	125	40	14	583	91	49	703	50
Added Vol:	0	0	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:	81	153	26	31	125	40	14	583	91	49	703	50
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:	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:	89	168	29	34	137	44	15	641	100	54	773	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	168	29	34	137	44	15	641	100	54	773	55
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	89	168	29	34	137	44	15	641	100	54	773	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.89	0.89	0.89	0.96	0.96	0.96	0.81	0.81	0.81
Lanes:	0.31	0.59	0.10	0.16	0.64	0.20	0.02	0.85	0.13	0.12	1.76	0.12
Final Sat.:	491	927	158	268	1081	346	37	1546	241	188	2700	192
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.13	0.13	0.13	0.41	0.41	0.41	0.29	0.29	0.29
Crit Moves:		****						****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.49	0.49	0.49	0.35	0.35	0.35	0.89	0.89	0.89	0.61	0.61	0.61
Uniform Del:	14.7	14.7	14.7	13.8	13.8	13.8	14.6	14.6	14.6	12.0	12.0	12.0
IncremntDel:	0.7	0.7	0.7	0.3	0.3	0.3	11.2	11.2	11.2	0.8	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	15.4	15.4	15.4	14.1	14.1	14.1	25.8	25.8	25.8	12.7	12.7	12.7
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:	15.4	15.4	15.4	14.1	14.1	14.1	25.8	25.8	25.8	12.7	12.7	12.7
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
HCM2kAvgQ:	5	5	5	3	3	3	13	13	13	7	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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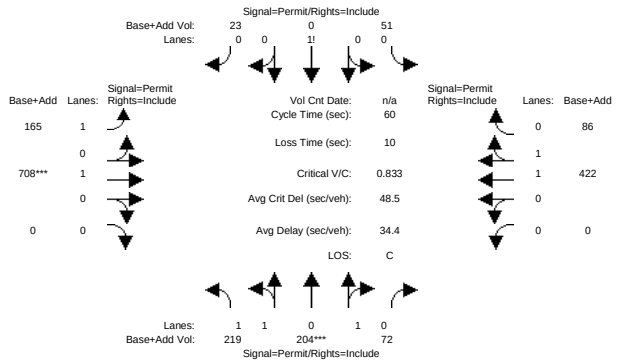
Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	20	20	20	20	20	30	30	30	30	30	30
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	219	204	72	51	0	23	165	708	0	0	422	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	204	72	51	0	23	165	708	0	0	422	86
Added Vol:	0	0	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:	219	204	72	51	0	23	165	708	0	0	422	86
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:	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:	235	219	77	55	0	25	177	761	0	0	454	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	219	77	55	0	25	177	761	0	0	454	92
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	235	219	77	55	0	25	177	761	0	0	454	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.60	0.60	0.48	1.00	0.49	0.38	0.75	1.00	1.00	0.74	0.74
Lanes:	1.35	1.22	0.43	0.69	0.00	0.31	1.00	1.00	0.00	0.00	1.66	0.34
Final Sat.:	1500	1397	493	630	0	284	721	1418	0	0	2336	476
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.09	0.00	0.09	0.25	0.54	0.00	0.00	0.19	0.19
Crit Moves:		****						****				
Green/Cycle:	0.33	0.33	0.33	0.33	0.00	0.33	0.50	0.50	0.00	0.00	0.50	0.50
Volume/Cap:	0.47	0.47	0.47	0.26	0.00	0.26	0.49	1.07	0.00	0.00	0.39	0.39
Uniform Del:	15.8	15.8	15.8	14.6	0.0	14.6	9.9	15.0	0.0	0.0	9.3	9.3
IncremntDel:	1.4	1.4	1.4	2.1	0.0	2.1	4.7	55.4	0.0	0.0	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	17.2	17.2	17.2	16.7	0.0	16.7	14.7	70.4	0.0	0.0	10.1	10.1
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:	17.2	17.2	17.2	16.7	0.0	16.7	14.7	70.4	0.0	0.0	10.1	10.1
LOS by Move:	B	B	B	B	A	B	B	E	A	A	B	B
HCM2kAvgQ:	3	3	3	1	0	1	2	23	0	0	3	3

Note: Queue reported is the number of cars per lane.

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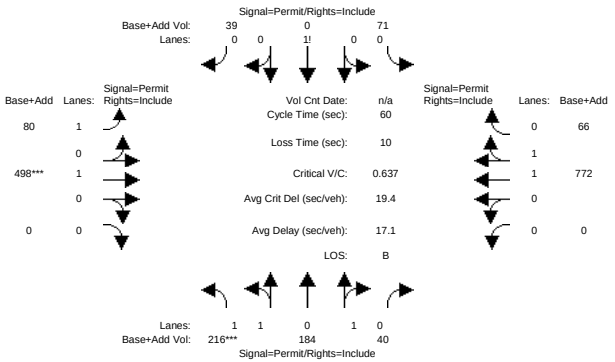
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	216	184	40	71	0	39	80	498	0	0	772	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:	216	184	40	71	0	39	80	498	0	0	772	66
Added Vol:	0	0	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:	216	184	40	71	0	39	80	498	0	0	772	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:	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:	237	202	44	78	0	43	88	547	0	0	848	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	202	44	78	0	43	88	547	0	0	848	73
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	237	202	44	78	0	43	88	547	0	0	848	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.59	0.59	0.48	1.00	0.49	0.22	0.75	1.00	1.00	0.75	0.75
Lanes:	1.49	1.24	0.27	0.65	0.00	0.35	1.00	1.00	0.00	0.00	1.84	0.16
Final Sat.:	1639	1396	304	595	0	327	416	1418	0	0	2627	225
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.00	0.13	0.21	0.39	0.00	0.00	0.32	0.32
Crit Moves:	****							****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.41	0.41	0.41	0.37	0.00	0.37	0.44	0.80	0.00	0.00	0.67	0.67
Uniform Del:	14.8	14.8	14.8	14.6	0.0	14.6	10.2	13.0	0.0	0.0	11.8	11.8
IncremntDel:	1.1	1.1	1.1	3.3	0.0	3.3	6.8	9.4	0.0	0.0	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.9	15.9	15.9	17.9	0.0	17.9	16.9	22.5	0.0	0.0	14.4	14.4
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:	15.9	15.9	15.9	17.9	0.0	17.9	16.9	22.5	0.0	0.0	14.4	14.4
LOS by Move:	B	B	B	B	A	B	B	C	A	A	B	B
HCM2kAvgQ:	3	3	3	2	0	2	1	9	0	0	7	7

Note: Queue reported is the number of cars per lane.

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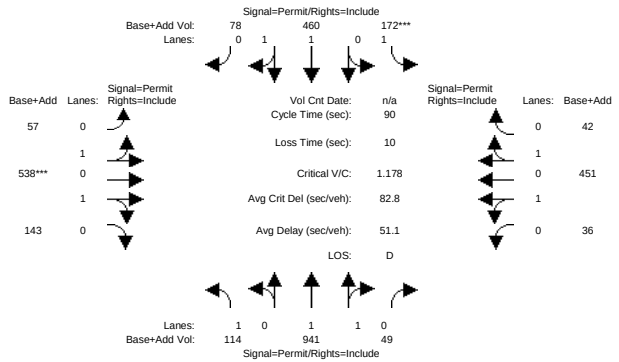
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #40: 16th/Potrero



Street Name:	Potrero Ave						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	40	40	40	40	40	40	40	40	40	40	40	40
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	114	941	49	172	460	78	57	538	143	36	451	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:	114	941	49	172	460	78	57	538	143	36	451	42
Added Vol:	0	0	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:	114	941	49	172	460	78	57	538	143	36	451	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:	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:	118	970	51	177	474	80	59	555	147	37	465	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	970	51	177	474	80	59	555	147	37	465	43
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	118	970	51	177	474	80	59	555	147	37	465	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.59	0.73	0.13	0.58	0.70	0.62	0.56	0.59	0.63	0.57	0.62
Lanes:	1.00	1.92	0.08	1.00	1.75	0.25	0.14	1.49	0.37	0.12	1.73	0.15
Final Sat.:	556	2145	112	255	1929	327	167	1576	419	149	1867	174
Capacity Analysis Module:												
Vol/Sat:	0.21	0.45	0.45	0.70	0.25	0.25	0.35	0.35	0.35	0.25	0.25	0.25
Crit Moves:				****				****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.48	1.02	1.02	1.56	0.55	0.55	0.79	0.79	0.79	0.56	0.56	0.56
Uniform Del:	17.6	25.0	25.0	25.0	18.4	18.4	21.4	21.4	21.4	18.5	18.5	18.5
IncremntDel:	6.4	32.9	32.9	292.3	2.2	2.2	6.7	6.7	6.7	2.3	2.3	2.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	24.0	57.9	57.9	317.3	20.6	20.6	28.1	28.1	28.1	20.8	20.8	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:	24.0	57.9	57.9	317.3	20.6	20.6	28.1	28.1	28.1	20.8	20.8	20.8
LOS by Move:	C	E	E	F	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	22	26	15	6	7	12	12	12	7	6	7

Note: Queue reported is the number of cars per lane.

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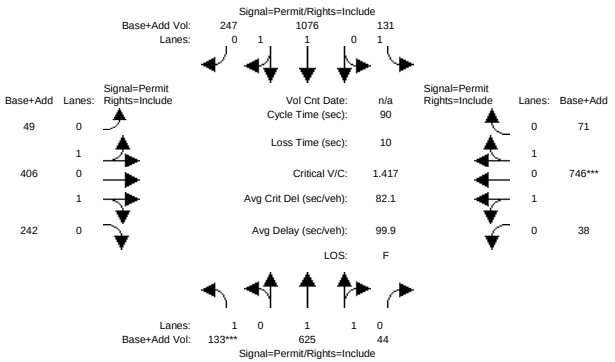
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #40: 16th/Potrero



Street Name:	Potrero Ave						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	40	40	40	40	40	40	40	40	40	40	40	40
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	133	625	44	131	1076	247	49	406	242	38	746	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	625	44	131	1076	247	49	406	242	38	746	71
Added Vol:	0	0	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:	133	625	44	131	1076	247	49	406	242	38	746	71
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:	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:	137	644	45	135	1109	255	51	419	249	39	769	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	644	45	135	1109	255	51	419	249	39	769	73
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	137	644	45	135	1109	255	51	419	249	39	769	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.59	0.72	0.24	0.58	0.68	0.56	0.51	0.51	0.65	0.59	0.64
Lanes:	1.00	1.89	0.11	1.00	1.68	0.32	0.13	1.18	0.69	0.08	1.77	0.15
Final Sat.:	158	2108	148	454	1833	421	137	1131	674	100	1969	187
Capacity Analysis Module:												
Vol/Sat:	0.87	0.31	0.31	0.30	0.61	0.61	0.37	0.37	0.37	0.39	0.39	0.39
Crit Moves:	****										****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.71	0.69	0.69	0.67	1.36	1.36	0.83	0.83	0.83	0.88	0.88	0.88
Uniform Del:	25.0	20.0	20.0	19.8	25.0	25.0	22.0	22.0	22.0	22.8	22.8	22.8
IncremntDel:	368.4	3.8	3.8	16.3	169	169.1	9.2	9.2	9.2	10.9	10.9	10.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	393.4	23.9	23.9	36.1	194	194.1	31.3	31.3	31.3	33.6	33.6	33.6
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:	393.4	23.9	23.9	36.1	194	194.1	31.3	31.3	31.3	33.6	33.6	33.6
LOS by Move:	F	C	C	D	F	F	C	C	C	C	C	C
HCM2kAvgQ:	12	9	11	4	44	51	13	12	12	15	13	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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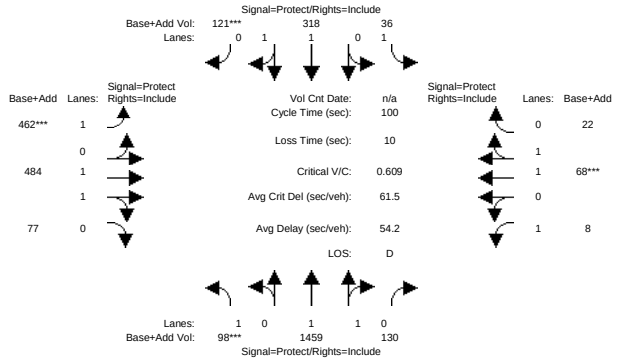
Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	23	51	51	4	32	44	31	27	27	12	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	98	1459	130	36	318	121	462	484	77	8	68	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:	98	1459	130	36	318	121	462	484	77	8	68	22
Added Vol:	0	0	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:	98	1459	130	36	318	121	462	484	77	8	68	22
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:	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:	100	1489	133	37	324	123	471	494	79	8	69	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1489	133	37	324	123	471	494	79	8	69	22
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	100	1489	133	37	324	123	471	494	79	8	69	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.79	0.79	0.81	0.77	0.75	0.81	0.74	0.73	0.81	0.78	0.76
Lanes:	1.00	1.84	0.16	1.00	1.44	0.56	1.00	1.72	0.28	1.00	1.50	0.50
Final Sat.:	1539	2764	246	1539	2105	801	1539	2434	387	1539	2228	721
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.54	0.02	0.15	0.15	0.31	0.20	0.20	0.01	0.03	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.20	0.54	0.54	0.03	0.38	0.38	0.30	0.23	0.23	0.10	0.03	0.03
Volume/Cap:	0.33	0.99	0.99	0.69	0.41	0.41	1.01	0.87	0.87	0.05	0.90	0.90
Uniform Del:	39.9	26.3	26.3	55.4	26.4	26.4	40.5	42.8	42.8	46.9	55.8	55.8
IncremntDel:	2.8	20.5	20.5	53.5	1.1	1.1	45.6	14.8	14.8	0.6	65.8	65.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	42.7	46.8	46.8	108.8	27.5	27.5	86.1	57.7	57.7	47.5	122	121.6
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:	42.7	46.8	46.8	108.8	27.5	27.5	86.1	57.7	57.7	47.5	122	121.6
LOS by Move:	D	D	D	F	C	C	F	E	E	D	F	F
HCM2kAvgQ:	3	37	37	1	6	6	21	11	11	0	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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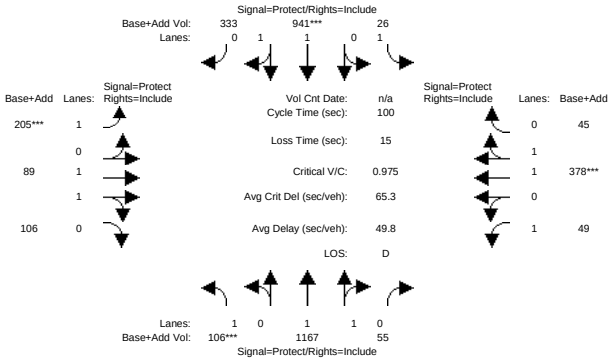
Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	5	50	50	5	50	50	15	15	15	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	106	1167	55	26	941	333	205	89	106	49	378	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:	106	1167	55	26	941	333	205	89	106	49	378	45
Added Vol:	0	0	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:	106	1167	55	26	941	333	205	89	106	49	378	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:	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:	112	1228	58	27	991	351	216	94	112	52	398	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1228	58	27	991	351	216	94	112	52	398	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
FinalVolume:	112	1228	58	27	991	351	216	94	112	52	398	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.79	0.81	0.77	0.71	0.81	0.70	0.66	0.81	0.80	0.78
Lanes:	1.00	1.91	0.09	1.00	1.44	0.56	1.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1539	2889	136	1539	2115	748	1539	1325	1259	1539	2701	322
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.43	0.02	0.47	0.47	0.14	0.07	0.09	0.03	0.15	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.51	0.51	0.05	0.50	0.50	0.15	0.17	0.17	0.11	0.13	0.13
Volume/Cap:	1.10	0.83	0.83	0.35	0.94	0.94	0.93	0.41	0.52	0.29	1.10	1.10
Uniform Del:	46.7	20.5	20.5	45.8	23.5	23.5	42.0	37.0	37.8	40.6	43.3	43.3
IncremntDel:	118.5	5.2	5.2	11.5	12.8	12.8	44.4	2.6	4.8	4.2	74.1	74.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	165.2	25.7	25.7	57.3	36.4	36.4	86.4	39.6	42.6	44.9	117	117.4
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:	165.2	25.7	25.7	57.3	36.4	36.4	86.4	39.6	42.6	44.9	117	117.4
LOS by Move:	F	C	C	E	D	D	F	D	D	D	F	F
HCM2kAvgQ:	8	20	20	1	20	18	8	3	3	2	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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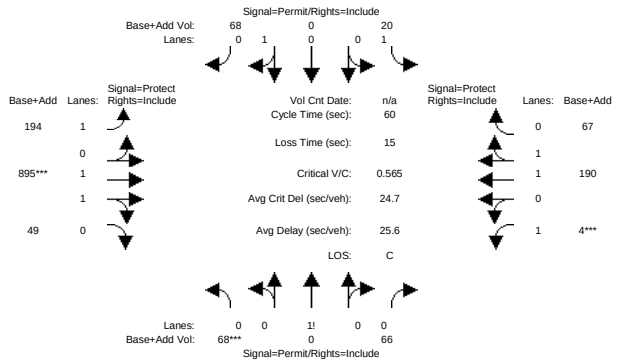
Intersection #42: Mariposa/4th



Street Name:	4th Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	15	15	15	15	15	15	30	30	15	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	68	0	66	20	0	68	194	895	49	4	190	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:	68	0	66	20	0	68	194	895	49	4	190	67
Added Vol:	0	0	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:	68	0	66	20	0	68	194	895	49	4	190	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:	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:	72	0	69	21	0	72	204	942	52	4	200	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	0	69	21	0	72	204	942	52	4	200	71
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	72	0	69	21	0	72	204	942	52	4	200	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	1.00	0.61	0.64	1.00	0.68	0.81	0.75	0.75	0.81	0.73	0.72
Lanes:	0.51	0.00	0.49	1.00	0.00	1.00	1.00	1.90	0.10	1.00	1.47	0.53
Final Sat.:	592	0	574	1214	0	1295	1539	2714	149	1539	2043	720
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.02	0.00	0.06	0.13	0.35	0.35	0.00	0.10	0.10
Crit Moves:	****							****		****		
Green/Cycle:	0.17	0.00	0.17	0.17	0.00	0.17	0.22	0.49	0.49	0.17	0.44	0.44
Volume/Cap:	0.70	0.00	0.70	0.10	0.00	0.32	0.60	0.70	0.70	0.02	0.22	0.22
Uniform Del:	35.1	0.0	35.1	31.4	0.0	32.6	31.5	17.6	17.6	31.3	15.6	15.6
IncremntDel:	18.5	0.0	18.5	1.0	0.0	3.8	7.7	2.9	2.9	0.1	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.6	0.0	53.6	32.3	0.0	36.4	39.2	20.6	20.6	31.5	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:	53.6	0.0	53.6	32.3	0.0	36.4	39.2	20.6	20.6	31.5	16.0	16.0
LOS by Move:	D	A	D	C	A	D	D	C	C	C	B	B
HCM2kAvgQ:	5	0	5	1	0	2	6	12	12	0	2	2

Note: Queue reported is the number of cars per lane.

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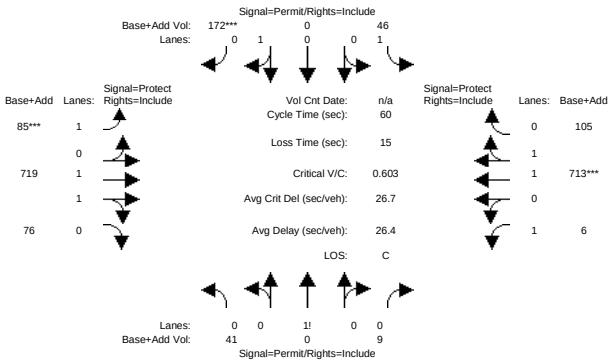
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #42: Mariposa/4th



Street Name:	4th Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	15	15	15	15	15	15	30	30	15	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	41	0	9	46	0	172	85	719	76	6	713	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:	41	0	9	46	0	172	85	719	76	6	713	105
Added Vol:	0	0	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:	41	0	9	46	0	172	85	719	76	6	713	105
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:	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:	43	0	9	48	0	181	89	757	80	6	751	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	9	48	0	181	89	757	80	6	751	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
FinalVolume:	43	0	9	48	0	181	89	757	80	6	751	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	1.00	0.56	0.61	1.00	0.68	0.81	0.75	0.74	0.81	0.75	0.74
Lanes:	0.82	0.00	0.18	1.00	0.00	1.00	1.00	1.81	0.19	1.00	1.74	0.26
Final Sat.:	861	0	189	1151	0	1295	1539	2573	272	1539	2466	363
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.04	0.00	0.14	0.06	0.29	0.29	0.00	0.30	0.30
Crit Moves:						****	****				****	
Green/Cycle:	0.21	0.00	0.21	0.21	0.00	0.21	0.17	0.42	0.42	0.21	0.46	0.46
Volume/Cap:	0.24	0.00	0.24	0.20	0.00	0.67	0.35	0.71	0.71	0.02	0.67	0.67
Uniform Del:	29.6	0.0	29.6	29.3	0.0	32.7	33.2	21.8	21.8	28.4	19.1	19.1
IncremntDel:	2.5	0.0	2.5	1.9	0.0	12.2	3.7	3.6	3.6	0.1	2.7	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.1	0.0	32.1	31.2	0.0	44.9	36.9	25.4	25.4	28.5	21.8	21.8
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:	32.1	0.0	32.1	31.2	0.0	44.9	36.9	25.4	25.4	28.5	21.8	21.8
LOS by Move:	C	A	C	C	A	D	D	C	C	C	C	C
HCM2kAvgQ:	1	0	1	1	0	6	3	11	11	0	9	9

Note: Queue reported is the number of cars per lane.

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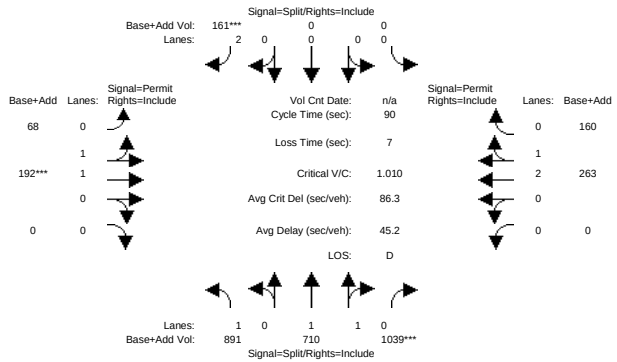
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	58	58	58	10	10	10	15	15	15	15	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	891	710	1039	0	0	161	68	192	0	0	263	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	891	710	1039	0	0	161	68	192	0	0	263	160
Added Vol:	0	0	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:	891	710	1039	0	0	161	68	192	0	0	263	160
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:	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:	924	737	1078	0	0	167	71	199	0	0	273	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	924	737	1078	0	0	167	71	199	0	0	273	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
FinalVolume:	924	737	1078	0	0	167	71	199	0	0	273	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.77	0.76	1.00	1.00	0.61	0.61	0.64	1.00	1.00	0.85	0.79
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.54	1.46	0.00	0.00	2.00	1.00
Final Sat.:	2018	1461	1441	0	0	2325	631	1782	0	0	3214	1505
Capacity Analysis Module:												
Vol/Sat:	0.46	0.50	0.75	0.00	0.00	0.07	0.11	0.11	0.00	0.00	0.08	0.11
Crit Moves:			****			****		****				
Green/Cycle:	0.64	0.64	0.64	0.00	0.00	0.11	0.17	0.17	0.00	0.00	0.17	0.17
Volume/Cap:	0.71	0.78	1.16	0.00	0.00	0.65	0.67	0.67	0.00	0.00	0.51	0.66
Uniform Del:	10.5	11.5	16.0	0.0	0.0	38.3	35.2	35.2	0.0	0.0	34.1	35.1
IncremntDel:	3.3	2.7	79.9	0.0	0.0	11.9	8.6	8.6	0.0	0.0	2.1	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	13.8	14.2	95.9	0.0	0.0	50.2	43.8	43.8	0.0	0.0	36.3	40.3
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:	13.8	14.2	95.9	0.0	0.0	50.2	43.8	43.8	0.0	0.0	36.3	40.3
LOS by Move:	B	B	F	A	A	D	D	D	A	A	D	D
HCM2kAvgQ:	17	17	54	0	0	4	4	4	0	0	4	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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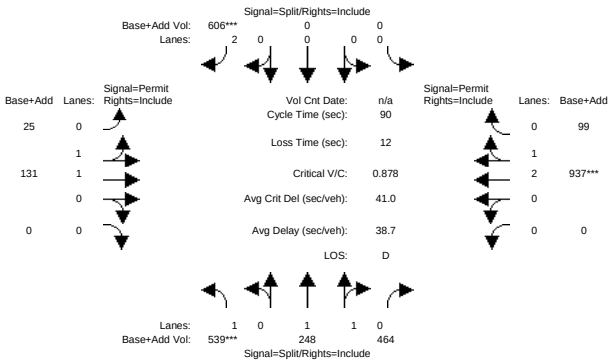
Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	29	29	26	26	26	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	539	248	464	0	0	606	25	131	0	0	937	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	539	248	464	0	0	606	25	131	0	0	937	99
Added Vol:	0	0	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:	539	248	464	0	0	606	25	131	0	0	937	99
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:	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:	561	258	483	0	0	631	26	136	0	0	976	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	561	258	483	0	0	631	26	136	0	0	976	103
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	561	258	483	0	0	631	26	136	0	0	976	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.76	0.81	1.00	1.00	0.62	0.64	0.67	1.00	1.00	0.88	0.84
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.33	1.67	0.00	0.00	2.70	0.30
Final Sat.:	2018	1446	1533	0	0	2358	404	2119	0	0	4538	480
Capacity Analysis Module:												
Vol/Sat:	0.28	0.18	0.32	0.00	0.00	0.27	0.06	0.06	0.00	0.00	0.22	0.22
Crit Moves:	****					****					****	
Green/Cycle:	0.36	0.36	0.36	0.00	0.00	0.29	0.26	0.26	0.00	0.00	0.26	0.26
Volume/Cap:	0.77	0.50	0.88	0.00	0.00	0.93	0.25	0.25	0.00	0.00	0.84	0.84
Uniform Del:	25.6	22.5	27.0	0.0	0.0	31.1	26.7	26.7	0.0	0.0	31.8	31.8
IncremntDel:	7.9	1.2	12.5	0.0	0.0	20.6	0.9	0.9	0.0	0.0	6.8	6.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	33.5	23.7	39.5	0.0	0.0	51.7	27.6	27.6	0.0	0.0	38.6	38.6
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:	33.5	23.7	39.5	0.0	0.0	51.7	27.6	27.6	0.0	0.0	38.6	38.6
LOS by Move:	C	C	D	A	A	D	C	C	A	A	D	D
HCM2kAvgQ:	15	6	17	0	0	14	2	2	0	0	13	13

Note: Queue reported is the number of cars per lane.

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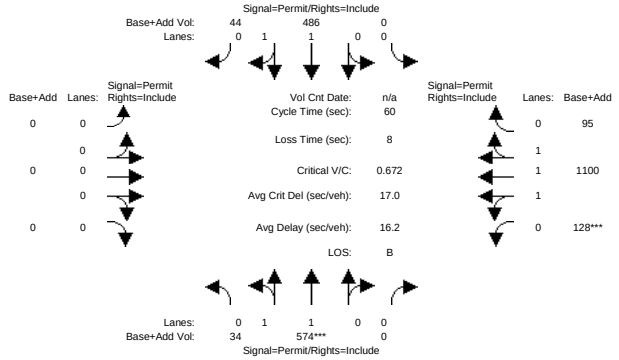
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #45: Divisadero/Pine



Street Name:	Divisadero Street						Pine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	26	0	0	26	0	26	0	26	26	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	574	0	0	486	44	0	0	0	128	1100	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	574	0	0	486	44	0	0	0	128	1100	95
Added Vol:	0	0	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:	34	574	0	0	486	44	0	0	0	128	1100	95
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:	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:	36	604	0	0	512	46	0	0	0	135	1158	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	604	0	0	512	46	0	0	0	135	1158	100
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	36	604	0	0	512	46	0	0	0	135	1158	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	1.00	1.00	0.74	0.74	1.00	1.00	1.00	0.72	0.72	0.72
Lanes:	0.11	1.89	0.00	0.00	1.83	0.17	0.00	0.00	0.00	0.29	2.49	0.22
Final Sat.:	146	2469	0	0	2588	234	0	0	0	399	3431	296
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.34	0.34	0.34
Crit Moves:		****								****		
Green/Cycle:	0.43	0.43	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.43	0.43	0.43
Volume/Cap:	0.56	0.56	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.78	0.78	0.78
Uniform Del:	12.8	12.8	0.0	0.0	12.0	12.0	0.0	0.0	0.0	14.5	14.5	14.5
IncremntDel:	2.0	2.0	0.0	0.0	1.2	1.2	0.0	0.0	0.0	3.4	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	14.8	14.8	0.0	0.0	13.2	13.2	0.0	0.0	0.0	18.0	18.0	18.0
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:	14.8	14.8	0.0	0.0	13.2	13.2	0.0	0.0	0.0	18.0	18.0	18.0
LOS by Move:	B	B	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	4	4	0	0	4	4	0	0	0	10	10	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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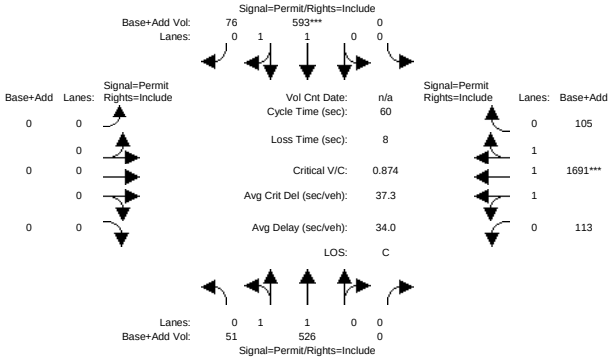
Intersection #45: Divisadero/Pine



Street Name:	Divisadero Street						Pine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	23	0	0	23	0	32	32	32	29	29	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	51	526	0	0	593	76	0	0	0	113	1691	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:	51	526	0	0	593	76	0	0	0	113	1691	105
Added Vol:	0	0	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:	51	526	0	0	593	76	0	0	0	113	1691	105
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:	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:	55	572	0	0	645	83	0	0	0	123	1838	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	572	0	0	645	83	0	0	0	123	1838	114
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	55	572	0	0	645	83	0	0	0	123	1838	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	1.00	1.00	0.74	0.73	1.00	1.00	1.00	0.73	0.73	0.73
Lanes:	0.18	1.82	0.00	0.00	1.77	0.23	0.00	0.00	0.00	0.18	2.66	0.16
Final Sat.:	215	2215	0	0	2488	319	0	0	0	247	3691	229
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.50	0.50	0.50
Crit Moves:					****						****	
Green/Cycle:	0.38	0.38	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.48	0.48	0.48
Volume/Cap:	0.67	0.67	0.00	0.00	0.68	0.68	0.00	0.00	0.00	1.03	1.03	1.03
Uniform Del:	15.4	15.4	0.0	0.0	15.4	15.4	0.0	0.0	0.0	15.5	15.5	15.5
IncremntDel:	3.9	3.9	0.0	0.0	3.4	3.4	0.0	0.0	0.0	28.3	28.3	28.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	19.3	19.3	0.0	0.0	18.8	18.8	0.0	0.0	0.0	43.8	43.8	43.8
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:	19.3	19.3	0.0	0.0	18.8	18.8	0.0	0.0	0.0	43.8	43.8	43.8
LOS by Move:	B	B	A	A	B	B	A	A	A	D	D	D
HCM2kAvgQ:	5	5	0	0	7	7	0	0	0	24	24	24

Note: Queue reported is the number of cars per lane.

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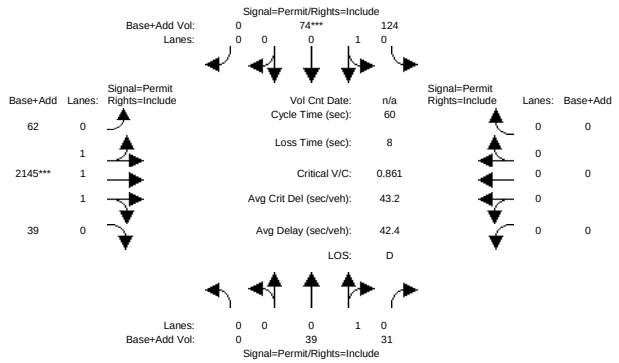
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #46: Broderick/Bush



Street Name:	Broderick Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	20	20	20	0	0	32	32	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	39	31	124	74	0	62	2145	39	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:	0	39	31	124	74	0	62	2145	39	0	0	0
Added Vol:	0	0	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	39	31	124	74	0	62	2145	39	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:	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	41	32	129	77	0	65	2234	41	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	41	32	129	77	0	65	2234	41	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
FinalVolume:	0	41	32	129	77	0	65	2234	41	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.70	0.69	0.57	0.57	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.00	0.55	0.45	0.63	0.37	0.00	0.08	2.87	0.05	0.00	0.00	0.00
Final Sat.:	0	738	587	679	405	0	116	4021	73	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.19	0.19	0.00	0.56	0.56	0.56	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.33	0.33	0.33	0.33	0.00	0.53	0.53	0.53	0.00	0.00	0.00
Volume/Cap:	0.00	0.17	0.17	0.57	0.57	0.00	1.04	1.04	1.04	0.00	0.00	0.00
Uniform Del:	0.0	14.1	14.1	16.5	16.5	0.0	14.0	14.0	14.0	0.0	0.0	0.0
IncremntDel:	0.0	0.8	0.8	6.4	6.4	0.0	31.0	31.0	31.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.9	14.9	22.9	22.9	0.0	45.0	45.0	45.0	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:	0.0	14.9	14.9	22.9	22.9	0.0	45.0	45.0	45.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	C	A	D	D	D	A	A	A
HCM2kAvgQ:	0	1	1	4	4	0	27	27	27	0	0	0

Note: Queue reported is the number of cars per lane.

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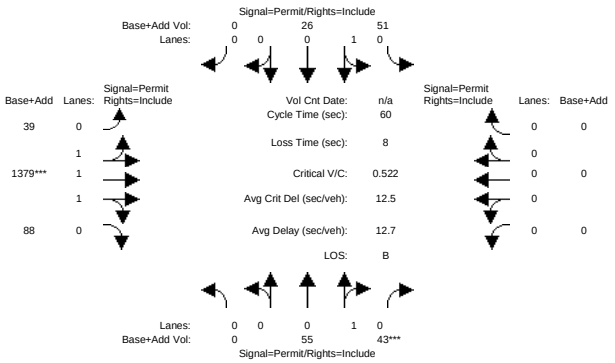
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #46: Broderick/Bush



Street Name:	Broderick Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	20	20	20	0	0	32	32	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	55	43	51	26	0	39	1379	88	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:	0	55	43	51	26	0	39	1379	88	0	0	0
Added Vol:	0	0	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	55	43	51	26	0	39	1379	88	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:	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	57	45	53	27	0	41	1436	92	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	57	45	53	27	0	41	1436	92	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
FinalVolume:	0	57	45	53	27	0	41	1436	92	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.70	0.69	0.59	0.60	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Lanes:	0.00	0.56	0.44	0.67	0.33	0.00	0.08	2.75	0.17	0.00	0.00	0.00
Final Sat.:	0	743	581	743	379	0	108	3831	244	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.07	0.07	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Crit Moves:			****					****				
Green/Cycle:	0.00	0.33	0.33	0.33	0.33	0.00	0.53	0.53	0.53	0.00	0.00	0.00
Volume/Cap:	0.00	0.23	0.23	0.21	0.21	0.00	0.70	0.70	0.70	0.00	0.00	0.00
Uniform Del:	0.0	14.4	14.4	14.4	14.4	0.0	10.5	10.5	10.5	0.0	0.0	0.0
IncremntDel:	0.0	1.2	1.2	1.3	1.3	0.0	1.9	1.9	1.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.7	15.7	15.7	15.7	0.0	12.3	12.3	12.3	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:	0.0	15.7	15.7	15.7	15.7	0.0	12.3	12.3	12.3	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	2	2	1	1	0	9	9	9	0	0	0

Note: Queue reported is the number of cars per lane.

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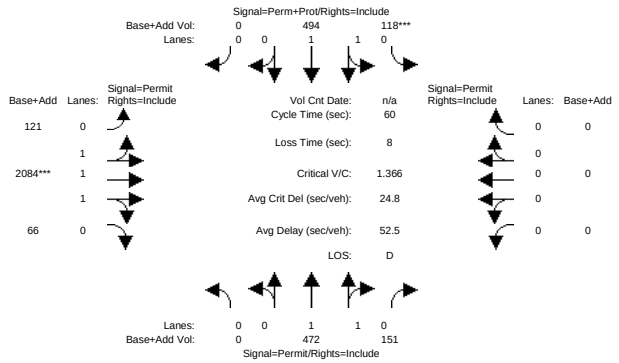
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #47: Divisadero/Bush



Street Name:	Divisadero Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	11	11	6	17	0	35	35	35	0	0	0
Y+R:	4.0	9.0	9.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	472	151	118	494	0	121	2084	66	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:	0	472	151	118	494	0	121	2084	66	0	0	0
Added Vol:	0	0	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	472	151	118	494	0	121	2084	66	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:	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:	0	497	159	124	520	0	127	2194	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	497	159	124	520	0	127	2194	69	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
FinalVolume:	0	497	159	124	520	0	127	2194	69	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.72	0.71	0.53	0.75	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Lanes:	0.00	1.51	0.49	0.39	1.61	0.00	0.16	2.75	0.09	0.00	0.00	0.00
Final Sat.:	0	2080	665	391	2306	0	223	3843	122	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.32	0.23	0.00	0.57	0.57	0.57	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.18	0.18	0.28	0.28	0.00	0.58	0.58	0.58	0.00	0.00	0.00
Volume/Cap:	0.00	1.30	1.30	0.93	0.80	0.00	0.98	0.98	0.98	0.00	0.00	0.00
Uniform Del:	0.0	24.5	24.5	0.0	19.9	0.0	12.1	12.1	12.1	0.0	0.0	0.0
IncremntDel:	0.0	150	150.3	20.4	8.0	0.0	13.8	13.8	13.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	175	174.8	20.4	27.9	0.0	26.0	26.0	26.0	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:	0.0	175	174.8	20.4	27.9	0.0	26.0	26.0	26.0	0.0	0.0	0.0
LOS by Move:	A	F	F	C	C	A	C	C	C	A	A	A
HCM2kAvgQ:	0	19	19	7	7	0	16	16	16	0	0	0

Note: Queue reported is the number of cars per lane.

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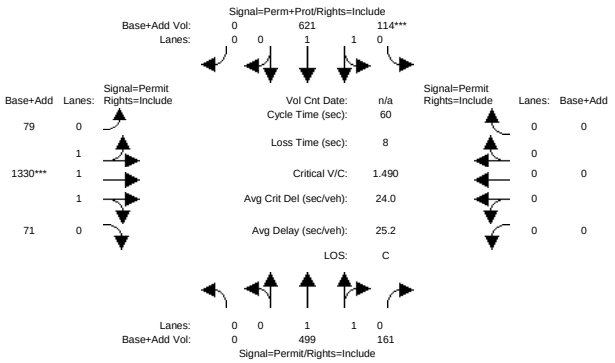
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #47: Divisadero/Bush



Street Name:	Divisadero Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	17	17	6	26	0	26	26	26	0	0	0
Y+R:	4.0	9.0	9.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	499	161	114	621	0	79	1330	71	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:	0	499	161	114	621	0	79	1330	71	0	0	0
Added Vol:	0	0	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	499	161	114	621	0	79	1330	71	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:	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:	0	542	175	124	675	0	86	1446	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	542	175	124	675	0	86	1446	77	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
FinalVolume:	0	542	175	124	675	0	86	1446	77	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.72	0.71	0.50	0.75	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Lanes:	0.00	1.50	0.50	0.31	1.69	0.00	0.16	2.70	0.14	0.00	0.00	0.00
Final Sat.:	0	2071	668	292	2419	0	223	3752	200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.42	0.28	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.28	0.28	0.43	0.43	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.92	0.92	0.79	0.64	0.00	0.89	0.89	0.89	0.00	0.00	0.00
Uniform Del:	0.0	20.9	20.9	20.2	13.4	0.0	15.7	15.7	15.7	0.0	0.0	0.0
IncremntDel:	0.0	18.4	18.4	6.4	2.6	0.0	7.0	7.0	7.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	39.3	39.3	26.6	15.9	0.0	22.7	22.7	22.7	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:	0.0	39.3	39.3	26.6	15.9	0.0	22.7	22.7	22.7	0.0	0.0	0.0
LOS by Move:	A	D	D	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	11	11	7	6	0	12	12	12	0	0	0

Note: Queue reported is the number of cars per lane.

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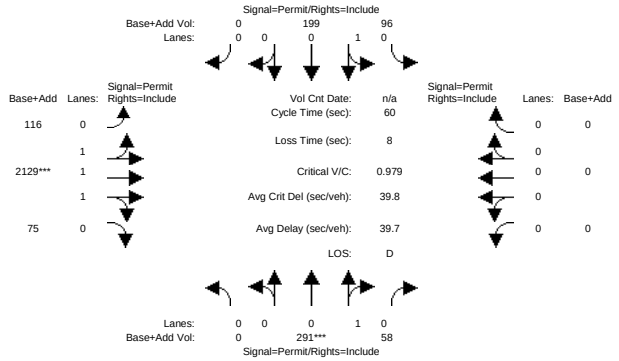
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #48: Scott/Bush



Street Name:	Scott Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	18	18	18	18	18	34	34	34	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	291	58	96	199	0	116	2129	75	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:	0	291	58	96	199	0	116	2129	75	0	0	0
Added Vol:	0	0	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	291	58	96	199	0	116	2129	75	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:	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:	0	306	61	101	209	0	122	2241	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	306	61	101	209	0	122	2241	79	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
FinalVolume:	0	306	61	101	209	0	122	2241	79	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.73	0.72	0.65	0.66	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Lanes:	0.00	0.83	0.17	0.33	0.67	0.00	0.15	2.75	0.10	0.00	0.00	0.00
Final Sat.:	0	1155	230	406	841	0	209	3844	135	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.25	0.25	0.00	0.58	0.58	0.58	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.30	0.30	0.30	0.30	0.00	0.57	0.57	0.57	0.00	0.00	0.00
Volume/Cap:	0.00	0.88	0.88	0.83	0.83	0.00	1.03	1.03	1.03	0.00	0.00	0.00
Uniform Del:	0.0	20.0	20.0	19.6	19.6	0.0	13.0	13.0	13.0	0.0	0.0	0.0
IncremntDel:	0.0	23.0	23.0	18.8	18.8	0.0	26.3	26.3	26.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	43.0	43.0	38.4	38.4	0.0	39.3	39.3	39.3	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:	0.0	43.0	43.0	38.4	38.4	0.0	39.3	39.3	39.3	0.0	0.0	0.0
LOS by Move:	A	D	D	D	D	A	D	D	D	A	A	A
HCM2kAvgQ:	0	10	10	8	8	0	27	27	27	0	0	0

Note: Queue reported is the number of cars per lane.

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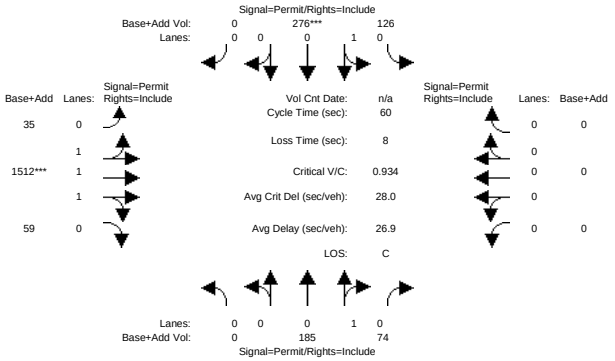
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #48: Scott/Bush



Street Name:	Scott Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	23	23	23	0	0	29	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	185	74	126	276	0	35	1512	59	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:	0	185	74	126	276	0	35	1512	59	0	0	0
Added Vol:	0	0	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	185	74	126	276	0	35	1512	59	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:	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:	0	208	83	142	310	0	39	1699	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	208	83	142	310	0	39	1699	66	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
FinalVolume:	0	208	83	142	310	0	39	1699	66	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.72	0.71	0.62	0.63	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.00	0.71	0.29	0.31	0.69	0.00	0.07	2.82	0.11	0.00	0.00	0.00
Final Sat.:	0	970	388	372	816	0	92	3955	154	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.38	0.38	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.00	0.48	0.48	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.56	0.56	0.99	0.99	0.00	0.89	0.89	0.89	0.00	0.00	0.00
Uniform Del:	0.0	14.5	14.5	18.4	18.4	0.0	14.0	14.0	14.0	0.0	0.0	0.0
IncremntDel:	0.0	4.3	4.3	40.2	40.2	0.0	6.3	6.3	6.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.8	18.8	58.6	58.6	0.0	20.3	20.3	20.3	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:	0.0	18.8	18.8	58.6	58.6	0.0	20.3	20.3	20.3	0.0	0.0	0.0
LOS by Move:	A	B	B	E	E	A	C	C	C	A	A	A
HCM2kAvgQ:	0	5	5	15	15	0	15	15	15	0	0	0

Note: Queue reported is the number of cars per lane.

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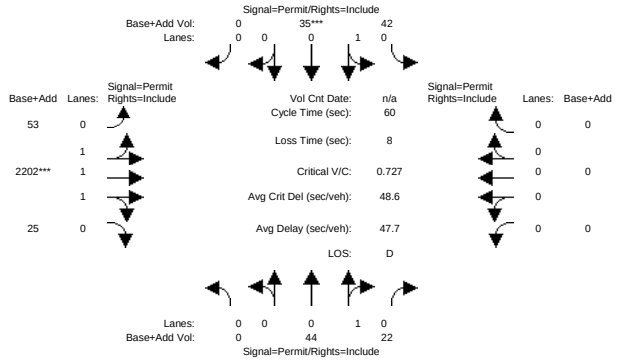
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #49: Bush/Pierce



Street Name:	Pierce Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	20	20	20	20	20	32	32	32	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	44	22	42	35	0	53	2202	25	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:	0	44	22	42	35	0	53	2202	25	0	0	0
Added Vol:	0	0	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	44	22	42	35	0	53	2202	25	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:	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	46	23	44	36	0	55	2294	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	46	23	44	36	0	55	2294	26	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
FinalVolume:	0	46	23	44	36	0	55	2294	26	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.71	0.70	0.63	0.63	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.00	0.66	0.34	0.55	0.45	0.00	0.07	2.90	0.03	0.00	0.00	0.00
Final Sat.:	0	899	450	652	543	0	98	4074	46	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.07	0.07	0.00	0.56	0.56	0.56	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.33	0.33	0.33	0.33	0.00	0.53	0.53	0.53	0.00	0.00	0.00
Volume/Cap:	0.00	0.15	0.15	0.20	0.20	0.00	1.06	1.06	1.06	0.00	0.00	0.00
Uniform Del:	0.0	14.0	14.0	14.3	14.3	0.0	14.0	14.0	14.0	0.0	0.0	0.0
IncremntDel:	0.0	0.7	0.7	1.1	1.1	0.0	35.7	35.7	35.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.8	14.8	15.4	15.4	0.0	49.7	49.7	49.7	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:	0.0	14.8	14.8	15.4	15.4	0.0	49.7	49.7	49.7	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	D	D	D	A	A	A
HCM2kAvgQ:	0	1	1	1	1	0	21	21	21	0	0	0

Note: Queue reported is the number of cars per lane.

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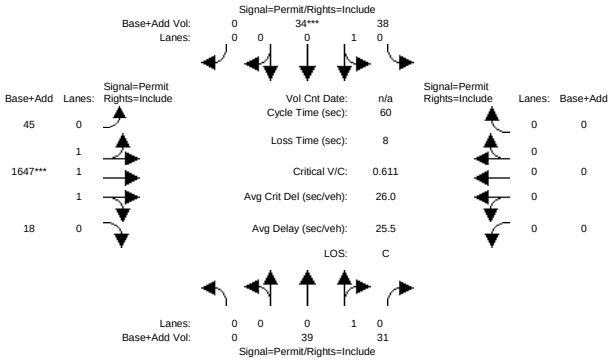
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #49: Bush/Pierce



Street Name:	Pierce Street						Bush Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	23	23	23	0	0	29	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	39	31	38	34	0	45	1647	18	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:	0	39	31	38	34	0	45	1647	18	0	0	0
Added Vol:	0	0	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	39	31	38	34	0	45	1647	18	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:	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	44	35	43	39	0	51	1872	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	44	35	43	39	0	51	1872	20	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
FinalVolume:	0	44	35	43	39	0	51	1872	20	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.70	0.69	0.63	0.64	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Lanes:	0.00	0.55	0.45	0.53	0.47	0.00	0.08	2.89	0.03	0.00	0.00	0.00
Final Sat.:	0	736	585	634	568	0	111	4059	44	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.07	0.07	0.00	0.46	0.46	0.46	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.00	0.48	0.48	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.16	0.16	0.18	0.18	0.00	0.95	0.95	0.95	0.00	0.00	0.00
Uniform Del:	0.0	12.1	12.1	12.2	12.2	0.0	14.9	14.9	14.9	0.0	0.0	0.0
IncremntDel:	0.0	0.7	0.7	0.8	0.8	0.0	11.7	11.7	11.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.8	12.8	13.1	13.1	0.0	26.6	26.6	26.6	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:	0.0	12.8	12.8	13.1	13.1	0.0	26.6	26.6	26.6	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	1	1	1	1	0	14	14	14	0	0	0

Note: Queue reported is the number of cars per lane.

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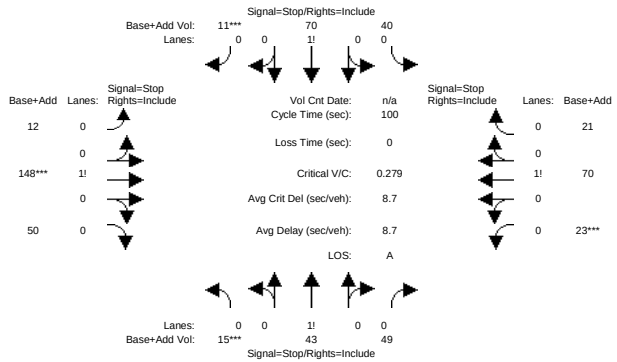
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 AM

Intersection #50: Broderick/Sutter



Street Name:	Broderick Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	15	43	49	40	70	11	12	148	50	23	70	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:	15	43	49	40	70	11	12	148	50	23	70	21
Added Vol:	0	0	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:	15	43	49	40	70	11	12	148	50	23	70	21
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:	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:	15	44	51	41	72	11	12	153	52	24	72	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	44	51	41	72	11	12	153	52	24	72	22
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	15	44	51	41	72	11	12	153	52	24	72	22
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:	0.14	0.40	0.46	0.33	0.58	0.09	0.06	0.70	0.24	0.20	0.62	0.18
Final Sat.:	104	297	338	234	409	64	44	546	185	149	454	136
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.28	0.28	0.28	0.16	0.16	0.16
Crit Moves:	****					****		****		****		
Delay/Veh:	8.3	8.3	8.3	8.7	8.7	8.7	9.1	9.1	9.1	8.4	8.4	8.4
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:	8.3	8.3	8.3	8.7	8.7	8.7	9.1	9.1	9.1	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.3			8.7			9.1			8.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.3			8.7			9.1			8.4		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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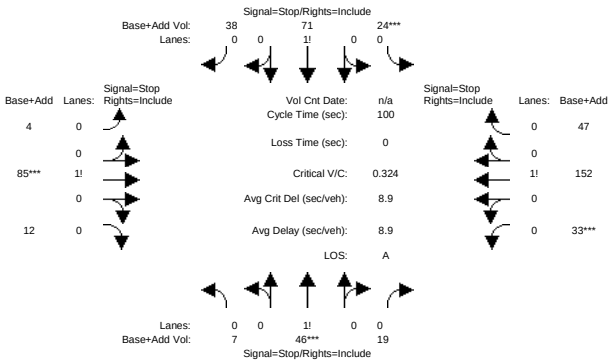
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 PM

Intersection #50: Broderick/Sutter



Street Name:	Broderick Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	7	46	19	24	71	38	4	85	12	33	152	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:	7	46	19	24	71	38	4	85	12	33	152	47
Added Vol:	0	0	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:	7	46	19	24	71	38	4	85	12	33	152	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:	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:	8	50	21	26	77	41	4	92	13	36	165	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	50	21	26	77	41	4	92	13	36	165	51
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	8	50	21	26	77	41	4	92	13	36	165	51
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:	0.10	0.64	0.26	0.18	0.53	0.29	0.04	0.84	0.12	0.14	0.66	0.20
Final Sat.:	68	449	185	130	386	207	29	619	87	111	509	157
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.20	0.20	0.20	0.15	0.15	0.15	0.32	0.32	0.32
Crit Moves:		****		****				****		****		
Delay/Veh:	8.3	8.3	8.3	8.7	8.7	8.7	8.4	8.4	8.4	9.5	9.5	9.5
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:	8.3	8.3	8.3	8.7	8.7	8.7	8.4	8.4	8.4	9.5	9.5	9.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.3			8.7			8.4			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.3			8.7			8.4			9.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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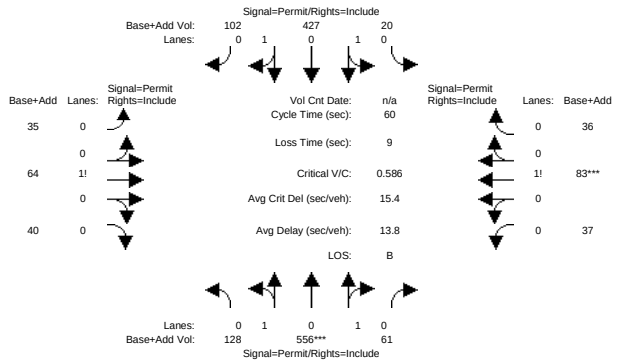
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #51: Divisadero/Sutter



Street Name:	Divisadero Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	128	556	61	20	427	102	35	64	40	37	83	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:	128	556	61	20	427	102	35	64	40	37	83	36
Added Vol:	0	0	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:	128	556	61	20	427	102	35	64	40	37	83	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:	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:	133	579	64	21	445	106	36	67	42	39	86	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	579	64	21	445	106	36	67	42	39	86	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
FinalVolume:	133	579	64	21	445	106	36	67	42	39	86	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.57	0.55	0.67	0.67	0.65	0.60	0.63	0.59	0.62	0.64	0.61
Lanes:	0.34	1.49	0.17	0.07	1.55	0.38	0.26	0.44	0.30	0.24	0.52	0.24
Final Sat.:	368	1597	175	93	1977	472	294	538	336	284	636	276
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.23	0.23	0.23	0.12	0.12	0.12	0.14	0.14	0.14
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.70	0.70	0.70	0.44	0.44	0.44	0.37	0.37	0.37	0.41	0.41	0.41
Uniform Del:	11.0	11.0	11.0	9.0	9.0	9.0	15.2	15.2	15.2	15.4	15.4	15.4
IncremntDel:	3.7	3.7	3.7	1.1	1.1	1.1	2.7	2.7	2.7	3.1	3.1	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.7	14.7	14.7	10.1	10.1	10.1	17.9	17.9	17.9	18.5	18.5	18.5
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:	14.7	14.7	14.7	10.1	10.1	10.1	17.9	17.9	17.9	18.5	18.5	18.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	6	6	6	4	4	4	2	2	2	3	3	3

Note: Queue reported is the number of cars per lane.

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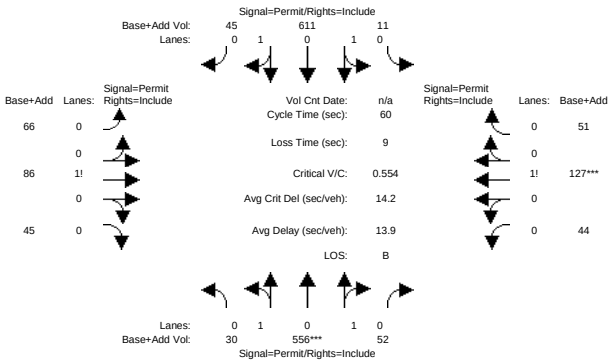
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #51: Divisadero/Sutter



Street Name:	Divisadero Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	30	556	52	11	611	45	66	86	45	44	127	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	556	52	11	611	45	66	86	45	44	127	51
Added Vol:	0	0	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:	30	556	52	11	611	45	66	86	45	44	127	51
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:	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:	33	604	57	12	664	49	72	93	49	48	138	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	604	57	12	664	49	72	93	49	48	138	55
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	33	604	57	12	664	49	72	93	49	48	138	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	0.70	0.70	0.70	0.59	0.60	0.59	0.64	0.64	0.63
Lanes:	0.09	1.75	0.16	0.03	1.83	0.14	0.34	0.43	0.23	0.20	0.57	0.23
Final Sat.:	120	2221	208	44	2448	180	377	492	257	240	694	279
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.27	0.27	0.27	0.19	0.19	0.19	0.20	0.20	0.20
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.53	0.53	0.53	0.53	0.53	0.53	0.57	0.57	0.57	0.60	0.60	0.60
Uniform Del:	9.6	9.6	9.6	9.6	9.6	9.6	16.5	16.5	16.5	16.6	16.6	16.6
IncremntDel:	1.5	1.5	1.5	1.4	1.4	1.4	6.2	6.2	6.2	6.4	6.4	6.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	11.1	11.1	11.1	11.0	11.0	11.0	22.6	22.6	22.6	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:	11.1	11.1	11.1	11.0	11.0	11.0	22.6	22.6	22.6	23.0	23.0	23.0
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	4	4	5	5	5	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

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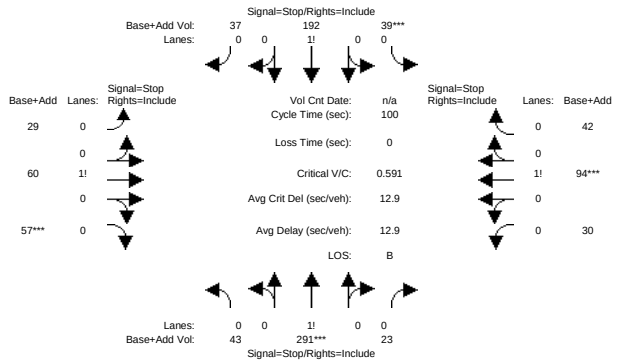
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 AM

Intersection #52: Sutter/Scott



Street Name:	Scott Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	43	291	23	39	192	37	29	60	57	30	94	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:	43	291	23	39	192	37	29	60	57	30	94	42
Added Vol:	0	0	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:	43	291	23	39	192	37	29	60	57	30	94	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:	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:	47	316	25	42	209	40	32	65	62	33	102	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	316	25	42	209	40	32	65	62	33	102	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
FinalVolume:	47	316	25	42	209	40	32	65	62	33	102	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:	0.12	0.82	0.06	0.14	0.72	0.14	0.20	0.41	0.39	0.18	0.57	0.25
Final Sat.:	79	535	42	92	454	87	111	229	217	101	317	142
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.46	0.46	0.46	0.28	0.28	0.28	0.32	0.32	0.32
Crit Moves:		****		****					****		****	
Delay/Veh:	15.0	15.0	15.0	12.5	12.5	12.5	10.7	10.7	10.7	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:	15.0	15.0	15.0	12.5	12.5	12.5	10.7	10.7	10.7	11.1	11.1	11.1
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	15.0			12.5			10.7			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.0			12.5			10.7			11.1		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.2	1.2	1.2	0.7	0.7	0.7	0.3	0.3	0.3	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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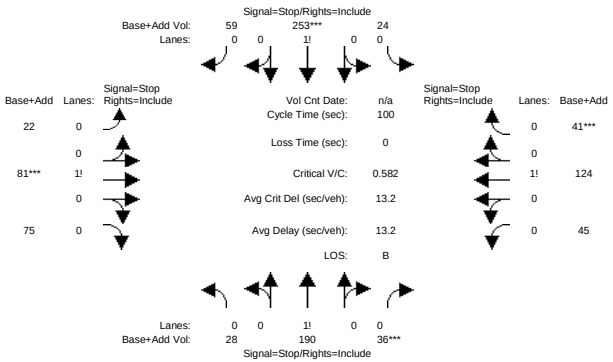
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 PM

Intersection #52: Sutter/Scott



Street Name:	Scott Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	28	190	36	24	253	59	22	81	75	45	124	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	190	36	24	253	59	22	81	75	45	124	41
Added Vol:	0	0	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:	28	190	36	24	253	59	22	81	75	45	124	41
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:	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:	30	207	39	26	275	64	24	88	82	49	135	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	207	39	26	275	64	24	88	82	49	135	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
FinalVolume:	30	207	39	26	275	64	24	88	82	49	135	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:	0.11	0.75	0.14	0.07	0.75	0.18	0.12	0.46	0.42	0.21	0.59	0.20
Final Sat.:	66	447	85	45	472	110	69	253	234	120	330	109
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.58	0.58	0.58	0.35	0.35	0.35	0.41	0.41	0.41
Crit Moves:			****		****			****				****
Delay/Veh:	12.8	12.8	12.8	15.0	15.0	15.0	11.4	11.4	11.4	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:	12.8	12.8	12.8	15.0	15.0	15.0	11.4	11.4	11.4	12.3	12.3	12.3
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	12.8			15.0			11.4			12.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.8			15.0			11.4			12.3		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.7	0.7	0.7	1.1	1.1	1.1	0.4	0.4	0.4	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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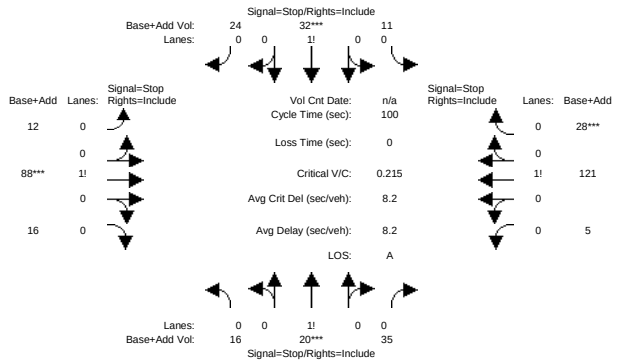
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 AM

Intersection #53: Pierce/Sutter



Street Name:	Pierce Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	16	20	35	11	32	24	12	88	16	5	121	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:	16	20	35	11	32	24	12	88	16	5	121	28
Added Vol:	0	0	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:	16	20	35	11	32	24	12	88	16	5	121	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:	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:	18	23	40	13	36	27	14	100	18	6	138	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	23	40	13	36	27	14	100	18	6	138	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	18	23	40	13	36	27	14	100	18	6	138	32
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	0.28	0.49	0.16	0.48	0.36	0.10	0.76	0.14	0.03	0.79	0.18
Final Sat.:	173	217	379	124	361	271	82	603	110	26	639	148
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.10	0.10	0.10	0.17	0.17	0.17	0.22	0.22	0.22
Crit Moves:		****			****			****				****
Delay/Veh:	7.9	7.9	7.9	7.9	7.9	7.9	8.2	8.2	8.2	8.4	8.4	8.4
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:	7.9	7.9	7.9	7.9	7.9	7.9	8.2	8.2	8.2	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.9			7.9			8.2			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			7.9			8.2			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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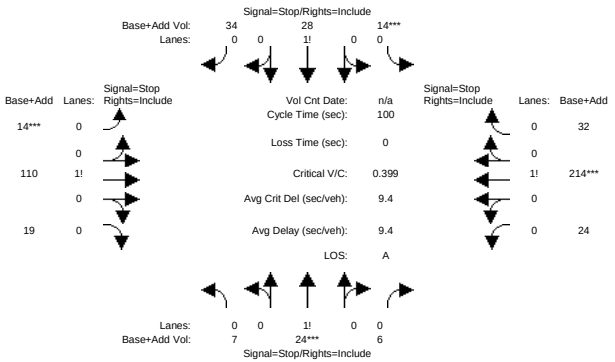
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 PM

Intersection #53: Pierce/Sutter



Street Name:	Pierce Street						Sutter Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	7	24	6	14	28	34	14	110	19	24	214	32
Growth Adj:	1.00	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	24	6	14	28	34	14	110	19	24	214	32
Added Vol:	0	0	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:	7	24	6	14	28	34	14	110	19	24	214	32
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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	8	29	7	17	33	40	17	131	23	29	255	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	29	7	17	33	40	17	131	23	29	255	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
FinalVolume:	8	29	7	17	33	40	17	131	23	29	255	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:	0.19	0.65	0.16	0.18	0.37	0.45	0.10	0.77	0.13	0.09	0.79	0.12
Final Sat.:	124	424	106	127	254	309	76	594	103	72	639	96
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.13	0.13	0.13	0.22	0.22	0.22	0.40	0.40	0.40
Crit Moves:		****			****			****				****
Delay/Veh:	8.3	8.3	8.3	8.4	8.4	8.4	8.7	8.7	8.7	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:	8.3	8.3	8.3	8.4	8.4	8.4	8.7	8.7	8.7	10.1	10.1	10.1
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		8.3			8.4			8.7			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			8.4			8.7			10.1	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

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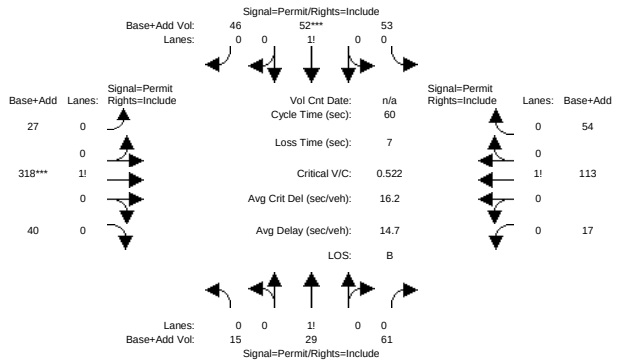
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #54: Broderick/Post



Street Name:	Broderick Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	24	24	24	24	0	29	29	29	0	0	0
Y+R:	4.0	3.5	3.5	3.5	3.5	4.0	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module:												
Base Vol:	15	29	61	53	52	46	27	318	40	17	113	54
Growth Adj:	1.00	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	29	61	53	52	46	27	318	40	17	113	54
Added Vol:	0	0	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:	15	29	61	53	52	46	27	318	40	17	113	54
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:	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:	17	33	69	60	58	52	30	357	45	19	127	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	33	69	60	58	52	30	357	45	19	127	61
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	17	33	69	60	58	52	30	357	45	19	127	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.64	0.62	0.63	0.62	0.72	0.72	0.71	0.68	0.68	0.67
Lanes:	0.14	0.27	0.59	0.35	0.34	0.31	0.07	0.83	0.10	0.09	0.61	0.30
Final Sat.:	176	340	715	415	407	360	95	1124	141	120	795	380
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.14	0.14	0.14	0.32	0.32	0.32	0.16	0.16	0.16
Crit Moves:					****			****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.24	0.24	0.24	0.36	0.36	0.36	0.66	0.66	0.66	0.33	0.33	0.33
Uniform Del:	11.9	11.9	11.9	12.6	12.6	12.6	11.7	11.7	11.7	9.5	9.5	9.5
IncremntDel:	1.1	1.1	1.1	2.1	2.1	2.1	5.1	5.1	5.1	1.4	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.1	13.1	13.1	14.7	14.7	14.7	16.8	16.8	16.8	10.9	10.9	10.9
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:	13.1	13.1	13.1	14.7	14.7	14.7	16.8	16.8	16.8	10.9	10.9	10.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	2	2	3	3	3	7	7	7	3	3	3

Note: Queue reported is the number of cars per lane.

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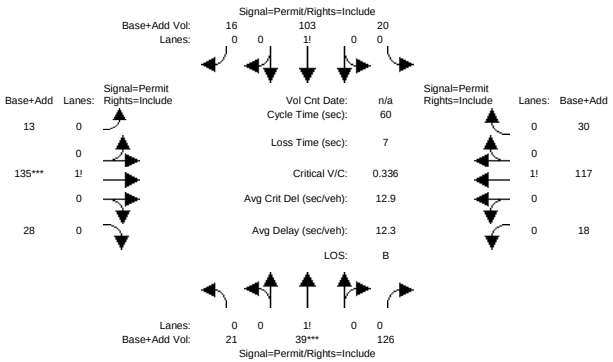
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #54: Broderick/Post



Street Name:	Broderick Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	24	24	24	24	0	29	29	29	0	0	0
Y+R:	4.0	3.5	3.5	3.5	3.5	4.0	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module:												
Base Vol:	21	39	126	20	103	16	13	135	28	18	117	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	39	126	20	103	16	13	135	28	18	117	30
Added Vol:	0	0	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:	21	39	126	20	103	16	13	135	28	18	117	30
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:	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:	22	41	133	21	108	17	14	142	29	19	123	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	41	133	21	108	17	14	142	29	19	123	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	22	41	133	21	108	17	14	142	29	19	123	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.66	0.63	0.70	0.70	0.70	0.72	0.72	0.71	0.70	0.70	0.70
Lanes:	0.11	0.20	0.69	0.14	0.74	0.12	0.07	0.77	0.16	0.11	0.71	0.18
Final Sat.:	137	255	825	191	985	153	100	1043	216	146	947	243
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.11	0.11	0.11	0.14	0.14	0.14	0.13	0.13	0.13
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.40	0.40	0.40	0.28	0.28	0.28	0.28	0.28	0.28	0.27	0.27	0.27
Uniform Del:	12.9	12.9	12.9	12.1	12.1	12.1	9.3	9.3	9.3	9.2	9.2	9.2
IncremntDel:	2.5	2.5	2.5	1.3	1.3	1.3	1.1	1.1	1.1	1.0	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	15.3	15.3	15.3	13.4	13.4	13.4	10.3	10.3	10.3	10.2	10.2	10.2
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:	15.3	15.3	15.3	13.4	13.4	13.4	10.3	10.3	10.3	10.2	10.2	10.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	2	2	2	2	2	2	2	2	2

Note: Queue reported is the number of cars per lane.

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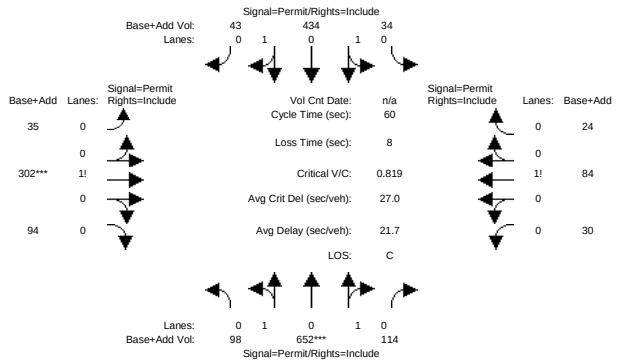
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #55: Divisadero/Post



Street Name:	Divisadero Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	98	652	114	34	434	43	35	302	94	30	84	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	652	114	34	434	43	35	302	94	30	84	24
Added Vol:	0	0	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:	98	652	114	34	434	43	35	302	94	30	84	24
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:	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:	100	665	116	35	443	44	36	308	96	31	86	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	665	116	35	443	44	36	308	96	31	86	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	100	665	116	35	443	44	36	308	96	31	86	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.62	0.61	0.65	0.65	0.65	0.69	0.70	0.67	0.64	0.65	0.62
Lanes:	0.23	1.50	0.27	0.13	1.70	0.17	0.08	0.69	0.23	0.22	0.60	0.18
Final Sat.:	266	1771	310	165	2108	209	107	923	287	265	741	212
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.21	0.21	0.21	0.33	0.33	0.33	0.12	0.12	0.12
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.73	0.73	0.73	0.41	0.41	0.41	0.95	0.95	0.95	0.33	0.33	0.33
Uniform Del:	11.2	11.2	11.2	8.9	8.9	8.9	19.0	19.0	19.0	14.3	14.3	14.3
IncremntDel:	3.8	3.8	3.8	1.0	1.0	1.0	32.0	32.0	32.0	2.1	2.1	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	15.1	15.1	15.1	9.8	9.8	9.8	51.0	51.0	51.0	16.4	16.4	16.4
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:	15.1	15.1	15.1	9.8	9.8	9.8	51.0	51.0	51.0	16.4	16.4	16.4
LOS by Move:	B	B	B	A	A	A	D	D	D	B	B	B
HCM2kAvgQ:	6	6	6	3	3	3	13	13	13	2	2	2

Note: Queue reported is the number of cars per lane.

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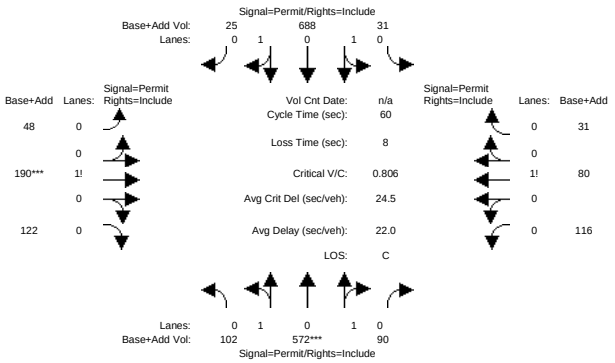
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #55: Divisadero/Post



Street Name:	Divisadero Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	102	572	90	31	688	25	48	190	122	116	80	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:	102	572	90	31	688	25	48	190	122	116	80	31
Added Vol:	0	0	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:	102	572	90	31	688	25	48	190	122	116	80	31
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:	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:	109	609	96	33	732	27	51	202	130	123	85	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	609	96	33	732	27	51	202	130	123	85	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
FinalVolume:	109	609	96	33	732	27	51	202	130	123	85	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	0.56	0.55	0.68	0.68	0.68	0.65	0.66	0.61	0.42	0.45	0.44
Lanes:	0.27	1.49	0.24	0.08	1.85	0.07	0.13	0.51	0.36	0.52	0.34	0.14
Final Sat.:	282	1580	249	108	2395	87	163	645	414	420	290	112
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.31	0.31	0.31	0.31	0.31	0.31	0.29	0.29	0.29
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.75	0.75	0.75	0.59	0.59	0.59	0.90	0.90	0.90	0.84	0.84	0.84
Uniform Del:	11.4	11.4	11.4	10.1	10.1	10.1	18.5	18.5	18.5	17.9	17.9	17.9
IncremntDel:	4.6	4.6	4.6	1.9	1.9	1.9	23.9	23.9	23.9	24.3	24.3	24.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	16.0	16.0	16.0	12.0	12.0	12.0	42.4	42.4	42.4	42.3	42.3	42.3
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:	16.0	16.0	16.0	12.0	12.0	12.0	42.4	42.4	42.4	42.3	42.3	42.3
LOS by Move:	B	B	B	B	B	B	D	D	D	D	D	D
HCM2kAvgQ:	6	6	6	6	6	6	11	11	10	5	5	5

Note: Queue reported is the number of cars per lane.

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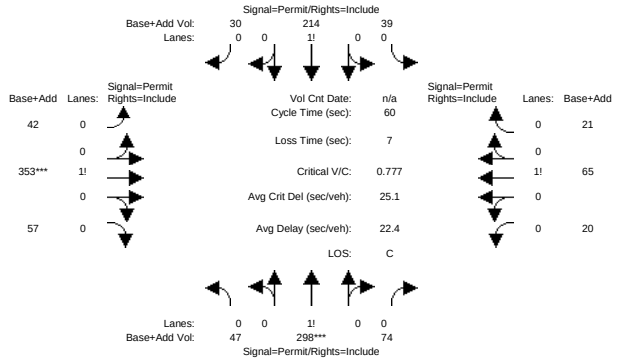
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #56: Scott/Post



Street Name:	Scott Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	24	24	24	24	24	24	29	29	29	29	29	29
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module:												
Base Vol:	47	298	74	39	214	30	42	353	57	20	65	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:	47	298	74	39	214	30	42	353	57	20	65	21
Added Vol:	0	0	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:	47	298	74	39	214	30	42	353	57	20	65	21
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:	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:	49	310	77	41	223	31	44	368	59	21	68	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	310	77	41	223	31	44	368	59	21	68	22
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	49	310	77	41	223	31	44	368	59	21	68	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.67	0.67	0.67	0.67	0.71	0.71	0.70	0.65	0.66	0.65
Lanes:	0.11	0.71	0.18	0.14	0.75	0.11	0.09	0.78	0.13	0.19	0.61	0.20
Final Sat.:	145	921	229	176	967	136	125	1052	170	236	766	247
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.23	0.23	0.23	0.35	0.35	0.35	0.09	0.09	0.09
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.84	0.84	0.84	0.58	0.58	0.58	0.72	0.72	0.72	0.18	0.18	0.18
Uniform Del:	16.3	16.3	16.3	14.0	14.0	14.0	12.3	12.3	12.3	8.8	8.8	8.8
IncremntDel:	15.3	15.3	15.3	4.7	4.7	4.7	6.8	6.8	6.8	0.7	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	31.6	31.6	31.6	18.7	18.7	18.7	19.2	19.2	19.2	9.5	9.5	9.5
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:	31.6	31.6	31.6	18.7	18.7	18.7	19.2	19.2	19.2	9.5	9.5	9.5
LOS by Move:	C	C	C	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	10	10	10	5	5	5	7	7	6	1	1	1

Note: Queue reported is the number of cars per lane.

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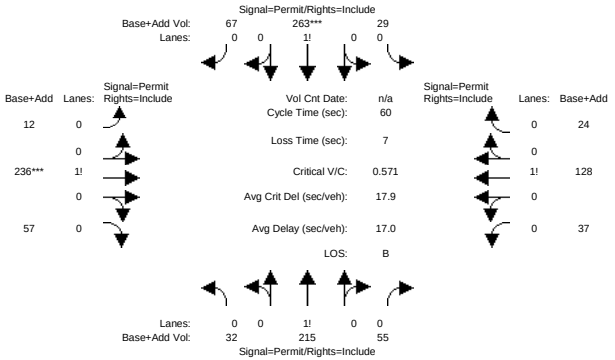
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #56: Scott/Post



Street Name:	Scott Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	24	24	24	24	24	24	29	29	29	29	29	29
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module:												
Base Vol:	32	215	55	29	263	67	12	236	57	37	128	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	215	55	29	263	67	12	236	57	37	128	24
Added Vol:	0	0	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:	32	215	55	29	263	67	12	236	57	37	128	24
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:	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:	33	219	56	30	268	68	12	241	58	38	131	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	219	56	30	268	68	12	241	58	38	131	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	33	219	56	30	268	68	12	241	58	38	131	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.69	0.68	0.70	0.70	0.69	0.72	0.72	0.71	0.66	0.67	0.66
Lanes:	0.11	0.71	0.18	0.08	0.73	0.19	0.04	0.77	0.19	0.20	0.67	0.13
Final Sat.:	138	925	237	107	970	247	54	1055	255	247	855	160
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.28	0.28	0.28	0.23	0.23	0.23	0.15	0.15	0.15
Crit Moves:					****			****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.59	0.59	0.59	0.69	0.69	0.69	0.47	0.47	0.47	0.32	0.32	0.32
Uniform Del:	14.2	14.2	14.2	14.9	14.9	14.9	10.4	10.4	10.4	9.5	9.5	9.5
IncremntDel:	4.9	4.9	4.9	7.2	7.2	7.2	2.4	2.4	2.4	1.4	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	19.1	19.1	19.1	22.2	22.2	22.2	12.8	12.8	12.8	10.8	10.8	10.8
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:	19.1	19.1	19.1	22.2	22.2	22.2	12.8	12.8	12.8	10.8	10.8	10.8
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	7	7	7	4	4	4	2	2	2

Note: Queue reported is the number of cars per lane.

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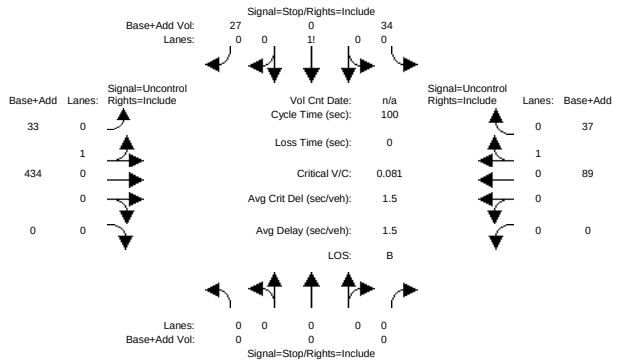
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 AM

Intersection #57: Pierce/Post



Street Name:	Pierce Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	34	0	27	33	434	0	0	89	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:	0	0	0	34	0	27	33	434	0	0	89	37
Added Vol:	0	0	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	0	0	34	0	27	33	434	0	0	89	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:	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	0	0	35	0	28	34	452	0	0	93	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	35	0	28	34	452	0	0	93	39
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	633	633	112	131	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	447	400	947	1466	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	439	390	947	1466	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.00	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	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	576	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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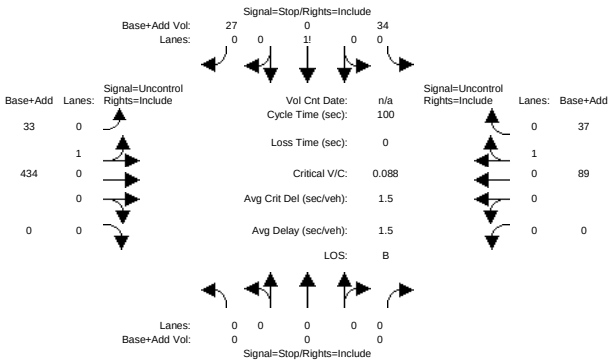
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 PM

Intersection #57: Pierce/Post



Street Name:	Pierce Street						Post Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	34	0	27	33	434	0	0	89	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:	0	0	0	34	0	27	33	434	0	0	89	37
Added Vol:	0	0	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	0	0	34	0	27	33	434	0	0	89	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:	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:	0	0	0	37	0	29	36	472	0	0	97	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	37	0	29	36	472	0	0	97	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	660	660	117	137	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	428	383	935	1447	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	420	373	935	1447	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	0.00	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	555	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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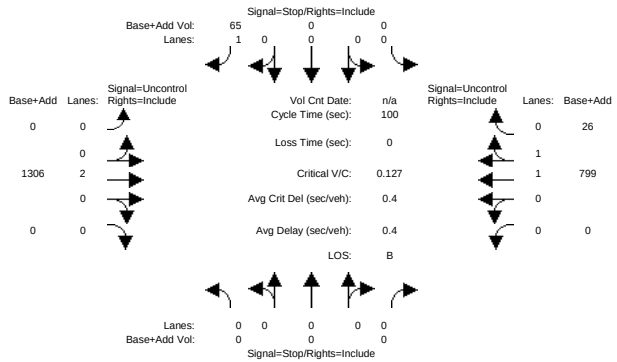
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 AM

Intersection #58: Broderick / Geary

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Street Name:         Broderick Street                Geary Blvd
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0    65     0 1306     0     0  799    26
Growth Adj:  1.00 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     0    0    65     0 1306     0     0  799    26
Added Vol:      0    0     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    0     0     0    0    65     0 1306     0     0  799    26
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:     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:     0    0     0     0    0    71     0 1420     0     0  868    28
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0    71     0 1420     0     0  868    28
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   448  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   558  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   558  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  0.13  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.4  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  12.4 xxxxx 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 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            12.4           xxxxxx           xxxxxx
ApproachLOS:         *              B               *                *
Note: Queue reported is the number of cars per lane.
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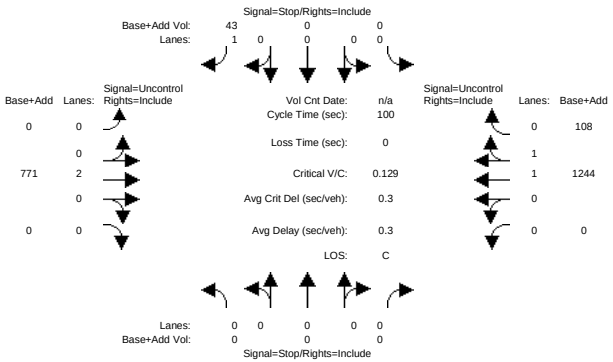
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 PM

Intersection #58: Broderick / Geary

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Street Name:         Broderick Street                Geary Blvd
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0    43     0  771     0     0 1244   108
Growth Adj:  1.00 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     0    0    43     0  771     0     0 1244   108
Added Vol:      0    0     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    0     0     0    0    43     0  771     0     0 1244   108
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:     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:     0    0     0     0    0    47     0  838     0     0 1352   117
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0    47     0  838     0     0 1352   117
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   735  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   362  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   362  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  0.13  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.4  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  16.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     C     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            16.4           xxxxxx           xxxxxx
ApproachLOS:         *              C               *                *
Note: Queue reported is the number of cars per lane.
```

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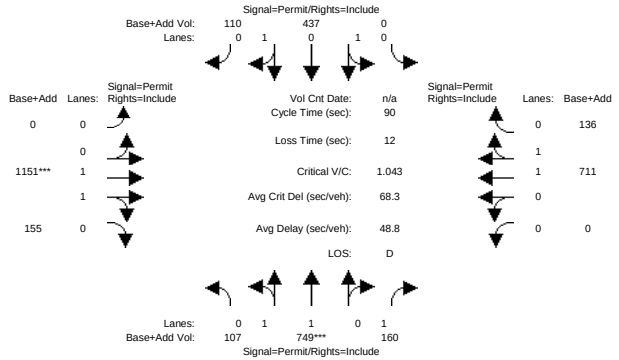
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #59: Divisadero/Geary



Street Name:	Divisadero Street						Geary Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	46	46	46	46	46	46
Y+R:	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	107	749	160	0	437	110	0	1151	155	0	711	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	749	160	0	437	110	0	1151	155	0	711	136
Added Vol:	0	0	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:	107	749	160	0	437	110	0	1151	155	0	711	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:	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:	113	788	168	0	460	116	0	1212	163	0	748	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	788	168	0	460	116	0	1212	163	0	748	143
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	113	788	168	0	460	116	0	1212	163	0	748	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.58	0.55	0.95	0.73	0.70	1.00	0.74	0.72	1.00	0.73	0.72
Lanes:	0.25	1.75	1.00	0.00	1.59	0.41	0.00	1.76	0.24	0.00	1.67	0.33
Final Sat.:	273	1911	1037	0	2199	553	0	2464	332	0	2335	447
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.16	0.00	0.21	0.21	0.00	0.49	0.49	0.00	0.32	0.32
Crit Moves:		****						****				
Green/Cycle:	0.36	0.36	0.36	0.00	0.36	0.36	0.00	0.51	0.51	0.00	0.51	0.51
Volume/Cap:	1.16	1.16	0.46	0.00	0.59	0.59	0.00	0.96	0.96	0.00	0.63	0.63
Uniform Del:	29.0	29.0	22.3	0.0	23.6	23.6	0.0	21.2	21.2	0.0	15.8	15.8
IncremntDel:	86.2	86.2	4.0	0.0	2.6	2.6	0.0	16.3	16.3	0.0	2.1	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	115.2	115	26.4	0.0	26.2	26.2	0.0	37.5	37.5	0.0	17.9	17.9
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:	115.2	115	26.4	0.0	26.2	26.2	0.0	37.5	37.5	0.0	17.9	17.9
LOS by Move:	F	F	C	A	C	C	A	D	D	A	B	B
HCM2kAvgQ:	25	25	4	0	7	7	0	25	25	0	10	10

Note: Queue reported is the number of cars per lane.

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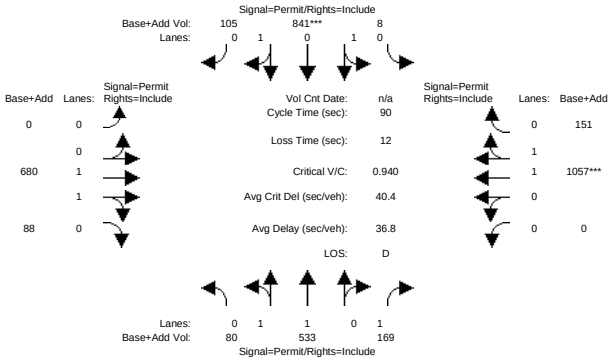
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #59: Divisadero/Geary



Street Name:	Divisadero Street						Geary Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	34	34	34	44	44	44	44	44	44
Y+R:	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	80	533	169	8	841	105	0	680	88	0	1057	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	533	169	8	841	105	0	680	88	0	1057	151
Added Vol:	0	0	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:	80	533	169	8	841	105	0	680	88	0	1057	151
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:	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:	82	549	174	8	867	108	0	701	91	0	1090	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	549	174	8	867	108	0	701	91	0	1090	156
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	82	549	174	8	867	108	0	701	91	0	1090	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.47	0.56	0.70	0.70	0.69	1.00	0.74	0.71	1.00	0.74	0.73
Lanes:	0.26	1.74	1.00	0.02	1.76	0.22	0.00	1.76	0.24	0.00	1.75	0.25
Final Sat.:	231	1538	1059	22	2345	293	0	2477	321	0	2449	350
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.16	0.37	0.37	0.37	0.00	0.28	0.28	0.00	0.44	0.44
Crit Moves:					****						****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.00	0.49	0.49	0.00	0.49	0.49
Volume/Cap:	0.95	0.95	0.44	0.98	0.98	0.98	0.00	0.58	0.58	0.00	0.91	0.91
Uniform Del:	27.1	27.1	20.9	27.6	27.6	27.6	0.0	16.4	16.4	0.0	21.2	21.2
IncremntDel:	23.7	23.7	3.4	23.7	23.7	23.7	0.0	1.8	1.8	0.0	10.6	10.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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:	50.8	50.8	24.3	51.4	51.4	51.4	0.0	18.2	18.2	0.0	31.7	31.7
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:	50.8	50.8	24.3	51.4	51.4	51.4	0.0	18.2	18.2	0.0	31.7	31.7
LOS by Move:	D	D	C	D	D	D	A	B	B	A	C	C
HCM2kAvgQ:	13	13	4	18	18	18	0	9	9	0	21	21

Note: Queue reported is the number of cars per lane.

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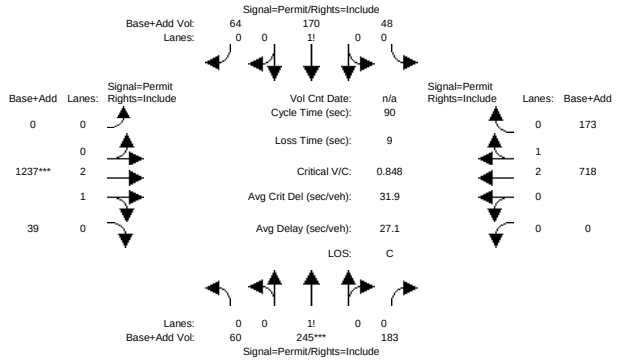
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #60: Scott/Geary



Street Name:	Scott Street						Geary Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	35	35	35	35	35	35	41	41	41	41	41	41
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	60	245	183	48	170	64	0	1237	39	0	718	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	245	183	48	170	64	0	1237	39	0	718	173
Added Vol:	0	0	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:	60	245	183	48	170	64	0	1237	39	0	718	173
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:	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:	65	266	199	52	185	70	0	1345	42	0	780	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	266	199	52	185	70	0	1345	42	0	780	188
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	65	266	199	52	185	70	0	1345	42	0	780	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.64	0.62	0.62	0.61	1.00	0.74	0.73	1.00	0.72	0.71
Lanes:	0.12	0.50	0.38	0.17	0.60	0.23	0.00	2.91	0.09	0.00	2.41	0.59
Final Sat.:	151	616	460	200	708	266	0	4062	128	0	3287	792
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.26	0.26	0.26	0.00	0.33	0.33	0.00	0.24	0.24
Crit Moves:		****						****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.00	0.46	0.46	0.00	0.46	0.46
Volume/Cap:	0.97	0.97	0.97	0.59	0.59	0.59	0.00	0.73	0.73	0.00	0.52	0.52
Uniform Del:	24.5	24.5	24.5	18.8	18.8	18.8	0.0	19.9	19.9	0.0	17.5	17.5
IncremntDel:	32.3	32.3	32.3	4.8	4.8	4.8	0.0	2.5	2.5	0.0	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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:	56.8	56.8	56.8	23.6	23.6	23.6	0.0	22.4	22.4	0.0	18.5	18.5
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:	56.8	56.8	56.8	23.6	23.6	23.6	0.0	22.4	22.4	0.0	18.5	18.5
LOS by Move:	E	E	E	C	C	C	A	C	C	A	B	B
HCM2kAvgQ:	20	20	20	7	7	7	0	13	13	0	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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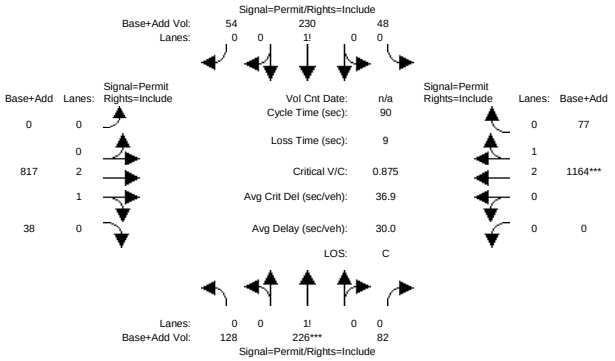
Intersection #60: Scott/Geary



Street Name:	Scott Street						Geary Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	35	35	35	35	35	35	41	41	41	41	41	41
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	128	226	82	48	230	54	0	817	38	0	1164	77
Growth Adj:	1.00	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	226	82	48	230	54	0	817	38	0	1164	77
Added Vol:	0	0	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:	128	226	82	48	230	54	0	817	38	0	1164	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:	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:	139	246	89	52	250	59	0	888	41	0	1265	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	246	89	52	250	59	0	888	41	0	1265	84
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	139	246	89	52	250	59	0	888	41	0	1265	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.54	0.53	0.65	0.65	0.64	1.00	0.73	0.73	1.00	0.73	0.73
Lanes:	0.29	0.52	0.19	0.14	0.70	0.16	0.00	2.87	0.13	0.00	2.81	0.19
Final Sat.:	300	529	192	178	854	200	0	3995	186	0	3913	259
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.29	0.29	0.29	0.00	0.22	0.22	0.00	0.32	0.32
Crit Moves:		****									****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.00	0.46	0.46	0.00	0.46	0.46
Volume/Cap:	1.04	1.04	1.04	0.66	0.66	0.66	0.00	0.49	0.49	0.00	0.71	0.71
Uniform Del:	25.0	25.0	25.0	19.6	19.6	19.6	0.0	17.2	17.2	0.0	19.7	19.7
IncremntDel:	54.4	54.4	54.4	6.1	6.1	6.1	0.0	0.9	0.9	0.0	2.3	2.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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:	79.4	79.4	79.4	25.8	25.8	25.8	0.0	18.0	18.0	0.0	22.0	22.0
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:	79.4	79.4	79.4	25.8	25.8	25.8	0.0	18.0	18.0	0.0	22.0	22.0
LOS by Move:	E	E	E	E	C	C	A	B	B	A	C	C
HCM2kAvgQ:	21	21	21	9	9	9	0	7	7	0	12	12

Note: Queue reported is the number of cars per lane.

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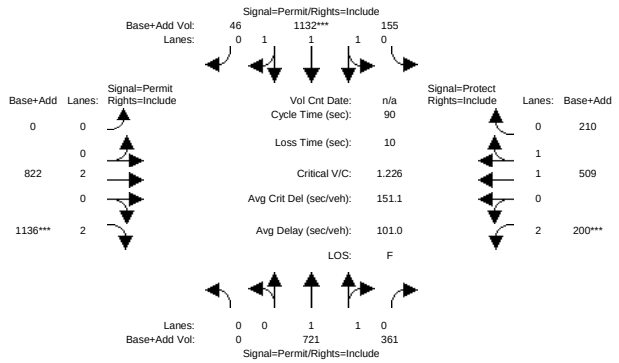
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #61: S Van Ness/13th Street



Street Name:	S Van Ness						13th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	34	34	34	34	0	39	39	39	7	0	46
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	10.0	10.0	10.0	5.0	4.0	5.0
Volume Module:												
Base Vol:	0	721	361	155	1132	46	0	822	1136	200	509	210
Growth Adj:	1.00	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	721	361	155	1132	46	0	822	1136	200	509	210
Added Vol:	0	0	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	721	361	155	1132	46	0	822	1136	200	509	210
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:	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:	0	767	384	165	1204	49	0	874	1209	213	541	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	767	384	165	1204	49	0	874	1209	213	541	223
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	767	384	165	1204	49	0	874	1209	213	541	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.72	0.71	0.49	0.49	0.49	1.00	0.81	0.63	0.79	0.77	0.77
Lanes:	0.00	1.33	0.67	0.35	2.55	0.10	0.00	2.00	2.00	2.00	1.41	0.59
Final Sat.:	0	1819	911	322	2350	95	0	3079	2386	2987	2078	858
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.51	0.51	0.51	0.00	0.28	0.51	0.07	0.26	0.26
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.38	0.38	0.38	0.38	0.38	0.00	0.43	0.43	0.08	0.51	0.51
Volume/Cap:	0.00	1.12	1.12	1.36	1.36	1.36	0.00	0.66	1.17	0.92	0.51	0.51
Uniform Del:	0.0	28.0	28.0	28.0	28.0	28.0	0.0	20.2	25.5	41.2	14.5	14.5
IncremntDel:	0.0	65.7	65.7	166.7	167	166.7	0.0	2.5	86.6	40.6	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	93.7	93.7	194.7	195	194.7	0.0	22.7	112.1	81.8	15.8	15.8
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	93.7	93.7	194.7	195	194.7	0.0	22.7	112.1	81.8	15.8	15.8
LOS by Move:	A	F	F	F	F	F	A	C	F	F	B	B
HCM2kAvgQ:	0	27	26	32	32	32	0	11	35	3	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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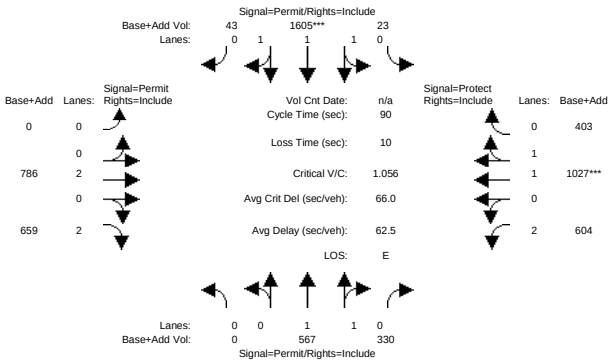
Intersection #61: S Van Ness/13th Street



Street Name:	S Van Ness						13th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	37	37	37	37	0	0	25	25	18	43	43
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	10.0	10.0	10.0	5.0	4.0	5.0
Volume Module:												
Base Vol:	0	567	330	23	1605	43	0	786	659	604	1027	403
Growth Adj:	1.00	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	567	330	23	1605	43	0	786	659	604	1027	403
Added Vol:	0	0	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	567	330	23	1605	43	0	786	659	604	1027	403
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:	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	579	337	23	1638	44	0	802	672	616	1048	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	579	337	23	1638	44	0	802	672	616	1048	411
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	579	337	23	1638	44	0	802	672	616	1048	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.72	0.70	0.68	0.68	0.68	1.00	0.81	0.60	0.79	0.78	0.76
Lanes:	0.00	1.25	0.75	0.04	2.88	0.08	0.00	2.00	2.00	2.00	1.43	0.57
Final Sat.:	0	1707	994	53	3707	99	0	3079	2275	2987	2107	827
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.44	0.44	0.44	0.00	0.26	0.30	0.21	0.50	0.50
Crit Moves:					****						****	
Green/Cycle:	0.00	0.41	0.41	0.41	0.41	0.41	0.00	0.28	0.28	0.20	0.48	0.48
Volume/Cap:	0.00	0.82	0.82	1.07	1.07	1.07	0.00	0.94	1.06	1.03	1.04	1.04
Uniform Del:	0.0	23.6	23.6	26.5	26.5	26.5	0.0	31.7	32.5	36.0	23.5	23.5
IncremntDel:	0.0	7.0	7.0	45.6	45.6	45.6	0.0	18.9	54.0	45.2	35.3	35.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	30.6	30.6	72.1	72.1	72.1	0.0	50.7	86.5	81.2	58.8	58.8
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	30.6	30.6	72.1	72.1	72.1	0.0	50.7	86.5	81.2	58.8	58.8
LOS by Move:	A	C	C	E	E	E	A	D	F	F	E	E
HCM2kAvgQ:	0	14	13	27	27	27	0	16	18	10	25	24

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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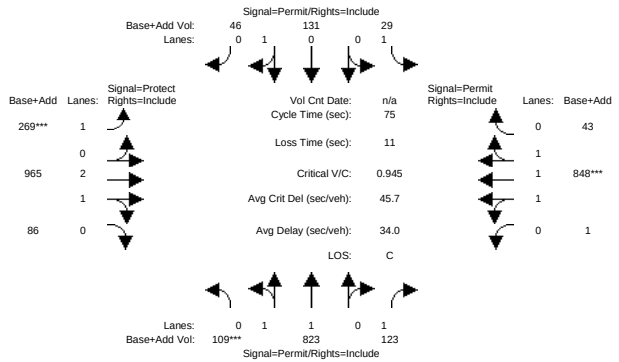
Intersection #62: 13th St / Folsom



Street Name:	Folsom Street						13th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	0	29	29	29	29	10	35	35	21	21	21
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	109	823	123	29	131	46	269	965	86	1	848	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:	109	823	123	29	131	46	269	965	86	1	848	43
Added Vol:	0	0	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:	109	823	123	29	131	46	269	965	86	1	848	43
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:	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:	117	885	132	31	141	49	289	1038	92	1	912	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	885	132	31	141	49	289	1038	92	1	912	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
FinalVolume:	117	885	132	31	141	49	289	1038	92	1	912	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.54	0.13	0.72	0.71	0.81	0.77	0.76	0.69	0.69	0.69
Lanes:	0.23	1.77	1.00	1.00	0.74	0.26	1.00	2.75	0.25	0.01	2.85	0.14
Final Sat.:	312	2354	1027	252	1006	353	1539	4011	357	4	3762	191
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.13	0.12	0.14	0.14	0.19	0.26	0.26	0.24	0.24	0.24
Crit Moves:	****						****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.19	0.47	0.47	0.28	0.28	0.28
Volume/Cap:	0.97	0.97	0.33	0.32	0.36	0.36	1.01	0.55	0.55	0.87	0.87	0.87
Uniform Del:	22.6	22.6	16.2	16.1	16.4	16.4	30.5	14.4	14.4	25.7	25.7	25.7
IncremntDel:	22.1	22.1	2.2	8.5	1.9	1.9	54.7	1.1	1.1	9.1	9.1	9.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	44.7	44.7	18.4	24.6	18.3	18.3	85.2	15.5	15.5	34.8	34.8	34.8
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:	44.7	44.7	18.4	24.6	18.3	18.3	85.2	15.5	15.5	34.8	34.8	34.8
LOS by Move:	D	D	B	C	B	B	F	B	B	C	C	C
HCM2kAvgQ:	15	15	2	1	3	3	9	7	7	9	9	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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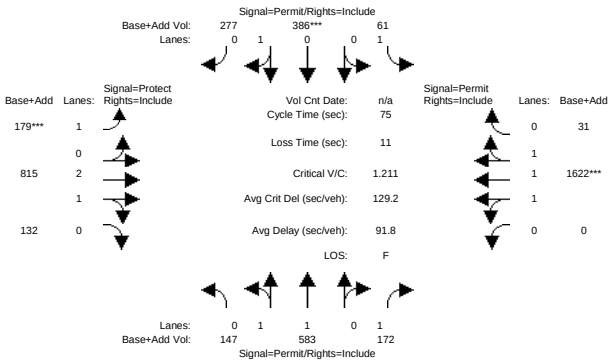
Intersection #62: 13th St / Folsom



Street Name:	Folsom Street						13th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	28	28	28	28	28	7	36	36	25	25	25
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	583	172	61	386	277	179	815	132	0	1622	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:	147	583	172	61	386	277	179	815	132	0	1622	31
Added Vol:	0	0	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:	147	583	172	61	386	277	179	815	132	0	1622	31
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:	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:	150	595	176	62	394	283	183	832	135	0	1655	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	595	176	62	394	283	183	832	135	0	1655	32
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	150	595	176	62	394	283	183	832	135	0	1655	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.42	0.59	0.24	0.70	0.68	0.81	0.76	0.75	0.91	0.74	0.74
Lanes:	0.40	1.60	1.00	1.00	0.57	0.43	1.00	2.58	0.42	0.00	2.94	0.06
Final Sat.:	324	1283	1118	453	764	548	1539	3719	602	0	4147	79
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.16	0.14	0.52	0.52	0.12	0.22	0.22	0.00	0.40	0.40
Crit Moves:					****		****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.10	0.43	0.43	0.00	0.33	0.33
Volume/Cap:	1.10	1.10	0.37	0.32	1.22	1.22	1.22	0.52	0.52	0.00	1.20	1.20
Uniform Del:	21.6	21.6	14.8	14.5	21.6	21.6	33.9	15.7	15.7	0.0	25.0	25.0
IncremntDel:	63.8	63.8	2.2	4.5	114	114.4	145.4	1.0	1.0	0.0	96.0	96.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	85.4	85.4	17.0	18.9	136	136.0	179.3	16.7	16.7	0.0	121	121.0
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:	85.4	85.4	17.0	18.9	136	136.0	179.3	16.7	16.7	0.0	121	121.0
LOS by Move:	F	F	B	B	F	F	F	B	B	A	F	F
HCM2kAvgQ:	15	15	3	1	34	33	8	6	6	0	26	26

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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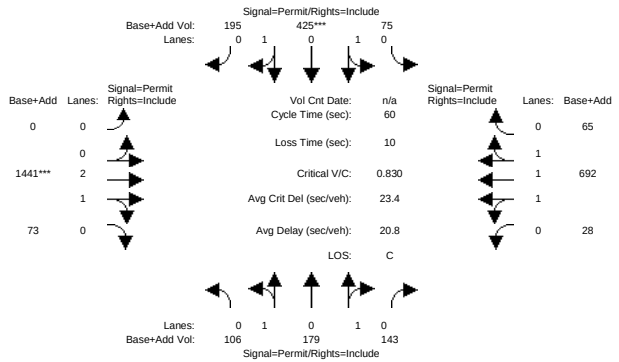
Intersection #63: 13th St / Harrison



Street Name:	Harrison Street								13th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	106	179	143	75	425	195	0	1441	73	28	692	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:	106	179	143	75	425	195	0	1441	73	28	692	65
Added Vol:	0	0	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:	106	179	143	75	425	195	0	1441	73	28	692	65
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:	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:	112	188	151	79	447	205	0	1517	77	29	728	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	188	151	79	447	205	0	1517	77	29	728	68
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	112	188	151	79	447	205	0	1517	77	29	728	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.46	0.44	0.62	0.62	0.61	1.00	0.74	0.74	0.61	0.61	0.60
Lanes:	0.49	0.82	0.69	0.21	1.22	0.57	0.00	2.85	0.15	0.11	2.64	0.25
Final Sat.:	431	727	581	252	1430	656	0	4006	203	123	3045	286
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.31	0.31	0.31	0.00	0.38	0.38	0.24	0.24	0.24
Crit Moves:					****			****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.00	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.62	0.62	0.62	0.75	0.75	0.75	0.00	0.91	0.91	0.57	0.57	0.57
Uniform Del:	13.8	13.8	13.8	14.9	14.9	14.9	0.0	16.4	16.4	13.4	13.4	13.4
IncremntDel:	4.0	4.0	4.0	5.3	5.3	5.3	0.0	8.5	8.5	1.7	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.8	17.8	17.8	20.2	20.2	20.2	0.0	24.9	24.9	15.1	15.1	15.1
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:	17.8	17.8	17.8	20.2	20.2	20.2	0.0	24.9	24.9	15.1	15.1	15.1
LOS by Move:	B	B	B	C	C	C	A	C	C	B	B	B
HCM2kAvgQ:	5	5	5	8	8	8	0	13	13	5	5	5

Note: Queue reported is the number of cars per lane.

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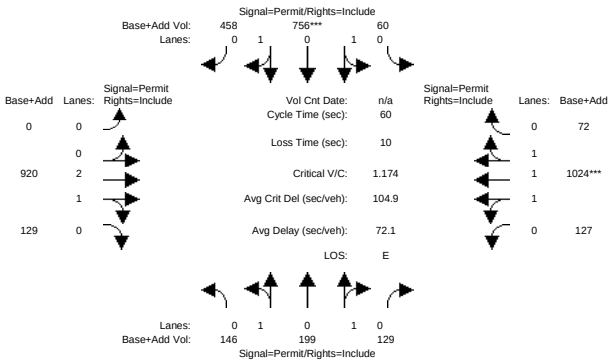
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #63: 13th St / Harrison



Street Name:	Harrison Street								13th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	27	27	27	27	27	27	23	23	23	23	23	23
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	146	199	129	60	756	458	0	920	129	127	1024	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:	146	199	129	60	756	458	0	920	129	127	1024	72
Added Vol:	0	0	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:	146	199	129	60	756	458	0	920	129	127	1024	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:	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:	151	205	133	62	779	472	0	948	133	131	1056	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	205	133	62	779	472	0	948	133	131	1056	74
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	151	205	133	62	779	472	0	948	133	131	1056	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.40	0.39	0.65	0.65	0.63	1.00	0.73	0.72	0.50	0.50	0.50
Lanes:	0.61	0.84	0.55	0.09	1.18	0.73	0.00	2.63	0.37	0.31	2.51	0.18
Final Sat.:	468	637	413	115	1449	878	0	3648	512	297	2398	169
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.54	0.54	0.54	0.00	0.26	0.26	0.44	0.44	0.44
Crit Moves:					****						****	
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.00	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.72	0.72	0.72	1.20	1.20	1.20	0.00	0.68	0.68	1.15	1.15	1.15
Uniform Del:	13.4	13.4	13.4	16.5	16.5	16.5	0.0	15.4	15.4	18.5	18.5	18.5
IncremntDel:	6.3	6.3	6.3	96.9	96.9	96.9	0.0	2.3	2.3	77.7	77.7	77.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.7	19.7	19.7	113.4	113	113.4	0.0	17.8	17.8	96.2	96.2	96.2
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:	19.7	19.7	19.7	113.4	113	113.4	0.0	17.8	17.8	96.2	96.2	96.2
LOS by Move:	B	B	B	F	F	F	A	B	B	F	F	F
HCM2kAvgQ:	6	6	6	31	31	30	0	7	6	18	18	18

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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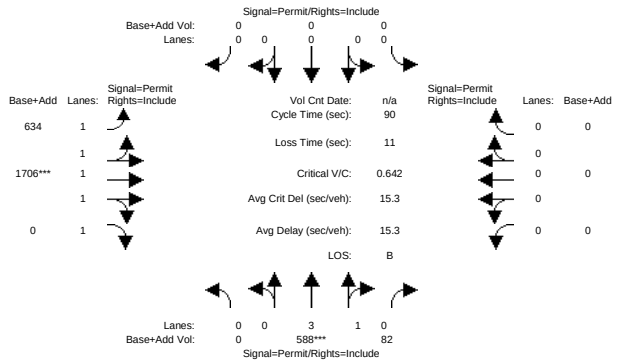
Intersection #64: 10th St / Bryant



Street Name:	Bryant Street						10th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	19	19	0	0	0	0	59	59	0	0	0
Y+R:	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.5	5.5	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	588	82	0	0	0	634	1706	0	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:	0	588	82	0	0	0	634	1706	0	0	0	0
Added Vol:	0	0	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	588	82	0	0	0	634	1706	0	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:	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	608	85	0	0	0	656	1764	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	608	85	0	0	0	656	1764	0	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
FinalVolume:	0	608	85	0	0	0	656	1764	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.74	0.68	1.00	1.00	1.00	0.72	0.73	0.91	1.00	1.00	1.00
Lanes:	0.00	3.48	0.52	0.00	0.00	0.00	1.09	2.91	1.00	0.00	0.00	0.00
Final Sat.:	0	4877	680	0	0	0	1493	4017	1729	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.00	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.21	0.21	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.59	0.59	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.00	0.00
Uniform Del:	0.0	32.0	32.0	0.0	0.0	0.0	8.9	8.9	0.0	0.0	0.0	0.0
IncremntDel:	0.0	2.2	2.2	0.0	0.0	0.0	0.9	0.9	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	34.2	34.2	0.0	0.0	0.0	9.9	9.9	0.0	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:	0.0	34.2	34.2	0.0	0.0	0.0	9.9	9.9	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	5	5	0	0	0	12	12	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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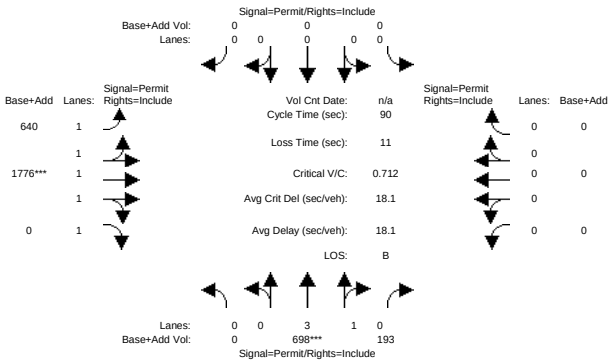
Intersection #64: 10th St / Bryant



Street Name:	Bryant Street						10th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	19	19	0	0	0	0	59	59	0	0	0
Y+R:	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.5	5.5	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	698	193	0	0	0	640	1776	0	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:	0	698	193	0	0	0	640	1776	0	0	0	0
Added Vol:	0	0	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	698	193	0	0	0	640	1776	0	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:	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	725	200	0	0	0	665	1844	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	725	200	0	0	0	665	1844	0	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
FinalVolume:	0	725	200	0	0	0	665	1844	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.73	0.73	1.00	1.00	1.00	0.73	0.73	0.91	1.00	1.00	1.00
Lanes:	0.00	3.07	0.93	0.00	0.00	0.00	1.06	2.94	1.00	0.00	0.00	0.00
Final Sat.:	0	4243	1173	0	0	0	1462	4058	1729	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.22	0.22	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.77	0.77	0.00	0.00	0.00	0.69	0.69	0.00	0.00	0.00	0.00
Uniform Del:	0.0	32.8	32.8	0.0	0.0	0.0	9.8	9.8	0.0	0.0	0.0	0.0
IncremntDel:	0.0	4.8	4.8	0.0	0.0	0.0	1.1	1.1	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	37.6	37.6	0.0	0.0	0.0	10.9	10.9	0.0	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:	0.0	37.6	37.6	0.0	0.0	0.0	10.9	10.9	0.0	0.0	0.0	0.0
LOS by Move:	A	D	D	A	A	A	B	B	A	A	A	A
HCM2kAvgQ:	0	8	7	0	0	0	13	13	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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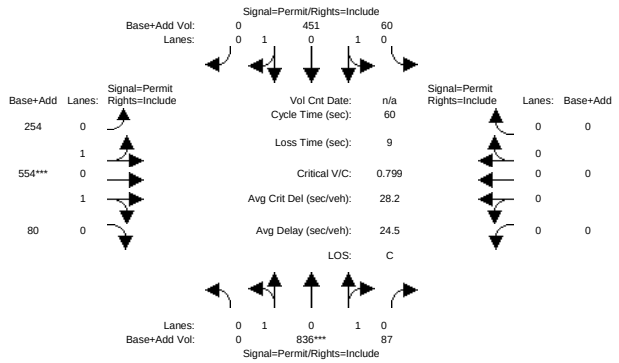
Intersection #65: 14th St / S Van Ness



Street Name:	S Van Ness						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	30	30	30	30	0	21	21	21	0	0	0
Y+R:	4.0	4.5	4.5	4.5	4.5	4.0	4.5	4.5	4.5	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	836	87	60	451	0	254	554	80	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:	0	836	87	60	451	0	254	554	80	0	0	0
Added Vol:	0	0	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	836	87	60	451	0	254	554	80	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:	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	871	91	63	470	0	265	577	83	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	871	91	63	470	0	265	577	83	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
FinalVolume:	0	871	91	63	470	0	265	577	83	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.75	0.74	0.59	0.59	0.95	0.71	0.72	0.70	1.00	1.00	1.00
Lanes:	0.00	1.81	0.19	0.24	1.76	0.00	0.58	1.24	0.18	0.00	0.00	0.00
Final Sat.:	0	2576	268	265	1994	0	775	1690	244	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.24	0.24	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.50	0.50	0.50	0.50	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.68	0.47	0.47	0.00	0.98	0.98	0.98	0.00	0.00	0.00
Uniform Del:	0.0	11.3	11.3	9.8	9.8	0.0	19.2	19.2	19.2	0.0	0.0	0.0
IncremntDel:	0.0	2.6	2.6	1.4	1.4	0.0	23.9	23.9	23.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.9	13.9	11.2	11.2	0.0	43.1	43.1	43.1	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:	0.0	13.9	13.9	11.2	11.2	0.0	43.1	43.1	43.1	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	D	D	D	A	A	A
HCM2kAvgQ:	0	7	7	3	3	0	15	15	15	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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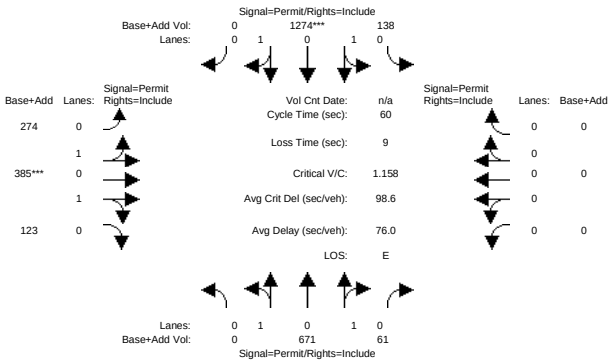
Intersection #65: 14th St / S Van Ness



Street Name:	S Van Ness						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	35	35	35	35	0	16	16	16	0	0	0
Y+R:	4.0	4.5	4.5	4.5	4.5	4.0	4.5	4.5	4.5	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	671	61	138	1274	0	274	385	123	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:	0	671	61	138	1274	0	274	385	123	0	0	0
Added Vol:	0	0	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	671	61	138	1274	0	274	385	123	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:	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:	0	706	64	145	1341	0	288	405	129	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	706	64	145	1341	0	288	405	129	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
FinalVolume:	0	706	64	145	1341	0	288	405	129	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.75	0.74	0.58	0.58	0.95	0.68	0.70	0.70	1.00	1.00	1.00
Lanes:	0.00	1.83	0.17	0.20	1.80	0.00	0.71	0.98	0.31	0.00	0.00	0.00
Final Sat.:	0	2613	238	216	1994	0	924	1299	415	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.67	0.67	0.00	0.31	0.31	0.31	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.58	0.58	0.58	0.58	0.00	0.27	0.27	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.46	0.46	1.15	1.15	0.00	1.17	1.17	1.17	0.00	0.00	0.00
Uniform Del:	0.0	7.1	7.1	12.5	12.5	0.0	22.0	22.0	22.0	0.0	0.0	0.0
IncremntDel:	0.0	0.9	0.9	78.0	78.0	0.0	91.4	91.4	91.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.1	8.1	90.5	90.5	0.0	113.4	113	113.4	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:	0.0	8.1	8.1	90.5	90.5	0.0	113.4	113	113.4	0.0	0.0	0.0
LOS by Move:	A	A	A	F	F	A	F	F	F	A	A	A
HCM2kAvgQ:	0	4	4	26	26	0	19	20	20	0	0	0

Note: Queue reported is the number of cars per lane.

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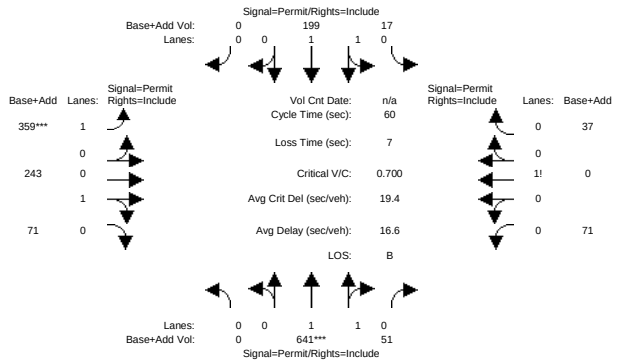
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #66: 14th St / Folsom



Street Name:	Folsom Street						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	22	22	22	22	0	21	21	21	7	0	7
Y+R:	4.0	3.5	3.5	3.5	3.5	4.0	3.5	3.5	3.5	3.5	4.0	3.5
Volume Module:												
Base Vol:	0	641	51	17	199	0	359	243	71	71	0	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:	0	641	51	17	199	0	359	243	71	71	0	37
Added Vol:	0	0	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	641	51	17	199	0	359	243	71	71	0	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:	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:	0	689	55	18	214	0	386	261	76	76	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	689	55	18	214	0	386	261	76	76	0	40
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	689	55	18	214	0	386	261	76	76	0	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.75	0.74	0.67	0.67	1.00	0.57	0.72	0.70	0.50	1.00	0.50
Lanes:	0.00	1.85	0.15	0.16	1.84	0.00	1.00	0.77	0.23	0.66	0.00	0.34
Final Sat.:	0	2641	210	201	2353	0	1079	1054	308	621	0	324
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.09	0.09	0.00	0.36	0.25	0.25	0.12	0.00	0.12
Crit Moves:		****			****							
Green/Cycle:	0.00	0.37	0.37	0.37	0.37	0.00	0.51	0.51	0.51	0.51	0.00	0.51
Volume/Cap:	0.00	0.70	0.70	0.24	0.24	0.00	0.70	0.49	0.49	0.24	0.00	0.24
Uniform Del:	0.0	16.0	16.0	13.0	13.0	0.0	11.2	9.5	9.5	8.2	0.0	8.2
IncremntDel:	0.0	3.9	3.9	0.6	0.6	0.0	7.2	2.4	2.4	1.2	0.0	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	19.8	19.8	13.6	13.6	0.0	18.4	12.0	12.0	9.4	0.0	9.4
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:	0.0	19.8	19.8	13.6	13.6	0.0	18.4	12.0	12.0	9.4	0.0	9.4
LOS by Move:	A	B	B	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	8	8	2	2	0	5	4	4	1	0	1

Note: Queue reported is the number of cars per lane.

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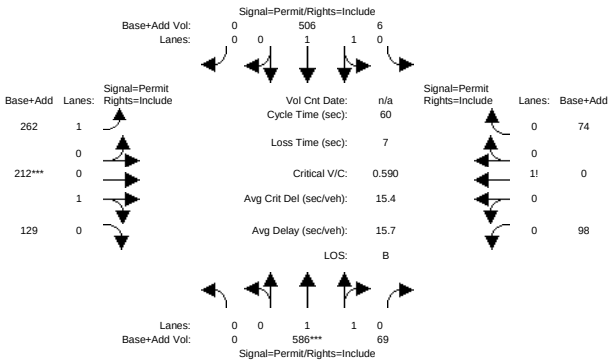
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #66: 14th St / Folsom



Street Name:	Folsom Street						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	29	29	29	29	0	24	24	24	9	0	9
Y+R:	4.0	3.5	3.5	3.5	3.5	4.0	3.5	3.5	3.5	3.5	4.0	3.5
Volume Module:												
Base Vol:	0	586	69	6	506	0	262	212	129	98	0	74
Growth Adj:	1.00	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	586	69	6	506	0	262	212	129	98	0	74
Added Vol:	0	0	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	586	69	6	506	0	262	212	129	98	0	74
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:	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:	0	623	73	6	538	0	279	226	137	104	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	623	73	6	538	0	279	226	137	104	0	79
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	623	73	6	538	0	279	226	137	104	0	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.75	0.74	0.71	0.71	1.00	0.56	0.70	0.67	0.43	1.00	0.43
Lanes:	0.00	1.79	0.21	0.02	1.98	0.00	1.00	0.61	0.39	0.57	0.00	0.43
Final Sat.:	0	2537	299	32	2683	0	1056	818	498	469	0	354
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.20	0.20	0.00	0.26	0.28	0.28	0.22	0.00	0.22
Crit Moves:		****						****				
Green/Cycle:	0.00	0.48	0.48	0.48	0.48	0.00	0.40	0.40	0.40	0.40	0.00	0.40
Volume/Cap:	0.00	0.51	0.51	0.42	0.42	0.00	0.66	0.69	0.69	0.56	0.00	0.56
Uniform Del:	0.0	10.6	10.6	10.0	10.0	0.0	14.7	14.9	14.9	13.9	0.0	13.9
IncremntDel:	0.0	1.4	1.4	1.0	1.0	0.0	7.9	7.2	7.2	6.6	0.0	6.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	12.0	12.0	11.0	11.0	0.0	22.5	22.1	22.1	20.5	0.0	20.5
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	12.0	12.0	11.0	11.0	0.0	22.5	22.1	22.1	20.5	0.0	20.5
LOS by Move:	A	B	B	B	B	A	C	C	C	C	A	C
HCM2kAvgQ:	0	5	5	3	3	0	4	5	5	4	0	4

Note: Queue reported is the number of cars per lane.

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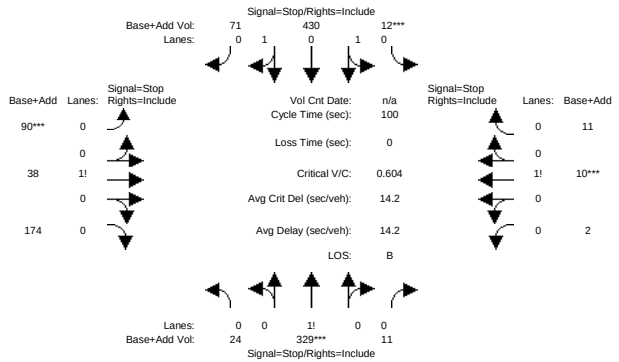
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 AM

Intersection #67: 14th St / Harrison



Street Name:	Harrison Street						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	24	329	11	12	430	71	90	38	174	2	10	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	329	11	12	430	71	90	38	174	2	10	11
Added Vol:	0	0	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:	24	329	11	12	430	71	90	38	174	2	10	11
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:	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:	25	339	11	12	443	73	93	39	179	2	10	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	339	11	12	443	73	93	39	179	2	10	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
FinalVolume:	25	339	11	12	443	73	93	39	179	2	10	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:	0.07	0.90	0.03	0.05	1.67	0.28	0.30	0.12	0.58	0.09	0.43	0.48
Final Sat.:	41	562	19	27	1001	169	178	75	344	41	205	225
Capacity Analysis Module:												
Vol/Sat:	0.60	0.60	0.60	0.45	0.44	0.43	0.52	0.52	0.52	0.05	0.05	0.05
Crit Moves:		****		****			****				****	
Delay/Veh:	16.3	16.3	16.3	13.3	13.0	12.6	14.2	14.2	14.2	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:	16.3	16.3	16.3	13.3	13.0	12.6	14.2	14.2	14.2	9.7	9.7	9.7
LOS by Move:	C	C	C	B	B	B	B	B	B	A	A	A
ApproachDel:		16.3			13.0			14.2			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.3			13.0			14.2			9.7	
LOS by Appr:		C			B			B			A	
AllWayAvgQ:	1.3	1.3	1.3	0.8	0.7	0.7	0.9	0.9	0.9	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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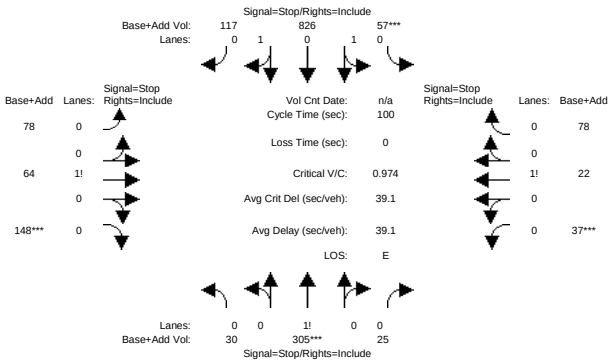
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 PM

Intersection #67: 14th St / Harrison



Street Name:	Harrison Street						14th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	305	25	57	826	117	78	64	148	37	22	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	305	25	57	826	117	78	64	148	37	22	78
Added Vol:	0	0	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:	30	305	25	57	826	117	78	64	148	37	22	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:	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:	31	318	26	59	860	122	81	67	154	39	23	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	318	26	59	860	122	81	67	154	39	23	81
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	31	318	26	59	860	122	81	67	154	39	23	81
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:	0.08	0.85	0.07	0.11	1.66	0.23	0.27	0.22	0.51	0.27	0.16	0.57
Final Sat.:	44	449	37	61	897	129	137	113	260	122	72	256
Capacity Analysis Module:												
Vol/Sat:	0.71	0.71	0.71	0.97	0.96	0.94	0.59	0.59	0.59	0.32	0.32	0.32
Crit Moves:		****		****					****	****		
Delay/Veh:	23.2	23.2	23.2	58.3	54.6	50.4	18.5	18.5	18.5	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:	23.2	23.2	23.2	58.3	54.6	50.4	18.5	18.5	18.5	13.3	13.3	13.3
LOS by Move:	C	C	C	F	F	F	C	C	C	B	B	B
ApproachDel:		23.2			54.3			18.5			13.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.2			54.3			18.5			13.3	
LOS by Appr:		C			F			C			B	
AllWayAvgQ:	2.0	2.0	2.0	7.3	6.3	6.3	1.2	1.2	1.2	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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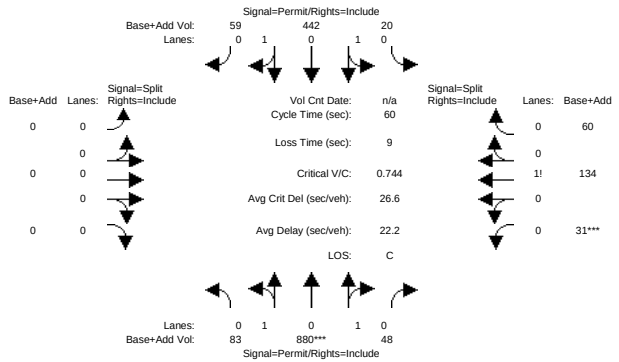
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #68: 15th St / S Van Ness



Street Name:	S Van Ness									15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	29	29	29	29	0	22	0	22	22	0	22	19	19	19
Y+R:	4.0	4.5	4.5	4.5	4.5	4.0	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.5
Volume Module:															
Base Vol:	83	880	48	20	442	59	0	0	0	31	134	60			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	83	880	48	20	442	59	0	0	0	31	134	60			
Added Vol:	0	0	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:	83	880	48	20	442	59	0	0	0	31	134	60			
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:	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:	90	957	52	22	480	64	0	0	0	34	146	65			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	90	957	52	22	480	64	0	0	0	34	146	65			
PCE Adj:	1.00	1.00	1.00	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			
FinalVolume:	90	957	52	22	480	64	0	0	0	34	146	65			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.64	0.64	0.64	0.67	0.67	0.66	1.00	1.00	1.00	0.71	0.71	0.69			
Lanes:	0.16	1.74	0.10	0.08	1.69	0.23	0.00	0.00	0.00	0.14	0.59	0.27			
Final Sat.:	201	2129	116	98	2156	288	0	0	0	184	795	356			
Capacity Analysis Module:															
Vol/Sat:	0.45	0.45	0.45	0.22	0.22	0.22	0.00	0.00	0.00	0.18	0.18	0.18			
Crit Moves:		****								****					
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.00	0.00	0.00	0.37	0.37	0.37			
Volume/Cap:	0.93	0.93	0.93	0.46	0.46	0.46	0.00	0.00	0.00	0.50	0.50	0.50			
Uniform Del:	14.5	14.5	14.5	10.3	10.3	10.3	0.0	0.0	0.0	14.7	14.7	14.7			
IncremntDel:	13.9	13.9	13.9	1.2	1.2	1.2	0.0	0.0	0.0	3.6	3.6	3.6			
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00			
Delay/Veh:	28.5	28.5	28.5	11.6	11.6	11.6	0.0	0.0	0.0	18.3	18.3	18.3			
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:	28.5	28.5	28.5	11.6	11.6	11.6	0.0	0.0	0.0	18.3	18.3	18.3			
LOS by Move:	C	C	C	B	B	B	A	A	A	B	B	B			
HCM2kAvgQ:	11	11	11	4	4	4	0	0	0	4	4	4			

Note: Queue reported is the number of cars per lane.

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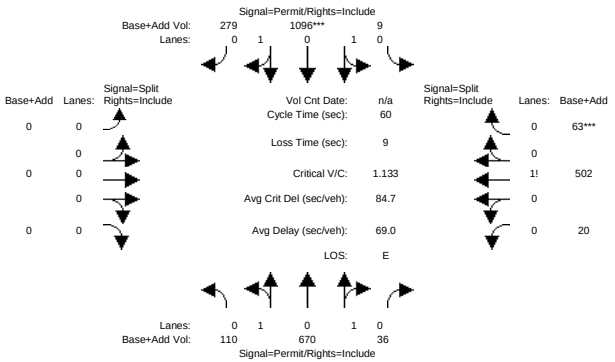
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #68: 15th St / S Van Ness



Street Name:	S Van Ness									15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	32	32	32	32	0	22	0	22	19	19	19			
Y+R:	4.0	4.5	4.5	4.5	4.5	4.0	4.5	4.0	4.5	4.5	4.0	4.5			
Volume Module:															
Base Vol:	110	670	36	9	1096	279	0	0	0	20	502	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:	110	670	36	9	1096	279	0	0	0	20	502	63			
Added Vol:	0	0	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:	110	670	36	9	1096	279	0	0	0	20	502	63			
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:	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:	112	684	37	9	1118	285	0	0	0	20	512	64			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	112	684	37	9	1118	285	0	0	0	20	512	64			
PCE Adj:	1.00	1.00	1.00	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			
FinalVolume:	112	684	37	9	1118	285	0	0	0	20	512	64			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.44	0.44	0.44	0.70	0.70	0.68	1.00	1.00	1.00	0.73	0.73	0.72			
Lanes:	0.27	1.64	0.09	0.01	1.58	0.41	0.00	0.00	0.00	0.03	0.86	0.11			
Final Sat.:	225	1370	74	17	2099	534	0	0	0	47	1191	149			
Capacity Analysis Module:															
Vol/Sat:	0.50	0.50	0.50	0.53	0.53	0.53	0.00	0.00	0.00	0.43	0.43	0.43			
Crit Moves:					****							****			
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.32	0.32	0.32			
Volume/Cap:	0.94	0.94	0.94	1.00	1.00	1.00	0.00	0.00	0.00	1.36	1.36	1.36			
Uniform Del:	13.0	13.0	13.0	14.0	14.0	14.0	0.0	0.0	0.0	20.5	20.5	20.5			
IncremntDel:	18.1	18.1	18.1	23.7	23.7	23.7	0.0	0.0	0.0	175.5	176	175.5			
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00			
Delay/Veh:	31.2	31.2	31.2	37.7	37.7	37.7	0.0	0.0	0.0	196.0	196	196.0			
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:	31.2	31.2	31.2	37.7	37.7	37.7	0.0	0.0	0.0	196.0	196	196.0			
LOS by Move:	C	C	C	C	D	D	A	A	A	F	F	F			
HCM2kAvgQ:	9	9	9	15	15	14	0	0	0	30	30	29			

Note: Queue reported is the number of cars per lane.

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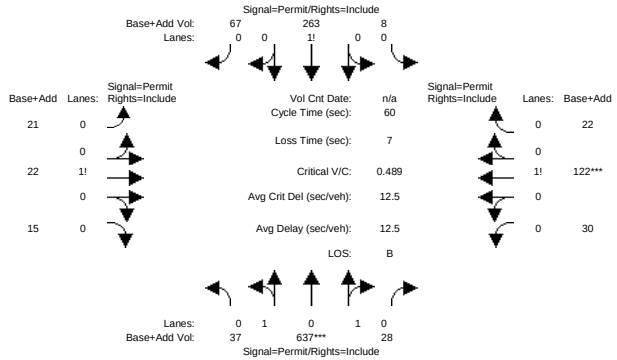
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #69: 15th St / Folsom



Street Name:	Folsom Street						15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	31	31	31	31	31	22	22	22	22	22	22
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module:												
Base Vol:	37	637	28	8	263	67	21	22	15	30	122	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:	37	637	28	8	263	67	21	22	15	30	122	22
Added Vol:	0	0	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:	37	637	28	8	263	67	21	22	15	30	122	22
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:	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:	40	692	30	9	286	73	23	24	16	33	133	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	692	30	9	286	73	23	24	16	33	133	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	40	692	30	9	286	73	23	24	16	33	133	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.70	0.69	0.72	0.72	0.70	0.63	0.64	0.63	0.69	0.70	0.69
Lanes:	0.11	1.81	0.08	0.02	0.78	0.20	0.36	0.38	0.26	0.17	0.70	0.13
Final Sat.:	139	2397	105	32	1056	269	438	459	313	228	929	167
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.27	0.27	0.27	0.05	0.05	0.05	0.14	0.14	0.14
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.56	0.56	0.56	0.52	0.52	0.52	0.14	0.14	0.14	0.39	0.39	0.39
Uniform Del:	9.9	9.9	9.9	9.6	9.6	9.6	12.7	12.7	12.7	14.0	14.0	14.0
IncremntDel:	1.7	1.7	1.7	2.8	2.8	2.8	0.7	0.7	0.7	2.3	2.3	2.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	11.5	11.5	11.5	12.4	12.4	12.4	13.4	13.4	13.4	16.4	16.4	16.4
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:	11.5	11.5	11.5	12.4	12.4	12.4	13.4	13.4	13.4	16.4	16.4	16.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	5	5	5	1	1	1	3	3	3

Note: Queue reported is the number of cars per lane.

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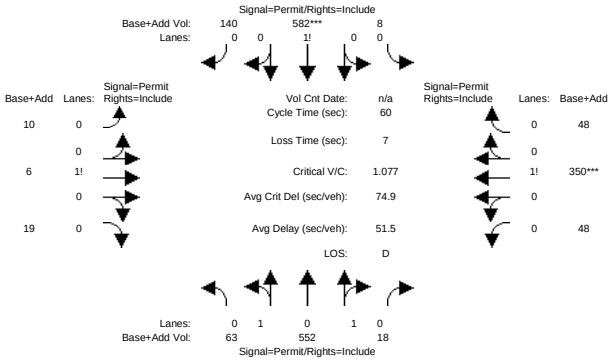
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #69: 15th St / Folsom



Street Name:	Folsom Street						15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	33	33	33	33	33	33	20	20	20	20	20	20
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Volume Module:												
Base Vol:	63	552	18	8	582	140	10	6	19	48	350	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:	63	552	18	8	582	140	10	6	19	48	350	48
Added Vol:	0	0	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:	63	552	18	8	582	140	10	6	19	48	350	48
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:	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:	69	607	20	9	640	154	11	7	21	53	385	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	607	20	9	640	154	11	7	21	53	385	53
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	69	607	20	9	640	154	11	7	21	53	385	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.63	0.63	0.72	0.72	0.71	0.62	0.62	0.57	0.70	0.71	0.70
Lanes:	0.20	1.74	0.06	0.01	0.79	0.20	0.27	0.16	0.57	0.11	0.78	0.11
Final Sat.:	237	2078	68	15	1090	262	320	192	608	145	1056	145
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.59	0.59	0.59	0.03	0.03	0.03	0.36	0.36	0.36
Crit Moves:					****						****	
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.53	0.53	0.53	1.07	1.07	1.07	0.10	0.10	0.10	1.09	1.09	1.09
Uniform Del:	8.6	8.6	8.6	13.5	13.5	13.5	13.8	13.8	13.8	20.0	20.0	20.0
IncremntDel:	1.5	1.5	1.5	52.2	52.2	52.2	0.6	0.6	0.6	70.1	70.1	70.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	10.1	10.1	10.1	65.7	65.7	65.7	14.4	14.4	14.4	90.1	90.1	90.1
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:	10.1	10.1	10.1	65.7	65.7	65.7	14.4	14.4	14.4	90.1	90.1	90.1
LOS by Move:	B	B	B	E	E	E	B	B	B	F	F	F
HCM2kAvgQ:	4	4	4	27	27	27	1	1	0	19	19	19

Note: Queue reported is the number of cars per lane.

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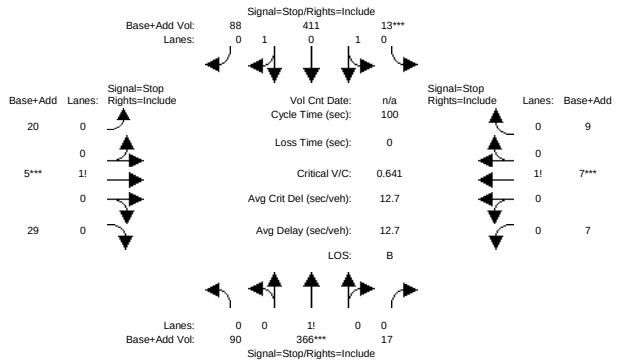
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 AM

Intersection #70: 15th St / Harrison



Street Name:	Harrison Street						15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	90	366	17	13	411	88	20	5	29	7	7	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:	90	366	17	13	411	88	20	5	29	7	7	9
Added Vol:	0	0	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:	90	366	17	13	411	88	20	5	29	7	7	9
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:	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:	92	373	17	13	419	90	20	5	30	7	7	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	373	17	13	419	90	20	5	30	7	7	9
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	92	373	17	13	419	90	20	5	30	7	7	9
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	0.77	0.04	0.05	1.61	0.34	0.37	0.09	0.54	0.30	0.30	0.40
Final Sat.:	143	583	27	35	1140	252	210	52	304	166	166	213
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.64	0.38	0.37	0.36	0.10	0.10	0.10	0.04	0.04	0.04
Crit Moves:		****			****			****			****	
Delay/Veh:	15.6	15.6	15.6	10.8	10.5	10.2	9.2	9.2	9.2	9.1	9.1	9.1
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:	15.6	15.6	15.6	10.8	10.5	10.2	9.2	9.2	9.2	9.1	9.1	9.1
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:		15.6			10.5			9.2			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.6			10.5			9.2			9.1	
LOS by Appr:		C			B			A			A	
AllWayAvgQ:	1.6	1.6	1.6	0.6	0.5	0.5	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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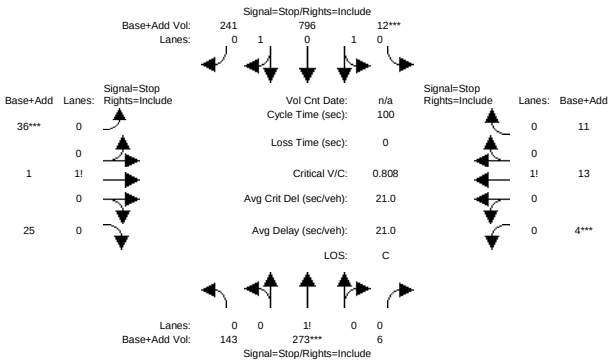
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 PM

Intersection #70: 15th St / Harrison



Street Name:	Harrison Street						15th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	143	273	6	12	796	241	36	1	25	4	13	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	273	6	12	796	241	36	1	25	4	13	11
Added Vol:	0	0	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:	143	273	6	12	796	241	36	1	25	4	13	11
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:	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:	152	290	6	13	847	256	38	1	27	4	14	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	290	6	13	847	256	38	1	27	4	14	12
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	152	290	6	13	847	256	38	1	27	4	14	12
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:	0.34	0.65	0.01	0.02	1.52	0.46	0.58	0.02	0.40	0.14	0.47	0.39
Final Sat.:	234	446	10	16	1073	339	309	9	215	74	242	205
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.81	0.79	0.76	0.12	0.12	0.12	0.06	0.06	0.06
Crit Moves:		****			****			****			****	
Delay/Veh:	17.1	17.1	17.1	25.9	24.2	21.0	10.2	10.2	10.2	9.8	9.8	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:	17.1	17.1	17.1	25.9	24.2	21.0	10.2	10.2	10.2	9.8	9.8	9.8
LOS by Move:	C	C	C	D	C	C	B	B	B	A	A	A
ApproachDel:		17.1			23.4			10.2			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.1			23.4			10.2			9.8	
LOS by Appr:		C			C			B			A	
AllWayAvgQ:	1.7	1.7	1.7	3.5	2.7	2.7	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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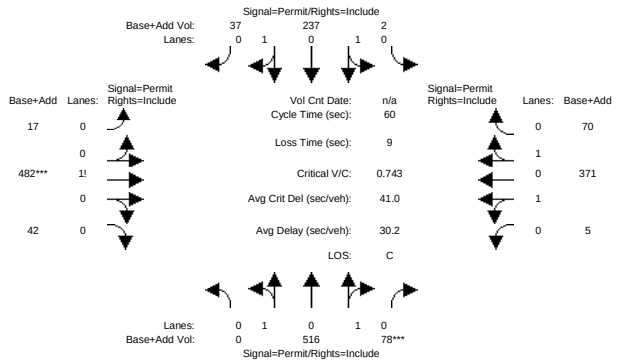
Intersection #71: 16th St/Mission



Street Name:	Mission Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	0	28	28	0	28	0	24	0	0	24	0
Y+R:	4.5	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.0	4.0	4.5	4.0
Volume Module:												
Base Vol:	0	516	78	2	237	37	17	482	42	5	371	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	516	78	2	237	37	17	482	42	5	371	70
Added Vol:	0	0	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	516	78	2	237	37	17	482	42	5	371	70
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:	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	532	80	2	244	38	18	497	43	5	382	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	532	80	2	244	38	18	497	43	5	382	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
FinalVolume:	0	532	80	2	244	38	18	497	43	5	382	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.74	0.72	0.70	0.70	0.68	0.71	0.71	0.69	0.70	0.70	0.69
Lanes:	0.00	1.73	0.27	0.01	1.71	0.28	0.03	0.89	0.08	0.02	1.66	0.32
Final Sat.:	0	2426	367	19	2281	356	42	1200	105	30	2199	415
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.11	0.11	0.11	0.41	0.41	0.41	0.17	0.17	0.17
Crit Moves:			****					****				
Green/Cycle:	0.00	0.46	0.46	0.46	0.46	0.46	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.00	0.48	0.48	0.23	0.23	0.23	1.05	1.05	1.05	0.44	0.44	0.44
Uniform Del:	0.0	11.4	11.4	10.0	10.0	10.0	18.5	18.5	18.5	13.6	13.6	13.6
IncremntDel:	0.0	1.3	1.3	0.4	0.4	0.4	53.6	53.6	53.6	1.4	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	12.7	12.7	10.4	10.4	10.4	72.1	72.1	72.1	14.9	14.9	14.9
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	12.7	12.7	10.4	10.4	10.4	72.1	72.1	72.1	14.9	14.9	14.9
LOS by Move:	A	B	B	B	B	B	E	E	E	B	B	B
HCM2kAvgQ:	0	5	5	2	2	2	20	20	19	3	3	3

Note: Queue reported is the number of cars per lane.

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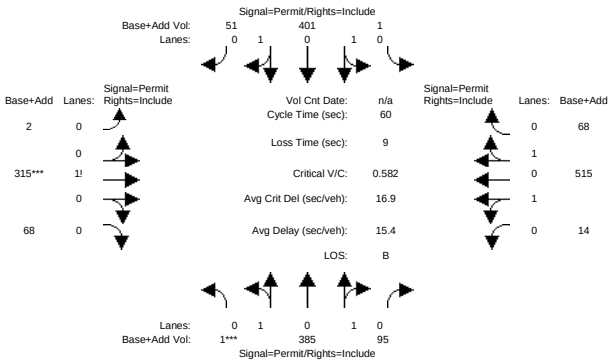
Intersection #71: 16th St/Mission



Street Name:	Mission Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	0	25	25	0	25	0	25	0	0	25	0
Y+R:	4.5	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.0	4.0	4.5	4.0
Volume Module:												
Base Vol:	1	385	95	1	401	51	2	315	68	14	515	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	385	95	1	401	51	2	315	68	14	515	68
Added Vol:	0	0	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:	1	385	95	1	401	51	2	315	68	14	515	68
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:	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:	1	405	100	1	422	54	2	332	72	15	542	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	405	100	1	422	54	2	332	72	15	542	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
FinalVolume:	1	405	100	1	422	54	2	332	72	15	542	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.65	0.71	0.71	0.70	0.71	0.71	0.69	0.70	0.70	0.69
Lanes:	0.01	1.58	0.41	0.01	1.77	0.22	0.01	0.81	0.18	0.05	1.72	0.23
Final Sat.:	5	2092	516	6	2371	302	7	1101	238	62	2281	301
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.18	0.18	0.18	0.30	0.30	0.30	0.24	0.24	0.24
Crit Moves:	****							****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.46	0.46	0.46	0.43	0.43	0.43	0.70	0.70	0.70	0.55	0.55	0.55
Uniform Del:	12.7	12.7	12.7	12.4	12.4	12.4	13.8	13.8	13.8	12.6	12.6	12.6
IncremntDel:	1.4	1.4	1.4	1.2	1.2	1.2	6.7	6.7	6.7	1.9	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	14.1	14.1	14.1	13.6	13.6	13.6	20.5	20.5	20.5	14.5	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:	14.1	14.1	14.1	13.6	13.6	13.6	20.5	20.5	20.5	14.5	14.5	14.5
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
HCM2kAvgQ:	4	4	4	4	4	4	8	8	7	5	5	5

Note: Queue reported is the number of cars per lane.

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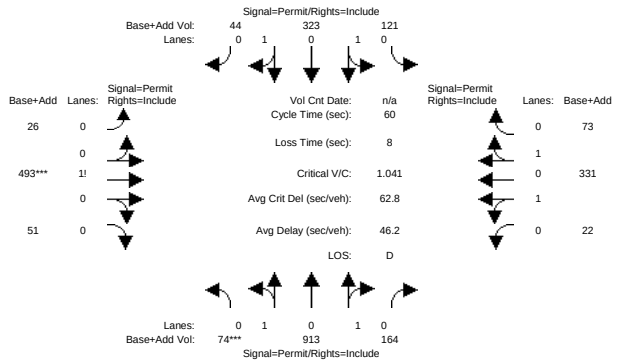
Intersection #72: 16th St / S Van Ness



Street Name:	S Van Ness						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	0	31	31	0	31	21	21	0	0	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	913	164	121	323	44	26	493	51	22	331	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	913	164	121	323	44	26	493	51	22	331	73
Added Vol:	0	0	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:	74	913	164	121	323	44	26	493	51	22	331	73
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:	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:	76	932	167	123	330	45	27	503	52	22	338	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	932	167	123	330	45	27	503	52	22	338	74
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	76	932	167	123	330	45	27	503	52	22	338	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.63	0.43	0.43	0.43	0.71	0.71	0.70	0.68	0.68	0.67
Lanes:	0.13	1.58	0.29	0.50	1.32	0.18	0.05	0.86	0.09	0.10	1.55	0.35
Final Sat.:	160	1974	355	407	1086	148	62	1170	121	133	1994	440
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.30	0.30	0.30	0.43	0.43	0.43	0.17	0.17	0.17
Crit Moves:	****							****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.91	0.91	0.91	0.59	0.59	0.59	1.23	1.23	1.23	0.48	0.48	0.48
Uniform Del:	13.3	13.3	13.3	10.1	10.1	10.1	19.5	19.5	19.5	15.3	15.3	15.3
IncremntDel:	11.4	11.4	11.4	3.0	3.0	3.0	120.1	120	120.1	1.9	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	24.7	24.7	24.7	13.0	13.0	13.0	139.6	140	139.6	17.1	17.1	17.1
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:	24.7	24.7	24.7	13.0	13.0	13.0	139.6	140	139.6	17.1	17.1	17.1
LOS by Move:	C	C	C	B	B	B	F	F	F	B	B	B
HCM2kAvgQ:	15	15	15	4	4	4	23	23	23	3	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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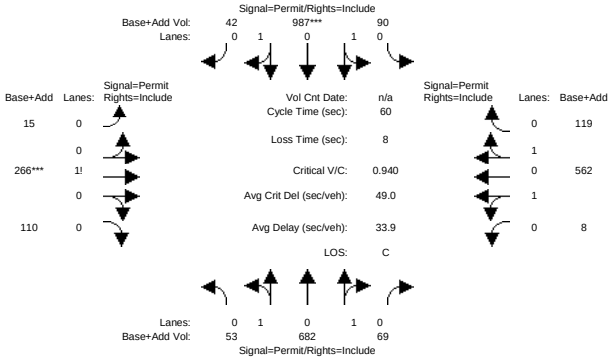
Intersection #72: 16th St / S Van Ness



Street Name:	S Van Ness						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	0	29	29	0	29	23	23	0	0	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	682	69	90	987	42	15	266	110	8	562	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	682	69	90	987	42	15	266	110	8	562	119
Added Vol:	0	0	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:	53	682	69	90	987	42	15	266	110	8	562	119
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:	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:	55	703	71	93	1018	43	15	274	113	8	579	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	703	71	93	1018	43	15	274	113	8	579	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
FinalVolume:	55	703	71	93	1018	43	15	274	113	8	579	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.59	0.57	0.60	0.60	0.59	0.69	0.69	0.67	0.70	0.70	0.69
Lanes:	0.13	1.69	0.18	0.16	1.76	0.08	0.04	0.67	0.29	0.02	1.63	0.35
Final Sat.:	147	1895	192	183	2010	86	50	889	367	31	2173	460
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.51	0.51	0.51	0.31	0.31	0.31	0.27	0.27	0.27
Crit Moves:					****			****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.77	0.77	0.77	1.05	1.05	1.05	0.81	0.81	0.81	0.70	0.70	0.70
Uniform Del:	12.7	12.7	12.7	15.5	15.5	15.5	16.5	16.5	16.5	15.6	15.6	15.6
IncremntDel:	5.2	5.2	5.2	40.4	40.4	40.4	12.9	12.9	12.9	3.9	3.9	3.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	18.0	18.0	18.0	55.9	55.9	55.9	29.4	29.4	29.4	19.5	19.5	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:	18.0	18.0	18.0	55.9	55.9	55.9	29.4	29.4	29.4	19.5	19.5	19.5
LOS by Move:	B	B	B	E	E	E	C	C	C	B	B	B
HCM2kAvgQ:	9	9	9	14	14	14	7	7	7	6	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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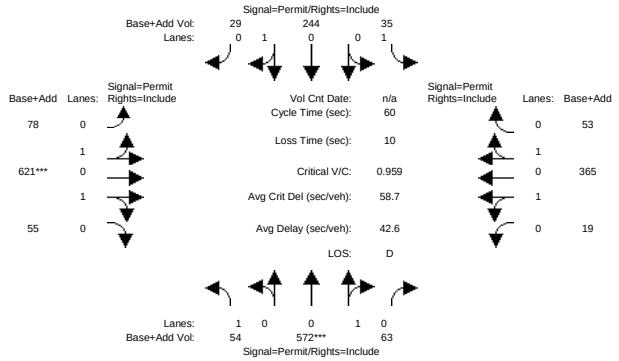
Intersection #73: 16th St / Folsom



Street Name:	Folsom Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	24	24	24	24	24	24	25	25	25	25	25	25
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	54	572	63	35	244	29	78	621	55	19	365	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:	54	572	63	35	244	29	78	621	55	19	365	53
Added Vol:	0	0	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:	54	572	63	35	244	29	78	621	55	19	365	53
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:	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:	56	590	65	36	252	30	80	640	57	20	376	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	590	65	36	252	30	80	640	57	20	376	55
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	56	590	65	36	252	30	80	640	57	20	376	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.72	0.71	0.13	0.72	0.71	0.64	0.64	0.64	0.67	0.67	0.66
Lanes:	1.00	0.90	0.10	1.00	0.89	0.11	0.21	1.64	0.15	0.09	1.67	0.24
Final Sat.:	820	1231	136	254	1220	145	251	2001	177	111	2125	309
Capacity Analysis Module:												
Vol/Sat:	0.07	0.48	0.48	0.14	0.21	0.21	0.32	0.32	0.32	0.18	0.18	0.18
Crit Moves:		****						****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.16	1.15	1.15	0.30	0.49	0.49	0.77	0.77	0.77	0.43	0.43	0.43
Uniform Del:	11.0	17.5	17.5	11.7	12.9	12.9	15.0	15.0	15.0	12.4	12.4	12.4
IncremntDel:	1.0	86.5	86.5	6.3	3.1	3.1	5.6	5.6	5.6	1.2	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	12.0	104	104.0	18.0	15.9	15.9	20.6	20.6	20.6	13.7	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:	12.0	104	104.0	18.0	15.9	15.9	20.6	20.6	20.6	13.7	13.7	13.7
LOS by Move:	B	F	F	B	B	B	C	C	C	B	B	B
HCM2kAvgQ:	1	27	26	0	4	4	6	6	6	3	3	3

Note: Queue reported is the number of cars per lane.

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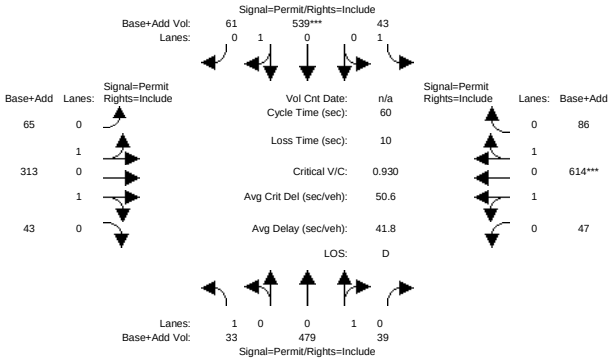
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #73: 16th St / Folsom



Street Name:	Folsom Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	24	24	24	24	24	24	25	25	25	25	25	25
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	33	479	39	43	539	61	65	313	43	47	614	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	479	39	43	539	61	65	313	43	47	614	86
Added Vol:	0	0	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:	33	479	39	43	539	61	65	313	43	47	614	86
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:	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:	35	504	41	45	567	64	68	329	45	49	646	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	504	41	45	567	64	68	329	45	49	646	91
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	35	504	41	45	567	64	68	329	45	49	646	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.72	0.71	0.22	0.72	0.70	0.56	0.56	0.55	0.66	0.66	0.65
Lanes:	1.00	0.92	0.08	1.00	0.90	0.10	0.31	1.48	0.21	0.13	1.64	0.23
Final Sat.:	285	1270	103	414	1227	139	329	1584	218	158	2069	290
Capacity Analysis Module:												
Vol/Sat:	0.12	0.40	0.40	0.11	0.46	0.46	0.21	0.21	0.21	0.31	0.31	0.31
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.29	0.95	0.95	0.26	1.11	1.11	0.50	0.50	0.50	0.75	0.75	0.75
Uniform Del:	11.6	16.9	16.9	11.5	17.5	17.5	12.9	12.9	12.9	14.8	14.8	14.8
IncremntDel:	6.0	27.7	27.7	3.7	71.5	71.5	2.0	2.0	2.0	4.9	4.9	4.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	17.6	44.6	44.6	15.1	89.0	89.0	14.9	14.9	14.9	19.8	19.8	19.8
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:	17.6	44.6	44.6	15.1	89.0	89.0	14.9	14.9	14.9	19.8	19.8	19.8
LOS by Move:	B	D	D	B	F	F	B	B	B	B	B	B
HCM2kAvgQ:	1	16	15	1	19	18	3	3	3	7	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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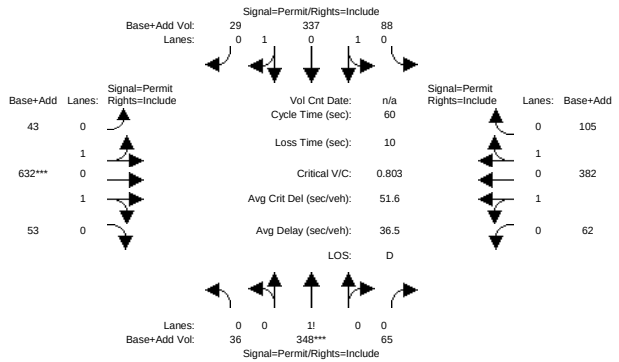
Intersection #74: 16th St / Harrison



Street Name:	Harrison Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	19	19	19	0	19	31	31	0	0	31	31
Y+R:	5.0	5.0	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	36	348	65	88	337	29	43	632	53	62	382	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:	36	348	65	88	337	29	43	632	53	62	382	105
Added Vol:	0	0	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:	36	348	65	88	337	29	43	632	53	62	382	105
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:	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:	38	366	68	93	355	31	45	665	56	65	402	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	366	68	93	355	31	45	665	56	65	402	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
FinalVolume:	38	366	68	93	355	31	45	665	56	65	402	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.66	0.50	0.51	0.50	0.67	0.67	0.67	0.59	0.59	0.58
Lanes:	0.08	0.77	0.15	0.39	1.48	0.13	0.12	1.73	0.15	0.22	1.39	0.39
Final Sat.:	103	999	187	373	1428	123	150	2198	184	252	1552	427
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.25	0.25	0.25	0.30	0.30	0.30	0.26	0.26	0.26
Crit Moves:		****						****				
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	1.16	1.16	1.16	0.78	0.78	0.78	0.59	0.59	0.59	0.50	0.50	0.50
Uniform Del:	20.5	20.5	20.5	18.6	18.6	18.6	10.1	10.1	10.1	9.5	9.5	9.5
IncremntDel:	95.3	95.3	95.3	9.8	9.8	9.8	1.9	1.9	1.9	1.6	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	115.8	116	115.8	28.4	28.4	28.4	12.0	12.0	12.0	11.0	11.0	11.0
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:	115.8	116	115.8	28.4	28.4	28.4	12.0	12.0	12.0	11.0	11.0	11.0
LOS by Move:	F	F	F	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	21	21	20	6	7	7	5	5	5	4	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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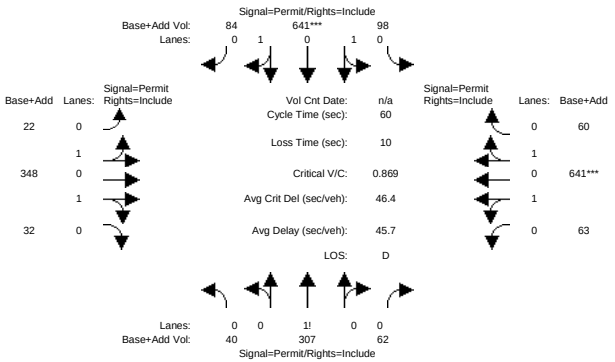
Intersection #74: 16th St / Harrison



Street Name:	Harrison Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	22	22	22	22	22	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	40	307	62	98	641	84	22	348	32	63	641	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	307	62	98	641	84	22	348	32	63	641	60
Added Vol:	0	0	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:	40	307	62	98	641	84	22	348	32	63	641	60
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:	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:	43	327	66	104	682	89	23	370	34	67	682	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	327	66	104	682	89	23	370	34	67	682	64
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	43	327	66	104	682	89	23	370	34	67	682	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.60	0.58	0.57	0.59	0.56	0.66	0.66	0.67	0.65	0.65	0.65
Lanes:	0.10	0.75	0.15	0.24	1.55	0.21	0.11	1.73	0.16	0.16	1.68	0.16
Final Sat.:	110	848	171	263	1723	226	138	2183	201	204	2078	195
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.40	0.40	0.40	0.17	0.17	0.17	0.33	0.33	0.33
Crit Moves:					****						****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	1.05	1.05	1.05	1.08	1.08	1.08	0.36	0.36	0.36	0.70	0.70	0.70
Uniform Del:	19.0	19.0	19.0	19.0	19.0	19.0	10.3	10.3	10.3	12.7	12.7	12.7
IncremntDel:	58.1	58.1	58.1	55.3	55.3	55.3	0.9	0.9	0.9	3.6	3.6	3.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	77.1	77.1	77.1	74.3	74.3	74.3	11.1	11.1	11.1	16.3	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:	77.1	77.1	77.1	74.3	74.3	74.3	11.1	11.1	11.1	16.3	16.3	16.3
LOS by Move:	E	E	E	E	E	E	B	B	B	B	B	B
HCM2kAvgQ:	16	16	16	18	18	17	3	3	3	6	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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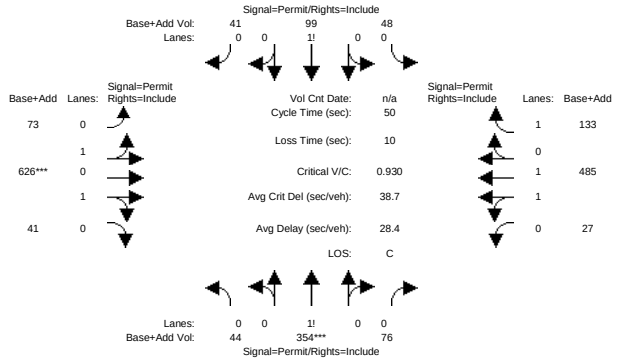
Intersection #75: 16th St / Bryant



Street Name:	Bryant Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	44	354	76	48	99	41	73	626	41	27	485	133
Growth Adj:	1.00	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	354	76	48	99	41	73	626	41	27	485	133
Added Vol:	0	0	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:	44	354	76	48	99	41	73	626	41	27	485	133
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:	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:	45	365	78	49	102	42	75	645	42	28	500	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	365	78	49	102	42	75	645	42	28	500	137
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	45	365	78	49	102	42	75	645	42	28	500	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.63	0.61	0.54	0.55	0.54	0.60	0.61	0.60	0.72	0.72	0.44
Lanes:	0.09	0.75	0.16	0.26	0.52	0.22	0.20	1.69	0.11	0.11	1.89	1.00
Final Sat.:	110	884	190	263	543	225	227	1950	128	145	2604	844
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.19	0.19	0.19	0.33	0.33	0.33	0.19	0.19	0.16
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.03	1.03	1.03	0.47	0.47	0.47	0.83	0.83	0.83	0.48	0.48	0.41
Uniform Del:	15.0	15.0	15.0	11.1	11.1	11.1	13.5	13.5	13.5	11.1	11.1	10.7
IncremntDel:	49.8	49.8	49.8	3.8	3.8	3.8	8.4	8.4	8.4	1.5	1.5	3.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	64.8	64.8	64.8	14.9	14.9	14.9	21.9	21.9	21.9	12.6	12.6	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:	64.8	64.8	64.8	14.9	14.9	14.9	21.9	21.9	21.9	12.6	12.6	14.3
LOS by Move:	E	E	E	B	B	B	C	C	C	B	B	B
HCM2kAvgQ:	16	16	15	2	2	2	6	7	6	4	4	2

Note: Queue reported is the number of cars per lane.

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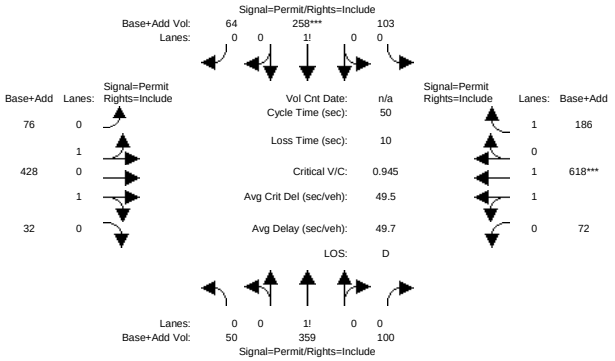
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #75: 16th St / Bryant



Street Name:	Bryant Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	21	21	21	21	21	21	19	19	19	19	19	19
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	50	359	100	103	258	64	76	428	32	72	618	186
Growth Adj:	1.00	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	359	100	103	258	64	76	428	32	72	618	186
Added Vol:	0	0	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:	50	359	100	103	258	64	76	428	32	72	618	186
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:	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:	53	378	105	108	272	67	80	451	34	76	651	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	378	105	108	272	67	80	451	34	76	651	196
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	53	378	105	108	272	67	80	451	34	76	651	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.60	0.59	0.49	0.50	0.49	0.53	0.54	0.53	0.68	0.68	0.42
Lanes:	0.10	0.70	0.20	0.24	0.61	0.15	0.29	1.59	0.12	0.21	1.79	1.00
Final Sat.:	112	804	224	228	572	142	290	1634	122	269	2310	800
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.47	0.47	0.47	0.28	0.28	0.28	0.28	0.28	0.24
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	1.12	1.12	1.12	1.13	1.13	1.13	0.73	0.73	0.73	0.74	0.74	0.64
Uniform Del:	14.5	14.5	14.5	14.5	14.5	14.5	13.3	13.3	13.3	13.4	13.4	12.7
IncremntDel:	77.8	77.8	77.8	85.5	85.5	85.5	5.9	5.9	5.9	5.0	5.0	10.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	92.3	92.3	92.3	100.0	xxxx	100.0	19.1	19.1	19.1	18.4	18.4	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:	92.3	92.3	92.3	100.0	xxxx	100.0	19.1	19.1	19.1	18.4	18.4	22.8
LOS by Move:	F	F	F	F	F	F	B	B	B	B	B	C
HCM2kAvgQ:	20	20	20	15	15	15	4	4	4	7	7	4

Note: Queue reported is the number of cars per lane.

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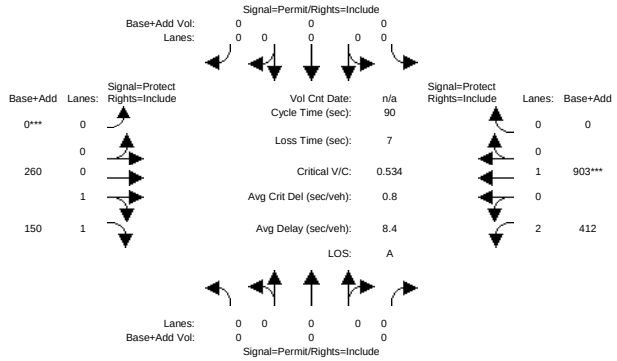
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	31	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	260	150	412	903	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:	0	0	0	0	0	0	0	260	150	412	903	0
Added Vol:	0	0	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	0	0	0	0	0	0	260	150	412	903	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:	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	0	0	0	0	0	0	271	156	429	941	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	271	156	429	941	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
FinalVolume:	0	0	0	0	0	0	0	271	156	429	941	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.94	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1796	1786	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.09	0.12	0.50	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.26	0.21	0.53	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.8	23.1	9.0	0.5	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2	23.2	9.0	0.8	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	0.0	0.0	0.0	0.0	0.0	25.2	23.2	9.0	0.8	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	3	3	5	0

Note: Queue reported is the number of cars per lane.

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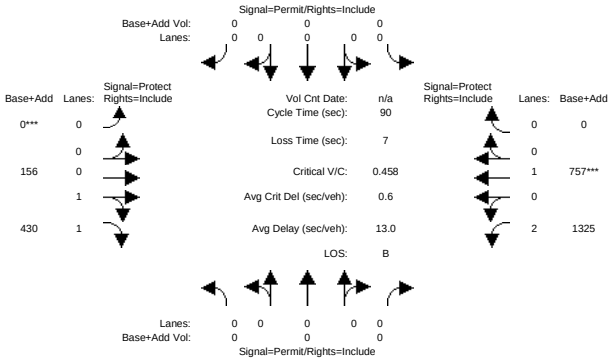
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	156	430	1325	757	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:	0	0	0	0	0	0	0	156	430	1325	757	0
Added Vol:	0	0	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	0	0	0	0	0	0	156	430	1325	757	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:	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:	0	0	0	0	0	0	0	166	457	1410	805	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	166	457	1410	805	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
FinalVolume:	0	0	0	0	0	0	0	166	457	1410	805	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	1.47	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	900	2482	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.40	0.42	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.55	0.68	0.46	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.8	25.8	13.2	0.4	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.9	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.4	26.4	14.1	0.6	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	0.0	0.0	0.0	0.0	0.0	26.4	26.4	14.1	0.6	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	B	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	8	8	14	3	0

Note: Queue reported is the number of cars per lane.

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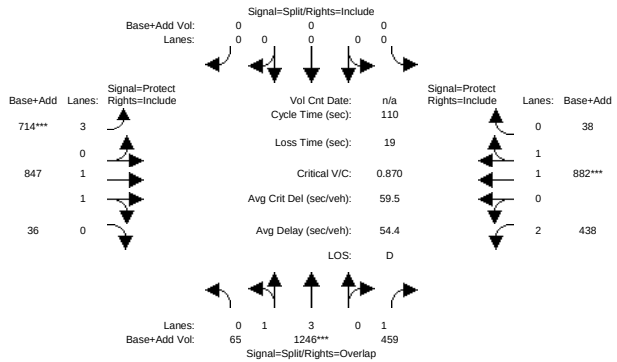
Year 2040 Plus LRDP (Mission Bay Variant; 4-Lane 16th Street; Mission Bay Only)

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	25	25	25	0	0	0	18	34	34	31	47	47
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module:												
Base Vol:	65	1246	459	0	0	0	714	847	36	438	882	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1246	459	0	0	0	714	847	36	438	882	38
Added Vol:	0	0	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:	65	1246	459	0	0	0	714	847	36	438	882	38
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:	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:	68	1312	483	0	0	0	752	892	38	461	928	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1312	483	0	0	0	752	892	38	461	928	40
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	68	1312	483	0	0	0	752	892	38	461	928	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.72	1.00	1.00	1.00	0.79	0.81	0.81	0.79	0.81	0.81
Lanes:	0.20	3.80	1.00	0.00	0.00	0.00	3.00	1.92	0.08	2.00	1.92	0.08
Final Sat.:	291	5573	1377	0	0	0	4480	2936	125	2987	2934	126
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.35	0.00	0.00	0.00	0.17	0.30	0.30	0.15	0.32	0.32
Crit Moves:		****					****				****	
Green/Cycle:	0.23	0.23	0.52	0.00	0.00	0.00	0.17	0.31	0.31	0.28	0.43	0.43
Volume/Cap:	1.01	1.01	0.68	0.00	0.00	0.00	1.01	0.98	0.98	0.55	0.74	0.74
Uniform Del:	42.2	42.2	19.8	0.0	0.0	0.0	45.8	37.5	37.5	33.4	26.4	26.4
IncremntDel:	26.2	26.2	5.2	0.0	0.0	0.0	34.9	24.3	24.3	2.5	3.8	3.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.4	68.4	24.9	0.0	0.0	0.0	80.7	61.9	61.9	35.9	30.2	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:	68.4	68.4	24.9	0.0	0.0	0.0	80.7	61.9	61.9	35.9	30.2	30.2
LOS by Move:	E	E	C	A	A	A	F	E	E	D	C	C
HCM2kAvgQ:	13	13	11	0	0	0	9	16	16	7	16	16

Note: Queue reported is the number of cars per lane.

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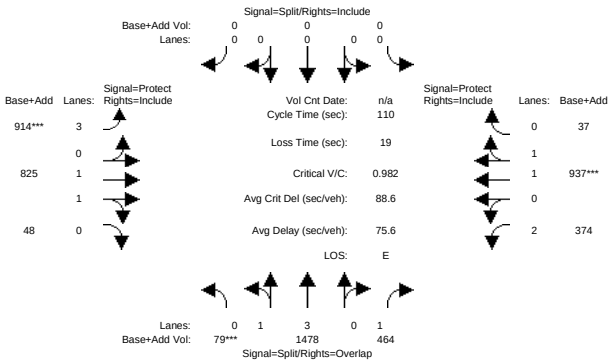
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	39	39	39	0	0	0	18	37	37	13	34	34
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module:												
Base Vol:	79	1478	464	0	0	0	914	825	48	374	937	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:	79	1478	464	0	0	0	914	825	48	374	937	37
Added Vol:	0	0	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:	79	1478	464	0	0	0	914	825	48	374	937	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:	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:	81	1524	478	0	0	0	942	851	49	386	966	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1524	478	0	0	0	942	851	49	386	966	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
FinalVolume:	81	1524	478	0	0	0	942	851	49	386	966	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.72	1.00	1.00	1.00	0.79	0.80	0.80	0.79	0.81	0.81
Lanes:	0.20	3.80	1.00	0.00	0.00	0.00	3.00	1.89	0.11	2.00	1.92	0.08
Final Sat.:	297	5566	1377	0	0	0	4480	2886	168	2987	2944	116
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.35	0.00	0.00	0.00	0.21	0.29	0.29	0.13	0.33	0.33
Crit Moves:	****						****				****	
Green/Cycle:	0.35	0.35	0.49	0.00	0.00	0.00	0.16	0.34	0.34	0.13	0.31	0.31
Volume/Cap:	0.77	0.77	0.72	0.00	0.00	0.00	1.29	0.86	0.86	0.98	1.06	1.06
Uniform Del:	31.6	31.6	22.3	0.0	0.0	0.0	46.0	33.8	33.8	47.7	38.0	38.0
IncremntDel:	2.9	2.9	6.4	0.0	0.0	0.0	138.7	9.4	9.4	41.8	47.0	47.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.4	34.4	28.7	0.0	0.0	0.0	184.7	43.2	43.2	89.5	85.0	85.0
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:	34.4	34.4	28.7	0.0	0.0	0.0	184.7	43.2	43.2	89.5	85.0	85.0
LOS by Move:	C	C	C	A	A	A	F	D	D	F	F	F
HCM2kAvgQ:	12	12	12	0	0	0	19	14	14	11	26	26

Note: Queue reported is the number of cars per lane.

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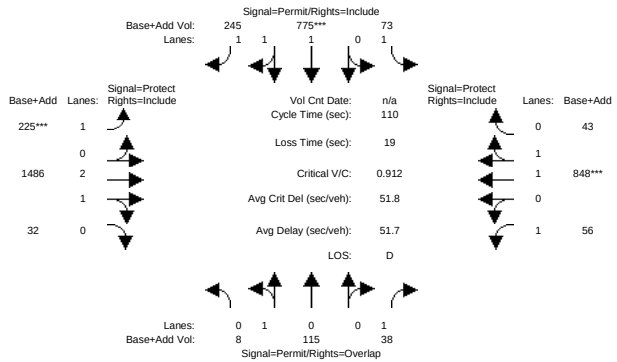
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	35	35	35	35	35	35	19	41	41	15	37	37
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module:												
Base Vol:	8	115	38	73	775	245	225	1486	32	56	848	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:	8	115	38	73	775	245	225	1486	32	56	848	43
Added Vol:	0	0	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:	8	115	38	73	775	245	225	1486	32	56	848	43
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:	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:	9	124	41	78	833	263	242	1598	34	60	912	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	124	41	78	833	263	242	1598	34	60	912	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
FinalVolume:	9	124	41	78	833	263	242	1598	34	60	912	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.72	0.57	0.78	0.78	0.81	0.77	0.77	0.81	0.80	0.80
Lanes:	0.07	0.93	1.00	1.00	2.00	1.00	1.00	2.94	0.06	1.00	1.90	0.10
Final Sat.:	99	1421	1377	1074	2968	1484	1539	4275	92	1539	2882	146
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.07	0.28	0.18	0.16	0.37	0.37	0.04	0.32	0.32
Crit Moves:					****		****				****	
Green/Cycle:	0.32	0.32	0.45	0.32	0.32	0.32	0.17	0.37	0.37	0.14	0.34	0.34
Volume/Cap:	0.27	0.27	0.07	0.23	0.88	0.56	0.91	1.00	1.00	0.29	0.94	0.94
Uniform Del:	28.0	28.0	16.9	27.6	35.5	31.1	44.7	34.5	34.5	42.7	35.4	35.4
IncremntDel:	1.4	1.4	0.2	1.6	9.2	1.1	36.1	22.9	22.9	3.4	17.1	17.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	29.4	29.4	17.1	29.1	44.8	32.2	80.8	57.4	57.4	46.1	52.5	52.5
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:	29.4	29.4	17.1	29.1	44.8	32.2	80.8	57.4	57.4	46.1	52.5	52.5
LOS by Move:	C	C	B	C	D	C	F	E	E	D	D	D
HCM2kAvgQ:	3	3	1	2	17	8	11	27	27	2	19	19

Note: Queue reported is the number of cars per lane.

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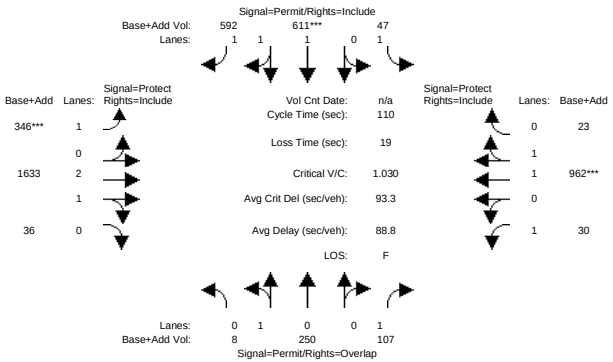
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	39	39	39	15	37	37	15	37	37
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module:												
Base Vol:	8	250	107	47	611	592	346	1633	36	30	962	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:	8	250	107	47	611	592	346	1633	36	30	962	23
Added Vol:	0	0	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:	8	250	107	47	611	592	346	1633	36	30	962	23
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:	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:	8	258	110	48	630	610	357	1684	37	31	992	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	258	110	48	630	610	357	1684	37	31	992	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	8	258	110	48	630	610	357	1684	37	31	992	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.72	0.41	0.75	0.75	0.81	0.80	0.77	0.81	0.81	0.81
Lanes:	0.03	0.97	1.00	1.00	1.52	1.48	1.00	2.93	0.07	1.00	1.95	0.05
Final Sat.:	49	1539	1377	779	2172	2105	1539	4484	99	1539	2998	72
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.08	0.06	0.29	0.29	0.23	0.38	0.38	0.02	0.33	0.33
Crit Moves:					****		****				****	
Green/Cycle:	0.35	0.35	0.49	0.35	0.35	0.35	0.14	0.34	0.34	0.14	0.34	0.34
Volume/Cap:	0.47	0.47	0.16	0.18	0.82	0.82	1.70	1.12	1.12	0.15	0.98	0.98
Uniform Del:	27.5	27.5	15.5	24.4	32.3	32.3	47.5	36.5	36.5	41.9	36.2	36.2
IncremntDel:	2.8	2.8	0.5	1.4	5.0	5.0	334.2	61.8	61.8	1.5	24.3	24.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	30.4	30.4	16.0	25.8	37.3	37.3	381.7	98.3	98.3	43.3	60.5	60.5
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:	30.4	30.4	16.0	25.8	37.3	37.3	381.7	98.3	98.3	43.3	60.5	60.5
LOS by Move:	C	C	B	C	D	D	F	F	F	D	E	E
HCM2kAvgQ:	7	7	2	1	16	16	31	33	32	1	18	18

Note: Queue reported is the number of cars per lane.

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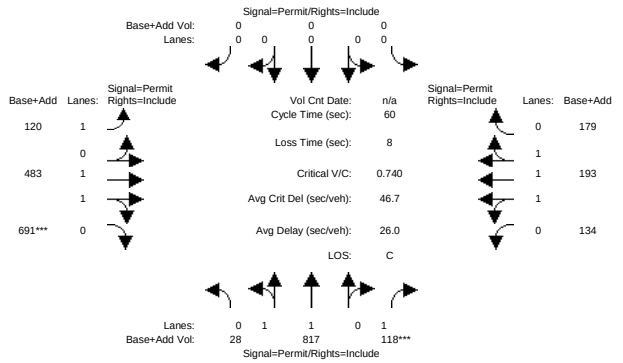
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	21	0	21	0	0	31	31	31	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	817	118	0	0	0	120	483	691	134	193	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	817	118	0	0	0	120	483	691	134	193	179
Added Vol:	0	0	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:	28	817	118	0	0	0	120	483	691	134	193	179
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:	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:	30	888	128	0	0	0	130	525	751	146	210	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	888	128	0	0	0	130	525	751	146	210	195
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	30	888	128	0	0	0	130	525	751	146	210	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.63	1.00	1.00	1.00	0.38	0.74	0.74	0.47	0.47	0.47
Lanes:	0.07	1.93	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.82	1.18	1.00
Final Sat.:	102	2965	1205	0	0	0	718	1404	1404	738	1063	901
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.11	0.00	0.00	0.00	0.18	0.37	0.53	0.20	0.20	0.22
Crit Moves:			****						****			
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.86	0.86	0.30	0.00	0.00	0.00	0.35	0.72	1.04	0.38	0.38	0.42
Uniform Del:	18.1	18.1	14.2	0.0	0.0	0.0	8.6	11.2	14.5	8.7	8.7	8.9
IncremntDel:	8.8	8.8	1.9	0.0	0.0	0.0	2.6	2.6	35.2	0.8	0.8	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.9	26.9	16.0	0.0	0.0	0.0	11.2	13.8	49.7	9.5	9.5	9.9
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:	26.9	26.9	16.0	0.0	0.0	0.0	11.2	13.8	49.7	9.5	9.5	9.9
LOS by Move:	C	C	B	A	A	A	B	B	D	A	A	A
HCM2kAvgQ:	12	12	2	0	0	0	2	10	25	3	3	3

Note: Queue reported is the number of cars per lane.

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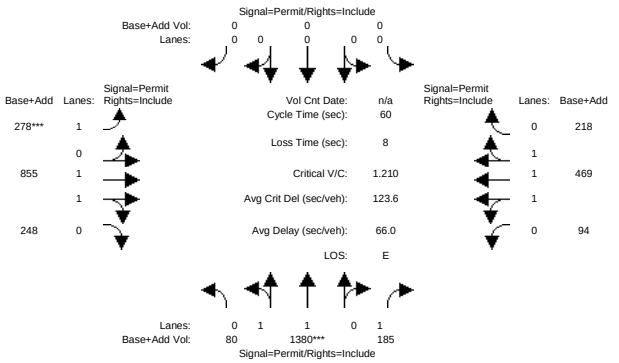
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	24	0	24	0	0	28	28	28	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1380	185	0	0	0	278	855	248	94	469	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1380	185	0	0	0	278	855	248	94	469	218
Added Vol:	0	0	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:	80	1380	185	0	0	0	278	855	248	94	469	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:	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:	82	1423	191	0	0	0	287	881	256	97	484	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1423	191	0	0	0	287	881	256	97	484	225
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	82	1423	191	0	0	0	287	881	256	97	484	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.63	1.00	1.00	1.00	0.27	0.78	0.78	0.50	0.50	0.50
Lanes:	0.11	1.89	1.00	0.00	0.00	0.00	1.00	1.55	0.45	0.36	1.80	0.84
Final Sat.:	168	2890	1205	0	0	0	515	2306	669	343	1712	796
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.16	0.00	0.00	0.00	0.56	0.38	0.38	0.28	0.28	0.28
Crit Moves:		****					****					
Green/Cycle:	0.41	0.41	0.41	0.00	0.00	0.00	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	1.21	1.21	0.39	0.00	0.00	0.00	1.21	0.83	0.83	0.61	0.61	0.61
Uniform Del:	17.8	17.8	12.5	0.0	0.0	0.0	16.2	14.2	14.2	12.2	12.2	12.2
IncremntDel:	102.1	102	2.3	0.0	0.0	0.0	127.0	6.0	6.0	2.2	2.2	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	119.9	120	14.9	0.0	0.0	0.0	143.2	20.2	20.2	14.4	14.4	14.4
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:	119.9	120	14.9	0.0	0.0	0.0	143.2	20.2	20.2	14.4	14.4	14.4
LOS by Move:	F	F	B	A	A	A	F	C	C	B	B	B
HCM2kAvgQ:	35	35	3	0	0	0	15	13	13	5	5	5

Note: Queue reported is the number of cars per lane.

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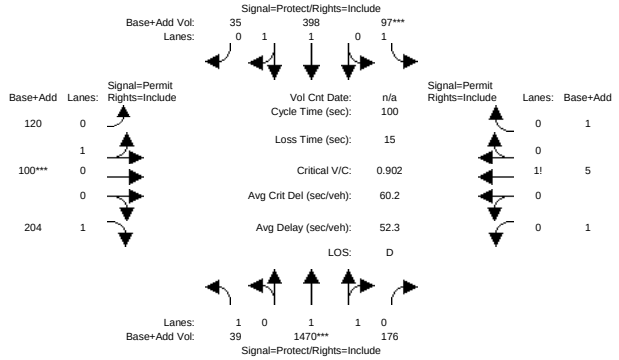
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	50	50	10	38	38	25	25	25	25	25	25
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	39	1470	176	97	398	35	120	100	204	1	5	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:	39	1470	176	97	398	35	120	100	204	1	5	1
Added Vol:	0	0	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:	39	1470	176	97	398	35	120	100	204	1	5	1
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:	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:	41	1547	185	102	419	37	126	105	215	1	5	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1547	185	102	419	37	126	105	215	1	5	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
FinalVolume:	41	1547	185	102	419	37	126	105	215	1	5	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.88	0.80	0.81	0.80	0.80	0.70	0.70	0.72	0.81	0.81	0.81
Lanes:	1.00	1.77	0.23	1.00	1.84	0.16	0.55	0.45	1.00	0.14	0.72	0.14
Final Sat.:	1539	2945	353	1539	2796	246	721	601	1377	221	1104	221
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.53	0.07	0.15	0.15	0.18	0.18	0.16	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.22	0.50	0.50	0.10	0.38	0.38	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.12	1.05	1.05	0.66	0.39	0.39	0.70	0.70	0.62	0.02	0.02	0.02
Uniform Del:	31.3	25.0	25.0	43.4	22.6	22.6	34.1	34.1	33.3	28.3	28.3	28.3
IncremntDel:	0.7	36.9	36.9	20.3	1.0	1.0	11.7	11.7	8.3	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	32.0	61.9	61.9	63.7	23.6	23.6	45.8	45.8	41.6	28.4	28.4	28.4
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:	32.0	61.9	61.9	63.7	23.6	23.6	45.8	45.8	41.6	28.4	28.4	28.4
LOS by Move:	C	E	E	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	1	33	30	3	5	5	7	7	6	0	0	0

Note: Queue reported is the number of cars per lane.

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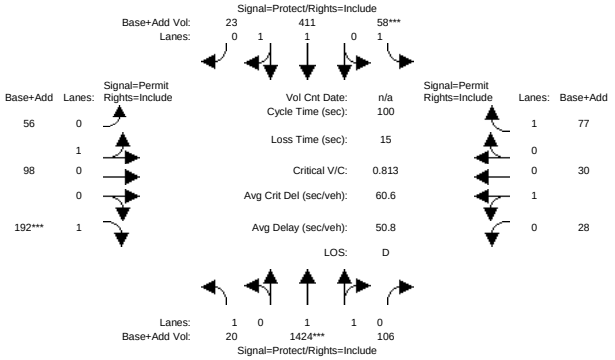
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	48	48	8	35	35	29	29	29	29	29	29
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	20	1424	106	58	411	23	56	98	192	28	30	77
Growth Adj:	1.00	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	1424	106	58	411	23	56	98	192	28	30	77
Added Vol:	0	0	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:	20	1424	106	58	411	23	56	98	192	28	30	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:	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:	21	1499	112	61	433	24	59	103	202	29	32	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1499	112	61	433	24	59	103	202	29	32	81
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	21	1499	112	61	433	24	59	103	202	29	32	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.84	0.80	0.81	0.80	0.80	0.74	0.74	0.72	0.71	0.71	0.72
Lanes:	1.00	1.86	0.14	1.00	1.89	0.11	0.36	0.64	1.00	0.48	0.52	1.00
Final Sat.:	1539	2969	221	1539	2892	162	511	894	1377	652	698	1377
Capacity Analysis Module:												
Vol/Sat:	0.01	0.50	0.50	0.04	0.15	0.15	0.12	0.12	0.15	0.05	0.05	0.06
Crit Moves:		****		****					****			
Green/Cycle:	0.20	0.48	0.48	0.08	0.36	0.36	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.07	1.05	1.05	0.50	0.42	0.42	0.40	0.40	0.51	0.16	0.16	0.20
Uniform Del:	32.1	26.0	26.0	44.1	24.4	24.4	28.5	28.5	29.5	26.4	26.4	26.8
IncremntDel:	0.4	38.0	38.0	13.6	1.2	1.2	2.9	2.9	4.5	0.8	0.8	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	32.6	64.0	64.0	57.6	25.5	25.5	31.4	31.4	34.1	27.2	27.2	27.9
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:	32.6	64.0	64.0	57.6	25.5	25.5	31.4	31.4	34.1	27.2	27.2	27.9
LOS by Move:	C	E	E	E	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	30	29	2	6	6	4	4	5	1	1	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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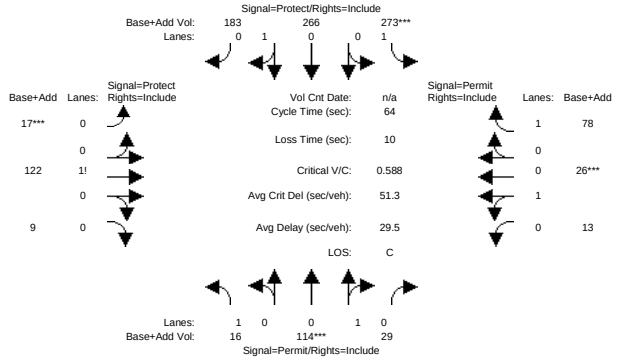
2040 Var S2B AM

Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	21	21	14	35	0	9	19	0	0	10	0
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	16	114	29	273	266	183	17	122	9	13	26	78
Growth Adj:	1.00	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	114	29	273	266	183	17	122	9	13	26	78
Added Vol:	0	0	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:	16	114	29	273	266	183	17	122	9	13	26	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	19	134	34	321	313	215	20	144	11	15	31	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	134	34	321	313	215	20	144	11	15	31	92
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	19	134	34	321	313	215	20	144	11	15	31	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.66	0.66	0.81	0.80	0.80	0.74	0.74	0.74	0.84	0.84	0.72
Lanes:	1.00	0.80	0.20	1.00	0.59	0.41	0.11	0.83	0.06	0.33	0.67	1.00
Final Sat.:	410	1002	255	1539	901	620	161	1153	85	531	1062	1377
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.21	0.35	0.35	0.12	0.12	0.12	0.03	0.03	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.14	0.41	0.41	0.95	0.63	0.63	0.89	0.42	0.42	0.18	0.18	0.43
Uniform Del:	15.1	16.7	16.7	24.7	10.1	10.1	27.0	18.1	18.1	23.5	23.5	24.4
IncremntDel:	2.2	3.0	3.0	38.6	3.7	3.7	39.9	3.1	3.1	1.6	1.6	6.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	17.3	19.6	19.6	63.2	13.7	13.7	66.9	21.2	21.2	25.1	25.1	30.5
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:	17.3	19.6	19.6	63.2	13.7	13.7	66.9	21.2	21.2	25.1	25.1	30.5
LOS by Move:	B	B	B	E	B	B	E	C	C	C	C	C
HCM2kAvgQ:	0	3	3	7	7	7	2	3	1	1	1	2

Note: Queue reported is the number of cars per lane.

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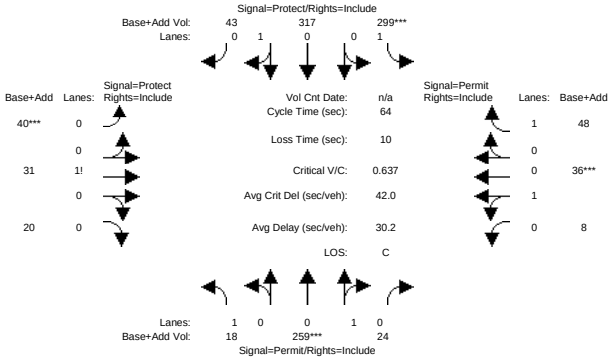
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	21	21	14	35	35	9	19	19	10	10	10
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	18	259	24	299	317	43	40	31	20	8	36	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:	18	259	24	299	317	43	40	31	20	8	36	48
Added Vol:	0	0	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:	18	259	24	299	317	43	40	31	20	8	36	48
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:	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:	19	273	25	315	334	45	42	33	21	8	38	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	273	25	315	334	45	42	33	21	8	38	51
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	19	273	25	315	334	45	42	33	21	8	38	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.67	0.67	0.81	0.84	0.84	0.71	0.71	0.71	0.84	0.84	0.72
Lanes:	1.00	0.92	0.08	1.00	0.88	0.12	0.44	0.34	0.22	0.18	0.82	1.00
Final Sat.:	651	1171	109	1539	1401	190	591	458	296	291	1309	1377
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.20	0.24	0.24	0.07	0.07	0.07	0.03	0.03	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.09	0.71	0.71	0.93	0.44	0.44	0.51	0.24	0.24	0.19	0.19	0.23
Uniform Del:	14.9	18.8	18.8	24.5	8.6	8.6	25.4	17.0	17.0	23.5	23.5	23.6
IncremntDel:	0.8	9.7	9.7	34.9	1.6	1.6	9.4	1.4	1.4	1.6	1.6	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	15.7	28.6	28.6	59.4	10.2	10.2	34.8	18.4	18.4	25.1	25.1	26.2
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:	15.7	28.6	28.6	59.4	10.2	10.2	34.8	18.4	18.4	25.1	25.1	26.2
LOS by Move:	B	C	C	E	B	B	C	B	B	C	C	C
HCM2kAvgQ:	0	7	7	7	4	4	2	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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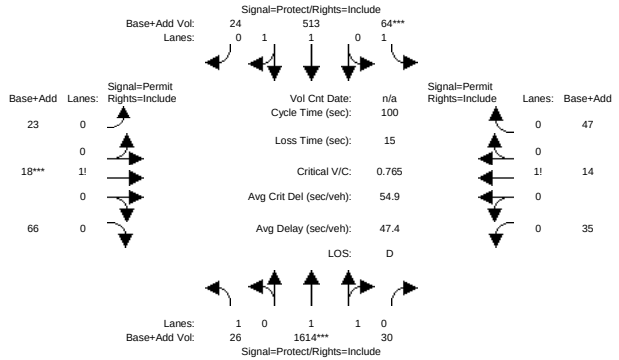
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	18	50	50	5	37	37	30	30	30	30	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	26	1614	30	64	513	24	23	18	66	35	14	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:	26	1614	30	64	513	24	23	18	66	35	14	47
Added Vol:	0	0	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:	26	1614	30	64	513	24	23	18	66	35	14	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:	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:	27	1699	32	67	540	25	24	19	69	37	15	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1699	32	67	540	25	24	19	69	37	15	49
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	27	1699	32	67	540	25	24	19	69	37	15	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.89	0.81	0.81	0.80	0.80	0.64	0.64	0.64	0.69	0.69	0.69
Lanes:	1.00	1.96	0.04	1.00	1.91	0.09	0.21	0.17	0.62	0.36	0.15	0.49
Final Sat.:	1539	3309	62	1539	2921	137	260	204	747	481	192	645
Capacity Analysis Module:												
Vol/Sat:	0.02	0.51	0.51	0.04	0.18	0.18	0.09	0.09	0.09	0.08	0.08	0.08
Crit Moves:		****		****				****				
Green/Cycle:	0.18	0.50	0.50	0.05	0.37	0.37	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.10	1.03	1.03	0.88	0.50	0.50	0.31	0.31	0.31	0.26	0.26	0.26
Uniform Del:	34.2	25.0	25.0	47.2	24.3	24.3	27.0	27.0	27.0	26.5	26.5	26.5
IncremntDel:	0.7	29.1	29.1	71.9	1.6	1.6	2.2	2.2	2.2	1.6	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	34.9	54.1	54.1	119.1	25.9	25.9	29.2	29.2	29.2	28.1	28.1	28.1
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:	34.9	54.1	54.1	119.1	25.9	25.9	29.2	29.2	29.2	28.1	28.1	28.1
LOS by Move:	C	D	D	F	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	38	35	3	7	7	3	3	3	2	2	2

Note: Queue reported is the number of cars per lane.

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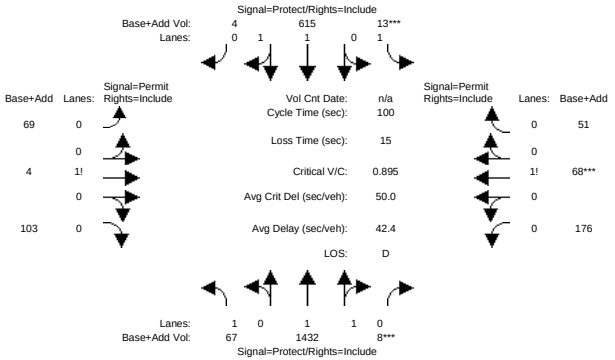
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	9	47	47	5	43	43	33	33	33	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	67	1432	8	13	615	4	69	4	103	176	68	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1432	8	13	615	4	69	4	103	176	68	51
Added Vol:	0	0	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:	67	1432	8	13	615	4	69	4	103	176	68	51
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:	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:	71	1507	8	14	647	4	73	4	108	185	72	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1507	8	14	647	4	73	4	108	185	72	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
FinalVolume:	71	1507	8	14	647	4	73	4	108	185	72	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.81	0.81	0.81	0.81	0.54	0.54	0.54	0.58	0.58	0.58
Lanes:	1.00	1.99	0.01	1.00	1.99	0.01	0.39	0.02	0.59	0.60	0.23	0.17
Final Sat.:	1539	3211	18	1539	3056	20	399	23	596	656	254	190
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.01	0.21	0.21	0.18	0.18	0.18	0.28	0.28	0.28
Crit Moves:				****	****						****	
Green/Cycle:	0.09	0.47	0.47	0.05	0.43	0.43	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.51	1.00	1.00	0.18	0.49	0.49	0.55	0.55	0.55	0.86	0.86	0.86
Uniform Del:	43.4	26.5	26.5	45.5	20.6	20.6	27.4	27.4	27.4	31.3	31.3	31.3
IncremntDel:	12.7	22.8	22.8	5.0	1.3	1.3	6.4	6.4	6.4	21.9	21.9	21.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	56.1	49.3	49.3	50.5	21.9	21.9	33.8	33.8	33.8	53.2	53.2	53.2
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:	56.1	49.3	49.3	50.5	21.9	21.9	33.8	33.8	33.8	53.2	53.2	53.2
LOS by Move:	E	D	D	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	3	32	31	0	8	8	5	5	5	12	12	12

Note: Queue reported is the number of cars per lane.

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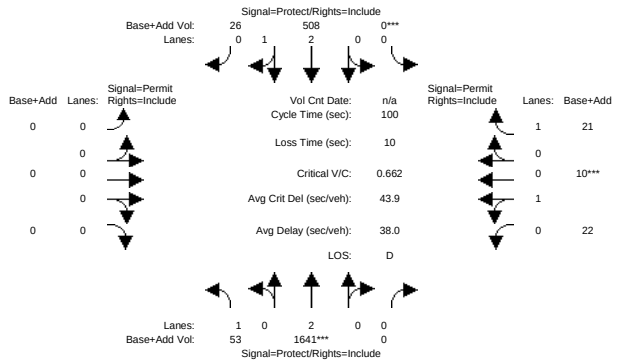
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	53	1641	0	0	508	26	0	0	0	22	10	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:	53	1641	0	0	508	26	0	0	0	22	10	21
Added Vol:	0	0	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:	53	1641	0	0	508	26	0	0	0	22	10	21
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:	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:	57	1765	0	0	546	28	0	0	0	24	11	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1765	0	0	546	28	0	0	0	24	11	23
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	57	1765	0	0	546	28	0	0	0	24	11	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.80	0.80	0.63
Lanes:	1.00	2.00	0.00	0.00	2.85	0.15	0.00	0.00	0.00	0.69	0.31	1.00
Final Sat.:	1539	3079	0	0	4179	214	0	0	0	1045	475	1205
Capacity Analysis Module:												
Vol/Sat:	0.04	0.57	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.24	1.01	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.07	0.07	0.06
Uniform Del:	37.2	21.5	0.0	0.0	19.6	19.6	0.0	0.0	0.0	23.0	23.0	22.9
IncremntDel:	2.4	22.8	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	39.6	44.3	0.0	0.0	20.0	20.0	0.0	0.0	0.0	23.2	23.2	23.1
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:	39.6	44.3	0.0	0.0	20.0	20.0	0.0	0.0	0.0	23.2	23.2	23.1
LOS by Move:	D	D	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	1	30	0	0	4	4	0	0	0	1	1	0

Note: Queue reported is the number of cars per lane.

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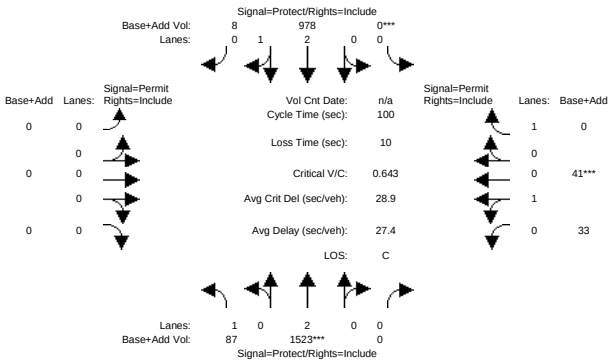
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	87	1523	0	0	978	8	0	0	0	33	41	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:	87	1523	0	0	978	8	0	0	0	33	41	0
Added Vol:	0	0	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:	87	1523	0	0	978	8	0	0	0	33	41	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:	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:	93	1620	0	0	1040	9	0	0	0	35	44	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1620	0	0	1040	9	0	0	0	35	44	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
FinalVolume:	93	1620	0	0	1040	9	0	0	0	35	44	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.78	0.78	1.00	1.00	1.00	0.80	0.80	1.00
Lanes:	1.00	2.00	0.00	0.00	2.98	0.02	0.00	0.00	0.00	0.45	0.55	1.00
Final Sat.:	1539	3079	0	0	4384	36	0	0	0	674	838	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.53	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.05	0.05	0.00
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.00
Volume/Cap:	0.39	0.92	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.16	0.16	0.00
Uniform Del:	38.1	19.5	0.0	0.0	22.3	22.3	0.0	0.0	0.0	23.7	23.7	0.0
IncremntDel:	4.8	9.6	0.0	0.0	1.3	1.3	0.0	0.0	0.0	0.7	0.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00
Delay/Veh:	42.9	29.2	0.0	0.0	23.6	23.6	0.0	0.0	0.0	24.4	24.4	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:	42.9	29.2	0.0	0.0	23.6	23.6	0.0	0.0	0.0	24.4	24.4	0.0
LOS by Move:	D	C	A	A	C	C	A	A	A	C	C	A
HCM2kAvgQ:	2	24	0	0	9	9	0	0	0	2	2	0

Note: Queue reported is the number of cars per lane.

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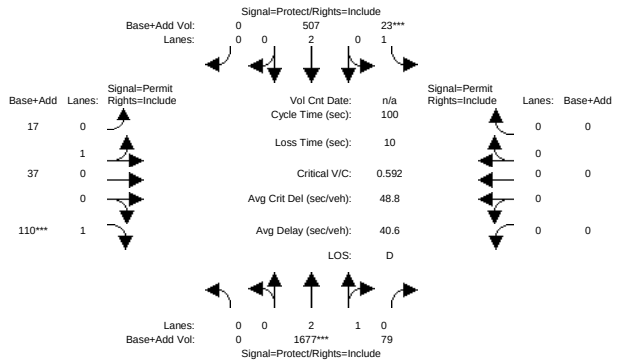
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1677	79	23	507	0	17	37	110	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:	0	1677	79	23	507	0	17	37	110	0	0	0
Added Vol:	0	0	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	1677	79	23	507	0	17	37	110	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:	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:	0	1765	83	24	534	0	18	39	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1765	83	24	534	0	18	39	116	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
FinalVolume:	0	1765	83	24	534	0	18	39	116	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.84	0.84	0.63	1.00	1.00	1.00
Lanes:	0.00	2.87	0.13	1.00	2.00	0.00	0.31	0.69	1.00	0.00	0.00	0.00
Final Sat.:	0	4195	198	1539	3079	0	502	1093	1205	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.02	0.17	0.00	0.04	0.04	0.10	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.42	0.42	0.15	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	1.00	1.00	0.10	0.30	0.00	0.11	0.11	0.29	0.00	0.00	0.00
Uniform Del:	0.0	29.0	29.0	36.7	11.2	0.0	23.3	23.3	24.8	0.0	0.0	0.0
IncremntDel:	0.0	21.4	21.4	0.9	0.4	0.0	0.4	0.4	1.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	50.4	50.4	37.6	11.6	0.0	23.7	23.7	26.7	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:	0.0	50.4	50.4	37.6	11.6	0.0	23.7	23.7	26.7	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	28	28	1	5	0	1	1	3	0	0	0

Note: Queue reported is the number of cars per lane.

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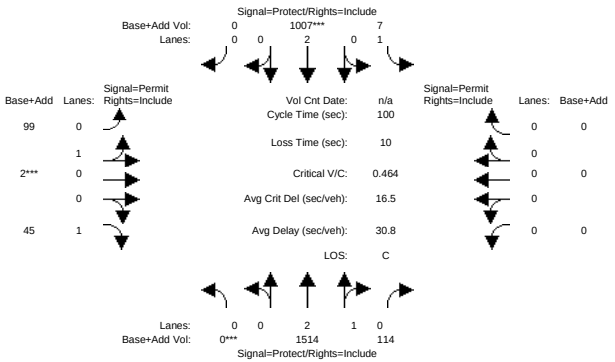
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1514	114	7	1007	0	99	2	45	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:	0	1514	114	7	1007	0	99	2	45	0	0	0
Added Vol:	0	0	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	1514	114	7	1007	0	99	2	45	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:	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:	0	1594	120	7	1060	0	104	2	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1594	120	7	1060	0	104	2	47	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
FinalVolume:	0	1594	120	7	1060	0	104	2	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.77	0.77	0.63	1.00	1.00	1.00
Lanes:	0.00	2.79	0.21	1.00	2.00	0.00	0.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	4073	307	1539	3079	0	1426	29	1205	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.00	0.34	0.00	0.07	0.07	0.04	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.41	0.41	0.16	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.95	0.95	0.03	0.60	0.00	0.22	0.22	0.12	0.00	0.00	0.00
Uniform Del:	0.0	28.4	28.4	35.6	14.1	0.0	24.2	24.2	23.4	0.0	0.0	0.0
IncremntDel:	0.0	12.2	12.2	0.2	1.6	0.0	1.1	1.1	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	40.6	40.6	35.9	15.6	0.0	25.3	25.3	24.0	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:	0.0	40.6	40.6	35.9	15.6	0.0	25.3	25.3	24.0	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	24	24	0	12	0	2	2	1	0	0	0

Note: Queue reported is the number of cars per lane.

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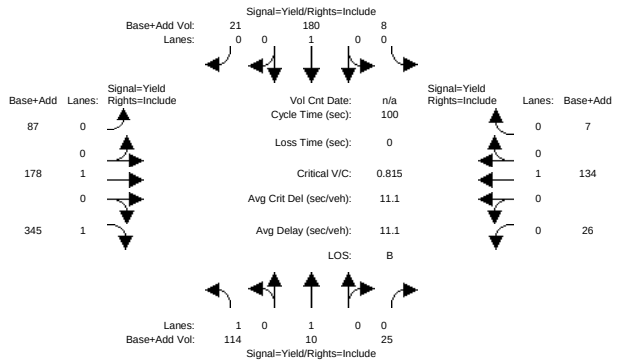
Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
2040 Var S2B AM

Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	114	10	25	8	180	21	87	178	345	26	134	7
Growth Adj:	1.00	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	10	25	8	180	21	87	178	345	26	134	7
Added Vol:	0	0	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:	114	10	25	8	180	21	87	178	345	26	134	7
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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	158	14	35	11	250	29	121	247	479	36	186	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	14	35	11	250	29	121	247	479	36	186	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
FinalVolume:	158	14	35	11	250	29	121	247	479	36	186	10
PCE Module:												
AutoPCE:	158	14	35	11	250	29	121	247	479	36	186	10
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	158	14	35	11	250	29	121	247	479	36	186	10

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	379	381	297	293
MaxVolume:	995	995	1040	1042
PedVolume:	0	0	0	0
AdjMaxVol:	995	995	1040	1042
ApproachVol:	207	290	847	232
ApproachV/C:	0.21	0.29	0.82	0.22
ApproachDel:	4.6	5.1	16.6	4.4
ApproachLOS:	A	A	C	A
Queue:	0.8	1.2	9.5	0.9

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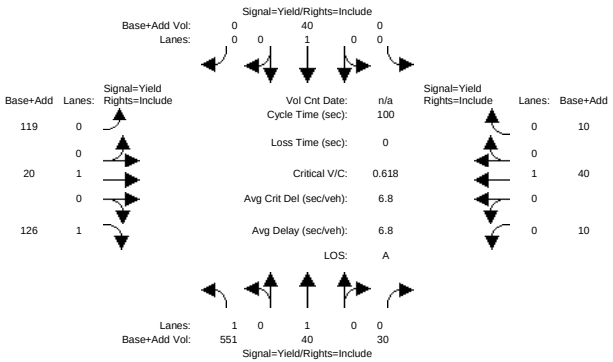
Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
2040 Var S2B PM

Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	551	40	30	0	40	0	119	20	126	10	40	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:	551	40	30	0	40	0	119	20	126	10	40	10
Added Vol:	0	0	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:	551	40	30	0	40	0	119	20	126	10	40	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:	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:	612	44	33	0	44	0	132	22	140	11	44	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	44	33	0	44	0	132	22	140	11	44	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
FinalVolume:	612	44	33	0	44	0	132	22	140	11	44	11
PCE Module:												
AutoPCE:	612	44	33	0	44	0	132	22	140	11	44	11
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	612	44	33	0	44	0	132	22	140	11	44	11

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	154	668	56	789
MaxVolume:	1117	839	1170	774
PedVolume:	0	0	0	0
AdjMaxVol:	1117	839	1170	774
ApproachVol:	690	44	294	67
ApproachV/C:	0.62	0.05	0.25	0.09
ApproachDel:	8.3	4.5	4.1	5.1
ApproachLOS:	A	A	A	A
Queue:	4.5	0.2	1.0	0.3

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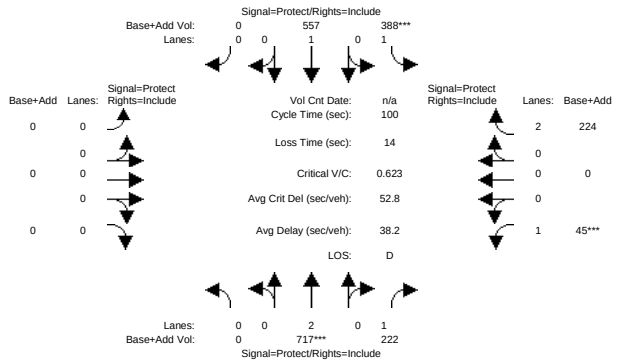
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #33: Mission Bay/7th



Street Name:	7th Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	36	36	14	61	0	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	717	222	388	557	0	0	0	0	45	0	224
Growth Adj:	1.00	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	717	222	388	557	0	0	0	0	45	0	224
Added Vol:	0	0	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	717	222	388	557	0	0	0	0	45	0	224
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:	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	747	231	404	580	0	0	0	0	47	0	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	747	231	404	580	0	0	0	0	47	0	233
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	747	231	404	580	0	0	0	0	47	0	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.81	0.72	0.81	0.85	1.00	1.00	1.00	1.00	0.81	1.00	0.64
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3079	1377	1539	1620	0	0	0	0	1539	0	2424
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.17	0.26	0.36	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.36	0.36	0.25	0.61	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.67	0.47	1.05	0.59	0.00	0.00	0.00	0.00	0.12	0.00	0.38
Uniform Del:	0.0	27.0	24.6	37.5	11.8	0.0	0.0	0.0	0.0	29.0	0.0	31.1
IncremntDel:	0.0	3.3	3.1	59.6	2.6	0.0	0.0	0.0	0.0	0.6	0.0	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	30.3	27.7	97.1	14.4	0.0	0.0	0.0	0.0	29.7	0.0	33.0
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	30.3	27.7	97.1	14.4	0.0	0.0	0.0	0.0	29.7	0.0	33.0
LOS by Move:	A	C	C	F	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	11	6	20	11	0	0	0	0	1	0	4

Note: Queue reported is the number of cars per lane.

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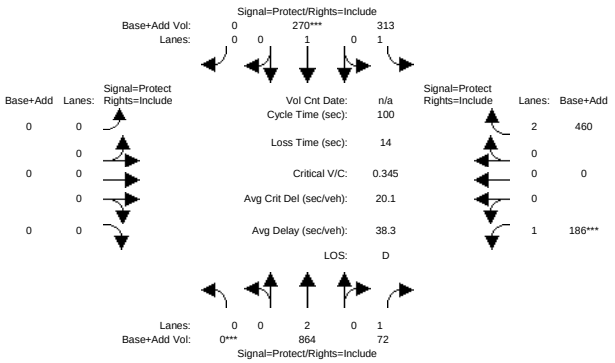
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #33: Mission Bay/7th



Street Name:	7th Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	32	32	14	57	0	0	0	0	29	0	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	864	72	313	270	0	0	0	0	186	0	460
Growth Adj:	1.00	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	864	72	313	270	0	0	0	0	186	0	460
Added Vol:	0	0	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	864	72	313	270	0	0	0	0	186	0	460
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:	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	891	74	323	278	0	0	0	0	192	0	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	891	74	323	278	0	0	0	0	192	0	474
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	891	74	323	278	0	0	0	0	192	0	474
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.81	0.72	0.81	0.85	1.00	1.00	1.00	1.00	0.81	1.00	0.64
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3079	1377	1539	1620	0	0	0	0	1539	0	2424
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.05	0.21	0.17	0.00	0.00	0.00	0.00	0.12	0.00	0.20
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.34	0.34	0.23	0.57	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.84	0.16	0.93	0.30	0.00	0.00	0.00	0.00	0.43	0.00	0.67
Uniform Del:	0.0	30.2	22.7	37.9	11.2	0.0	0.0	0.0	0.0	28.8	0.0	31.3
IncremntDel:	0.0	8.0	0.7	33.3	0.8	0.0	0.0	0.0	0.0	3.0	0.0	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	38.3	23.4	71.2	12.0	0.0	0.0	0.0	0.0	31.8	0.0	36.5
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	38.3	23.4	71.2	12.0	0.0	0.0	0.0	0.0	31.8	0.0	36.5
LOS by Move:	A	D	C	E	B	A	A	A	A	C	A	D
HCM2kAvgQ:	0	16	2	14	4	0	0	0	0	5	0	8

Note: Queue reported is the number of cars per lane.

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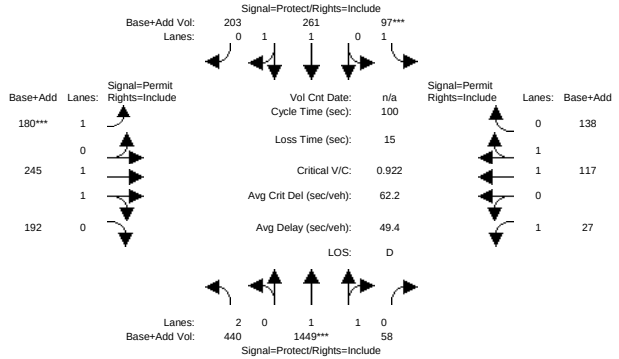
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	50	50	9	36	36	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	440	1449	58	97	261	203	180	245	192	27	117	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1449	58	97	261	203	180	245	192	27	117	138
Added Vol:	0	0	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:	440	1449	58	97	261	203	180	245	192	27	117	138
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:	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:	458	1509	60	101	272	211	188	255	200	28	122	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	1509	60	101	272	211	188	255	200	28	122	144
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	458	1509	60	101	272	211	188	255	200	28	122	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.76	0.76	0.47	0.71	0.71	0.32	0.70	0.70
Lanes:	2.00	1.92	0.08	1.00	1.13	0.87	1.00	1.12	0.88	1.00	1.00	1.00
Final Sat.:	2987	2943	118	1539	1618	1258	901	1511	1185	609	1326	1326
Capacity Analysis Module:												
Vol/Sat:	0.15	0.51	0.51	0.07	0.17	0.17	0.21	0.17	0.17	0.05	0.09	0.11
Crit Moves:		****		****			****					
Green/Cycle:	0.20	0.49	0.49	0.09	0.38	0.38	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.77	1.05	1.05	0.74	0.44	0.44	0.76	0.62	0.62	0.17	0.33	0.39
Uniform Del:	38.6	26.0	26.0	45.4	23.7	23.7	33.9	32.3	32.3	28.1	29.6	30.1
IncremntDel:	9.2	36.4	36.4	30.4	1.3	1.3	19.4	3.8	3.8	2.2	1.1	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	47.8	62.4	62.4	75.8	25.0	25.0	53.3	36.1	36.1	30.3	30.7	31.8
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:	47.8	62.4	62.4	75.8	25.0	25.0	53.3	36.1	36.1	30.3	30.7	31.8
LOS by Move:	D	E	E	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	7	30	30	5	6	6	6	7	7	1	3	4

Note: Queue reported is the number of cars per lane.

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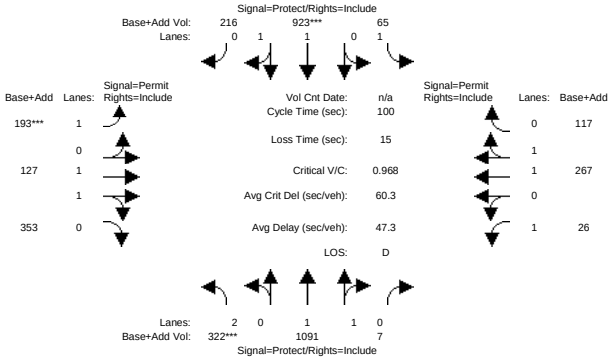
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	50	50	5	41	41	30	30	30	30	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	322	1091	7	65	923	216	193	127	353	26	267	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	1091	7	65	923	216	193	127	353	26	267	117
Added Vol:	0	0	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:	322	1091	7	65	923	216	193	127	353	26	267	117
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:	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:	346	1173	8	70	992	232	208	137	380	28	287	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	1173	8	70	992	232	208	137	380	28	287	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
FinalVolume:	346	1173	8	70	992	232	208	137	380	28	287	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.79	0.79	0.37	0.68	0.68	0.29	0.72	0.72
Lanes:	2.00	1.99	0.01	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.39	0.61
Final Sat.:	2987	3056	20	1539	2425	568	697	1284	1284	557	1915	839
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.05	0.41	0.41	0.30	0.11	0.30	0.05	0.15	0.15
Crit Moves:	****				****		****					
Green/Cycle:	0.14	0.50	0.50	0.05	0.41	0.41	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.83	0.77	0.77	0.91	1.00	1.00	0.99	0.35	0.99	0.17	0.50	0.50
Uniform Del:	41.8	20.3	20.3	47.3	29.5	29.5	34.9	27.4	34.8	25.8	28.8	28.8
IncremntDel:	17.0	3.7	3.7	79.2	25.3	25.3	60.4	0.7	35.8	2.1	2.2	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	58.8	24.0	24.0	126.5	54.7	54.7	95.3	28.1	70.6	27.9	31.0	31.0
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:	58.8	24.0	24.0	126.5	54.7	54.7	95.3	28.1	70.6	27.9	31.0	31.0
LOS by Move:	E	C	C	F	D	D	F	C	E	C	C	C
HCM2kAvgQ:	6	15	15	4	27	27	9	3	16	1	6	6

Note: Queue reported is the number of cars per lane.

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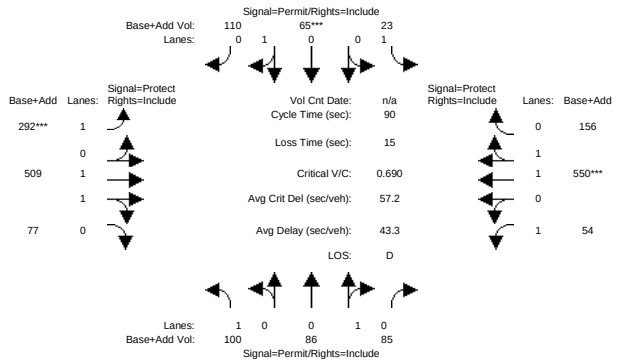
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #35: 16th/4th



Street Name:	4th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	20	20	20	20	20	15	40	40	15	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	100	86	85	23	65	110	292	509	77	54	550	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	86	85	23	65	110	292	509	77	54	550	156
Added Vol:	0	0	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:	100	86	85	23	65	110	292	509	77	54	550	156
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:	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:	105	91	89	24	68	116	307	536	81	57	579	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	91	89	24	68	116	307	536	81	57	579	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
FinalVolume:	105	91	89	24	68	116	307	536	81	57	579	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.79	0.79	0.47	0.77	0.77	0.81	0.74	0.74	0.81	0.78	0.78
Lanes:	1.00	0.50	0.50	1.00	0.37	0.63	1.00	1.74	0.26	1.00	1.56	0.44
Final Sat.:	875	754	745	888	545	923	1539	2457	372	1539	2319	658
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.03	0.13	0.13	0.20	0.22	0.22	0.04	0.25	0.25
Crit Moves:					****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.17	0.44	0.44	0.17	0.44	0.44
Volume/Cap:	0.54	0.54	0.54	0.12	0.56	0.56	1.20	0.49	0.49	0.22	0.56	0.56
Uniform Del:	30.9	30.9	30.9	28.0	31.1	31.1	37.5	17.8	17.8	32.4	18.5	18.5
IncremntDel:	10.4	6.2	6.2	1.3	6.9	6.9	120.5	1.4	1.4	2.0	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	41.3	37.1	37.1	29.3	38.0	38.0	158.0	19.1	19.1	34.4	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:	41.3	37.1	37.1	29.3	38.0	38.0	158.0	19.1	19.1	34.4	20.2	20.2
LOS by Move:	D	D	D	C	D	D	F	B	B	C	C	C
HCM2kAvgQ:	3	5	5	1	5	5	15	6	6	1	8	8

Note: Queue reported is the number of cars per lane.

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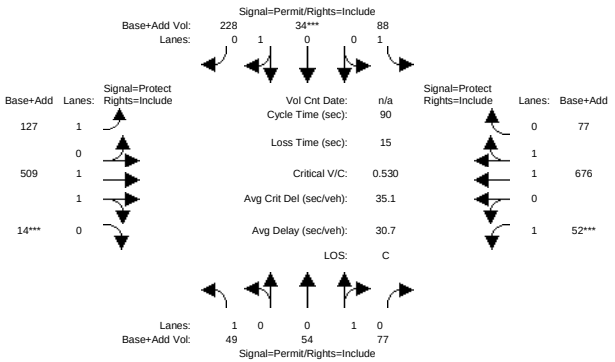
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #35: 16th/4th



Street Name:	4th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	20	20	20	20	20	10	40	40	15	45	45
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	49	54	77	88	34	228	127	509	14	52	676	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	54	77	88	34	228	127	509	14	52	676	77
Added Vol:	0	0	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:	49	54	77	88	34	228	127	509	14	52	676	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:	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:	54	59	85	97	37	251	140	559	15	57	743	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	59	85	97	37	251	140	559	15	57	743	85
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	54	59	85	97	37	251	140	559	15	57	743	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.78	0.78	0.53	0.74	0.74	0.81	0.76	0.76	0.81	0.80	0.80
Lanes:	1.00	0.41	0.59	1.00	0.13	0.87	1.00	1.95	0.05	1.00	1.80	0.20
Final Sat.:	546	609	869	1011	183	1225	1539	2798	77	1539	2723	310
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.10	0.20	0.20	0.09	0.20	0.20	0.04	0.27	0.27
Crit Moves:					****				****	****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.11	0.44	0.44	0.17	0.50	0.50
Volume/Cap:	0.44	0.44	0.44	0.43	0.92	0.92	0.82	0.45	0.45	0.22	0.55	0.55
Uniform Del:	30.2	30.2	30.2	30.1	34.2	34.2	39.1	17.4	17.4	32.5	15.5	15.5
IncremntDel:	11.3	4.2	4.2	5.9	34.0	34.0	33.3	1.1	1.1	2.0	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	41.5	34.4	34.4	36.0	68.2	68.2	72.4	18.5	18.5	34.5	16.9	16.9
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:	41.5	34.4	34.4	36.0	68.2	68.2	72.4	18.5	18.5	34.5	16.9	16.9
LOS by Move:	D	C	C	D	E	E	E	B	B	C	B	B
HCM2kAvgQ:	2	4	4	3	12	12	4	6	6	1	8	8

Note: Queue reported is the number of cars per lane.

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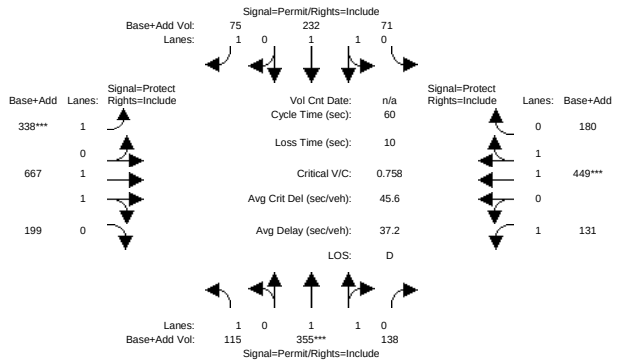
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #36: 16th/Owens



Street Name:	Owens St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	20	20	20	20	20	10	25	25	5	18	18
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	115	355	138	71	232	75	338	667	199	131	449	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	355	138	71	232	75	338	667	199	131	449	180
Added Vol:	0	0	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:	115	355	138	71	232	75	338	667	199	131	449	180
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:	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:	121	374	145	75	244	79	356	702	209	138	473	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	374	145	75	244	79	356	702	209	138	473	189
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	121	374	145	75	244	79	356	702	209	138	473	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.78	0.78	0.62	0.62	0.72	0.81	0.73	0.73	0.81	0.78	0.78
Lanes:	1.00	1.44	0.56	0.47	1.53	1.00	1.00	1.54	0.46	1.00	1.43	0.57
Final Sat.:	864	2124	826	550	1796	1377	1539	2148	641	1539	2103	843
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.14	0.14	0.06	0.23	0.33	0.33	0.09	0.22	0.22
Crit Moves:		****					****				****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.20	0.42	0.42	0.08	0.30	0.30
Volume/Cap:	0.42	0.53	0.53	0.41	0.41	0.17	1.16	0.78	0.78	1.07	0.75	0.75
Uniform Del:	15.5	16.2	16.2	15.4	15.4	14.1	24.0	15.2	15.2	27.5	19.0	19.0
IncremntDel:	4.5	2.0	2.0	1.6	1.6	0.8	100.3	5.3	5.3	100.9	5.8	5.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	20.0	18.2	18.2	17.0	17.0	15.0	124.3	20.5	20.5	128.4	24.7	24.7
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	18.2	18.2	17.0	17.0	15.0	124.3	20.5	20.5	128.4	24.7	24.7
LOS by Move:	B	B	B	B	B	B	F	C	C	F	C	C
HCM2kAvgQ:	2	5	5	3	3	1	12	7	7	5	6	6

Note: Queue reported is the number of cars per lane.

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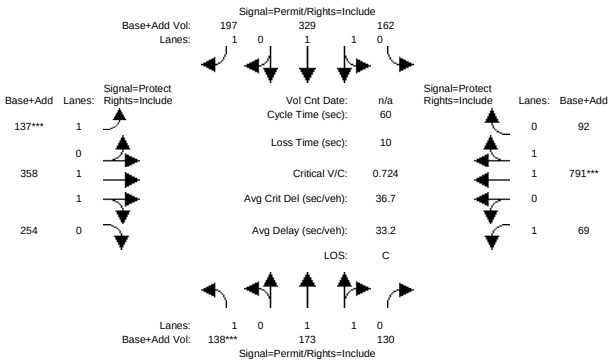
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #36: 16th/Owens



Street Name:	Owens St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	20	20	20	20	20	10	20	20	10	20	20
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	138	173	130	162	329	197	137	358	254	69	791	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	173	130	162	329	197	137	358	254	69	791	92
Added Vol:	0	0	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:	138	173	130	162	329	197	137	358	254	69	791	92
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:	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:	145	182	137	171	346	207	144	377	267	73	833	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	182	137	171	346	207	144	377	267	73	833	97
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	145	182	137	171	346	207	144	377	267	73	833	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.76	0.76	0.56	0.56	0.72	0.81	0.71	0.71	0.81	0.80	0.80
Lanes:	1.00	1.14	0.86	0.66	1.34	1.00	1.00	1.17	0.83	1.00	1.79	0.21
Final Sat.:	564	1645	1236	704	1430	1377	1539	1584	1124	1539	2714	316
Capacity Analysis Module:												
Vol/Sat:	0.26	0.11	0.11	0.24	0.24	0.15	0.09	0.24	0.24	0.05	0.31	0.31
Crit Moves:	****						****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.13	0.40	0.40	0.15	0.42	0.42
Volume/Cap:	0.72	0.31	0.31	0.68	0.68	0.42	0.72	0.59	0.59	0.31	0.72	0.72
Uniform Del:	30.7	25.7	25.7	30.1	30.1	26.9	46.0	26.0	26.0	41.4	26.3	26.3
IncremntDel:	20.2	0.8	0.8	4.9	4.9	2.7	20.4	2.4	2.4	3.4	3.6	3.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	51.0	26.5	26.5	35.0	35.0	29.5	66.3	28.4	28.4	44.8	29.9	29.9
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:	51.0	26.5	26.5	35.0	35.0	29.5	66.3	28.4	28.4	44.8	29.9	29.9
LOS by Move:	D	C	C	D	D	C	E	C	C	D	C	C
HCM2kAvgQ:	6	4	4	9	9	6	5	9	9	2	14	14

Note: Queue reported is the number of cars per lane.

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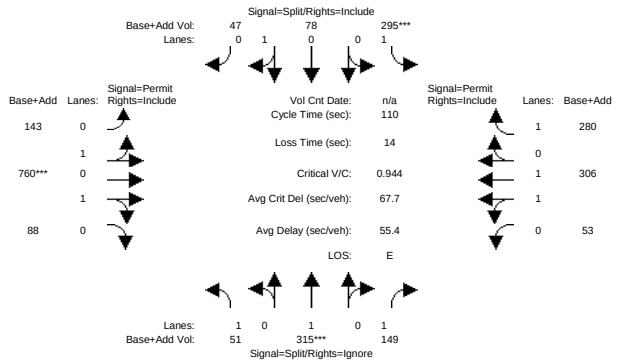
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #37: 16th/7th



Street Name:	7th Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	30	30	30	30	30	30	36	36	36	36	36	67			
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0			
Volume Module:															
Base Vol:	51	315	149	295	78	47	143	760	88	53	306	280			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	51	315	149	295	78	47	143	760	88	53	306	280			
Added Vol:	0	0	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:	51	315	149	295	78	47	143	760	88	53	306	280			
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
PHF Volume:	52	321	0	301	80	48	146	776	90	54	312	286			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	52	321	0	301	80	48	146	776	90	54	312	286			
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			
FinalVolume:	52	321	0	301	80	48	146	776	90	54	312	286			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.81	0.85	1.00	0.81	0.70	0.70	0.58	0.58	0.58	0.52	0.52	0.72			
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	0.29	1.53	0.18	0.30	1.70	1.00			
Final Sat.:	1539	1620	1900	1539	835	503	320	1700	197	289	1669	1377			
Capacity Analysis Module:															
Vol/Sat:	0.03	0.20	0.00	0.20	0.10	0.10	0.46	0.46	0.46	0.19	0.19	0.21			
Crit Moves:		****		****				****							
Green/Cycle:	0.21	0.21	0.00	0.21	0.21	0.21	0.48	0.48	0.48	0.48	0.48	0.48			
Volume/Cap:	0.16	0.93	0.00	0.92	0.45	0.45	0.96	0.96	0.96	0.39	0.39	0.44			
Uniform Del:	45.2	54.5	0.0	54.3	48.3	48.3	35.7	35.7	35.7	23.9	23.9	24.5			
IncremntDel:	1.0	34.0	0.0	32.8	5.0	5.0	19.6	19.6	19.6	1.3	1.3	2.1			
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay 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			
Delay/Veh:	46.3	88.5	0.0	87.1	53.3	53.3	55.4	55.4	55.4	25.1	25.1	26.6			
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:	46.3	88.5	0.0	87.1	53.3	53.3	55.4	55.4	55.4	25.1	25.1	26.6			
LOS by Move:	D	F	A	F	D	D	E	E	E	C	C	C			
HCM2kAvgQ:	2	17	0	16	5	5	27	27	27	5	5	8			

Note: Queue reported is the number of cars per lane.

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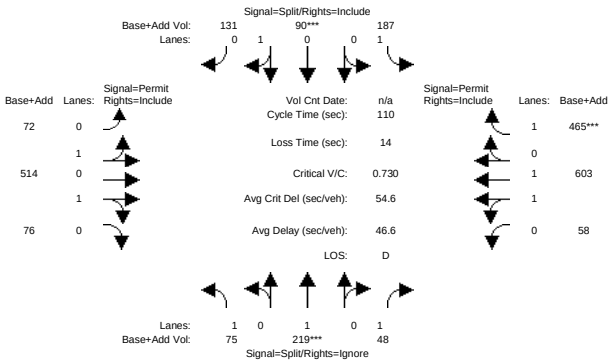
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #37: 16th/7th



Street Name:	7th Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	37	37	37	30	30	30	29	29	29	29	29	59			
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0			
Volume Module:															
Base Vol:	75	219	48	187	90	131	72	514	76	58	603	465			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	75	219	48	187	90	131	72	514	76	58	603	465			
Added Vol:	0	0	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:	75	219	48	187	90	131	72	514	76	58	603	465			
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
PHF Volume:	77	223	0	191	92	134	73	524	78	59	615	474			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	77	223	0	191	92	134	73	524	78	59	615	474			
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			
FinalVolume:	77	223	0	191	92	134	73	524	78	59	615	474			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.81	0.85	1.00	0.81	0.68	0.68	0.53	0.53	0.53	0.61	0.61	0.72			
Lanes:	1.00	1.00	1.00	1.00	0.41	0.59	0.22	1.55	0.23	0.18	1.82	1.00			
Final Sat.:	1539	1620	1900	1539	526	766	219	1566	232	203	2107	1377			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.14	0.00	0.12	0.17	0.17	0.33	0.33	0.33	0.29	0.29	0.34			
Crit Moves:		****			****							****			
Green/Cycle:	0.26	0.26	0.00	0.21	0.21	0.21	0.42	0.42	0.42	0.42	0.42	0.42			
Volume/Cap:	0.19	0.52	0.00	0.58	0.81	0.81	0.79	0.79	0.79	0.69	0.69	0.82			
Uniform Del:	39.9	44.0	0.0	49.3	52.4	52.4	35.2	35.2	35.2	33.1	33.1	35.7			
IncremntDel:	1.0	4.5	0.0	7.2	22.5	22.5	7.6	7.6	7.6	4.1	4.1	12.1			
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay 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			
Delay/Veh:	40.9	48.4	0.0	56.5	74.9	74.9	42.8	42.8	42.8	37.2	37.2	47.8			
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:	40.9	48.4	0.0	56.5	74.9	74.9	42.8	42.8	42.8	37.2	37.2	47.8			
LOS by Move:	D	D	A	E	E	E	D	D	D	D	D	D			
HCM2kAvgQ:	3	8	0	8	11	11	15	15	15	13	13	19			

Note: Queue reported is the number of cars per lane.

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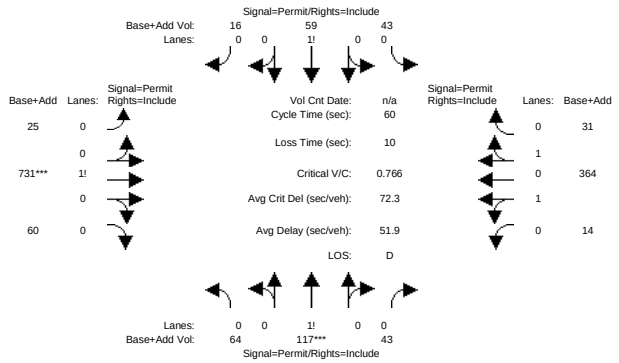
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	24	24	24	24	24	24	26	26	26	26	26	26
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	64	117	43	43	59	16	25	731	60	14	364	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:	64	117	43	43	59	16	25	731	60	14	364	31
Added Vol:	0	0	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:	64	117	43	43	59	16	25	731	60	14	364	31
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:	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:	70	129	47	47	65	18	27	803	66	15	400	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	129	47	47	65	18	27	803	66	15	400	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
FinalVolume:	70	129	47	47	65	18	27	803	66	15	400	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.82	0.82	0.82	0.97	0.97	0.97	0.87	0.87	0.87
Lanes:	0.29	0.52	0.19	0.36	0.50	0.14	0.03	0.90	0.07	0.07	1.78	0.15
Final Sat.:	466	852	313	568	780	211	56	1650	135	113	2933	250
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.08	0.08	0.08	0.49	0.49	0.49	0.14	0.14	0.14
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.38	0.38	0.38	0.21	0.21	0.21	1.12	1.12	1.12	0.31	0.31	0.31
Uniform Del:	12.7	12.7	12.7	11.8	11.8	11.8	17.0	17.0	17.0	11.2	11.2	11.2
IncremntDel:	0.4	0.4	0.4	0.2	0.2	0.2	71.6	71.6	71.6	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	13.1	13.1	13.1	11.9	11.9	11.9	88.6	88.6	88.6	11.3	11.3	11.3
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:	13.1	13.1	13.1	11.9	11.9	11.9	88.6	88.6	88.6	11.3	11.3	11.3
LOS by Move:	B	B	B	B	B	B	F	F	F	B	B	B
HCM2kAvgQ:	3	3	3	2	2	2	28	28	28	3	3	3

Note: Queue reported is the number of cars per lane.

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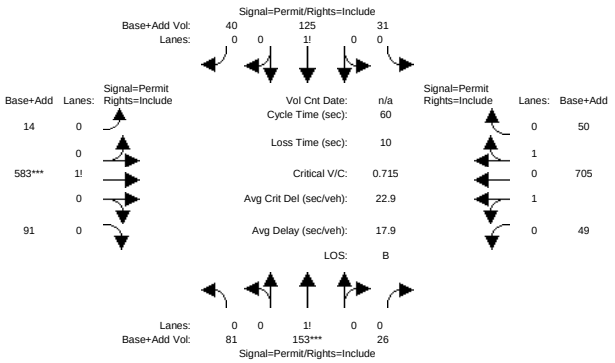
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	22	22	22	22	22	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	81	153	26	31	125	40	14	583	91	49	705	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	153	26	31	125	40	14	583	91	49	705	50
Added Vol:	0	0	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:	81	153	26	31	125	40	14	583	91	49	705	50
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:	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:	89	168	29	34	137	44	15	641	100	54	775	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	168	29	34	137	44	15	641	100	54	775	55
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	89	168	29	34	137	44	15	641	100	54	775	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.89	0.89	0.89	0.96	0.96	0.96	0.81	0.81	0.81
Lanes:	0.31	0.59	0.10	0.16	0.64	0.20	0.02	0.85	0.13	0.12	1.76	0.12
Final Sat.:	491	927	158	268	1081	346	37	1546	241	188	2701	192
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.13	0.13	0.13	0.41	0.41	0.41	0.29	0.29	0.29
Crit Moves:		****						****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.49	0.49	0.49	0.35	0.35	0.35	0.89	0.89	0.89	0.61	0.61	0.61
Uniform Del:	14.7	14.7	14.7	13.8	13.8	13.8	14.6	14.6	14.6	12.0	12.0	12.0
IncremntDel:	0.7	0.7	0.7	0.3	0.3	0.3	11.2	11.2	11.2	0.8	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	15.4	15.4	15.4	14.1	14.1	14.1	25.8	25.8	25.8	12.8	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:	15.4	15.4	15.4	14.1	14.1	14.1	25.8	25.8	25.8	12.8	12.8	12.8
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
HCM2kAvgQ:	5	5	5	3	3	3	13	13	13	7	7	7

Note: Queue reported is the number of cars per lane.

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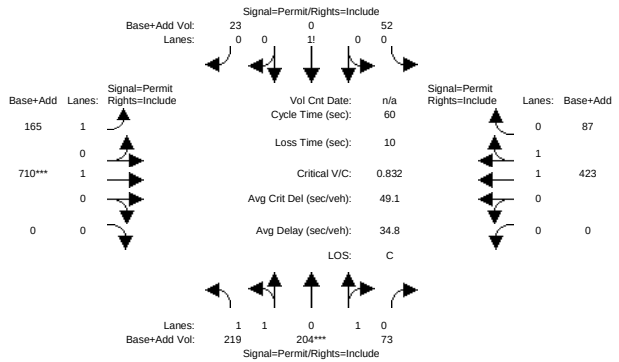
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	20	20	20	20	20	30	30	30	30	30	30
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	219	204	73	52	0	23	165	710	0	0	423	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	204	73	52	0	23	165	710	0	0	423	87
Added Vol:	0	0	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:	219	204	73	52	0	23	165	710	0	0	423	87
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:	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:	235	219	78	56	0	25	177	763	0	0	455	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	219	78	56	0	25	177	763	0	0	455	94
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	235	219	78	56	0	25	177	763	0	0	455	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.60	0.60	0.49	1.00	0.49	0.38	0.75	1.00	1.00	0.74	0.74
Lanes:	1.33	1.23	0.44	0.69	0.00	0.31	1.00	1.00	0.00	0.00	1.66	0.34
Final Sat.:	1519	1415	506	651	0	288	728	1418	0	0	2332	480
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.09	0.00	0.09	0.24	0.54	0.00	0.00	0.20	0.20
Crit Moves:		****						****				
Green/Cycle:	0.33	0.33	0.33	0.33	0.00	0.33	0.50	0.50	0.00	0.00	0.50	0.50
Volume/Cap:	0.46	0.46	0.46	0.26	0.00	0.26	0.49	1.08	0.00	0.00	0.39	0.39
Uniform Del:	15.8	15.8	15.8	14.6	0.0	14.6	9.9	15.0	0.0	0.0	9.3	9.3
IncremntDel:	1.4	1.4	1.4	2.0	0.0	2.0	4.6	56.4	0.0	0.0	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	17.1	17.1	17.1	16.6	0.0	16.6	14.5	71.4	0.0	0.0	10.1	10.1
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:	17.1	17.1	17.1	16.6	0.0	16.6	14.5	71.4	0.0	0.0	10.1	10.1
LOS by Move:	B	B	B	B	A	B	B	E	A	A	B	B
HCM2kAvgQ:	3	3	3	1	0	1	2	23	0	0	3	3

Note: Queue reported is the number of cars per lane.

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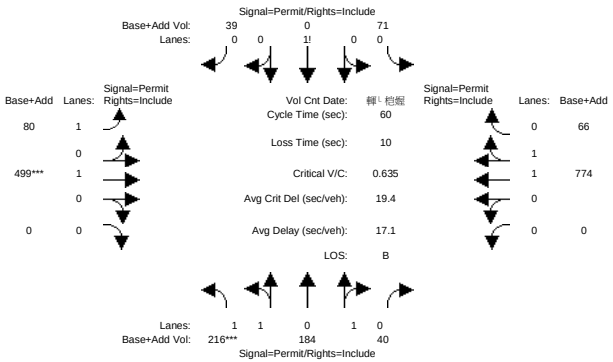
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	216	184	40	71	0	39	80	499	0	0	774	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:	216	184	40	71	0	39	80	499	0	0	774	66
Added Vol:	0	0	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:	216	184	40	71	0	39	80	499	0	0	774	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:	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:	237	202	44	78	0	43	88	548	0	0	851	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	202	44	78	0	43	88	548	0	0	851	73
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	237	202	44	78	0	43	88	548	0	0	851	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.59	0.59	0.50	1.00	0.50	0.22	0.75	1.00	1.00	0.75	0.75
Lanes:	1.48	1.25	0.27	0.65	0.00	0.35	1.00	1.00	0.00	0.00	1.84	0.16
Final Sat.:	1665	1418	308	612	0	336	420	1418	0	0	2628	224
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.00	0.13	0.21	0.39	0.00	0.00	0.32	0.32
Crit Moves:	****							****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.41	0.41	0.41	0.36	0.00	0.36	0.43	0.80	0.00	0.00	0.67	0.67
Uniform Del:	14.8	14.8	14.8	14.5	0.0	14.5	10.1	13.1	0.0	0.0	11.8	11.8
IncremntDel:	1.0	1.0	1.0	3.1	0.0	3.1	6.6	9.5	0.0	0.0	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.8	15.8	15.8	17.6	0.0	17.6	16.7	22.6	0.0	0.0	14.4	14.4
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:	15.8	15.8	15.8	17.6	0.0	17.6	16.7	22.6	0.0	0.0	14.4	14.4
LOS by Move:	B	B	B	B	A	B	B	C	A	A	B	B
HCM2kAvgQ:	3	3	3	2	0	2	1	9	0	0	7	7

Note: Queue reported is the number of cars per lane.

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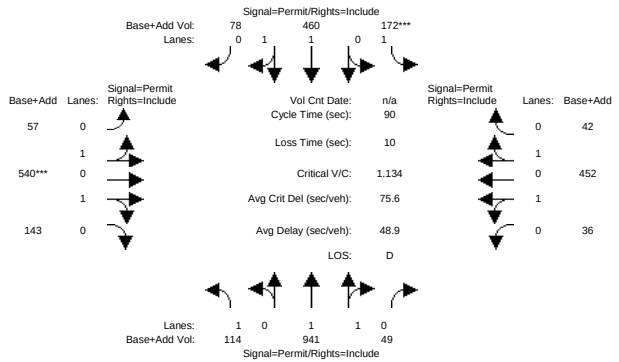
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #40: 16th/Potrero



Street Name:	Potrero Ave						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	40	40	40	40	40	40	40	40	40	40	40	40
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	114	941	49	172	460	78	57	540	143	36	452	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:	114	941	49	172	460	78	57	540	143	36	452	42
Added Vol:	0	0	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:	114	941	49	172	460	78	57	540	143	36	452	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:	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:	118	970	51	177	474	80	59	557	147	37	466	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	970	51	177	474	80	59	557	147	37	466	43
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	118	970	51	177	474	80	59	557	147	37	466	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.59	0.74	0.14	0.58	0.72	0.62	0.56	0.62	0.63	0.57	0.63
Lanes:	1.00	1.92	0.08	1.00	1.76	0.24	0.14	1.50	0.36	0.12	1.74	0.14
Final Sat.:	630	2146	112	269	1939	329	168	1594	422	149	1871	174
Capacity Analysis Module:												
Vol/Sat:	0.19	0.45	0.45	0.66	0.24	0.24	0.35	0.35	0.35	0.25	0.25	0.25
Crit Moves:				****				****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.42	1.02	1.02	1.48	0.55	0.55	0.79	0.79	0.79	0.56	0.56	0.56
Uniform Del:	17.1	25.0	25.0	25.0	18.4	18.4	21.3	21.3	21.3	18.5	18.5	18.5
IncremntDel:	4.6	32.8	32.8	256.6	2.2	2.2	6.4	6.4	6.4	2.3	2.3	2.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	21.6	57.8	57.8	281.6	20.6	20.6	27.7	27.7	27.7	20.8	20.8	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:	21.6	57.8	57.8	281.6	20.6	20.6	27.7	27.7	27.7	20.8	20.8	20.8
LOS by Move:	C	E	E	F	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	22	26	14	6	8	12	11	12	7	6	7

Note: Queue reported is the number of cars per lane.

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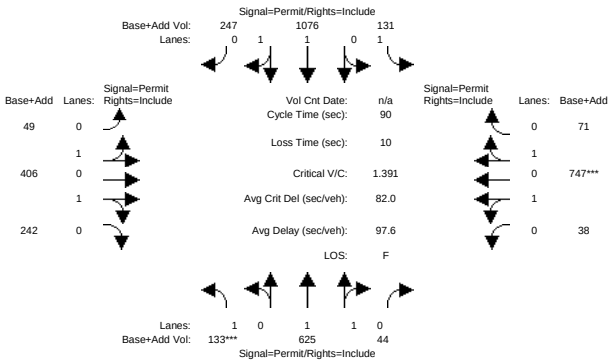
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #40: 16th/Potrero



Street Name:	Potrero Ave						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	40	40	40	40	40	40	40	40	40	40	40	40
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	133	625	44	131	1076	247	49	406	242	38	747	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	625	44	131	1076	247	49	406	242	38	747	71
Added Vol:	0	0	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:	133	625	44	131	1076	247	49	406	242	38	747	71
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:	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:	137	644	45	135	1109	255	51	419	249	39	770	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	644	45	135	1109	255	51	419	249	39	770	73
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	137	644	45	135	1109	255	51	419	249	39	770	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.59	0.73	0.26	0.58	0.72	0.56	0.50	0.56	0.65	0.59	0.65
Lanes:	1.00	1.89	0.11	1.00	1.69	0.31	0.13	1.22	0.65	0.08	1.77	0.15
Final Sat.:	162	2110	149	501	1849	424	141	1169	697	100	1973	188
Capacity Analysis Module:												
Vol/Sat:	0.85	0.31	0.31	0.27	0.60	0.60	0.36	0.36	0.36	0.39	0.39	0.39
Crit Moves:	****										****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.71	0.69	0.69	0.61	1.35	1.35	0.81	0.81	0.81	0.88	0.88	0.88
Uniform Del:	25.0	20.0	20.0	19.0	25.0	25.0	21.6	21.6	21.6	22.8	22.8	22.8
IncremntDel:	368.4	3.8	3.8	11.7	164	164.2	7.7	7.7	7.7	10.8	10.8	10.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	393.4	23.8	23.8	30.7	189	189.2	29.3	29.3	29.3	33.6	33.6	33.6
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:	393.4	23.8	23.8	30.7	189	189.2	29.3	29.3	29.3	33.6	33.6	33.6
LOS by Move:	F	C	C	C	F	F	C	C	C	C	C	C
HCM2kAvgQ:	12	9	11	4	43	53	12	11	12	15	13	15

Note: Queue reported is the number of cars per lane.

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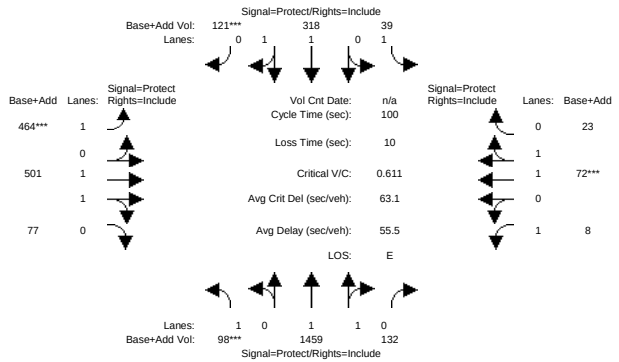
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	23	51	51	4	32	44	31	27	27	12	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	98	1459	132	39	318	121	464	501	77	8	72	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:	98	1459	132	39	318	121	464	501	77	8	72	23
Added Vol:	0	0	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:	98	1459	132	39	318	121	464	501	77	8	72	23
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:	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:	100	1489	135	40	324	123	473	511	79	8	73	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1489	135	40	324	123	473	511	79	8	73	23
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	100	1489	135	40	324	123	473	511	79	8	73	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.79	0.79	0.81	0.77	0.77	0.81	0.74	0.74	0.81	0.78	0.78
Lanes:	1.00	1.83	0.17	1.00	1.45	0.55	1.00	1.73	0.27	1.00	1.52	0.48
Final Sat.:	1539	2762	250	1539	2117	806	1539	2452	377	1539	2250	719
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.54	0.03	0.15	0.15	0.31	0.21	0.21	0.01	0.03	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.20	0.54	0.54	0.03	0.38	0.38	0.30	0.23	0.23	0.10	0.03	0.03
Volume/Cap:	0.33	0.99	0.99	0.74	0.40	0.40	1.02	0.90	0.90	0.05	0.95	0.95
Uniform Del:	39.9	26.3	26.3	55.5	26.4	26.4	40.5	43.1	43.1	46.9	55.9	55.9
IncremntDel:	2.8	20.7	20.7	63.3	1.1	1.1	46.7	17.2	17.2	0.6	75.5	75.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	42.7	47.0	47.0	118.7	27.5	27.5	87.2	60.3	60.3	47.5	131	131.4
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:	42.7	47.0	47.0	118.7	27.5	27.5	87.2	60.3	60.3	47.5	131	131.4
LOS by Move:	D	D	D	F	C	C	F	E	E	D	F	F
HCM2kAvgQ:	3	37	37	2	6	6	21	12	12	0	4	4

Note: Queue reported is the number of cars per lane.

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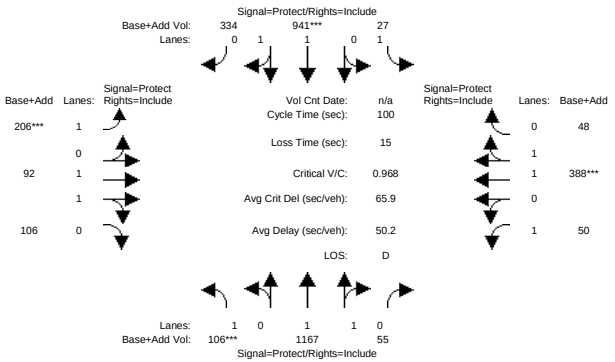
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	5	50	50	5	50	50	15	15	15	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	106	1167	55	27	941	334	206	92	106	50	388	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:	106	1167	55	27	941	334	206	92	106	50	388	48
Added Vol:	0	0	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:	106	1167	55	27	941	334	206	92	106	50	388	48
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:	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:	112	1228	58	28	991	352	217	97	112	53	408	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1228	58	28	991	352	217	97	112	53	408	51
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	112	1228	58	28	991	352	217	97	112	53	408	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.80	0.81	0.77	0.77	0.81	0.70	0.70	0.81	0.80	0.80
Lanes:	1.00	1.91	0.09	1.00	1.48	0.52	1.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1539	2891	136	1539	2162	767	1539	1328	1328	1539	2696	334
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.42	0.02	0.46	0.46	0.14	0.07	0.08	0.03	0.15	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.51	0.51	0.05	0.50	0.50	0.15	0.17	0.17	0.11	0.14	0.14
Volume/Cap:	1.12	0.83	0.83	0.36	0.92	0.92	0.94	0.43	0.49	0.30	1.12	1.12
Uniform Del:	46.8	20.6	20.6	45.8	23.1	23.1	42.0	37.1	37.5	40.6	43.2	43.2
IncremntDel:	126.1	5.2	5.2	12.3	10.5	10.5	45.3	2.7	4.0	4.3	81.2	81.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	172.9	25.8	25.8	58.1	33.6	33.6	87.3	39.8	41.5	45.0	124	124.4
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:	172.9	25.8	25.8	58.1	33.6	33.6	87.3	39.8	41.5	45.0	124	124.4
LOS by Move:	F	C	C	E	C	C	F	D	D	D	F	F
HCM2kAvgQ:	8	20	20	1	19	19	8	3	3	2	14	14

Note: Queue reported is the number of cars per lane.

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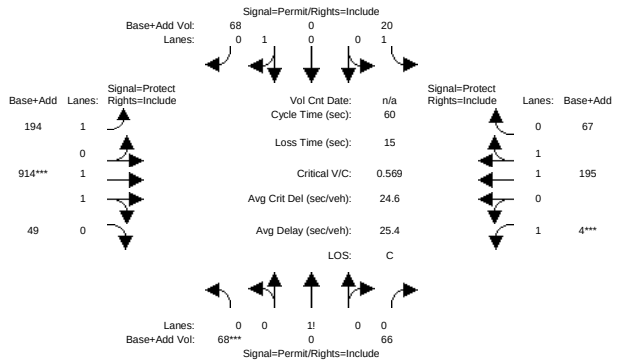
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #42: Mariposa/4th



Street Name:	4th Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	15	15	15	15	15	15	30	30	15	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	68	0	66	20	0	68	194	914	49	4	195	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:	68	0	66	20	0	68	194	914	49	4	195	67
Added Vol:	0	0	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:	68	0	66	20	0	68	194	914	49	4	195	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:	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:	72	0	69	21	0	72	204	962	52	4	205	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	0	69	21	0	72	204	962	52	4	205	71
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	72	0	69	21	0	72	204	962	52	4	205	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	1.00	0.63	0.67	1.00	0.72	0.81	0.75	0.75	0.81	0.73	0.73
Lanes:	0.51	0.00	0.49	1.00	0.00	1.00	1.00	1.90	0.10	1.00	1.49	0.51
Final Sat.:	609	0	591	1279	0	1377	1539	2718	146	1539	2067	710
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.02	0.00	0.05	0.13	0.35	0.35	0.00	0.10	0.10
Crit Moves:	****							****		****		
Green/Cycle:	0.17	0.00	0.17	0.17	0.00	0.17	0.22	0.50	0.50	0.17	0.44	0.44
Volume/Cap:	0.70	0.00	0.70	0.10	0.00	0.31	0.60	0.71	0.71	0.02	0.22	0.22
Uniform Del:	35.4	0.0	35.4	31.8	0.0	33.0	31.4	17.4	17.4	31.3	15.4	15.4
IncremntDel:	18.8	0.0	18.8	0.9	0.0	3.5	7.5	3.0	3.0	0.1	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.2	0.0	54.2	32.7	0.0	36.5	38.9	20.4	20.4	31.5	15.8	15.8
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:	54.2	0.0	54.2	32.7	0.0	36.5	38.9	20.4	20.4	31.5	15.8	15.8
LOS by Move:	D	A	D	C	A	D	D	C	C	C	B	B
HCM2kAvgQ:	5	0	5	1	0	2	6	13	13	0	2	2

Note: Queue reported is the number of cars per lane.

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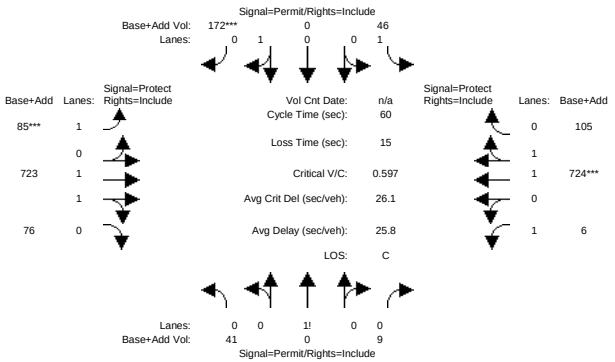
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #42: Mariposa/4th



Street Name:	4th Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	15	15	15	15	15	15	30	30	15	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	41	0	9	46	0	172	85	723	76	6	724	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:	41	0	9	46	0	172	85	723	76	6	724	105
Added Vol:	0	0	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:	41	0	9	46	0	172	85	723	76	6	724	105
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:	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:	43	0	9	48	0	181	89	761	80	6	762	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	9	48	0	181	89	761	80	6	762	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
FinalVolume:	43	0	9	48	0	181	89	761	80	6	762	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	1.00	0.55	0.64	1.00	0.72	0.81	0.75	0.75	0.81	0.75	0.75
Lanes:	0.82	0.00	0.18	1.00	0.00	1.00	1.00	1.81	0.19	1.00	1.75	0.25
Final Sat.:	859	0	188	1212	0	1377	1539	2575	271	1539	2473	359
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.04	0.00	0.13	0.06	0.30	0.30	0.00	0.31	0.31
Crit Moves:						****	****				****	
Green/Cycle:	0.20	0.00	0.20	0.20	0.00	0.20	0.17	0.42	0.42	0.21	0.47	0.47
Volume/Cap:	0.25	0.00	0.25	0.20	0.00	0.66	0.35	0.70	0.70	0.02	0.66	0.66
Uniform Del:	30.4	0.0	30.4	30.0	0.0	33.2	33.2	21.3	21.3	28.1	18.5	18.5
IncremntDel:	2.9	0.0	2.9	1.9	0.0	11.8	3.7	3.4	3.4	0.1	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.3	0.0	33.3	31.9	0.0	45.0	36.9	24.7	24.7	28.2	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:	33.3	0.0	33.3	31.9	0.0	45.0	36.9	24.7	24.7	28.2	21.0	21.0
LOS by Move:	C	A	C	C	A	D	D	C	C	C	C	C
HCM2kAvgQ:	1	0	1	1	0	6	3	11	11	0	9	9

Note: Queue reported is the number of cars per lane.

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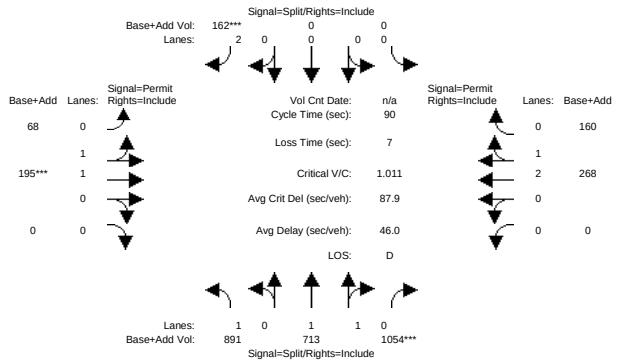
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	58	58	58	10	10	10	15	15	15	15	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	891	713	1054	0	0	162	68	195	0	0	268	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	891	713	1054	0	0	162	68	195	0	0	268	160
Added Vol:	0	0	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:	891	713	1054	0	0	162	68	195	0	0	268	160
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:	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:	928	743	1098	0	0	169	71	203	0	0	279	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	928	743	1098	0	0	169	71	203	0	0	279	167
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	928	743	1098	0	0	169	71	203	0	0	279	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.77	0.77	1.00	1.00	0.66	0.61	0.64	1.00	1.00	0.85	0.81
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.53	1.47	0.00	0.00	2.00	1.00
Final Sat.:	2018	1461	1461	0	0	2525	622	1783	0	0	3217	1547
Capacity Analysis Module:												
Vol/Sat:	0.46	0.51	0.75	0.00	0.00	0.07	0.11	0.11	0.00	0.00	0.09	0.11
Crit Moves:			****			****		****				
Green/Cycle:	0.64	0.64	0.64	0.00	0.00	0.11	0.17	0.17	0.00	0.00	0.17	0.17
Volume/Cap:	0.71	0.79	1.17	0.00	0.00	0.60	0.68	0.68	0.00	0.00	0.52	0.65
Uniform Del:	10.5	11.6	16.0	0.0	0.0	38.1	35.3	35.3	0.0	0.0	34.2	35.0
IncremntDel:	3.4	2.8	82.1	0.0	0.0	9.2	9.1	9.1	0.0	0.0	2.3	4.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	13.9	14.4	98.1	0.0	0.0	47.3	44.4	44.4	0.0	0.0	36.5	39.7
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:	13.9	14.4	98.1	0.0	0.0	47.3	44.4	44.4	0.0	0.0	36.5	39.7
LOS by Move:	B	B	F	A	A	D	D	D	A	A	D	D
HCM2kAvgQ:	18	17	55	0	0	4	4	4	0	0	5	6

Note: Queue reported is the number of cars per lane.

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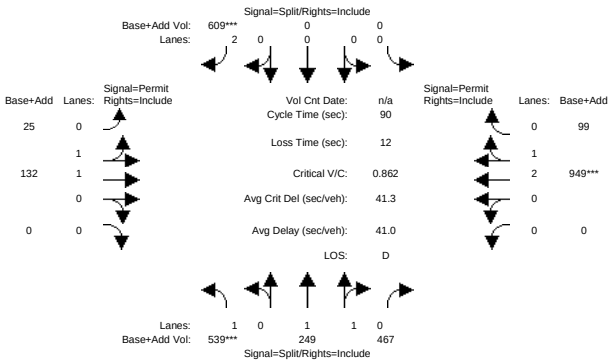
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	26	26	26	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	539	249	467	0	0	609	25	132	0	0	949	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	539	249	467	0	0	609	25	132	0	0	949	99
Added Vol:	0	0	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:	539	249	467	0	0	609	25	132	0	0	949	99
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:	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:	561	259	486	0	0	634	26	138	0	0	989	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	561	259	486	0	0	634	26	138	0	0	989	103
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	561	259	486	0	0	634	26	138	0	0	989	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.76	0.84	1.00	1.00	0.66	0.64	0.67	1.00	1.00	0.88	0.85
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.33	1.67	0.00	0.00	2.71	0.29
Final Sat.:	2018	1446	1591	0	0	2525	401	2116	0	0	4547	474
Capacity Analysis Module:												
Vol/Sat:	0.28	0.18	0.31	0.00	0.00	0.25	0.06	0.06	0.00	0.00	0.22	0.22
Crit Moves:	****					****					****	
Green/Cycle:	0.32	0.32	0.32	0.00	0.00	0.29	0.26	0.26	0.00	0.00	0.26	0.26
Volume/Cap:	0.86	0.56	0.95	0.00	0.00	0.87	0.25	0.25	0.00	0.00	0.85	0.85
Uniform Del:	28.6	25.2	29.8	0.0	0.0	30.4	26.7	26.7	0.0	0.0	31.9	31.9
IncremntDel:	14.2	1.7	21.8	0.0	0.0	13.4	1.0	1.0	0.0	0.0	7.2	7.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	42.8	26.9	51.6	0.0	0.0	43.8	27.6	27.6	0.0	0.0	39.1	39.1
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:	42.8	26.9	51.6	0.0	0.0	43.8	27.6	27.6	0.0	0.0	39.1	39.1
LOS by Move:	D	C	D	A	A	D	C	C	A	A	D	D
HCM2kAvgQ:	18	7	19	0	0	13	2	2	0	0	13	13

Note: Queue reported is the number of cars per lane.

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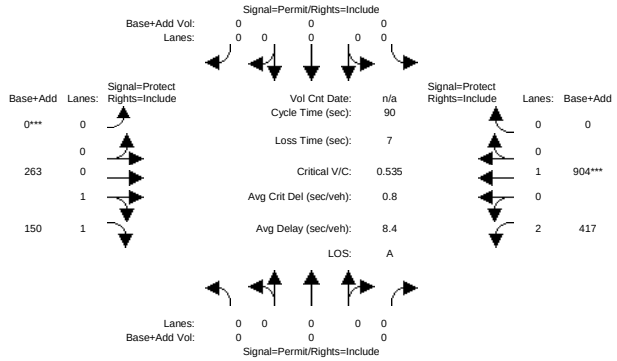
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	31	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	263	150	417	904	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:	0	0	0	0	0	0	0	263	150	417	904	0
Added Vol:	0	0	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	0	0	0	0	0	0	263	150	417	904	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:	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	0	0	0	0	0	0	274	156	434	942	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	274	156	434	942	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
FinalVolume:	0	0	0	0	0	0	0	274	156	434	942	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1797	1797	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.09	0.12	0.50	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.26	0.21	0.54	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.9	23.1	9.0	0.5	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.1	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2	23.2	9.1	0.8	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	0.0	0.0	0.0	0.0	0.0	25.2	23.2	9.1	0.8	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	7	3	3	5	0

Note: Queue reported is the number of cars per lane.

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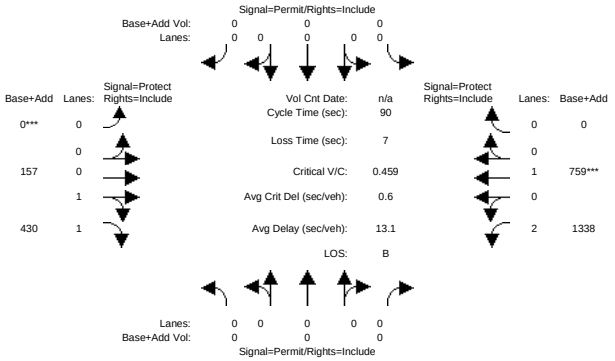
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	157	430	1338	759	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:	0	0	0	0	0	0	0	157	430	1338	759	0
Added Vol:	0	0	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	0	0	0	0	0	0	157	430	1338	759	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:	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:	0	0	0	0	0	0	0	167	457	1423	807	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	167	457	1423	807	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
FinalVolume:	0	0	0	0	0	0	0	167	457	1423	807	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	1.47	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	905	2477	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.41	0.42	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.55	0.69	0.46	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.8	25.8	13.3	0.4	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	1.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.4	26.4	14.3	0.6	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	0.0	0.0	0.0	0.0	0.0	26.4	26.4	14.3	0.6	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	B	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	8	8	14	3	0

Note: Queue reported is the number of cars per lane.

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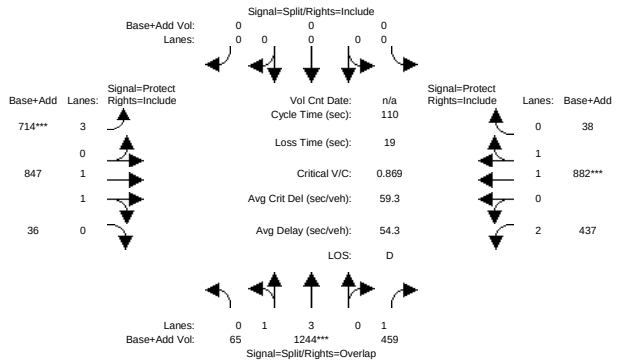
Year 2040 Plus LRDP (2-Lane 16th Street; Mission Bay and Mission Center Only)

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	25	25	25	0	0	0	18	34	34	31	47	47
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module:												
Base Vol:	65	1244	459	0	0	0	714	847	36	437	882	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1244	459	0	0	0	714	847	36	437	882	38
Added Vol:	0	0	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:	65	1244	459	0	0	0	714	847	36	437	882	38
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:	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:	68	1309	483	0	0	0	752	892	38	460	928	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1309	483	0	0	0	752	892	38	460	928	40
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	68	1309	483	0	0	0	752	892	38	460	928	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.71	1.00	1.00	1.00	0.79	0.81	0.80	0.79	0.81	0.80
Lanes:	0.20	3.80	1.00	0.00	0.00	0.00	3.00	1.92	0.08	2.00	1.92	0.08
Final Sat.:	291	5572	1348	0	0	0	4480	2935	125	2987	2933	126
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.36	0.00	0.00	0.00	0.17	0.30	0.30	0.15	0.32	0.32
Crit Moves:		****					****				****	
Green/Cycle:	0.23	0.23	0.52	0.00	0.00	0.00	0.17	0.31	0.31	0.28	0.43	0.43
Volume/Cap:	1.01	1.01	0.69	0.00	0.00	0.00	1.01	0.98	0.98	0.54	0.74	0.74
Uniform Del:	42.2	42.2	20.0	0.0	0.0	0.0	45.8	37.5	37.5	33.4	26.4	26.4
IncremntDel:	26.0	26.0	5.6	0.0	0.0	0.0	34.7	24.3	24.3	2.5	3.8	3.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.2	68.2	25.7	0.0	0.0	0.0	80.5	61.9	61.9	35.9	30.2	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:	68.2	68.2	25.7	0.0	0.0	0.0	80.5	61.9	61.9	35.9	30.2	30.2
LOS by Move:	E	E	C	A	A	A	F	E	E	D	C	C
HCM2kAvgQ:	13	13	11	0	0	0	9	16	16	7	16	16

Note: Queue reported is the number of cars per lane.

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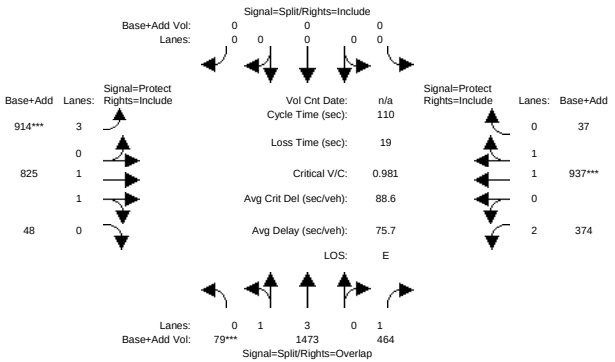
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	39	39	39	0	0	0	18	37	37	13	34	34
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module:												
Base Vol:	79	1473	464	0	0	0	914	825	48	374	937	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:	79	1473	464	0	0	0	914	825	48	374	937	37
Added Vol:	0	0	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:	79	1473	464	0	0	0	914	825	48	374	937	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:	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:	81	1519	478	0	0	0	942	851	49	386	966	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1519	478	0	0	0	942	851	49	386	966	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
FinalVolume:	81	1519	478	0	0	0	942	851	49	386	966	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.71	1.00	1.00	1.00	0.79	0.80	0.80	0.79	0.81	0.80
Lanes:	0.20	3.80	1.00	0.00	0.00	0.00	3.00	1.89	0.11	2.00	1.92	0.08
Final Sat.:	298	5565	1350	0	0	0	4480	2885	168	2987	2944	116
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.35	0.00	0.00	0.00	0.21	0.29	0.29	0.13	0.33	0.33
Crit Moves:	****						****				****	
Green/Cycle:	0.35	0.35	0.49	0.00	0.00	0.00	0.16	0.34	0.34	0.13	0.31	0.31
Volume/Cap:	0.77	0.77	0.73	0.00	0.00	0.00	1.29	0.86	0.86	0.98	1.06	1.06
Uniform Del:	31.5	31.5	22.5	0.0	0.0	0.0	46.0	33.8	33.8	47.7	38.0	38.0
IncremntDel:	2.8	2.8	7.0	0.0	0.0	0.0	138.7	9.4	9.4	41.8	47.1	47.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.3	34.3	29.5	0.0	0.0	0.0	184.7	43.2	43.2	89.5	85.1	85.1
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:	34.3	34.3	29.5	0.0	0.0	0.0	184.7	43.2	43.2	89.5	85.1	85.1
LOS by Move:	C	C	C	A	A	A	F	D	D	F	F	F
HCM2kAvgQ:	12	12	12	0	0	0	19	14	14	11	26	26

Note: Queue reported is the number of cars per lane.

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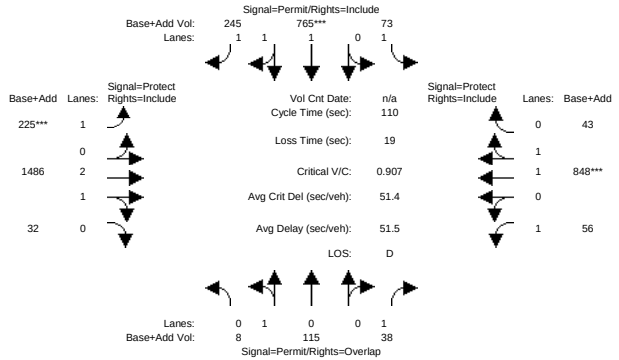
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	35	35	35	35	35	35	19	41	41	15	37	37
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module:												
Base Vol:	8	115	38	73	765	245	225	1486	32	56	848	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:	8	115	38	73	765	245	225	1486	32	56	848	43
Added Vol:	0	0	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:	8	115	38	73	765	245	225	1486	32	56	848	43
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:	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:	9	124	41	78	823	263	242	1598	34	60	912	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	124	41	78	823	263	242	1598	34	60	912	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
FinalVolume:	9	124	41	78	823	263	242	1598	34	60	912	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.69	0.54	0.78	0.77	0.81	0.77	0.77	0.81	0.80	0.80
Lanes:	0.07	0.93	1.00	1.00	2.00	1.00	1.00	2.94	0.06	1.00	1.90	0.10
Final Sat.:	99	1423	1312	1032	2968	1456	1539	4275	92	1539	2882	146
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.08	0.28	0.18	0.16	0.37	0.37	0.04	0.32	0.32
Crit Moves:					****		****				****	
Green/Cycle:	0.32	0.32	0.45	0.32	0.32	0.32	0.17	0.37	0.37	0.14	0.34	0.34
Volume/Cap:	0.27	0.27	0.07	0.24	0.87	0.57	0.91	1.00	1.00	0.29	0.94	0.94
Uniform Del:	28.0	28.0	16.9	27.7	35.4	31.2	44.7	34.5	34.5	42.7	35.4	35.4
IncremntDel:	1.4	1.4	0.2	1.7	8.5	1.2	36.1	23.0	23.0	3.4	17.1	17.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	29.4	29.4	17.1	29.4	43.9	32.5	80.8	57.5	57.5	46.1	52.5	52.5
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:	29.4	29.4	17.1	29.4	43.9	32.5	80.8	57.5	57.5	46.1	52.5	52.5
LOS by Move:	C	C	B	C	D	C	F	E	E	D	D	D
HCM2kAvgQ:	3	3	1	2	17	8	11	27	27	2	19	19

Note: Queue reported is the number of cars per lane.

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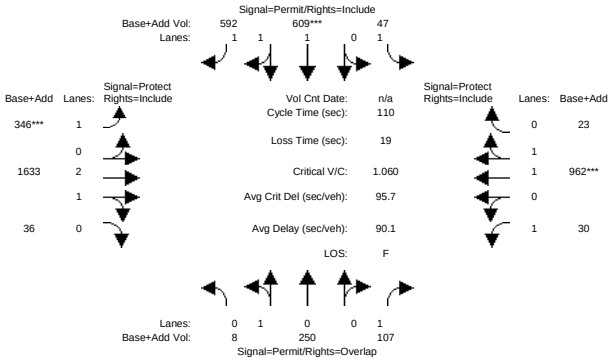
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	39	39	39	15	37	37	15	37	37
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module:												
Base Vol:	8	250	107	47	609	592	346	1633	36	30	962	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:	8	250	107	47	609	592	346	1633	36	30	962	23
Added Vol:	0	0	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:	8	250	107	47	609	592	346	1633	36	30	962	23
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:	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:	8	258	110	48	628	610	357	1684	37	31	992	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	258	110	48	628	610	357	1684	37	31	992	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	8	258	110	48	628	610	357	1684	37	31	992	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.84	0.80	0.59	0.37	0.75	0.64	0.81	0.80	0.77	0.81	0.80
Lanes:	0.03	0.97	1.00	1.00	1.40	1.60	1.00	2.93	0.07	1.00	1.95	0.05
Final Sat.:	49	1539	1126	696	1995	1940	1539	4484	99	1539	2998	72
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.10	0.07	0.31	0.31	0.23	0.38	0.38	0.02	0.33	0.33
Crit Moves:					****		****				****	
Green/Cycle:	0.35	0.35	0.49	0.35	0.35	0.35	0.14	0.34	0.34	0.14	0.34	0.34
Volume/Cap:	0.47	0.47	0.20	0.20	0.89	0.89	1.70	1.12	1.12	0.15	0.98	0.98
Uniform Del:	27.5	27.5	15.8	24.6	33.4	33.4	47.5	36.5	36.5	41.9	36.2	36.2
IncremntDel:	2.8	2.8	0.8	1.8	8.7	8.7	334.2	61.8	61.8	1.5	24.3	24.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	30.4	30.4	16.6	26.4	42.1	42.1	381.7	98.3	98.3	43.3	60.5	60.5
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:	30.4	30.4	16.6	26.4	42.1	42.1	381.7	98.3	98.3	43.3	60.5	60.5
LOS by Move:	C	C	B	C	D	D	F	F	F	D	E	E
HCM2kAvgQ:	7	7	2	1	18	16	31	33	32	1	18	18

Note: Queue reported is the number of cars per lane.

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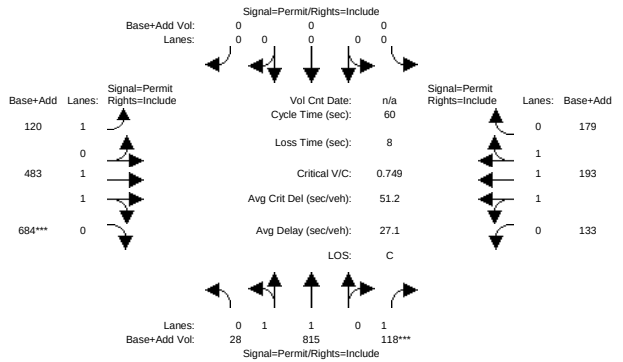
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	21	0	21	0	0	31	31	31	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	815	118	0	0	0	120	483	684	133	193	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	815	118	0	0	0	120	483	684	133	193	179
Added Vol:	0	0	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:	28	815	118	0	0	0	120	483	684	133	193	179
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:	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:	30	882	128	0	0	0	130	523	740	144	209	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	882	128	0	0	0	130	523	740	144	209	194
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	30	882	128	0	0	0	130	523	740	144	209	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.63	1.00	1.00	1.00	0.37	0.74	0.72	0.47	0.47	0.47
Lanes:	0.07	1.93	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.82	1.18	1.00
Final Sat.:	102	2965	1199	0	0	0	710	1404	1364	733	1064	890
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.11	0.00	0.00	0.00	0.18	0.37	0.54	0.20	0.20	0.22
Crit Moves:			****						****			
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.85	0.85	0.30	0.00	0.00	0.00	0.35	0.72	1.05	0.38	0.38	0.42
Uniform Del:	18.0	18.0	14.2	0.0	0.0	0.0	8.6	11.2	14.5	8.7	8.7	9.0
IncremntDel:	8.4	8.4	1.9	0.0	0.0	0.0	2.7	2.6	40.2	0.8	0.8	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.5	26.5	16.1	0.0	0.0	0.0	11.2	13.8	54.7	9.5	9.5	10.0
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:	26.5	26.5	16.1	0.0	0.0	0.0	11.2	13.8	54.7	9.5	9.5	10.0
LOS by Move:	C	C	B	A	A	A	B	B	D	A	A	A
HCM2kAvgQ:	11	11	2	0	0	0	2	9	25	3	3	3

Note: Queue reported is the number of cars per lane.

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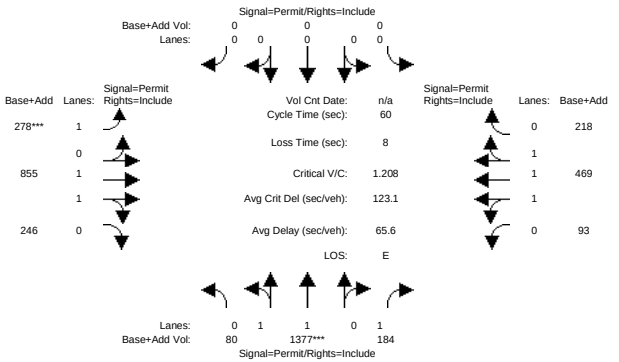
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	24	0	24	0	0	28	28	28	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1377	184	0	0	0	278	855	246	93	469	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1377	184	0	0	0	278	855	246	93	469	218
Added Vol:	0	0	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:	80	1377	184	0	0	0	278	855	246	93	469	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:	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:	82	1414	189	0	0	0	285	878	253	95	482	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1414	189	0	0	0	285	878	253	95	482	224
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	82	1414	189	0	0	0	285	878	253	95	482	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.63	1.00	1.00	1.00	0.27	0.78	0.77	0.50	0.50	0.50
Lanes:	0.11	1.89	1.00	0.00	0.00	0.00	1.00	1.55	0.45	0.36	1.80	0.84
Final Sat.:	168	2889	1200	0	0	0	512	2306	663	341	1720	799
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.16	0.00	0.00	0.00	0.56	0.38	0.38	0.28	0.28	0.28
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.00	0.00	0.00	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	1.21	1.21	0.39	0.00	0.00	0.00	1.21	0.82	0.82	0.61	0.61	0.61
Uniform Del:	17.9	17.9	12.6	0.0	0.0	0.0	16.1	14.0	14.0	12.1	12.1	12.1
IncremntDel:	101.5	102	2.3	0.0	0.0	0.0	126.5	5.8	5.8	2.1	2.1	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	119.4	119	14.9	0.0	0.0	0.0	142.6	19.8	19.8	14.2	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:	119.4	119	14.9	0.0	0.0	0.0	142.6	19.8	19.8	14.2	14.2	14.2
LOS by Move:	F	F	B	A	A	A	F	B	B	B	B	B
HCM2kAvgQ:	35	35	3	0	0	0	15	12	12	5	5	5

Note: Queue reported is the number of cars per lane.

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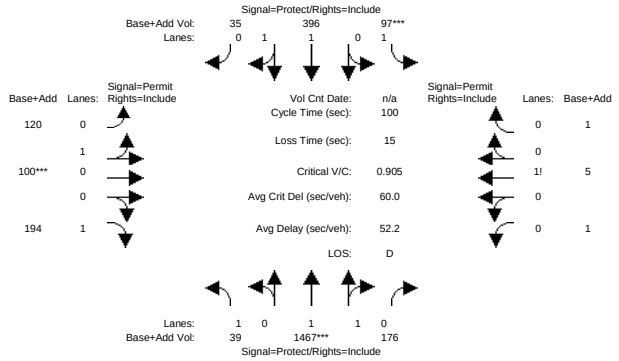
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	50	50	10	38	38	25	25	25	25	25	25
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	39	1467	176	97	396	35	120	100	194	1	5	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:	39	1467	176	97	396	35	120	100	194	1	5	1
Added Vol:	0	0	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:	39	1467	176	97	396	35	120	100	194	1	5	1
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:	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:	41	1544	185	102	417	37	126	105	204	1	5	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1544	185	102	417	37	126	105	204	1	5	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
FinalVolume:	41	1544	185	102	417	37	126	105	204	1	5	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.88	0.79	0.81	0.80	0.80	0.67	0.70	0.68	0.81	0.81	0.81
Lanes:	1.00	1.77	0.23	1.00	1.84	0.16	0.55	0.45	1.00	0.14	0.72	0.14
Final Sat.:	1539	2942	353	1539	2794	247	708	590	1295	220	1101	220
Capacity Analysis Module:												
Vol/Sat:	0.03	0.52	0.52	0.07	0.15	0.15	0.18	0.18	0.16	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.22	0.50	0.50	0.10	0.38	0.38	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.12	1.05	1.05	0.66	0.39	0.39	0.71	0.71	0.63	0.02	0.02	0.02
Uniform Del:	31.3	25.0	25.0	43.4	22.6	22.6	34.2	34.2	33.4	28.3	28.3	28.3
IncremntDel:	0.7	36.5	36.5	20.3	1.0	1.0	12.6	12.6	9.0	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	32.0	61.5	61.5	63.7	23.6	23.6	46.8	46.8	42.4	28.4	28.4	28.4
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:	32.0	61.5	61.5	63.7	23.6	23.6	46.8	46.8	42.4	28.4	28.4	28.4
LOS by Move:	C	E	E	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	1	33	30	3	5	5	7	7	6	0	0	0

Note: Queue reported is the number of cars per lane.

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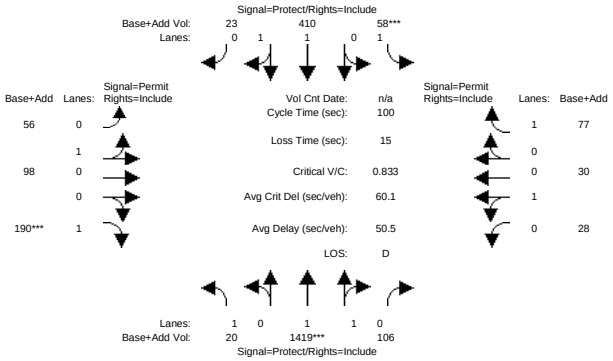
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	48	48	8	35	35	29	29	29	29	29	29
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	20	1419	106	58	410	23	56	98	190	28	30	77
Growth Adj:	1.00	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	1419	106	58	410	23	56	98	190	28	30	77
Added Vol:	0	0	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:	20	1419	106	58	410	23	56	98	190	28	30	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:	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:	21	1494	112	61	432	24	59	103	200	29	32	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1494	112	61	432	24	59	103	200	29	32	81
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	21	1494	112	61	432	24	59	103	200	29	32	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.84	0.79	0.81	0.80	0.80	0.71	0.74	0.64	0.68	0.71	0.64
Lanes:	1.00	1.85	0.15	1.00	1.89	0.11	0.37	0.63	1.00	0.49	0.51	1.00
Final Sat.:	1539	2966	222	1539	2891	162	504	883	1213	639	685	1213
Capacity Analysis Module:												
Vol/Sat:	0.01	0.50	0.50	0.04	0.15	0.15	0.12	0.12	0.16	0.05	0.05	0.07
Crit Moves:		****		****					****			
Green/Cycle:	0.20	0.48	0.48	0.08	0.36	0.36	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.07	1.05	1.05	0.50	0.42	0.42	0.40	0.40	0.57	0.16	0.16	0.23
Uniform Del:	32.1	26.0	26.0	44.1	24.3	24.3	28.5	28.5	30.2	26.4	26.4	27.0
IncremntDel:	0.4	37.1	37.1	13.6	1.2	1.2	3.0	3.0	6.5	0.9	0.9	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	32.6	63.1	63.1	57.6	25.5	25.5	31.5	31.5	36.7	27.3	27.3	28.5
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:	32.6	63.1	63.1	57.6	25.5	25.5	31.5	31.5	36.7	27.3	27.3	28.5
LOS by Move:	C	E	E	E	C	C	C	C	D	C	C	C
HCM2kAvgQ:	0	30	29	2	6	6	4	4	5	1	1	2

Note: Queue reported is the number of cars per lane.

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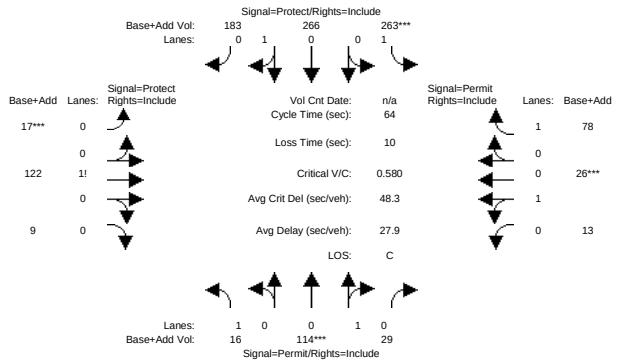
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	21	21	14	35	0	9	19	0	0	10	0
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	16	114	29	263	266	183	17	122	9	13	26	78
Growth Adj:	1.00	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	114	29	263	266	183	17	122	9	13	26	78
Added Vol:	0	0	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:	16	114	29	263	266	183	17	122	9	13	26	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	19	134	34	310	313	216	20	144	11	15	31	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	134	34	310	313	216	20	144	11	15	31	92
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	19	134	34	310	313	216	20	144	11	15	31	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.66	0.65	0.81	0.80	0.79	0.74	0.74	0.73	0.82	0.84	0.67
Lanes:	1.00	0.79	0.21	1.00	0.59	0.41	0.11	0.83	0.06	0.34	0.66	1.00
Final Sat.:	397	999	254	1539	895	615	161	1152	85	528	1055	1274
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.20	0.35	0.35	0.12	0.12	0.12	0.03	0.03	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.14	0.41	0.41	0.92	0.64	0.64	0.89	0.42	0.42	0.19	0.19	0.46
Uniform Del:	15.2	16.7	16.7	24.4	10.1	10.1	27.0	18.1	18.1	23.5	23.5	24.5
IncremntDel:	2.3	3.0	3.0	32.3	3.8	3.8	40.2	3.1	3.1	1.7	1.7	7.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	17.5	19.7	19.7	56.8	13.9	13.9	67.2	21.2	21.2	25.1	25.1	32.1
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:	17.5	19.7	19.7	56.8	13.9	13.9	67.2	21.2	21.2	25.1	25.1	32.1
LOS by Move:	B	B	B	E	B	B	E	C	C	C	C	C
HCM2kAvgQ:	0	3	3	7	7	7	2	3	1	1	1	2

Note: Queue reported is the number of cars per lane.

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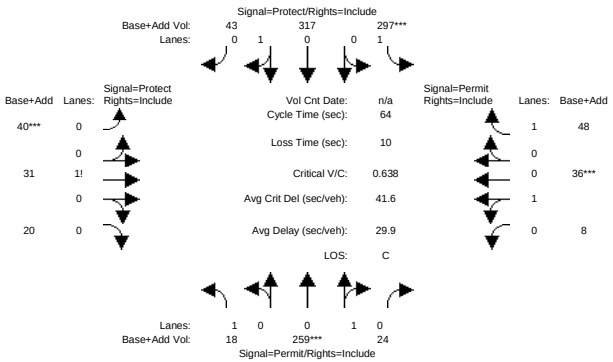
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	21	21	14	35	35	9	19	19	10	10	10
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	18	259	24	297	317	43	40	31	20	8	36	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:	18	259	24	297	317	43	40	31	20	8	36	48
Added Vol:	0	0	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:	18	259	24	297	317	43	40	31	20	8	36	48
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:	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:	19	273	25	313	334	45	42	33	21	8	38	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	273	25	313	334	45	42	33	21	8	38	51
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	19	273	25	313	334	45	42	33	21	8	38	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.67	0.65	0.81	0.84	0.82	0.71	0.71	0.65	0.80	0.84	0.66
Lanes:	1.00	0.91	0.09	1.00	0.88	0.12	0.44	0.33	0.23	0.19	0.81	1.00
Final Sat.:	549	1168	108	1539	1397	190	580	450	290	288	1296	1259
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.20	0.24	0.24	0.07	0.07	0.07	0.03	0.03	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.11	0.71	0.71	0.93	0.44	0.44	0.52	0.24	0.24	0.19	0.19	0.26
Uniform Del:	15.0	18.8	18.8	24.5	8.6	8.6	25.5	17.1	17.1	23.5	23.5	23.7
IncremntDel:	1.2	9.8	9.8	33.8	1.6	1.6	9.9	1.5	1.5	1.7	1.7	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	16.1	28.7	28.7	58.3	10.2	10.2	35.4	18.5	18.5	25.1	25.1	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:	16.1	28.7	28.7	58.3	10.2	10.2	35.4	18.5	18.5	25.1	25.1	26.9
LOS by Move:	B	C	C	E	B	B	D	B	B	C	C	C
HCM2kAvgQ:	0	7	7	7	4	4	2	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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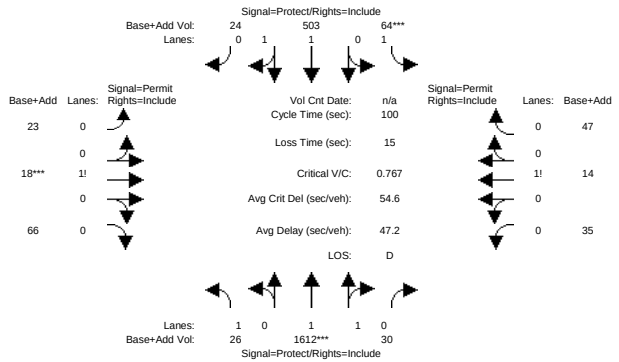
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	18	50	50	5	37	37	30	30	30	30	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	26	1612	30	64	503	24	23	18	66	35	14	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:	26	1612	30	64	503	24	23	18	66	35	14	47
Added Vol:	0	0	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:	26	1612	30	64	503	24	23	18	66	35	14	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:	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:	27	1697	32	67	529	25	24	19	69	37	15	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1697	32	67	529	25	24	19	69	37	15	49
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	27	1697	32	67	529	25	24	19	69	37	15	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.89	0.81	0.81	0.80	0.80	0.63	0.64	0.62	0.68	0.69	0.68
Lanes:	1.00	1.96	0.04	1.00	1.91	0.09	0.21	0.16	0.63	0.36	0.14	0.50
Final Sat.:	1539	3309	62	1539	2918	139	255	199	731	472	189	634
Capacity Analysis Module:												
Vol/Sat:	0.02	0.51	0.51	0.04	0.18	0.18	0.10	0.10	0.10	0.08	0.08	0.08
Crit Moves:		****		****				****				
Green/Cycle:	0.18	0.50	0.50	0.05	0.37	0.37	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.10	1.03	1.03	0.88	0.49	0.49	0.32	0.32	0.32	0.26	0.26	0.26
Uniform Del:	34.2	25.0	25.0	47.2	24.2	24.2	27.1	27.1	27.1	26.6	26.6	26.6
IncremntDel:	0.7	28.7	28.7	71.9	1.5	1.5	2.3	2.3	2.3	1.6	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	34.9	53.7	53.7	119.1	25.8	25.8	29.4	29.4	29.4	28.2	28.2	28.2
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:	34.9	53.7	53.7	119.1	25.8	25.8	29.4	29.4	29.4	28.2	28.2	28.2
LOS by Move:	C	D	D	F	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	38	35	3	7	7	3	3	3	2	3	2

Note: Queue reported is the number of cars per lane.

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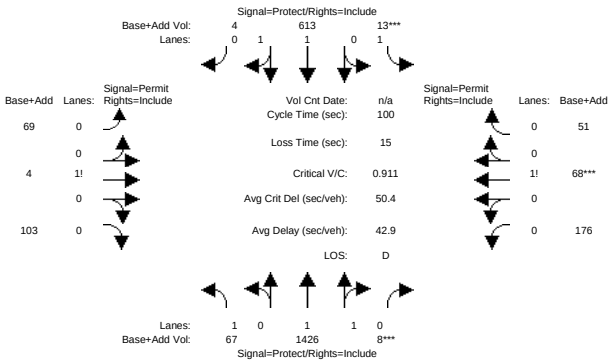
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	9	47	47	5	43	43	33	33	33	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	67	1426	8	13	613	4	69	4	103	176	68	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1426	8	13	613	4	69	4	103	176	68	51
Added Vol:	0	0	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:	67	1426	8	13	613	4	69	4	103	176	68	51
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:	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:	71	1501	8	14	645	4	73	4	108	185	72	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1501	8	14	645	4	73	4	108	185	72	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
FinalVolume:	71	1501	8	14	645	4	73	4	108	185	72	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.81	0.81	0.81	0.81	0.52	0.54	0.47	0.54	0.58	0.56
Lanes:	1.00	1.99	0.01	1.00	1.99	0.01	0.37	0.02	0.61	0.61	0.22	0.17
Final Sat.:	1539	3211	18	1539	3056	20	366	21	546	622	240	180
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.01	0.21	0.21	0.20	0.20	0.20	0.30	0.30	0.30
Crit Moves:			****	****							****	
Green/Cycle:	0.09	0.47	0.47	0.05	0.43	0.43	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.51	0.99	0.99	0.18	0.49	0.49	0.60	0.60	0.60	0.90	0.90	0.90
Uniform Del:	43.4	26.4	26.4	45.5	20.6	20.6	28.0	28.0	28.0	32.0	32.0	32.0
IncremntDel:	12.7	21.9	21.9	5.0	1.3	1.3	8.4	8.4	8.4	29.1	29.1	29.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	56.1	48.3	48.3	50.5	21.9	21.9	36.4	36.4	36.4	61.0	61.0	61.0
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:	56.1	48.3	48.3	50.5	21.9	21.9	36.4	36.4	36.4	61.0	61.0	61.0
LOS by Move:	E	D	D	D	C	C	D	D	D	E	E	E
HCM2kAvgQ:	3	32	30	0	8	8	6	6	6	12	13	13

Note: Queue reported is the number of cars per lane.

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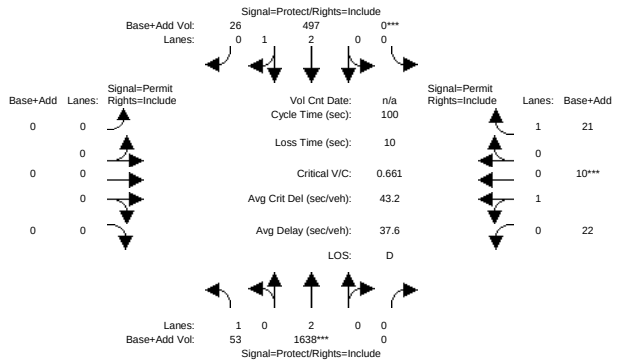
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	53	1638	0	0	497	26	0	0	0	22	10	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:	53	1638	0	0	497	26	0	0	0	22	10	21
Added Vol:	0	0	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:	53	1638	0	0	497	26	0	0	0	22	10	21
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:	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:	57	1759	0	0	534	28	0	0	0	24	11	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1759	0	0	534	28	0	0	0	24	11	23
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	57	1759	0	0	534	28	0	0	0	24	11	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.78	0.80	0.62
Lanes:	1.00	2.00	0.00	0.00	2.85	0.15	0.00	0.00	0.00	0.69	0.31	1.00
Final Sat.:	1539	3079	0	0	4174	218	0	0	0	1022	465	1184
Capacity Analysis Module:												
Vol/Sat:	0.04	0.57	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.24	1.00	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.07	0.07	0.06
Uniform Del:	37.2	21.5	0.0	0.0	19.5	19.5	0.0	0.0	0.0	23.0	23.0	22.9
IncremntDel:	2.4	22.1	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	39.6	43.6	0.0	0.0	20.0	20.0	0.0	0.0	0.0	23.3	23.3	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:	39.6	43.6	0.0	0.0	20.0	20.0	0.0	0.0	0.0	23.3	23.3	23.2
LOS by Move:	D	D	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	1	29	0	0	4	4	0	0	0	1	1	0

Note: Queue reported is the number of cars per lane.

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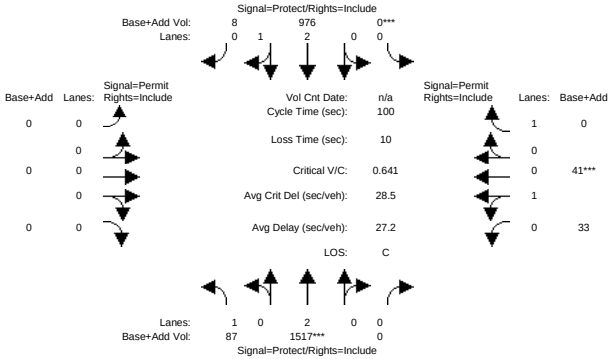
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	87	1517	0	0	976	8	0	0	0	33	41	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:	87	1517	0	0	976	8	0	0	0	33	41	0
Added Vol:	0	0	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:	87	1517	0	0	976	8	0	0	0	33	41	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:	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:	93	1614	0	0	1038	9	0	0	0	35	44	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1614	0	0	1038	9	0	0	0	35	44	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
FinalVolume:	93	1614	0	0	1038	9	0	0	0	35	44	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.78	0.77	1.00	1.00	1.00	0.76	0.80	1.00
Lanes:	1.00	2.00	0.00	0.00	2.98	0.02	0.00	0.00	0.00	0.46	0.54	1.00
Final Sat.:	1539	3079	0	0	4384	36	0	0	0	662	822	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.52	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.05	0.05	0.00
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.00
Volume/Cap:	0.39	0.92	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.16	0.16	0.00
Uniform Del:	38.1	19.4	0.0	0.0	22.3	22.3	0.0	0.0	0.0	23.7	23.7	0.0
IncremntDel:	4.8	9.3	0.0	0.0	1.3	1.3	0.0	0.0	0.0	0.7	0.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00
Delay/Veh:	42.9	28.8	0.0	0.0	23.6	23.6	0.0	0.0	0.0	24.4	24.4	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:	42.9	28.8	0.0	0.0	23.6	23.6	0.0	0.0	0.0	24.4	24.4	0.0
LOS by Move:	D	C	A	A	C	C	A	A	A	C	C	A
HCM2kAvgQ:	2	24	0	0	9	9	0	0	0	2	2	0

Note: Queue reported is the number of cars per lane.

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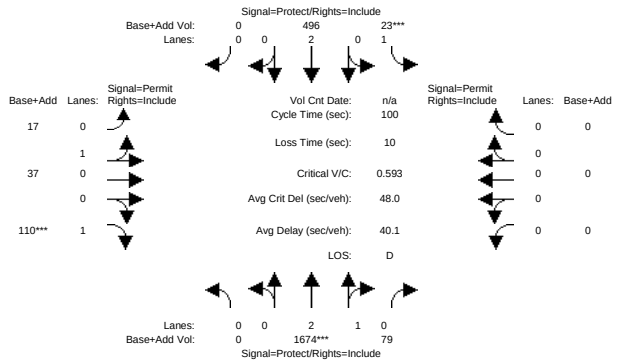
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1674	79	23	496	0	17	37	110	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:	0	1674	79	23	496	0	17	37	110	0	0	0
Added Vol:	0	0	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	1674	79	23	496	0	17	37	110	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:	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:	0	1758	83	24	521	0	18	39	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1758	83	24	521	0	18	39	116	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
FinalVolume:	0	1758	83	24	521	0	18	39	116	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.83	0.84	0.61	1.00	1.00	1.00
Lanes:	0.00	2.86	0.14	1.00	2.00	0.00	0.32	0.68	1.00	0.00	0.00	0.00
Final Sat.:	0	4195	198	1539	3079	0	500	1088	1168	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.02	0.17	0.00	0.04	0.04	0.10	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.42	0.42	0.15	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	1.00	1.00	0.10	0.30	0.00	0.11	0.11	0.30	0.00	0.00	0.00
Uniform Del:	0.0	29.0	29.0	36.7	11.1	0.0	23.3	23.3	24.9	0.0	0.0	0.0
IncremntDel:	0.0	20.5	20.5	0.9	0.4	0.0	0.4	0.4	2.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	49.5	49.5	37.6	11.6	0.0	23.7	23.7	26.9	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:	0.0	49.5	49.5	37.6	11.6	0.0	23.7	23.7	26.9	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	28	28	1	4	0	1	1	3	0	0	0

Note: Queue reported is the number of cars per lane.

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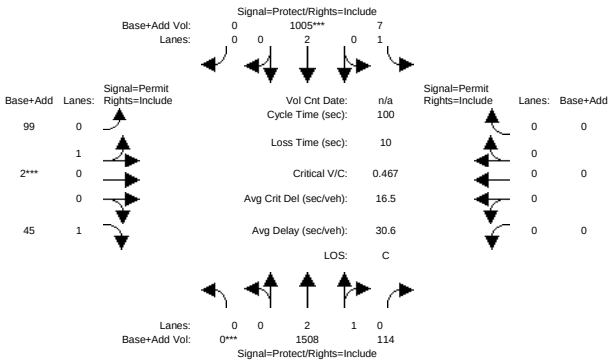
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1508	114	7	1005	0	99	2	45	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:	0	1508	114	7	1005	0	99	2	45	0	0	0
Added Vol:	0	0	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	1508	114	7	1005	0	99	2	45	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:	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:	0	1587	120	7	1058	0	104	2	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1587	120	7	1058	0	104	2	47	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
FinalVolume:	0	1587	120	7	1058	0	104	2	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.73	0.77	0.63	1.00	1.00	1.00
Lanes:	0.00	2.79	0.21	1.00	2.00	0.00	0.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	4071	308	1539	3079	0	1364	28	1188	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.00	0.34	0.00	0.08	0.08	0.04	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.41	0.41	0.16	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.95	0.95	0.03	0.60	0.00	0.23	0.23	0.12	0.00	0.00	0.00
Uniform Del:	0.0	28.4	28.4	35.6	14.1	0.0	24.3	24.3	23.4	0.0	0.0	0.0
IncremntDel:	0.0	11.9	11.9	0.2	1.5	0.0	1.2	1.2	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	40.3	40.3	35.8	15.6	0.0	25.5	25.5	24.0	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:	0.0	40.3	40.3	35.8	15.6	0.0	25.5	25.5	24.0	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	24	24	0	12	0	2	3	1	0	0	0

Note: Queue reported is the number of cars per lane.

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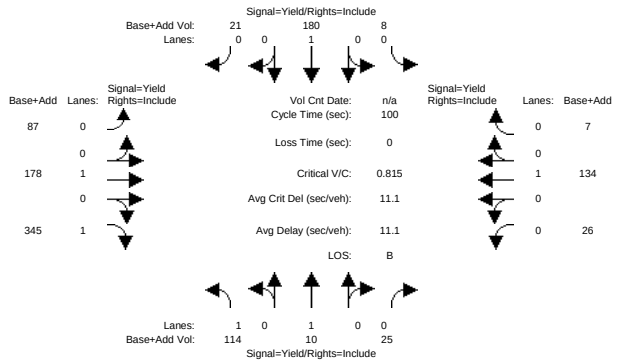
Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	114	10	25	8	180	21	87	178	345	26	134	7
Growth Adj:	1.00	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	10	25	8	180	21	87	178	345	26	134	7
Added Vol:	0	0	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:	114	10	25	8	180	21	87	178	345	26	134	7
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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	158	14	35	11	250	29	121	247	479	36	186	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	14	35	11	250	29	121	247	479	36	186	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
FinalVolume:	158	14	35	11	250	29	121	247	479	36	186	10
PCE Module:												
AutoPCE:	158	14	35	11	250	29	121	247	479	36	186	10
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	158	14	35	11	250	29	121	247	479	36	186	10
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	379			381			297			293		
MaxVolume:	995			995			1040			1042		
PedVolume:	0			0			0			0		
AdjMaxVol:	995			995			1040			1042		
ApproachVol:	207			290			847			232		
ApproachV/C:	0.21			0.29			0.82			0.22		
ApproachDel:	4.6			5.1			16.6			4.4		
ApproachLOS:	A			A			C			A		
Queue:	0.8			1.2			9.5			0.9		

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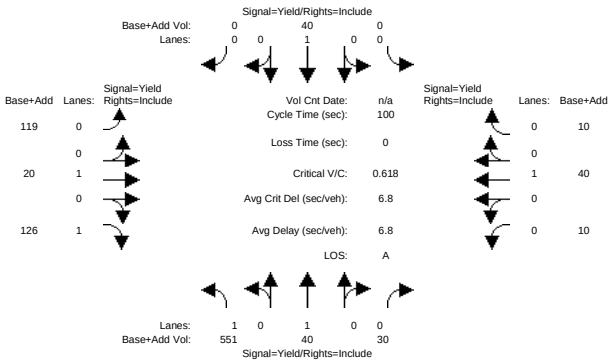
Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	551	40	30	0	40	0	119	20	126	10	40	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:	551	40	30	0	40	0	119	20	126	10	40	10
Added Vol:	0	0	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:	551	40	30	0	40	0	119	20	126	10	40	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:	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:	612	44	33	0	44	0	132	22	140	11	44	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	44	33	0	44	0	132	22	140	11	44	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
FinalVolume:	612	44	33	0	44	0	132	22	140	11	44	11
PCE Module:												
AutoPCE:	612	44	33	0	44	0	132	22	140	11	44	11
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	612	44	33	0	44	0	132	22	140	11	44	11
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	154			668			56			789		
MaxVolume:	1117			839			1170			774		
PedVolume:	0			0			0			0		
AdjMaxVol:	1117			839			1170			774		
ApproachVol:	690			44			294			67		
ApproachV/C:	0.62			0.05			0.25			0.09		
ApproachDel:	8.3			4.5			4.1			5.1		
ApproachLOS:	A			A			A			A		
Queue:	4.5			0.2			1.0			0.3		

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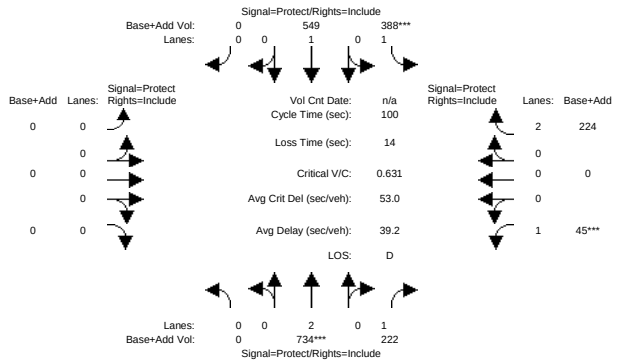
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #33: Mission Bay/7th



Street Name:	7th Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	36	36	14	61	0	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	734	222	388	549	0	0	0	0	45	0	224
Growth Adj:	1.00	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	734	222	388	549	0	0	0	0	45	0	224
Added Vol:	0	0	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	734	222	388	549	0	0	0	0	45	0	224
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:	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	766	232	405	573	0	0	0	0	47	0	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	766	232	405	573	0	0	0	0	47	0	234
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	766	232	405	573	0	0	0	0	47	0	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.81	0.57	0.81	0.85	1.00	1.00	1.00	1.00	0.81	1.00	0.53
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3079	1079	1539	1620	0	0	0	0	1539	0	2000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.21	0.26	0.35	0.00	0.00	0.00	0.00	0.03	0.00	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.36	0.36	0.25	0.61	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.69	0.60	1.05	0.58	0.00	0.00	0.00	0.00	0.12	0.00	0.47
Uniform Del:	0.0	27.3	26.1	37.5	11.8	0.0	0.0	0.0	0.0	29.0	0.0	31.8
IncremntDel:	0.0	3.5	6.6	60.3	2.5	0.0	0.0	0.0	0.0	0.6	0.0	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	30.8	32.7	97.8	14.2	0.0	0.0	0.0	0.0	29.7	0.0	35.0
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	30.8	32.7	97.8	14.2	0.0	0.0	0.0	0.0	29.7	0.0	35.0
LOS by Move:	A	C	C	F	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	12	7	20	11	0	0	0	0	1	0	4

Note: Queue reported is the number of cars per lane.

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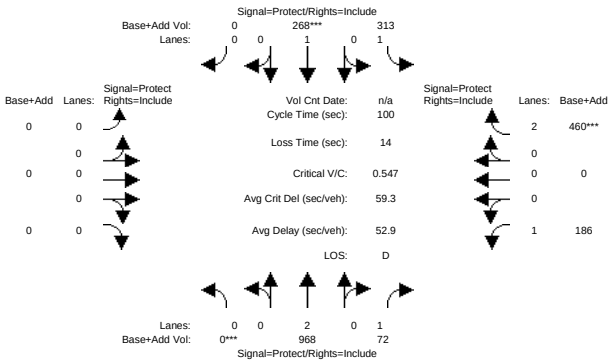
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #33: Mission Bay/7th



Street Name:	7th Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	32	32	14	57	0	0	0	0	29	0	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	968	72	313	268	0	0	0	0	186	0	460
Growth Adj:	1.00	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	968	72	313	268	0	0	0	0	186	0	460
Added Vol:	0	0	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	968	72	313	268	0	0	0	0	186	0	460
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:	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	998	74	323	276	0	0	0	0	192	0	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	998	74	323	276	0	0	0	0	192	0	474
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	998	74	323	276	0	0	0	0	192	0	474
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.81	0.41	0.81	0.85	1.00	1.00	1.00	1.00	0.81	1.00	0.42
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3079	784	1539	1620	0	0	0	0	1539	0	1580
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.09	0.21	0.17	0.00	0.00	0.00	0.00	0.12	0.00	0.30
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.35	0.35	0.22	0.57	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.94	0.27	0.94	0.30	0.00	0.00	0.00	0.00	0.43	0.00	1.04
Uniform Del:	0.0	31.6	23.6	38.1	11.1	0.0	0.0	0.0	0.0	28.8	0.0	35.5
IncremntDel:	0.0	16.0	2.5	34.7	0.8	0.0	0.0	0.0	0.0	3.0	0.0	51.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	47.6	26.1	72.8	12.0	0.0	0.0	0.0	0.0	31.8	0.0	86.9
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	47.6	26.1	72.8	12.0	0.0	0.0	0.0	0.0	31.8	0.0	86.9
LOS by Move:	A	D	C	E	B	A	A	A	A	C	A	F
HCM2kAvgQ:	0	20	2	14	4	0	0	0	0	5	0	14

Note: Queue reported is the number of cars per lane.

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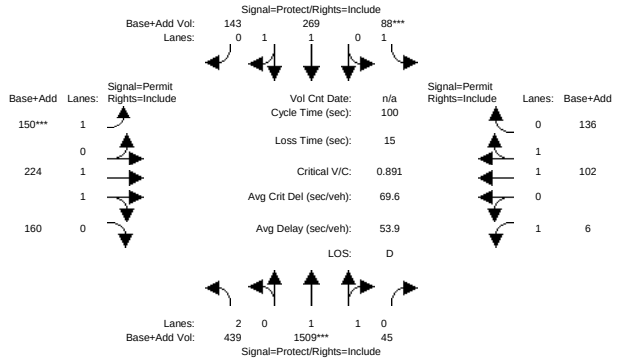
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	50	50	9	36	36	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	439	1509	45	88	269	143	150	224	160	6	102	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	439	1509	45	88	269	143	150	224	160	6	102	136
Added Vol:	0	0	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:	439	1509	45	88	269	143	150	224	160	6	102	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:	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:	456	1569	47	91	280	149	156	233	166	6	106	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	1569	47	91	280	149	156	233	166	6	106	141
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	456	1569	47	91	280	149	156	233	166	6	106	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.77	0.76	0.47	0.71	0.70	0.35	0.69	0.67
Lanes:	2.00	1.94	0.06	1.00	1.30	0.70	1.00	1.16	0.84	1.00	1.00	1.00
Final Sat.:	2987	2978	89	1539	1897	1008	898	1563	1116	674	1319	1278
Capacity Analysis Module:												
Vol/Sat:	0.15	0.53	0.53	0.06	0.15	0.15	0.17	0.15	0.15	0.01	0.08	0.11
Crit Moves:		****		****			****					
Green/Cycle:	0.20	0.49	0.49	0.09	0.38	0.38	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.76	1.07	1.07	0.67	0.39	0.39	0.63	0.54	0.54	0.03	0.29	0.40
Uniform Del:	38.5	26.0	26.0	45.1	23.1	23.1	32.5	31.5	31.5	27.1	29.2	30.2
IncremntDel:	9.0	46.1	46.1	23.6	1.0	1.0	11.7	2.9	2.9	0.3	0.9	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	47.6	72.1	72.1	68.6	24.1	24.1	44.2	34.4	34.4	27.4	30.1	32.1
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:	47.6	72.1	72.1	68.6	24.1	24.1	44.2	34.4	34.4	27.4	30.1	32.1
LOS by Move:	D	E	E	E	C	C	D	C	C	C	C	C
HCM2kAvgQ:	6	33	33	4	5	5	4	5	5	0	3	4

Note: Queue reported is the number of cars per lane.

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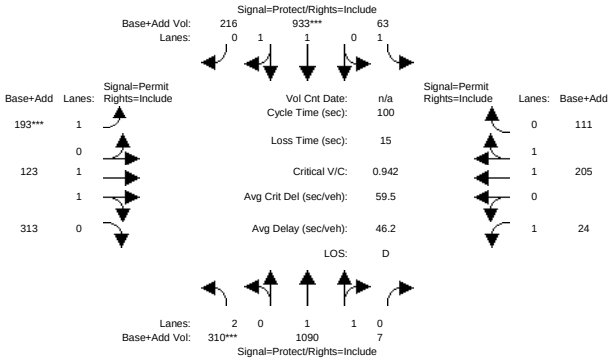
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	50	50	5	41	41	30	30	30	30	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	310	1090	7	63	933	216	193	123	313	24	205	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1090	7	63	933	216	193	123	313	24	205	111
Added Vol:	0	0	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:	310	1090	7	63	933	216	193	123	313	24	205	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:	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:	333	1172	8	68	1003	232	208	132	337	26	220	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	1172	8	68	1003	232	208	132	337	26	220	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
FinalVolume:	333	1172	8	68	1003	232	208	132	337	26	220	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.79	0.77	0.40	0.68	0.62	0.31	0.72	0.69
Lanes:	2.00	1.99	0.01	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.28	0.72
Final Sat.:	2987	3056	20	1539	2423	561	754	1287	1183	589	1748	946
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.38	0.04	0.41	0.41	0.28	0.10	0.28	0.04	0.13	0.13
Crit Moves:	****				****		****					
Green/Cycle:	0.14	0.50	0.50	0.05	0.41	0.41	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.80	0.77	0.77	0.88	1.01	1.01	0.92	0.34	0.95	0.15	0.42	0.42
Uniform Del:	41.6	20.3	20.3	47.2	29.5	29.5	33.8	27.3	34.2	25.6	28.0	28.0
IncremntDel:	14.6	3.7	3.7	73.0	28.2	28.2	41.6	0.7	29.5	1.7	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	56.2	24.0	24.0	120.2	57.7	57.7	75.4	28.0	63.7	27.4	29.6	29.6
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:	56.2	24.0	24.0	120.2	57.7	57.7	75.4	28.0	63.7	27.4	29.6	29.6
LOS by Move:	E	C	C	F	E	E	E	C	E	C	C	C
HCM2kAvgQ:	5	16	16	4	28	27	7	3	12	1	5	5

Note: Queue reported is the number of cars per lane.

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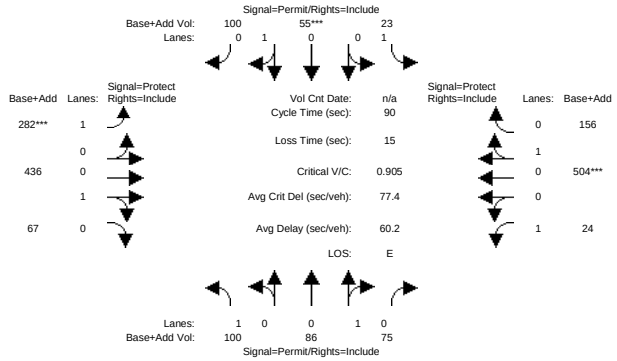
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #35: 16th/4th



Street Name:	4th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	20	20	20	20	20	15	40	40	15	40	40
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	100	86	75	23	55	100	282	436	67	24	504	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	86	75	23	55	100	282	436	67	24	504	156
Added Vol:	0	0	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:	100	86	75	23	55	100	282	436	67	24	504	156
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:	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:	105	90	79	24	58	105	296	458	70	25	529	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	90	79	24	58	105	296	458	70	25	529	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
FinalVolume:	105	90	79	24	58	105	296	458	70	25	529	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.79	0.75	0.45	0.77	0.71	0.81	0.73	0.73	0.81	0.82	0.81
Lanes:	1.00	0.52	0.48	1.00	0.34	0.66	1.00	0.87	0.13	1.00	0.76	0.24
Final Sat.:	866	785	684	848	494	899	1539	1203	185	1539	1190	368
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.03	0.12	0.12	0.19	0.38	0.38	0.02	0.44	0.44
Crit Moves:					****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.17	0.44	0.44	0.17	0.44	0.44
Volume/Cap:	0.55	0.52	0.52	0.13	0.53	0.53	1.15	0.86	0.86	0.10	1.00	1.00
Uniform Del:	31.0	30.8	30.8	28.0	30.8	30.8	37.5	22.4	22.4	31.8	25.0	25.0
IncremntDel:	10.7	5.8	5.8	1.4	6.3	6.3	104.4	14.3	14.3	0.8	34.4	34.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	41.7	36.5	36.5	29.4	37.1	37.1	141.9	36.7	36.7	32.5	59.4	59.4
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:	41.7	36.5	36.5	29.4	37.1	37.1	141.9	36.7	36.7	32.5	59.4	59.4
LOS by Move:	D	D	D	C	D	D	F	D	D	C	E	E
HCM2kAvgQ:	3	5	5	1	5	5	13	12	12	1	26	26

Note: Queue reported is the number of cars per lane.

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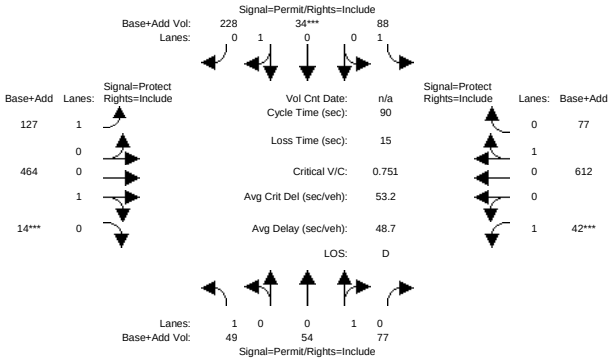
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #35: 16th/4th



Street Name:	4th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	20	20	20	20	20	10	40	40	15	45	45
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	49	54	77	88	34	228	127	464	14	42	612	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	54	77	88	34	228	127	464	14	42	612	77
Added Vol:	0	0	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:	49	54	77	88	34	228	127	464	14	42	612	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:	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:	54	59	85	97	37	251	140	510	15	46	673	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	59	85	97	37	251	140	510	15	46	673	85
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	54	59	85	97	37	251	140	510	15	46	673	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.78	0.73	0.48	0.74	0.67	0.81	0.74	0.74	0.81	0.84	0.83
Lanes:	1.00	0.40	0.60	1.00	0.12	0.88	1.00	0.97	0.03	1.00	0.89	0.11
Final Sat.:	514	585	834	921	167	1120	1539	1371	41	1539	1414	178
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.11	0.22	0.22	0.09	0.37	0.37	0.03	0.48	0.48
Crit Moves:					****				****	****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.11	0.44	0.44	0.17	0.50	0.50
Volume/Cap:	0.47	0.46	0.46	0.47	1.01	1.01	0.82	0.84	0.84	0.18	0.95	0.95
Uniform Del:	30.4	30.3	30.3	30.4	35.0	35.0	39.1	22.1	22.1	32.2	21.5	21.5
IncremntDel:	13.3	4.7	4.7	7.6	55.0	55.0	33.3	12.6	12.6	1.5	22.0	22.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	43.8	35.0	35.0	38.1	90.0	90.0	72.4	34.7	34.7	33.7	43.5	43.5
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:	43.8	35.0	35.0	38.1	90.0	90.0	72.4	34.7	34.7	33.7	43.5	43.5
LOS by Move:	D	D	D	D	F	F	E	C	C	C	D	D
HCM2kAvgQ:	2	4	4	3	14	13	4	13	13	1	25	25

Note: Queue reported is the number of cars per lane.

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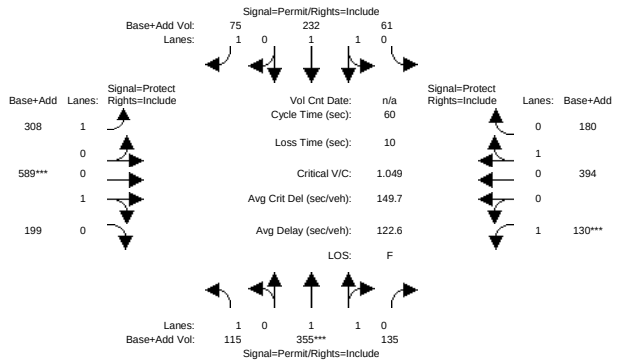
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #36: 16th/Owens




```
Street Name:            Owens St                    16th St
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   20   20   20     20   20   20     10   25   25      5   18   18
Y+R:           5.0  5.0  5.0    5.0  5.0  5.0    5.0  5.0  5.0     5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     115  355  135     61  232   75    308  589  199    130  394  180
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  115  355  135     61  232   75    308  589  199    130  394  180
Added Vol:      0    0    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:  115  355  135     61  232   75    308  589  199    130  394  180
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:     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:   121  374  142     64  244   79    324  620  209    137  415  189
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  121  374  142     64  244   79    324  620  209    137  415  189
PCE Adj:     1.00 1.00 1.00   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
FinalVolume:  121  374  142     64  244   79    324  620  209    137  415  189
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.44 0.78 0.76   0.64 0.64 0.67   0.81 0.72 0.71   0.81 0.81 0.80
Lanes:       1.00 1.44 0.56   0.42 1.58 1.00   1.00 0.75 0.25   1.00 0.68 0.32
Final Sat.:   836 2127  809    508 1930 1274   1539 1017  344   1539 1055  482
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.18 0.18   0.13 0.13 0.06   0.21 0.61 0.61   0.09 0.39 0.39
Crit Moves:       ****                          ****           ****
Green/Cycle: 0.33 0.33 0.33   0.33 0.33 0.33   0.17 0.42 0.42   0.08 0.33 0.33
Volume/Cap:  0.43 0.53 0.53   0.38 0.38 0.19   1.21 1.46 1.46   1.07 1.21 1.21
Uniform Del: 15.6 16.2 16.2   15.3 15.3 14.2   24.8 17.5 17.5   27.5 20.2 20.2
IncremntDel:  4.9  2.0  2.0    1.3  1.3  1.0  122.9  218 217.9   98.4  111 110.9
InitQueuDel:  0.0  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0    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
Delay/Veh:   20.5 18.2 18.2   16.6 16.6 15.2  147.7  235 235.4  125.9  131 131.1
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:  20.5 18.2 18.2   16.6 16.6 15.2  147.7  235 235.4  125.9  131 131.1
LOS by Move:    C    B    B     B    B    B     F    F    F      F    F    F
HCM2kAvgQ:      2    5    5     3    3    1    13   47   46      4   23   23
Note: Queue reported is the number of cars per lane.
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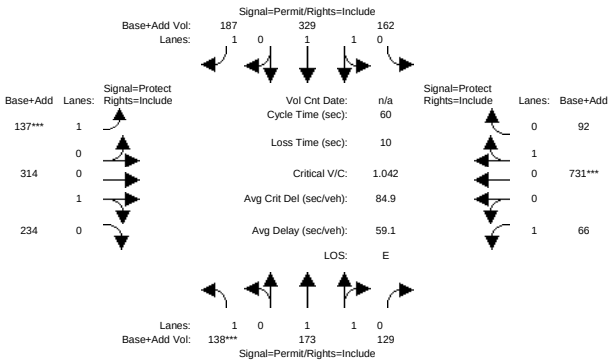
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #36: 16th/Owens




```
Street Name:            Owens St                    16th St
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   20   20   20     20   20   20     10   20   20     10   20   20
Y+R:           5.0  5.0  5.0    5.0  5.0  5.0    5.0  5.0  5.0     5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     138  173  129    162  329  187    137  314  234     66  731   92
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  138  173  129    162  329  187    137  314  234     66  731   92
Added Vol:      0    0    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:  138  173  129    162  329  187    137  314  234     66  731   92
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:     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:   145  182  136    171  346  197    144  331  246     69  769   97
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  145  182  136    171  346  197    144  331  246     69  769   97
PCE Adj:     1.00 1.00 1.00   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
FinalVolume:  145  182  136    171  346  197    144  331  246     69  769   97
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.25 0.76 0.76   0.70 0.54 0.55   0.59 0.81 0.70   0.68 0.81 0.84
Lanes:       1.00 1.10 0.90   0.67 1.33 1.00   1.00 0.57 0.43   1.00 0.89 0.11
Final Sat.:   469 1591 1186    686 1393 1115   1539  750  559   1539 1414  178
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.31 0.11 0.11   0.25 0.25 0.18   0.09 0.44 0.44   0.05 0.54 0.54
Crit Moves:  ****                             ****           ****
Green/Cycle: 0.30 0.30 0.30   0.30 0.30 0.30   0.09 0.51 0.51   0.10 0.52 0.52
Volume/Cap:  1.04 0.39 0.39   0.84 0.84 0.59   1.03 0.87 0.87   0.43 1.04 1.04
Uniform Del: 38.7 30.7 30.7   36.2 36.2 33.0   50.0 23.8 23.8   46.2 26.3 26.3
IncremntDel: 88.4  1.4  1.4   12.8 12.8  7.7   84.4 14.3 14.3    8.2 43.2 43.2
InitQueuDel:  0.0  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0    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
Delay/Veh:  127.1 32.1 32.1   49.0 49.0 40.7  134.4 38.1 38.1   54.3 69.5 69.5
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: 127.1 32.1 32.1   49.0 49.0 40.7  134.4 38.1 38.1   54.3 69.5 69.5
LOS by Move:    F    C    C     D    D    D     F    D    D      D    E    E
HCM2kAvgQ:      9    5    4    11   11    6     5   16   16      2   34   34
Note: Queue reported is the number of cars per lane.
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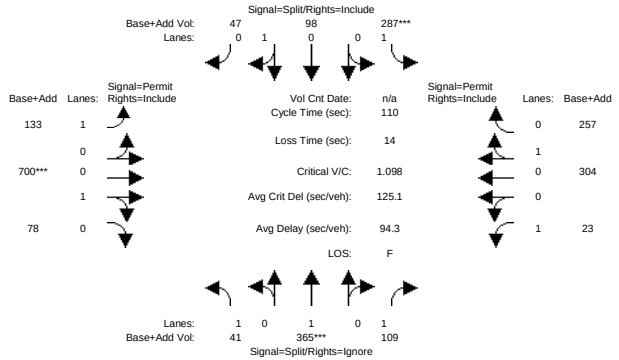
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #37: 16th/7th



Street Name:	7th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	30	30	30	30	30	30	36	36	36	36	36	67
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0
Volume Module:												
Base Vol:	41	365	109	287	98	47	133	700	78	23	304	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	365	109	287	98	47	133	700	78	23	304	257
Added Vol:	0	0	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:	41	365	109	287	98	47	133	700	78	23	304	257
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	42	372	0	293	100	48	136	714	80	23	310	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	372	0	293	100	48	136	714	80	23	310	262
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
FinalVolume:	42	372	0	293	100	48	136	714	80	23	310	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	1.00	0.81	0.71	0.68	0.21	0.74	0.73	0.06	0.79	0.77
Lanes:	1.00	1.00	1.00	1.00	0.67	0.33	1.00	0.90	0.10	1.00	0.54	0.46
Final Sat.:	1539	1620	1900	1539	900	432	393	1256	140	114	808	683
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.00	0.19	0.11	0.11	0.35	0.57	0.57	0.21	0.38	0.38
Crit Moves:		****		****				****				
Green/Cycle:	0.21	0.21	0.00	0.21	0.21	0.21	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.13	1.08	0.00	0.89	0.52	0.52	0.73	1.20	1.20	0.43	0.81	0.81
Uniform Del:	44.9	55.5	0.0	54.0	49.2	49.2	29.7	37.0	37.0	24.5	31.5	31.5
IncremntDel:	0.8	71.6	0.0	28.9	6.7	6.7	21.8	103	102.8	23.4	9.6	9.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	45.7	127	0.0	82.8	55.9	55.9	51.5	140	139.8	47.8	41.1	41.1
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:	45.7	127	0.0	82.8	55.9	55.9	51.5	140	139.8	47.8	41.1	41.1
LOS by Move:	D	F	A	F	E	E	D	F	F	D	D	D
HCM2kAvgQ:	1	23	0	15	6	6	6	52	52	1	20	19

Note: Queue reported is the number of cars per lane.

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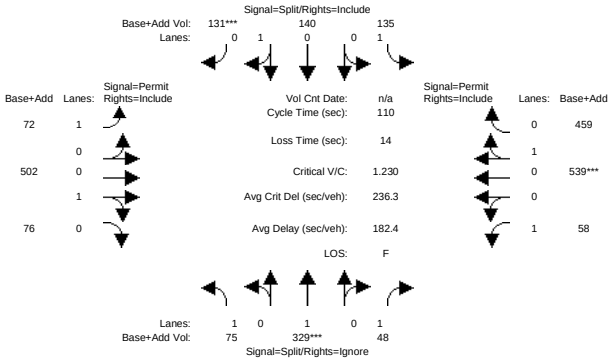
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #37: 16th/7th



Street Name:	7th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	37	37	37	30	30	30	29	29	29	29	29	59
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0
Volume Module:												
Base Vol:	75	329	48	135	140	131	72	502	76	58	539	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	329	48	135	140	131	72	502	76	58	539	459
Added Vol:	0	0	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:	75	329	48	135	140	131	72	502	76	58	539	459
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	77	336	0	138	143	134	73	512	78	59	550	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	336	0	138	143	134	73	512	78	59	550	468
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
FinalVolume:	77	336	0	138	143	134	73	512	78	59	550	468
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	1.00	0.81	0.69	0.65	0.06	0.73	0.73	0.15	0.79	0.77
Lanes:	1.00	1.00	1.00	1.00	0.50	0.50	1.00	0.87	0.13	1.00	0.53	0.47
Final Sat.:	1539	1620	1900	1539	661	618	110	1206	183	286	804	685
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.00	0.09	0.22	0.22	0.67	0.42	0.42	0.21	0.68	0.68
Crit Moves:		****				****					****	
Green/Cycle:	0.26	0.26	0.00	0.21	0.21	0.21	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.19	0.78	0.00	0.42	1.01	1.01	1.43	1.01	1.01	0.49	1.62	1.62
Uniform Del:	39.9	47.8	0.0	47.5	55.0	55.0	40.5	40.5	40.5	29.5	40.5	40.5
IncremntDel:	1.0	13.4	0.0	3.9	56.7	56.7	274.7	39.3	39.3	13.6	287	287.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	40.9	61.2	0.0	51.3	112	111.7	315.2	79.8	79.8	43.1	328	327.9
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:	40.9	61.2	0.0	51.3	112	111.7	315.2	79.8	79.8	43.1	328	327.9
LOS by Move:	D	E	A	D	F	F	F	E	E	D	F	F
HCM2kAvgQ:	3	15	0	5	17	16	8	32	32	2	90	87

Note: Queue reported is the number of cars per lane.

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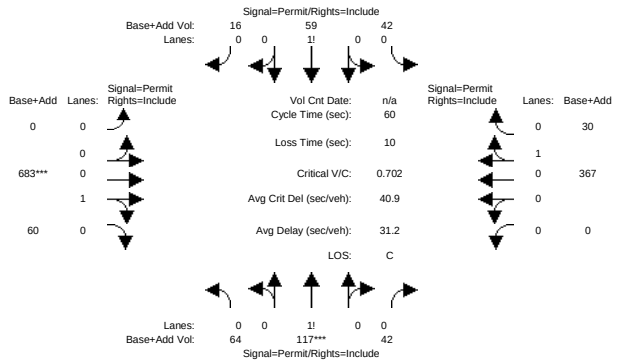
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	24	24	24	24	24	24	26	26	26	26	26	26
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	64	117	42	42	59	16	0	683	60	0	367	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	117	42	42	59	16	0	683	60	0	367	30
Added Vol:	0	0	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:	64	117	42	42	59	16	0	683	60	0	367	30
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:	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:	70	129	46	46	65	18	0	751	66	0	403	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	129	46	46	65	18	0	751	66	0	403	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
FinalVolume:	70	129	46	46	65	18	0	751	66	0	403	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.82	0.82	0.82	1.00	0.99	0.99	1.00	0.99	0.99
Lanes:	0.29	0.52	0.19	0.36	0.50	0.14	0.00	0.92	0.08	0.00	0.92	0.08
Final Sat.:	468	855	307	563	790	214	0	1727	152	0	1739	142
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.08	0.08	0.08	0.00	0.43	0.43	0.00	0.23	0.23
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.00	0.43	0.43	0.00	0.43	0.43
Volume/Cap:	0.38	0.38	0.38	0.21	0.21	0.21	0.00	1.00	1.00	0.00	0.54	0.54
Uniform Del:	12.7	12.7	12.7	11.8	11.8	11.8	0.0	17.0	17.0	0.0	12.5	12.5
IncremntDel:	0.4	0.4	0.4	0.2	0.2	0.2	0.0	32.2	32.2	0.0	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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:	13.1	13.1	13.1	11.9	11.9	11.9	0.0	49.2	49.2	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:	13.1	13.1	13.1	11.9	11.9	11.9	0.0	49.2	49.2	0.0	13.2	13.2
LOS by Move:	B	B	B	B	B	B	A	D	D	A	B	B
HCM2kAvgQ:	3	3	3	2	2	2	0	16	16	0	6	6

Note: Queue reported is the number of cars per lane.

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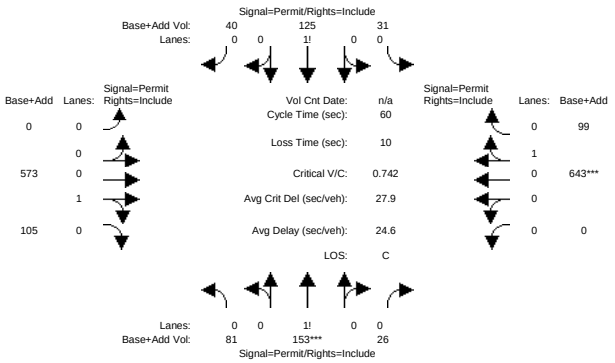
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	22	22	22	22	22	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	81	153	26	31	125	40	0	573	105	0	643	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	153	26	31	125	40	0	573	105	0	643	99
Added Vol:	0	0	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:	81	153	26	31	125	40	0	573	105	0	643	99
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:	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:	89	168	29	34	137	44	0	630	115	0	707	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	168	29	34	137	44	0	630	115	0	707	109
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	89	168	29	34	137	44	0	630	115	0	707	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.89	0.89	0.89	1.00	0.98	0.98	1.00	0.98	0.98
Lanes:	0.31	0.59	0.10	0.16	0.64	0.20	0.00	0.85	0.15	0.00	0.87	0.13
Final Sat.:	491	927	158	268	1081	346	0	1572	288	0	1617	249
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.13	0.13	0.13	0.00	0.40	0.40	0.00	0.44	0.44
Crit Moves:		****									****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.00	0.47	0.47	0.00	0.47	0.47
Volume/Cap:	0.49	0.49	0.49	0.35	0.35	0.35	0.00	0.86	0.86	0.00	0.94	0.94
Uniform Del:	14.7	14.7	14.7	13.8	13.8	13.8	0.0	14.2	14.2	0.0	15.2	15.2
IncremntDel:	0.7	0.7	0.7	0.3	0.3	0.3	0.0	8.6	8.6	0.0	17.1	17.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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:	15.4	15.4	15.4	14.1	14.1	14.1	0.0	22.8	22.8	0.0	32.3	32.3
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:	15.4	15.4	15.4	14.1	14.1	14.1	0.0	22.8	22.8	0.0	32.3	32.3
LOS by Move:	B	B	B	B	B	B	A	C	C	A	C	C
HCM2kAvgQ:	5	5	5	3	3	3	0	13	13	0	20	20

Note: Queue reported is the number of cars per lane.

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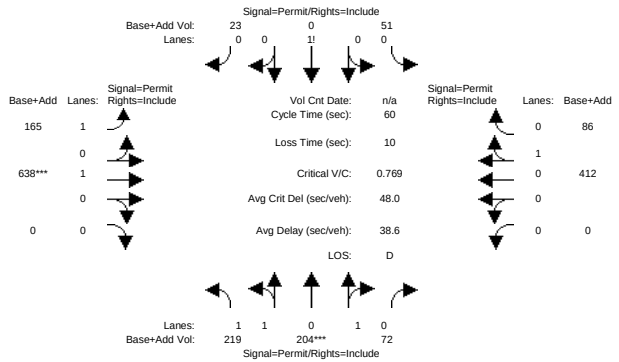
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	23	23	23	23	23	23	27	27	27	27	27	27
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	219	204	72	51	0	23	165	638	0	0	412	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	204	72	51	0	23	165	638	0	0	412	86
Added Vol:	0	0	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:	219	204	72	51	0	23	165	638	0	0	412	86
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:	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:	235	219	77	55	0	25	177	686	0	0	443	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	219	77	55	0	25	177	686	0	0	443	92
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	235	219	77	55	0	25	177	686	0	0	443	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.60	0.60	0.49	1.00	0.49	0.54	0.75	1.00	1.00	0.73	0.72
Lanes:	1.35	1.22	0.43	0.69	0.00	0.31	1.00	1.00	0.00	0.00	0.83	0.17
Final Sat.:	1501	1398	493	642	0	290	1020	1418	0	0	1145	239
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.09	0.00	0.09	0.17	0.48	0.00	0.00	0.39	0.39
Crit Moves:		****						****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.00	0.38	0.45	0.45	0.00	0.00	0.45	0.45
Volume/Cap:	0.41	0.41	0.41	0.22	0.00	0.22	0.39	1.08	0.00	0.00	0.86	0.86
Uniform Del:	13.5	13.5	13.5	12.5	0.0	12.5	11.0	16.5	0.0	0.0	14.8	14.8
IncremntDel:	1.0	1.0	1.0	1.4	0.0	1.4	2.4	57.5	0.0	0.0	14.4	14.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	14.5	14.5	14.5	13.9	0.0	13.9	13.4	74.0	0.0	0.0	29.2	29.2
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	13.9	0.0	13.9	13.4	74.0	0.0	0.0	29.2	29.2
LOS by Move:	B	B	B	B	A	B	B	E	A	A	C	C
HCM2kAvgQ:	3	3	3	1	0	1	2	18	0	0	11	11

Note: Queue reported is the number of cars per lane.

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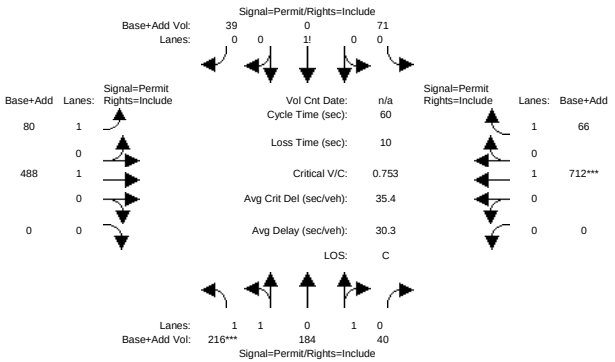
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	216	184	40	71	0	39	80	488	0	0	712	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:	216	184	40	71	0	39	80	488	0	0	712	66
Added Vol:	0	0	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:	216	184	40	71	0	39	80	488	0	0	712	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:	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:	237	202	44	78	0	43	88	536	0	0	782	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	202	44	78	0	43	88	536	0	0	782	73
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	237	202	44	78	0	43	88	536	0	0	782	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.59	0.59	0.48	1.00	0.49	0.12	0.75	1.00	1.00	0.85	0.61
Lanes:	1.49	1.24	0.27	0.65	0.00	0.35	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1639	1396	304	593	0	326	222	1418	0	0	1620	1168
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.00	0.13	0.40	0.38	0.00	0.00	0.48	0.06
Crit Moves:	****										****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.41	0.41	0.41	0.38	0.00	0.38	0.73	0.78	0.00	0.00	1.00	0.13
Uniform Del:	14.8	14.8	14.8	14.6	0.0	14.6	12.4	12.9	0.0	0.0	15.5	8.5
IncremntDel:	1.1	1.1	1.1	3.3	0.0	3.3	32.4	8.7	0.0	0.0	31.9	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.9	15.9	15.9	17.9	0.0	17.9	44.8	21.6	0.0	0.0	47.4	9.0
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:	15.9	15.9	15.9	17.9	0.0	17.9	44.8	21.6	0.0	0.0	47.4	9.0
LOS by Move:	B	B	B	B	A	B	D	C	A	A	D	A
HCM2kAvgQ:	3	3	3	2	0	2	1	8	0	0	17	1

Note: Queue reported is the number of cars per lane.

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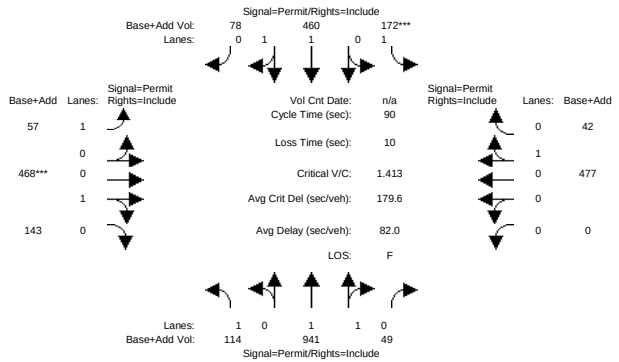
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #40: 16th/Potrero



Street Name:	Potrero Ave						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	40	40	40	40	40	40	40	40	40	40	40	40
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	114	941	49	172	460	78	57	468	143	0	477	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:	114	941	49	172	460	78	57	468	143	0	477	42
Added Vol:	0	0	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:	114	941	49	172	460	78	57	468	143	0	477	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:	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:	118	970	51	177	474	80	59	482	147	0	492	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	970	51	177	474	80	59	482	147	0	492	43
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	118	970	51	177	474	80	59	482	147	0	492	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.59	0.72	0.13	0.58	0.68	0.50	0.61	0.64	1.00	0.63	0.68
Lanes:	1.00	1.92	0.08	1.00	1.75	0.25	1.00	0.77	0.23	0.00	0.93	0.07
Final Sat.:	507	2144	112	246	1923	326	943	903	276	0	1107	97
Capacity Analysis Module:												
Vol/Sat:	0.23	0.45	0.45	0.72	0.25	0.25	0.06	0.53	0.53	0.00	0.44	0.44
Crit Moves:				****				****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.00	0.44	0.44
Volume/Cap:	0.52	1.02	1.02	1.62	0.55	0.55	0.14	1.20	1.20	0.00	1.00	1.00
Uniform Del:	18.1	25.0	25.0	25.0	18.4	18.4	14.8	25.0	25.0	0.0	25.0	25.0
IncremntDel:	8.4	33.0	33.0	318.7	2.2	2.2	0.7	108	108.4	0.0	38.8	38.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	26.5	58.0	58.0	343.7	20.7	20.7	15.5	133	133.4	0.0	63.8	63.8
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:	26.5	58.0	58.0	343.7	20.7	20.7	15.5	133	133.4	0.0	63.8	63.8
LOS by Move:	C	E	E	F	C	C	B	F	F	A	E	E
HCM2kAvgQ:	3	22	26	15	6	7	1	33	34	0	18	19

Note: Queue reported is the number of cars per lane.

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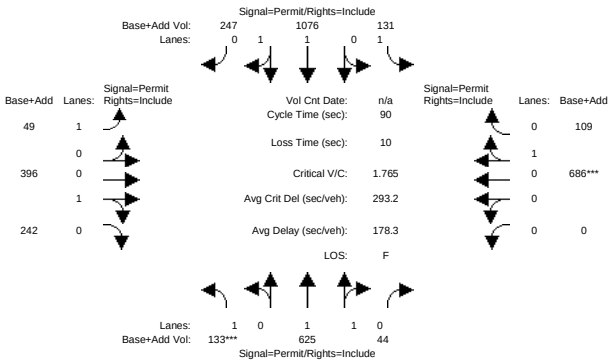
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #40: 16th/Potrero



Street Name:	Potrero Ave						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	40	40	40	40	40	40	40	40	40	40	40	40
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	133	625	44	131	1076	247	49	396	242	0	686	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:	133	625	44	131	1076	247	49	396	242	0	686	109
Added Vol:	0	0	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:	133	625	44	131	1076	247	49	396	242	0	686	109
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:	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:	137	644	45	135	1109	255	51	408	249	0	707	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	644	45	135	1109	255	51	408	249	0	707	112
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	137	644	45	135	1109	255	51	408	249	0	707	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.59	0.71	0.22	0.58	0.66	0.56	0.60	0.60	1.00	0.63	0.67
Lanes:	1.00	1.89	0.11	1.00	1.67	0.33	1.00	0.62	0.38	0.00	0.87	0.13
Final Sat.:	155	2106	148	423	1823	418	1061	707	432	0	1035	164
Capacity Analysis Module:												
Vol/Sat:	0.88	0.31	0.31	0.32	0.61	0.61	0.05	0.58	0.58	0.00	0.68	0.68
Crit Moves:	****										****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.00	0.44	0.44
Volume/Cap:	1.71	0.69	0.69	0.72	1.37	1.37	0.11	1.30	1.30	0.00	1.54	1.54
Uniform Del:	25.0	20.0	20.0	20.4	25.0	25.0	14.6	25.0	25.0	0.0	25.0	25.0
IncremntDel:	368.4	3.9	3.9	21.0	173	172.7	0.5	148	148.3	0.0	251	251.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	393.4	23.9	23.9	41.4	198	197.7	15.0	173	173.3	0.0	276	276.5
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:	393.4	23.9	23.9	41.4	198	197.7	15.0	173	173.3	0.0	276	276.5
LOS by Move:	F	C	C	D	F	F	B	F	F	A	F	F
HCM2kAvgQ:	12	9	11	5	44	50	1	39	39	0	56	60

Note: Queue reported is the number of cars per lane.

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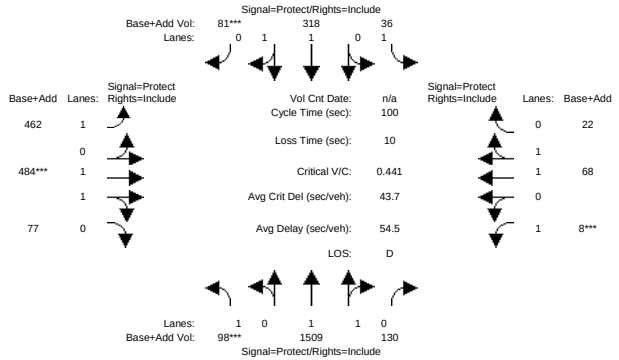
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	23	51	51	4	32	44	31	27	27	12	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	98	1509	130	36	318	81	462	484	77	8	68	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:	98	1509	130	36	318	81	462	484	77	8	68	22
Added Vol:	0	0	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:	98	1509	130	36	318	81	462	484	77	8	68	22
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:	98	1509	130	36	318	81	462	484	77	8	68	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1509	130	36	318	81	462	484	77	8	68	22
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	98	1509	130	36	318	81	462	484	77	8	68	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.79	0.79	0.81	0.78	0.77	0.81	0.74	0.73	0.81	0.78	0.76
Lanes:	1.00	1.84	0.16	1.00	1.59	0.41	1.00	1.72	0.28	1.00	1.50	0.50
Final Sat.:	1539	2771	239	1539	2349	598	1539	2434	387	1539	2228	721
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.54	0.02	0.14	0.14	0.30	0.20	0.20	0.01	0.03	0.03
Crit Moves:	****					****		****		****		
Green/Cycle:	0.20	0.54	0.54	0.03	0.38	0.38	0.30	0.23	0.23	0.10	0.03	0.03
Volume/Cap:	0.32	1.00	1.00	0.68	0.36	0.36	1.00	0.85	0.85	0.05	0.88	0.88
Uniform Del:	39.8	26.5	26.5	55.4	25.8	25.8	40.4	42.6	42.6	46.9	55.8	55.8
IncremntDel:	2.8	22.9	22.9	52.5	0.9	0.9	40.6	13.4	13.4	0.6	60.9	60.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	42.6	49.4	49.4	107.8	26.7	26.7	81.0	56.0	56.0	47.5	117	116.7
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:	42.6	49.4	49.4	107.8	26.7	26.7	81.0	56.0	56.0	47.5	117	116.7
LOS by Move:	D	D	D	F	C	C	F	E	E	D	F	F
HCM2kAvgQ:	3	38	38	1	5	5	20	11	11	0	4	4

Note: Queue reported is the number of cars per lane.

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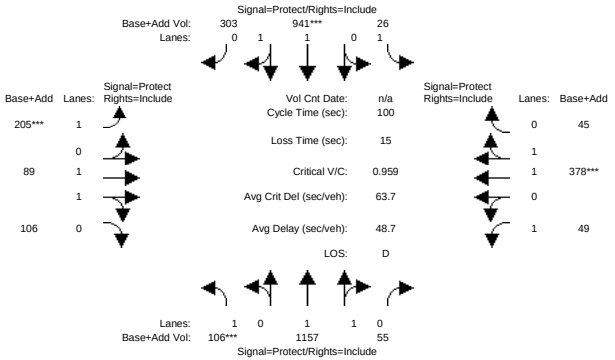
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	5	50	50	5	50	50	15	15	15	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	106	1157	55	26	941	303	205	89	106	49	378	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:	106	1157	55	26	941	303	205	89	106	49	378	45
Added Vol:	0	0	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:	106	1157	55	26	941	303	205	89	106	49	378	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:	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:	112	1218	58	27	991	319	216	94	112	52	398	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1218	58	27	991	319	216	94	112	52	398	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
FinalVolume:	112	1218	58	27	991	319	216	94	112	52	398	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.79	0.81	0.77	0.71	0.81	0.70	0.66	0.81	0.80	0.78
Lanes:	1.00	1.91	0.09	1.00	1.48	0.52	1.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1539	2888	137	1539	2177	701	1539	1325	1259	1539	2701	322
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.42	0.02	0.46	0.46	0.14	0.07	0.09	0.03	0.15	0.15
Crit Moves:	****					****		****			****	
Green/Cycle:	0.07	0.51	0.51	0.05	0.50	0.50	0.15	0.17	0.17	0.11	0.13	0.13
Volume/Cap:	1.10	0.82	0.82	0.35	0.91	0.91	0.93	0.41	0.52	0.29	1.10	1.10
Uniform Del:	46.7	20.4	20.4	45.8	22.9	22.9	42.0	37.0	37.8	40.6	43.3	43.3
IncremntDel:	118.5	5.0	5.0	11.5	10.1	10.1	44.4	2.6	4.8	4.2	74.1	74.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	165.2	25.3	25.3	57.3	33.1	33.1	86.4	39.6	42.6	44.9	117	117.4
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:	165.2	25.3	25.3	57.3	33.1	33.1	86.4	39.6	42.6	44.9	117	117.4
LOS by Move:	F	C	C	E	C	C	F	D	D	D	F	F
HCM2kAvgQ:	8	19	19	1	19	17	8	3	3	2	13	13

Note: Queue reported is the number of cars per lane.

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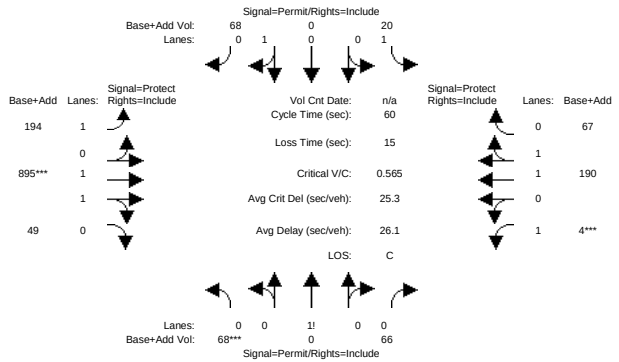
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #42: Mariposa/4th



Street Name:	4th Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	17	17	17	17	17	15	28	28	15	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	68	0	66	20	0	68	194	895	49	4	190	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:	68	0	66	20	0	68	194	895	49	4	190	67
Added Vol:	0	0	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:	68	0	66	20	0	68	194	895	49	4	190	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:	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:	72	0	69	21	0	72	204	942	52	4	200	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	0	69	21	0	72	204	942	52	4	200	71
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	72	0	69	21	0	72	204	942	52	4	200	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	1.00	0.61	0.63	1.00	0.68	0.81	0.75	0.75	0.81	0.73	0.72
Lanes:	0.51	0.00	0.49	1.00	0.00	1.00	1.00	1.90	0.10	1.00	1.47	0.53
Final Sat.:	592	0	574	1190	0	1295	1539	2714	149	1539	2042	720
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.02	0.00	0.06	0.13	0.35	0.35	0.00	0.10	0.10
Crit Moves:	****							****		****		
Green/Cycle:	0.19	0.00	0.19	0.19	0.00	0.19	0.22	0.48	0.48	0.17	0.42	0.42
Volume/Cap:	0.64	0.00	0.64	0.09	0.00	0.29	0.59	0.73	0.73	0.02	0.23	0.23
Uniform Del:	33.7	0.0	33.7	30.1	0.0	31.3	31.2	18.8	18.8	31.3	16.8	16.8
IncremntDel:	13.4	0.0	13.4	0.8	0.0	3.0	7.2	3.4	3.4	0.1	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.1	0.0	47.1	31.0	0.0	34.4	38.4	22.2	22.2	31.5	17.3	17.3
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:	47.1	0.0	47.1	31.0	0.0	34.4	38.4	22.2	22.2	31.5	17.3	17.3
LOS by Move:	D	A	D	C	A	C	D	C	C	C	B	B
HCM2kAvgQ:	5	0	5	1	0	2	6	13	13	0	2	2

Note: Queue reported is the number of cars per lane.

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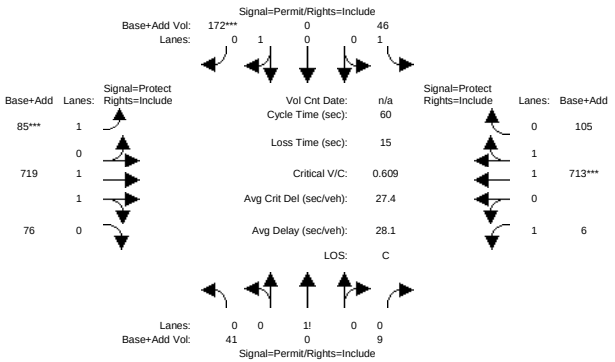
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #42: Mariposa/4th



Street Name:	4th Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	20	20	20	20	20	15	25	25	15	25	25
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	41	0	9	46	0	172	85	719	76	6	713	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:	41	0	9	46	0	172	85	719	76	6	713	105
Added Vol:	0	0	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:	41	0	9	46	0	172	85	719	76	6	713	105
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:	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:	43	0	9	48	0	181	89	757	80	6	751	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	9	48	0	181	89	757	80	6	751	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
FinalVolume:	43	0	9	48	0	181	89	757	80	6	751	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	1.00	0.58	0.61	1.00	0.68	0.81	0.73	0.74	0.81	0.73	0.74
Lanes:	0.82	0.00	0.18	1.00	0.00	1.00	1.00	1.81	0.19	1.00	1.75	0.25
Final Sat.:	879	0	193	1157	0	1295	1539	2526	267	1539	2423	357
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.04	0.00	0.14	0.06	0.30	0.30	0.00	0.31	0.31
Crit Moves:						****	****				****	
Green/Cycle:	0.22	0.00	0.22	0.22	0.00	0.22	0.17	0.39	0.39	0.22	0.44	0.44
Volume/Cap:	0.22	0.00	0.22	0.19	0.00	0.63	0.35	0.76	0.76	0.02	0.70	0.70
Uniform Del:	28.6	0.0	28.6	28.4	0.0	31.6	33.2	23.7	23.7	27.6	20.1	20.1
IncremntDel:	2.1	0.0	2.1	1.6	0.0	10.0	3.7	5.0	5.0	0.1	3.3	3.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.8	0.0	30.8	30.0	0.0	41.7	36.9	28.7	28.7	27.7	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:	30.8	0.0	30.8	30.0	0.0	41.7	36.9	28.7	28.7	27.7	23.4	23.4
LOS by Move:	C	A	C	C	A	D	D	C	C	C	C	C
HCM2kAvgQ:	1	0	1	1	0	6	3	12	12	0	9	9

Note: Queue reported is the number of cars per lane.

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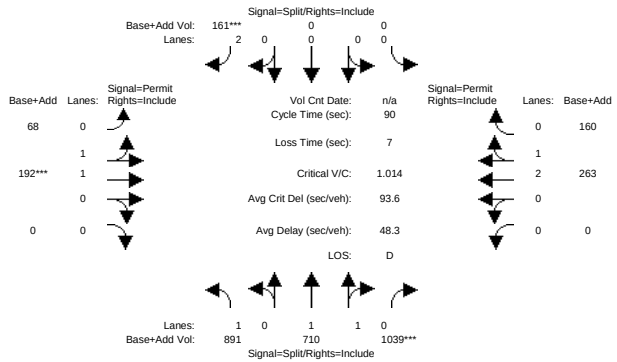
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	57	57	57	11	11	11	15	15	15	15	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	891	710	1039	0	0	161	68	192	0	0	263	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	891	710	1039	0	0	161	68	192	0	0	263	160
Added Vol:	0	0	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:	891	710	1039	0	0	161	68	192	0	0	263	160
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:	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:	924	737	1078	0	0	167	71	199	0	0	273	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	924	737	1078	0	0	167	71	199	0	0	273	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
FinalVolume:	924	737	1078	0	0	167	71	199	0	0	273	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.77	0.76	1.00	1.00	0.61	0.61	0.62	1.00	1.00	0.81	0.79
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.53	1.47	0.00	0.00	2.00	1.00
Final Sat.:	2018	1461	1440	0	0	2325	613	1732	0	0	3090	1505
Capacity Analysis Module:												
Vol/Sat:	0.46	0.50	0.75	0.00	0.00	0.07	0.12	0.12	0.00	0.00	0.09	0.11
Crit Moves:			****			****		****				
Green/Cycle:	0.63	0.63	0.63	0.00	0.00	0.12	0.17	0.17	0.00	0.00	0.17	0.17
Volume/Cap:	0.72	0.80	1.18	0.00	0.00	0.59	0.69	0.69	0.00	0.00	0.53	0.66
Uniform Del:	11.2	12.2	16.5	0.0	0.0	37.4	35.3	35.3	0.0	0.0	34.3	35.1
IncremntDel:	3.6	3.0	88.7	0.0	0.0	8.6	9.6	9.6	0.0	0.0	2.4	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	14.7	15.2	105.2	0.0	0.0	46.0	44.9	44.9	0.0	0.0	36.7	40.3
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:	14.7	15.2	105.2	0.0	0.0	46.0	44.9	44.9	0.0	0.0	36.7	40.3
LOS by Move:	B	B	F	A	A	D	D	D	A	A	D	D
HCM2kAvgQ:	18	18	55	0	0	3	4	4	0	0	4	6

Note: Queue reported is the number of cars per lane.

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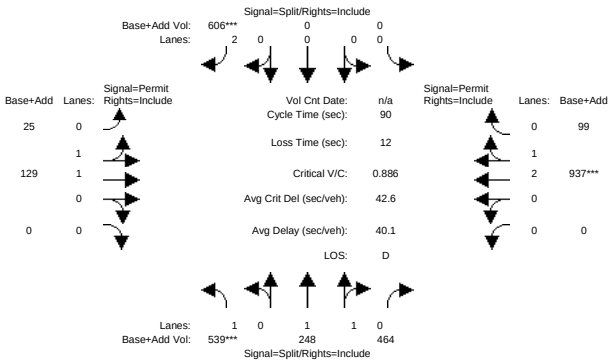
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	27	27	27	22	22	22	22	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	539	248	464	0	0	606	25	129	0	0	937	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	539	248	464	0	0	606	25	129	0	0	937	99
Added Vol:	0	0	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:	539	248	464	0	0	606	25	129	0	0	937	99
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:	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:	561	258	483	0	0	631	26	134	0	0	976	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	561	258	483	0	0	631	26	134	0	0	976	103
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	561	258	483	0	0	631	26	134	0	0	976	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.76	0.81	1.00	1.00	0.62	0.63	0.63	1.00	1.00	0.85	0.84
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.33	1.67	0.00	0.00	2.71	0.29
Final Sat.:	2018	1446	1533	0	0	2363	389	2008	0	0	4380	463
Capacity Analysis Module:												
Vol/Sat:	0.28	0.18	0.32	0.00	0.00	0.27	0.07	0.07	0.00	0.00	0.22	0.22
Crit Moves:	****					****					****	
Green/Cycle:	0.36	0.36	0.36	0.00	0.00	0.30	0.24	0.24	0.00	0.00	0.24	0.24
Volume/Cap:	0.78	0.50	0.89	0.00	0.00	0.89	0.27	0.27	0.00	0.00	0.91	0.91
Uniform Del:	25.9	22.7	27.3	0.0	0.0	30.1	27.5	27.5	0.0	0.0	33.1	33.1
IncremntDel:	8.3	1.2	13.3	0.0	0.0	15.7	1.2	1.2	0.0	0.0	12.0	12.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	34.2	24.0	40.6	0.0	0.0	45.8	28.7	28.7	0.0	0.0	45.1	45.1
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:	34.2	24.0	40.6	0.0	0.0	45.8	28.7	28.7	0.0	0.0	45.1	45.1
LOS by Move:	C	C	D	A	A	D	C	C	A	A	D	D
HCM2kAvgQ:	16	6	17	0	0	13	2	2	0	0	15	15

Note: Queue reported is the number of cars per lane.

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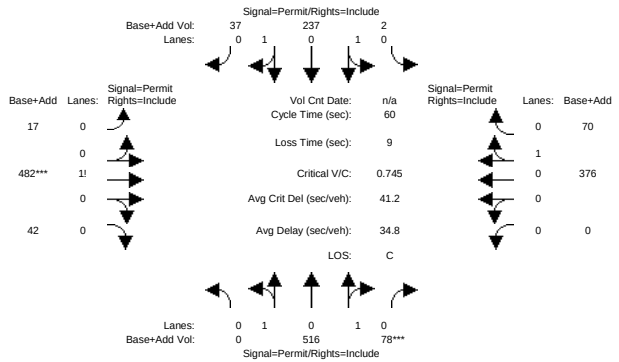
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #71: 16th St/Mission



Street Name:	Mission Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	0	28	28	0	28	0	24	0	0	24	0
Y+R:	4.5	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.0	4.0	4.5	4.0
Volume Module:												
Base Vol:	0	516	78	2	237	37	17	482	42	0	376	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	516	78	2	237	37	17	482	42	0	376	70
Added Vol:	0	0	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	516	78	2	237	37	17	482	42	0	376	70
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:	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	532	80	2	244	38	18	497	43	0	388	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	532	80	2	244	38	18	497	43	0	388	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
FinalVolume:	0	532	80	2	244	38	18	497	43	0	388	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.74	0.70	0.70	0.70	0.69	0.71	0.71	0.69	1.00	0.72	0.70
Lanes:	0.00	1.72	0.28	0.01	1.72	0.27	0.03	0.89	0.08	0.00	0.84	0.16
Final Sat.:	0	2414	365	19	2286	357	42	1199	104	0	1144	213
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.11	0.11	0.11	0.41	0.41	0.41	0.00	0.34	0.34
Crit Moves:			****					****				
Green/Cycle:	0.00	0.46	0.46	0.46	0.46	0.46	0.39	0.39	0.39	0.00	0.39	0.39
Volume/Cap:	0.00	0.48	0.48	0.23	0.23	0.23	1.05	1.05	1.05	0.00	0.86	0.86
Uniform Del:	0.0	11.4	11.4	10.0	10.0	10.0	18.5	18.5	18.5	0.0	17.0	17.0
IncremntDel:	0.0	1.3	1.3	0.4	0.4	0.4	53.9	53.9	53.9	0.0	16.5	16.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	12.7	12.7	10.4	10.4	10.4	72.4	72.4	72.4	0.0	33.5	33.5
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	12.7	12.7	10.4	10.4	10.4	72.4	72.4	72.4	0.0	33.5	33.5
LOS by Move:	A	B	B	B	B	B	E	E	E	A	C	C
HCM2kAvgQ:	0	5	5	2	2	2	20	20	19	0	8	8

Note: Queue reported is the number of cars per lane.

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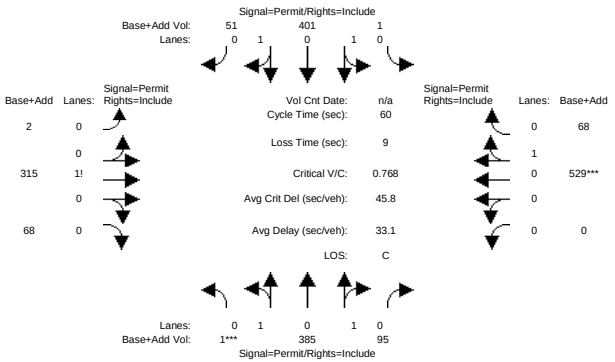
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #71: 16th St/Mission



Street Name:	Mission Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	0	25	25	0	25	0	25	0	0	25	0
Y+R:	4.5	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.0	4.0	4.5	4.0
Volume Module:												
Base Vol:	1	385	95	1	401	51	2	315	68	0	529	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	385	95	1	401	51	2	315	68	0	529	68
Added Vol:	0	0	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:	1	385	95	1	401	51	2	315	68	0	529	68
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:	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:	1	405	100	1	422	54	2	332	72	0	557	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	405	100	1	422	54	2	332	72	0	557	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
FinalVolume:	1	405	100	1	422	54	2	332	72	0	557	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.67	0.71	0.71	0.68	0.71	0.71	0.70	1.00	0.72	0.71
Lanes:	0.01	1.59	0.40	0.01	1.76	0.23	0.01	0.81	0.18	0.00	0.88	0.12
Final Sat.:	5	2103	519	6	2365	301	7	1103	238	0	1211	156
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.18	0.18	0.18	0.30	0.30	0.30	0.00	0.46	0.46
Crit Moves:	****										****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.43	0.43	0.43	0.00	0.43	0.43
Volume/Cap:	0.46	0.46	0.46	0.43	0.43	0.43	0.69	0.69	0.69	0.00	1.06	1.06
Uniform Del:	12.6	12.6	12.6	12.4	12.4	12.4	13.8	13.8	13.8	0.0	17.0	17.0
IncremntDel:	1.4	1.4	1.4	1.2	1.2	1.2	6.7	6.7	6.7	0.0	54.4	54.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	14.1	14.1	14.1	13.6	13.6	13.6	20.4	20.4	20.4	0.0	71.4	71.4
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:	14.1	14.1	14.1	13.6	13.6	13.6	20.4	20.4	20.4	0.0	71.4	71.4
LOS by Move:	B	B	B	B	B	B	C	C	C	A	E	E
HCM2kAvgQ:	4	4	4	4	4	4	8	8	7	0	16	16

Note: Queue reported is the number of cars per lane.

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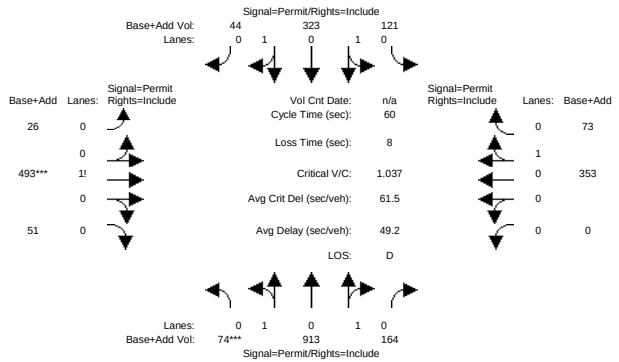
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #72: 16th St / S Van Ness



Street Name:	S Van Ness						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	0	31	31	0	31	21	21	0	0	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	913	164	121	323	44	26	493	51	0	353	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	913	164	121	323	44	26	493	51	0	353	73
Added Vol:	0	0	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:	74	913	164	121	323	44	26	493	51	0	353	73
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:	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:	76	932	167	123	330	45	27	503	52	0	360	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	932	167	123	330	45	27	503	52	0	360	74
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	76	932	167	123	330	45	27	503	52	0	360	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.66	0.63	0.43	0.43	0.42	0.72	0.72	0.71	1.00	0.73	0.72
Lanes:	0.13	1.58	0.29	0.50	1.32	0.18	0.05	0.86	0.09	0.00	0.83	0.17
Final Sat.:	160	1974	355	406	1085	148	62	1179	122	0	1145	237
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.30	0.30	0.30	0.43	0.43	0.43	0.00	0.31	0.31
Crit Moves:	****							****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.00	0.35	0.35
Volume/Cap:	0.91	0.91	0.91	0.59	0.59	0.59	1.22	1.22	1.22	0.00	0.90	0.90
Uniform Del:	13.3	13.3	13.3	10.1	10.1	10.1	19.5	19.5	19.5	0.0	18.5	18.5
IncremntDel:	11.4	11.4	11.4	3.0	3.0	3.0	116.4	116	116.4	0.0	22.2	22.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	24.7	24.7	24.7	13.1	13.1	13.1	135.9	136	135.9	0.0	40.7	40.7
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:	24.7	24.7	24.7	13.1	13.1	13.1	135.9	136	135.9	0.0	40.7	40.7
LOS by Move:	C	C	C	B	B	B	F	F	F	A	D	D
HCM2kAvgQ:	15	15	15	4	4	4	23	23	23	0	9	9

Note: Queue reported is the number of cars per lane.

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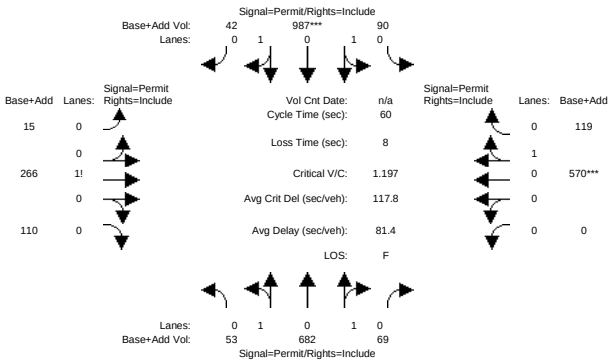
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #72: 16th St / S Van Ness



Street Name:	S Van Ness						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	0	29	29	0	29	23	23	0	0	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	682	69	90	987	42	15	266	110	0	570	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	682	69	90	987	42	15	266	110	0	570	119
Added Vol:	0	0	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:	53	682	69	90	987	42	15	266	110	0	570	119
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:	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:	55	703	71	93	1018	43	15	274	113	0	588	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	703	71	93	1018	43	15	274	113	0	588	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
FinalVolume:	55	703	71	93	1018	43	15	274	113	0	588	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.56	0.54	0.58	0.58	0.57	0.70	0.70	0.68	1.00	0.73	0.72
Lanes:	0.13	1.69	0.18	0.16	1.76	0.08	0.04	0.67	0.29	0.00	0.82	0.18
Final Sat.:	140	1803	182	177	1946	83	50	892	369	0	1142	238
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.52	0.52	0.52	0.31	0.31	0.31	0.00	0.51	0.51
Crit Moves:					****						****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.43	0.43	0.43	0.00	0.43	0.43
Volume/Cap:	0.89	0.89	0.89	1.20	1.20	1.20	0.72	0.72	0.72	0.00	1.20	1.20
Uniform Del:	15.6	15.6	15.6	16.9	16.9	16.9	14.1	14.1	14.1	0.0	17.1	17.1
IncremntDel:	12.8	12.8	12.8	98.8	98.8	98.8	7.6	7.6	7.6	0.0	104	104.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	28.3	28.3	28.3	115.7	116	115.7	21.6	21.6	21.6	0.0	121	121.4
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:	28.3	28.3	28.3	115.7	116	115.7	21.6	21.6	21.6	0.0	121	121.4
LOS by Move:	C	C	C	F	F	F	C	C	C	A	F	F
HCM2kAvgQ:	12	12	11	25	25	25	6	6	6	0	27	26

Note: Queue reported is the number of cars per lane.

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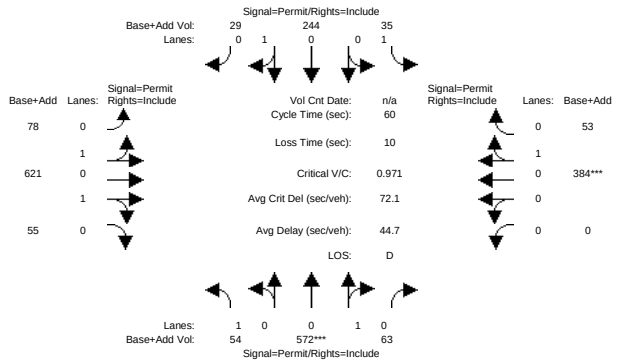
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #73: 16th St / Folsom



Street Name:	Folsom Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	24	24	24	24	24	24	25	25	25	25	25	25
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	54	572	63	35	244	29	78	621	55	0	384	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:	54	572	63	35	244	29	78	621	55	0	384	53
Added Vol:	0	0	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:	54	572	63	35	244	29	78	621	55	0	384	53
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:	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:	56	590	65	36	252	30	80	640	57	0	396	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	590	65	36	252	30	80	640	57	0	396	55
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	56	590	65	36	252	30	80	640	57	0	396	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.72	0.71	0.14	0.72	0.70	0.65	0.66	0.65	1.00	0.72	0.71
Lanes:	1.00	0.90	0.10	1.00	0.89	0.11	0.21	1.64	0.15	0.00	0.88	0.12
Final Sat.:	736	1231	136	257	1218	145	257	2048	181	0	1200	166
Capacity Analysis Module:												
Vol/Sat:	0.08	0.48	0.48	0.14	0.21	0.21	0.31	0.31	0.31	0.00	0.33	0.33
Crit Moves:		****									****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.00	0.42	0.42
Volume/Cap:	0.18	1.15	1.15	0.30	0.50	0.50	0.75	0.75	0.75	0.00	0.79	0.79
Uniform Del:	11.0	17.5	17.5	11.7	12.9	12.9	14.8	14.8	14.8	0.0	15.2	15.2
IncremntDel:	1.3	86.3	86.3	6.3	3.1	3.1	5.0	5.0	5.0	0.0	10.8	10.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	12.3	104	103.8	18.0	15.9	15.9	19.8	19.8	19.8	0.0	26.0	26.0
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:	12.3	104	103.8	18.0	15.9	15.9	19.8	19.8	19.8	0.0	26.0	26.0
LOS by Move:	B	F	F	B	B	B	B	B	B	A	C	C
HCM2kAvgQ:	1	27	26	0	4	4	6	6	6	0	7	7

Note: Queue reported is the number of cars per lane.

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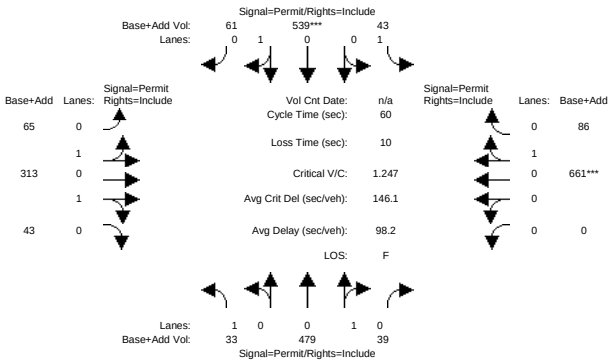
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #73: 16th St / Folsom



Street Name:	Folsom Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	24	24	24	24	24	24	25	25	25	25	25	25
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	33	479	39	43	539	61	65	313	43	0	661	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	479	39	43	539	61	65	313	43	0	661	86
Added Vol:	0	0	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:	33	479	39	43	539	61	65	313	43	0	661	86
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:	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:	35	504	41	45	567	64	68	329	45	0	696	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	504	41	45	567	64	68	329	45	0	696	91
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	35	504	41	45	567	64	68	329	45	0	696	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.72	0.71	0.20	0.72	0.70	0.63	0.63	0.63	1.00	0.72	0.71
Lanes:	1.00	0.92	0.08	1.00	0.90	0.10	0.31	1.48	0.21	0.00	0.88	0.12
Final Sat.:	251	1269	103	383	1226	139	372	1789	246	0	1207	157
Capacity Analysis Module:												
Vol/Sat:	0.14	0.40	0.40	0.12	0.46	0.46	0.18	0.18	0.18	0.00	0.58	0.58
Crit Moves:					****						****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.43	0.43	0.43	0.00	0.43	0.43
Volume/Cap:	0.29	0.99	0.99	0.30	1.16	1.16	0.42	0.42	0.42	0.00	1.33	1.33
Uniform Del:	12.2	17.9	17.9	12.2	18.0	18.0	11.8	11.8	11.8	0.0	17.0	17.0
IncremntDel:	6.0	36.7	36.7	4.8	89.9	89.9	1.3	1.3	1.3	0.0	160	159.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	18.2	54.7	54.7	17.1	108	107.9	13.1	13.1	13.1	0.0	177	176.8
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:	18.2	54.7	54.7	17.1	108	107.9	13.1	13.1	13.1	0.0	177	176.8
LOS by Move:	B	D	D	B	F	F	B	B	B	A	F	F
HCM2kAvgQ:	1	17	17	1	25	24	3	3	3	0	38	37

Note: Queue reported is the number of cars per lane.

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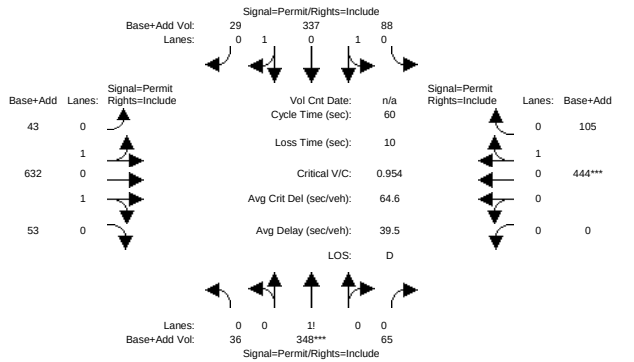
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #74: 16th St / Harrison



Street Name:	Harrison Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	19	19	19	0	19	31	31	0	0	31	31
Y+R:	5.0	5.0	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	36	348	65	88	337	29	43	632	53	0	444	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:	36	348	65	88	337	29	43	632	53	0	444	105
Added Vol:	0	0	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:	36	348	65	88	337	29	43	632	53	0	444	105
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:	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:	38	366	68	93	355	31	45	665	56	0	467	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	366	68	93	355	31	45	665	56	0	467	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
FinalVolume:	38	366	68	93	355	31	45	665	56	0	467	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.66	0.50	0.51	0.49	0.67	0.67	0.67	1.00	0.71	0.70
Lanes:	0.08	0.77	0.15	0.39	1.48	0.13	0.12	1.73	0.15	0.00	0.81	0.19
Final Sat.:	103	1000	187	373	1429	123	150	2198	184	0	1091	258
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.25	0.25	0.25	0.30	0.30	0.30	0.00	0.43	0.43
Crit Moves:		****									****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.52	0.52	0.52	0.00	0.52	0.52
Volume/Cap:	1.16	1.16	1.16	0.78	0.78	0.78	0.59	0.59	0.59	0.00	0.83	0.83
Uniform Del:	20.5	20.5	20.5	18.6	18.6	18.6	10.1	10.1	10.1	0.0	12.3	12.3
IncremntDel:	94.8	94.8	94.8	9.7	9.7	9.7	1.9	1.9	1.9	0.0	11.0	11.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	115.3	115	115.3	28.4	28.4	28.4	12.0	12.0	12.0	0.0	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:	115.3	115	115.3	28.4	28.4	28.4	12.0	12.0	12.0	0.0	23.2	23.2
LOS by Move:	F	F	F	C	C	C	B	B	B	A	C	C
HCM2kAvgQ:	20	21	20	7	7	6	5	5	5	0	10	9

Note: Queue reported is the number of cars per lane.

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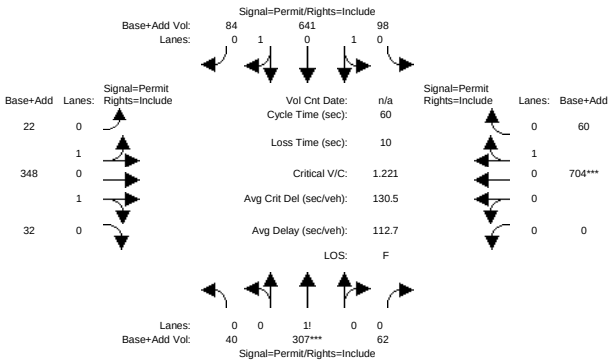
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #74: 16th St / Harrison



Street Name:	Harrison Street									16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	20	20	20	0	20	30	30	0	0	30	30
Y+R:	5.0	5.0	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	40	307	62	98	641	84	22	348	32	0	704	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	307	62	98	641	84	22	348	32	0	704	60
Added Vol:	0	0	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:	40	307	62	98	641	84	22	348	32	0	704	60
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:	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:	43	327	66	104	682	89	23	370	34	0	749	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	327	66	104	682	89	23	370	34	0	749	64
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	43	327	66	104	682	89	23	370	34	0	749	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.54	0.52	0.52	0.55	0.56	0.53	0.66	0.66	0.67	1.00	0.72	0.72
Lanes:	0.10	0.74	0.16	0.24	1.55	0.21	0.11	1.73	0.16	0.00	0.92	0.08
Final Sat.:	100	768	155	253	1657	217	138	2188	201	0	1265	108
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.41	0.41	0.41	0.17	0.17	0.17	0.00	0.59	0.59
Crit Moves:		****									****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.50	0.50	0.50	0.00	0.50	0.50
Volume/Cap:	1.28	1.28	1.28	1.23	1.23	1.23	0.34	0.34	0.34	0.00	1.18	1.18
Uniform Del:	20.0	20.0	20.0	20.0	20.0	20.0	9.0	9.0	9.0	0.0	15.0	15.0
IncremntDel:	145.0	145	145.0	117.4	117	117.4	0.7	0.7	0.7	0.0	97.1	97.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	165.0	165	165.0	137.4	137	137.4	9.8	9.8	9.8	0.0	112	112.1
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:	165.0	165	165.0	137.4	137	137.4	9.8	9.8	9.8	0.0	112	112.1
LOS by Move:	F	F	F	F	F	F	A	A	A	A	F	F
HCM2kAvgQ:	23	23	22	22	23	22	3	3	3	0	30	29

Note: Queue reported is the number of cars per lane.

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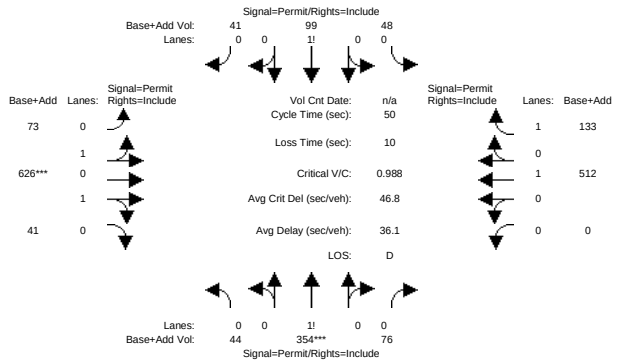
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #75: 16th St / Bryant



Street Name:	Bryant Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	44	354	76	48	99	41	73	626	41	0	512	133
Growth Adj:	1.00	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	354	76	48	99	41	73	626	41	0	512	133
Added Vol:	0	0	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:	44	354	76	48	99	41	73	626	41	0	512	133
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:	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:	45	365	78	49	102	42	75	645	42	0	528	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	365	78	49	102	42	75	645	42	0	528	137
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	45	365	78	49	102	42	75	645	42	0	528	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.63	0.61	0.54	0.55	0.53	0.53	0.53	0.53	1.00	0.85	0.44
Lanes:	0.09	0.75	0.16	0.25	0.53	0.22	0.20	1.69	0.11	0.00	1.00	1.00
Final Sat.:	110	884	190	262	541	224	199	1709	112	0	1620	844
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.19	0.19	0.19	0.38	0.38	0.38	0.00	0.33	0.16
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.00	0.40	0.40
Volume/Cap:	1.03	1.03	1.03	0.47	0.47	0.47	0.94	0.94	0.94	0.00	0.81	0.41
Uniform Del:	15.0	15.0	15.0	11.1	11.1	11.1	14.5	14.5	14.5	0.0	13.3	10.7
IncremntDel:	50.0	50.0	50.0	3.8	3.8	3.8	20.7	20.7	20.7	0.0	10.8	3.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	65.0	65.0	65.0	14.9	14.9	14.9	35.2	35.2	35.2	0.0	24.1	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:	65.0	65.0	65.0	14.9	14.9	14.9	35.2	35.2	35.2	0.0	24.1	14.3
LOS by Move:	E	E	E	B	B	B	D	D	D	A	C	B
HCM2kAvgQ:	16	16	15	2	2	2	8	8	8	0	10	2

Note: Queue reported is the number of cars per lane.

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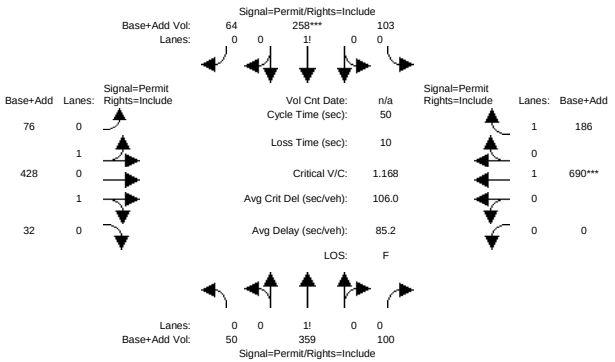
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #75: 16th St / Bryant



Street Name:	Bryant Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	50	359	100	103	258	64	76	428	32	0	690	186
Growth Adj:	1.00	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	359	100	103	258	64	76	428	32	0	690	186
Added Vol:	0	0	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:	50	359	100	103	258	64	76	428	32	0	690	186
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:	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:	53	378	105	108	272	67	80	451	34	0	726	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	378	105	108	272	67	80	451	34	0	726	196
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	53	378	105	108	272	67	80	451	34	0	726	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.61	0.58	0.48	0.49	0.47	0.40	0.40	0.40	1.00	0.85	0.43
Lanes:	0.10	0.70	0.20	0.24	0.61	0.15	0.28	1.60	0.12	0.00	1.00	1.00
Final Sat.:	112	805	224	223	558	138	215	1212	91	0	1620	812
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.49	0.49	0.49	0.37	0.37	0.37	0.00	0.45	0.24
Crit Moves:					****						****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.00	0.40	0.40
Volume/Cap:	1.17	1.17	1.17	1.22	1.22	1.22	0.93	0.93	0.93	0.00	1.12	0.60
Uniform Del:	15.0	15.0	15.0	15.0	15.0	15.0	14.3	14.3	14.3	0.0	15.0	11.9
IncremntDel:	99.1	99.1	99.1	119.7	120	119.7	22.8	22.8	22.8	0.0	73.3	8.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	114.1	114	114.1	134.7	135	134.7	37.1	37.1	37.1	0.0	88.3	19.9
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:	114.1	114	114.1	134.7	135	134.7	37.1	37.1	37.1	0.0	88.3	19.9
LOS by Move:	F	F	F	F	F	F	D	D	D	A	F	B
HCM2kAvgQ:	22	22	21	18	18	18	6	6	6	0	26	4

Note: Queue reported is the number of cars per lane.

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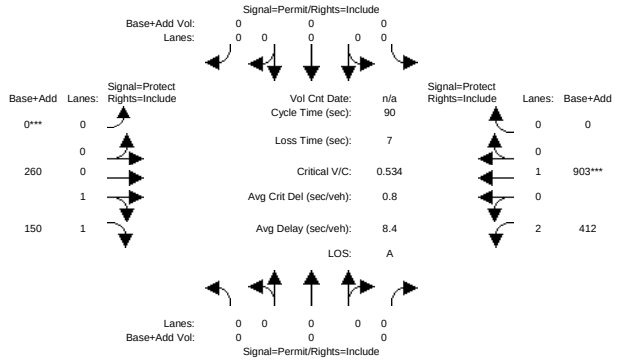
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 AM (2-lane 16th)

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	31	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	260	150	412	903	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:	0	0	0	0	0	0	0	260	150	412	903	0
Added Vol:	0	0	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	0	0	0	0	0	0	260	150	412	903	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:	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	0	0	0	0	0	0	271	156	429	941	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	271	156	429	941	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
FinalVolume:	0	0	0	0	0	0	0	271	156	429	941	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.94	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1796	1786	3432	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.09	0.13	0.50	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.26	0.21	0.53	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.8	23.1	9.0	0.5	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.1	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2	23.2	9.1	0.8	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	0.0	0.0	0.0	0.0	0.0	25.2	23.2	9.1	0.8	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	3	3	5	0

Note: Queue reported is the number of cars per lane.

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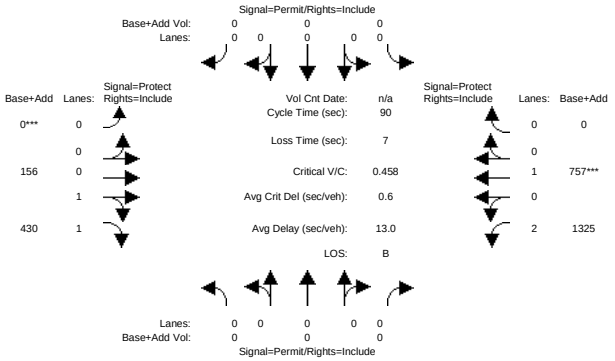
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PM (2-lane 16th)

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	156	430	1325	757	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:	0	0	0	0	0	0	0	156	430	1325	757	0
Added Vol:	0	0	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	0	0	0	0	0	0	156	430	1325	757	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:	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:	0	0	0	0	0	0	0	166	457	1410	805	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	166	457	1410	805	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
FinalVolume:	0	0	0	0	0	0	0	166	457	1410	805	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	1.47	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	900	2482	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.40	0.42	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.55	0.68	0.46	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.8	25.8	13.2	0.4	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.9	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.4	26.4	14.1	0.6	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	0.0	0.0	0.0	0.0	0.0	26.4	26.4	14.1	0.6	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	B	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	8	8	14	3	0

Note: Queue reported is the number of cars per lane.

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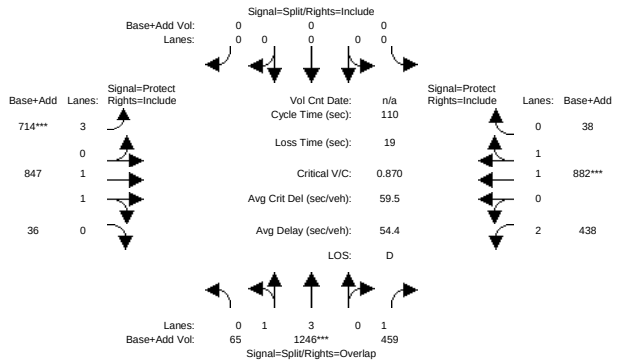
Year 2040 Plus LRDP (Mission Bay Variant; 2-Lane 16th Street; Mission Bay Only)

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	25	25	25	0	0	0	18	34	34	31	47	47
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module:												
Base Vol:	65	1246	459	0	0	0	714	847	36	438	882	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1246	459	0	0	0	714	847	36	438	882	38
Added Vol:	0	0	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:	65	1246	459	0	0	0	714	847	36	438	882	38
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:	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:	68	1312	483	0	0	0	752	892	38	461	928	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1312	483	0	0	0	752	892	38	461	928	40
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	68	1312	483	0	0	0	752	892	38	461	928	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.72	1.00	1.00	1.00	0.79	0.81	0.81	0.79	0.81	0.81
Lanes:	0.20	3.80	1.00	0.00	0.00	0.00	3.00	1.92	0.08	2.00	1.92	0.08
Final Sat.:	291	5573	1377	0	0	0	4480	2936	125	2987	2934	126
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.35	0.00	0.00	0.00	0.17	0.30	0.30	0.15	0.32	0.32
Crit Moves:		****					****				****	
Green/Cycle:	0.23	0.23	0.52	0.00	0.00	0.00	0.17	0.31	0.31	0.28	0.43	0.43
Volume/Cap:	1.01	1.01	0.68	0.00	0.00	0.00	1.01	0.98	0.98	0.55	0.74	0.74
Uniform Del:	42.2	42.2	19.8	0.0	0.0	0.0	45.8	37.5	37.5	33.4	26.4	26.4
IncremntDel:	26.2	26.2	5.2	0.0	0.0	0.0	34.9	24.3	24.3	2.5	3.8	3.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.4	68.4	24.9	0.0	0.0	0.0	80.7	61.9	61.9	35.9	30.2	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:	68.4	68.4	24.9	0.0	0.0	0.0	80.7	61.9	61.9	35.9	30.2	30.2
LOS by Move:	E	E	C	A	A	A	F	E	E	D	C	C
HCM2kAvgQ:	13	13	11	0	0	0	9	16	16	7	16	16

Note: Queue reported is the number of cars per lane.

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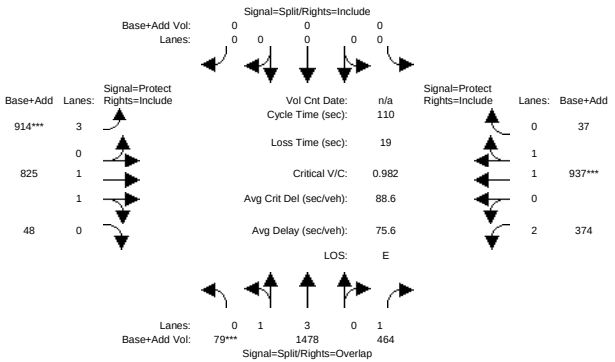
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #24: King/3rd



Street Name:	3rd Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	39	39	39	0	0	0	18	37	37	13	34	34
Y+R:	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	7.0	5.5	5.0	5.0
Volume Module:												
Base Vol:	79	1478	464	0	0	0	914	825	48	374	937	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:	79	1478	464	0	0	0	914	825	48	374	937	37
Added Vol:	0	0	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:	79	1478	464	0	0	0	914	825	48	374	937	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:	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:	81	1524	478	0	0	0	942	851	49	386	966	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1524	478	0	0	0	942	851	49	386	966	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
FinalVolume:	81	1524	478	0	0	0	942	851	49	386	966	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.72	1.00	1.00	1.00	0.79	0.80	0.80	0.79	0.81	0.81
Lanes:	0.20	3.80	1.00	0.00	0.00	0.00	3.00	1.89	0.11	2.00	1.92	0.08
Final Sat.:	297	5566	1377	0	0	0	4480	2886	168	2987	2944	116
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.35	0.00	0.00	0.00	0.21	0.29	0.29	0.13	0.33	0.33
Crit Moves:	****						****				****	
Green/Cycle:	0.35	0.35	0.49	0.00	0.00	0.00	0.16	0.34	0.34	0.13	0.31	0.31
Volume/Cap:	0.77	0.77	0.72	0.00	0.00	0.00	1.29	0.86	0.86	0.98	1.06	1.06
Uniform Del:	31.6	31.6	22.3	0.0	0.0	0.0	46.0	33.8	33.8	47.7	38.0	38.0
IncremntDel:	2.9	2.9	6.4	0.0	0.0	0.0	138.7	9.4	9.4	41.8	47.0	47.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.4	34.4	28.7	0.0	0.0	0.0	184.7	43.2	43.2	89.5	85.0	85.0
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:	34.4	34.4	28.7	0.0	0.0	0.0	184.7	43.2	43.2	89.5	85.0	85.0
LOS by Move:	C	C	C	A	A	A	F	D	D	F	F	F
HCM2kAvgQ:	12	12	12	0	0	0	19	14	14	11	26	26

Note: Queue reported is the number of cars per lane.

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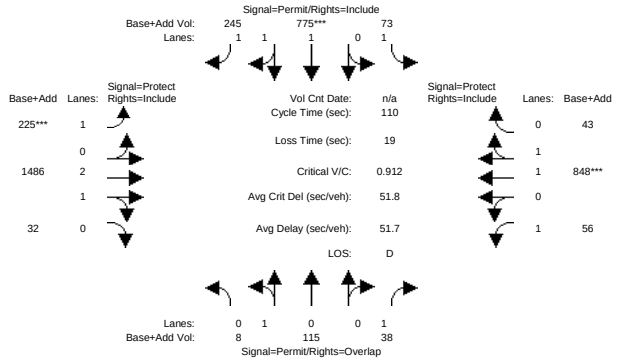
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	35	35	35	35	35	35	19	41	41	15	37	37
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module:												
Base Vol:	8	115	38	73	775	245	225	1486	32	56	848	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:	8	115	38	73	775	245	225	1486	32	56	848	43
Added Vol:	0	0	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:	8	115	38	73	775	245	225	1486	32	56	848	43
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:	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:	9	124	41	78	833	263	242	1598	34	60	912	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	124	41	78	833	263	242	1598	34	60	912	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
FinalVolume:	9	124	41	78	833	263	242	1598	34	60	912	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.72	0.57	0.78	0.78	0.81	0.77	0.77	0.81	0.80	0.80
Lanes:	0.07	0.93	1.00	1.00	2.00	1.00	1.00	2.94	0.06	1.00	1.90	0.10
Final Sat.:	99	1421	1377	1074	2968	1484	1539	4275	92	1539	2882	146
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.07	0.28	0.18	0.16	0.37	0.37	0.04	0.32	0.32
Crit Moves:					****		****				****	
Green/Cycle:	0.32	0.32	0.45	0.32	0.32	0.32	0.17	0.37	0.37	0.14	0.34	0.34
Volume/Cap:	0.27	0.27	0.07	0.23	0.88	0.56	0.91	1.00	1.00	0.29	0.94	0.94
Uniform Del:	28.0	28.0	16.9	27.6	35.5	31.1	44.7	34.5	34.5	42.7	35.4	35.4
IncremntDel:	1.4	1.4	0.2	1.6	9.2	1.1	36.1	22.9	22.9	3.4	17.1	17.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	29.4	29.4	17.1	29.1	44.8	32.2	80.8	57.4	57.4	46.1	52.5	52.5
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:	29.4	29.4	17.1	29.1	44.8	32.2	80.8	57.4	57.4	46.1	52.5	52.5
LOS by Move:	C	C	B	C	D	C	F	E	E	D	D	D
HCM2kAvgQ:	3	3	1	2	17	8	11	27	27	2	19	19

Note: Queue reported is the number of cars per lane.

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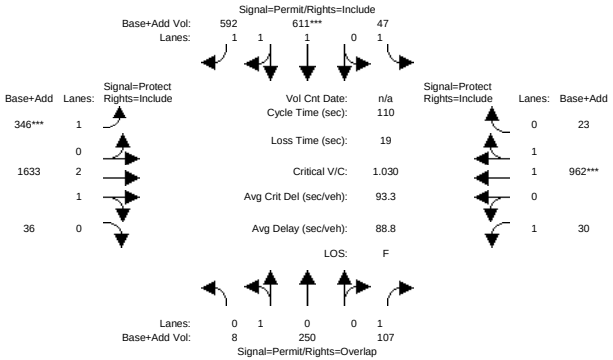
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #25: King/4th



Street Name:	4th Street						King Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	39	39	39	15	37	37	15	37	37
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Volume Module:												
Base Vol:	8	250	107	47	611	592	346	1633	36	30	962	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:	8	250	107	47	611	592	346	1633	36	30	962	23
Added Vol:	0	0	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:	8	250	107	47	611	592	346	1633	36	30	962	23
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:	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:	8	258	110	48	630	610	357	1684	37	31	992	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	258	110	48	630	610	357	1684	37	31	992	24
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	8	258	110	48	630	610	357	1684	37	31	992	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.72	0.41	0.75	0.75	0.81	0.80	0.77	0.81	0.81	0.81
Lanes:	0.03	0.97	1.00	1.00	1.52	1.48	1.00	2.93	0.07	1.00	1.95	0.05
Final Sat.:	49	1539	1377	779	2172	2105	1539	4484	99	1539	2998	72
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.08	0.06	0.29	0.29	0.23	0.38	0.38	0.02	0.33	0.33
Crit Moves:					****		****				****	
Green/Cycle:	0.35	0.35	0.49	0.35	0.35	0.35	0.14	0.34	0.34	0.14	0.34	0.34
Volume/Cap:	0.47	0.47	0.16	0.18	0.82	0.82	1.70	1.12	1.12	0.15	0.98	0.98
Uniform Del:	27.5	27.5	15.5	24.4	32.3	32.3	47.5	36.5	36.5	41.9	36.2	36.2
IncremntDel:	2.8	2.8	0.5	1.4	5.0	5.0	334.2	61.8	61.8	1.5	24.3	24.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	30.4	30.4	16.0	25.8	37.3	37.3	381.7	98.3	98.3	43.3	60.5	60.5
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:	30.4	30.4	16.0	25.8	37.3	37.3	381.7	98.3	98.3	43.3	60.5	60.5
LOS by Move:	C	C	B	C	D	D	F	F	F	D	E	E
HCM2kAvgQ:	7	7	2	1	16	16	31	33	32	1	18	18

Note: Queue reported is the number of cars per lane.

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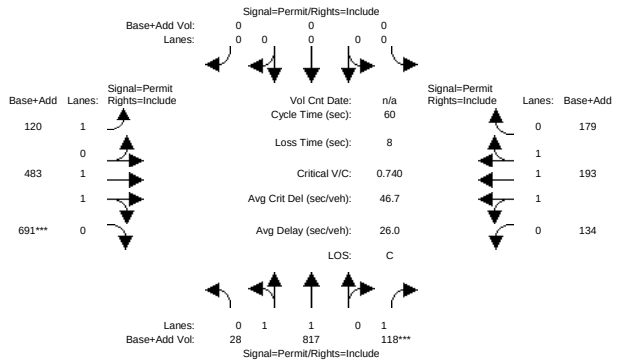
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	21	0	21	0	0	31	31	31	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	817	118	0	0	0	120	483	691	134	193	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	817	118	0	0	0	120	483	691	134	193	179
Added Vol:	0	0	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:	28	817	118	0	0	0	120	483	691	134	193	179
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:	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:	30	888	128	0	0	0	130	525	751	146	210	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	888	128	0	0	0	130	525	751	146	210	195
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	30	888	128	0	0	0	130	525	751	146	210	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.63	1.00	1.00	1.00	0.38	0.74	0.74	0.47	0.47	0.47
Lanes:	0.07	1.93	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.82	1.18	1.00
Final Sat.:	102	2965	1205	0	0	0	718	1404	1404	738	1063	901
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.11	0.00	0.00	0.00	0.18	0.37	0.53	0.20	0.20	0.22
Crit Moves:			****						****			
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.86	0.86	0.30	0.00	0.00	0.00	0.35	0.72	1.04	0.38	0.38	0.42
Uniform Del:	18.1	18.1	14.2	0.0	0.0	0.0	8.6	11.2	14.5	8.7	8.7	8.9
IncremntDel:	8.8	8.8	1.9	0.0	0.0	0.0	2.6	2.6	35.2	0.8	0.8	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.9	26.9	16.0	0.0	0.0	0.0	11.2	13.8	49.7	9.5	9.5	9.9
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:	26.9	26.9	16.0	0.0	0.0	0.0	11.2	13.8	49.7	9.5	9.5	9.9
LOS by Move:	C	C	B	A	A	A	B	B	D	A	A	A
HCM2kAvgQ:	12	12	2	0	0	0	2	10	25	3	3	3

Note: Queue reported is the number of cars per lane.

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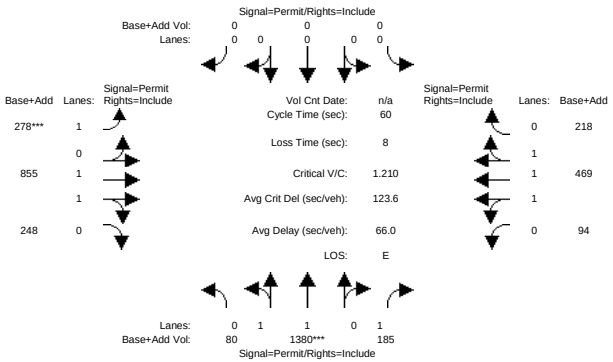
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #26: 7th St/Brannan



Street Name:	7th Street						Brannan Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	24	0	24	0	0	28	28	28	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1380	185	0	0	0	278	855	248	94	469	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1380	185	0	0	0	278	855	248	94	469	218
Added Vol:	0	0	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:	80	1380	185	0	0	0	278	855	248	94	469	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:	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:	82	1423	191	0	0	0	287	881	256	97	484	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1423	191	0	0	0	287	881	256	97	484	225
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	82	1423	191	0	0	0	287	881	256	97	484	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.63	1.00	1.00	1.00	0.27	0.78	0.78	0.50	0.50	0.50
Lanes:	0.11	1.89	1.00	0.00	0.00	0.00	1.00	1.55	0.45	0.36	1.80	0.84
Final Sat.:	168	2890	1205	0	0	0	515	2306	669	343	1712	796
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.16	0.00	0.00	0.00	0.56	0.38	0.38	0.28	0.28	0.28
Crit Moves:		****						****				
Green/Cycle:	0.41	0.41	0.41	0.00	0.00	0.00	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	1.21	1.21	0.39	0.00	0.00	0.00	1.21	0.83	0.83	0.61	0.61	0.61
Uniform Del:	17.8	17.8	12.5	0.0	0.0	0.0	16.2	14.2	14.2	12.2	12.2	12.2
IncremntDel:	102.1	102	2.3	0.0	0.0	0.0	127.0	6.0	6.0	2.2	2.2	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	119.9	120	14.9	0.0	0.0	0.0	143.2	20.2	20.2	14.4	14.4	14.4
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:	119.9	120	14.9	0.0	0.0	0.0	143.2	20.2	20.2	14.4	14.4	14.4
LOS by Move:	F	F	B	A	A	A	F	C	C	B	B	B
HCM2kAvgQ:	35	35	3	0	0	0	15	13	13	5	5	5

Note: Queue reported is the number of cars per lane.

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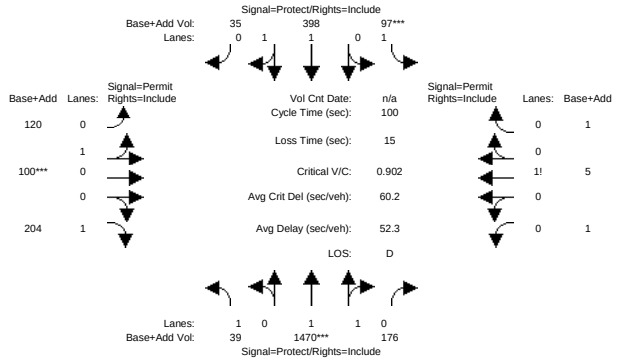
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	50	50	10	38	38	25	25	25	25	25	25
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	39	1470	176	97	398	35	120	100	204	1	5	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:	39	1470	176	97	398	35	120	100	204	1	5	1
Added Vol:	0	0	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:	39	1470	176	97	398	35	120	100	204	1	5	1
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:	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:	41	1547	185	102	419	37	126	105	215	1	5	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1547	185	102	419	37	126	105	215	1	5	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
FinalVolume:	41	1547	185	102	419	37	126	105	215	1	5	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.88	0.80	0.81	0.80	0.80	0.70	0.70	0.72	0.81	0.81	0.81
Lanes:	1.00	1.77	0.23	1.00	1.84	0.16	0.55	0.45	1.00	0.14	0.72	0.14
Final Sat.:	1539	2945	353	1539	2796	246	721	601	1377	221	1104	221
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.53	0.07	0.15	0.15	0.18	0.18	0.16	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.22	0.50	0.50	0.10	0.38	0.38	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.12	1.05	1.05	0.66	0.39	0.39	0.70	0.70	0.62	0.02	0.02	0.02
Uniform Del:	31.3	25.0	25.0	43.4	22.6	22.6	34.1	34.1	33.3	28.3	28.3	28.3
IncremntDel:	0.7	36.9	36.9	20.3	1.0	1.0	11.7	11.7	8.3	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	32.0	61.9	61.9	63.7	23.6	23.6	45.8	45.8	41.6	28.4	28.4	28.4
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:	32.0	61.9	61.9	63.7	23.6	23.6	45.8	45.8	41.6	28.4	28.4	28.4
LOS by Move:	C	E	E	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	1	33	30	3	5	5	7	7	6	0	0	0

Note: Queue reported is the number of cars per lane.

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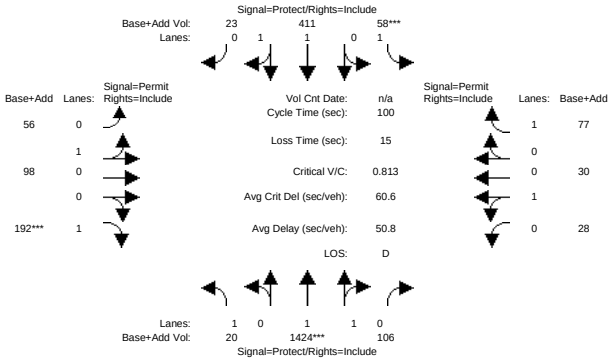
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #27: Channel/3rd



Street Name:	3rd Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	48	48	8	35	35	29	29	29	29	29	29
Y+R:	5.0	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	20	1424	106	58	411	23	56	98	192	28	30	77
Growth Adj:	1.00	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	1424	106	58	411	23	56	98	192	28	30	77
Added Vol:	0	0	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:	20	1424	106	58	411	23	56	98	192	28	30	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:	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:	21	1499	112	61	433	24	59	103	202	29	32	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1499	112	61	433	24	59	103	202	29	32	81
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	21	1499	112	61	433	24	59	103	202	29	32	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.84	0.80	0.81	0.80	0.80	0.74	0.74	0.72	0.71	0.71	0.72
Lanes:	1.00	1.86	0.14	1.00	1.89	0.11	0.36	0.64	1.00	0.48	0.52	1.00
Final Sat.:	1539	2969	221	1539	2892	162	511	894	1377	652	698	1377
Capacity Analysis Module:												
Vol/Sat:	0.01	0.50	0.50	0.04	0.15	0.15	0.12	0.12	0.15	0.05	0.05	0.06
Crit Moves:		****		****					****			
Green/Cycle:	0.20	0.48	0.48	0.08	0.36	0.36	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.07	1.05	1.05	0.50	0.42	0.42	0.40	0.40	0.51	0.16	0.16	0.20
Uniform Del:	32.1	26.0	26.0	44.1	24.4	24.4	28.5	28.5	29.5	26.4	26.4	26.8
IncremntDel:	0.4	38.0	38.0	13.6	1.2	1.2	2.9	2.9	4.5	0.8	0.8	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	32.6	64.0	64.0	57.6	25.5	25.5	31.4	31.4	34.1	27.2	27.2	27.9
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:	32.6	64.0	64.0	57.6	25.5	25.5	31.4	31.4	34.1	27.2	27.2	27.9
LOS by Move:	C	E	E	E	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	30	29	2	6	6	4	4	5	1	1	2

Note: Queue reported is the number of cars per lane.

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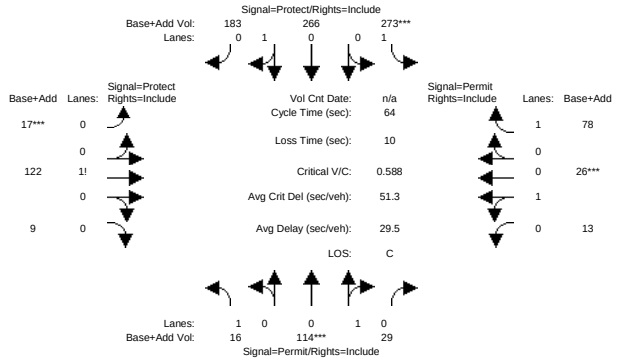
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	21	21	14	35	0	9	19	0	0	10	0
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	16	114	29	273	266	183	17	122	9	13	26	78
Growth Adj:	1.00	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	114	29	273	266	183	17	122	9	13	26	78
Added Vol:	0	0	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:	16	114	29	273	266	183	17	122	9	13	26	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	19	134	34	321	313	215	20	144	11	15	31	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	134	34	321	313	215	20	144	11	15	31	92
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	19	134	34	321	313	215	20	144	11	15	31	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.66	0.66	0.81	0.80	0.80	0.74	0.74	0.74	0.84	0.84	0.72
Lanes:	1.00	0.80	0.20	1.00	0.59	0.41	0.11	0.83	0.06	0.33	0.67	1.00
Final Sat.:	410	1002	255	1539	901	620	161	1153	85	531	1062	1377
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.21	0.35	0.35	0.12	0.12	0.12	0.03	0.03	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.14	0.41	0.41	0.95	0.63	0.63	0.89	0.42	0.42	0.18	0.18	0.43
Uniform Del:	15.1	16.7	16.7	24.7	10.1	10.1	27.0	18.1	18.1	23.5	23.5	24.4
IncremntDel:	2.2	3.0	3.0	38.6	3.7	3.7	39.9	3.1	3.1	1.6	1.6	6.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	17.3	19.6	19.6	63.2	13.7	13.7	66.9	21.2	21.2	25.1	25.1	30.5
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:	17.3	19.6	19.6	63.2	13.7	13.7	66.9	21.2	21.2	25.1	25.1	30.5
LOS by Move:	B	B	B	E	B	B	E	C	C	C	C	C
HCM2kAvgQ:	0	3	3	7	7	7	2	3	1	1	1	2

Note: Queue reported is the number of cars per lane.

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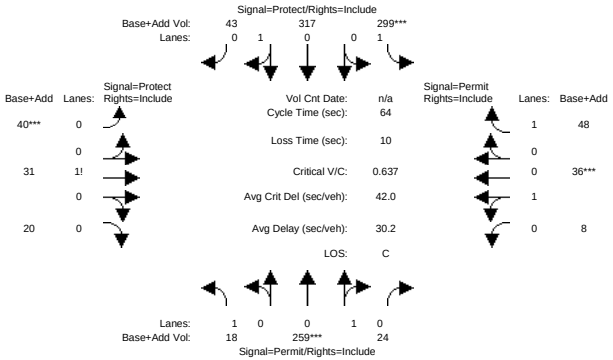
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #28: Channel/4th



Street Name:	4th Street						Channel Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	21	21	14	35	35	9	19	19	10	10	10
Y+R:	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	18	259	24	299	317	43	40	31	20	8	36	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:	18	259	24	299	317	43	40	31	20	8	36	48
Added Vol:	0	0	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:	18	259	24	299	317	43	40	31	20	8	36	48
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:	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:	19	273	25	315	334	45	42	33	21	8	38	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	273	25	315	334	45	42	33	21	8	38	51
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	19	273	25	315	334	45	42	33	21	8	38	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.67	0.67	0.81	0.84	0.84	0.71	0.71	0.71	0.84	0.84	0.72
Lanes:	1.00	0.92	0.08	1.00	0.88	0.12	0.44	0.34	0.22	0.18	0.82	1.00
Final Sat.:	651	1171	109	1539	1401	190	591	458	296	291	1309	1377
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.20	0.24	0.24	0.07	0.07	0.07	0.03	0.03	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.33	0.33	0.22	0.55	0.55	0.14	0.30	0.30	0.16	0.16	0.16
Volume/Cap:	0.09	0.71	0.71	0.93	0.44	0.44	0.51	0.24	0.24	0.19	0.19	0.23
Uniform Del:	14.9	18.8	18.8	24.5	8.6	8.6	25.4	17.0	17.0	23.5	23.5	23.6
IncremntDel:	0.8	9.7	9.7	34.9	1.6	1.6	9.4	1.4	1.4	1.6	1.6	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	15.7	28.6	28.6	59.4	10.2	10.2	34.8	18.4	18.4	25.1	25.1	26.2
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:	15.7	28.6	28.6	59.4	10.2	10.2	34.8	18.4	18.4	25.1	25.1	26.2
LOS by Move:	B	C	C	E	B	B	C	B	B	C	C	C
HCM2kAvgQ:	0	7	7	7	4	4	2	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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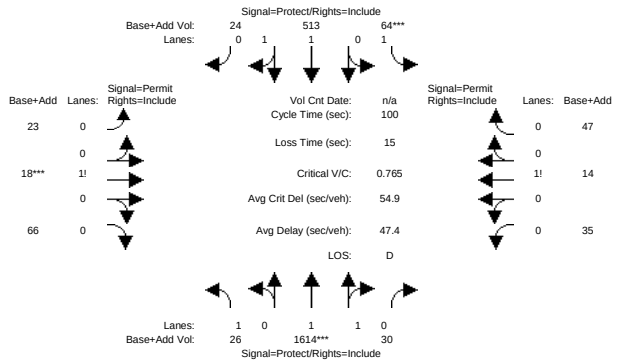
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	18	50	50	5	37	37	30	30	30	30	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	26	1614	30	64	513	24	23	18	66	35	14	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:	26	1614	30	64	513	24	23	18	66	35	14	47
Added Vol:	0	0	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:	26	1614	30	64	513	24	23	18	66	35	14	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:	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:	27	1699	32	67	540	25	24	19	69	37	15	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1699	32	67	540	25	24	19	69	37	15	49
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	27	1699	32	67	540	25	24	19	69	37	15	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.89	0.81	0.81	0.80	0.80	0.64	0.64	0.64	0.69	0.69	0.69
Lanes:	1.00	1.96	0.04	1.00	1.91	0.09	0.21	0.17	0.62	0.36	0.15	0.49
Final Sat.:	1539	3309	62	1539	2921	137	260	204	747	481	192	645
Capacity Analysis Module:												
Vol/Sat:	0.02	0.51	0.51	0.04	0.18	0.18	0.09	0.09	0.09	0.08	0.08	0.08
Crit Moves:		****		****				****				
Green/Cycle:	0.18	0.50	0.50	0.05	0.37	0.37	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.10	1.03	1.03	0.88	0.50	0.50	0.31	0.31	0.31	0.26	0.26	0.26
Uniform Del:	34.2	25.0	25.0	47.2	24.3	24.3	27.0	27.0	27.0	26.5	26.5	26.5
IncremntDel:	0.7	29.1	29.1	71.9	1.6	1.6	2.2	2.2	2.2	1.6	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	34.9	54.1	54.1	119.1	25.9	25.9	29.2	29.2	29.2	28.1	28.1	28.1
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:	34.9	54.1	54.1	119.1	25.9	25.9	29.2	29.2	29.2	28.1	28.1	28.1
LOS by Move:	C	D	D	F	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	38	35	3	7	7	3	3	3	2	2	2

Note: Queue reported is the number of cars per lane.

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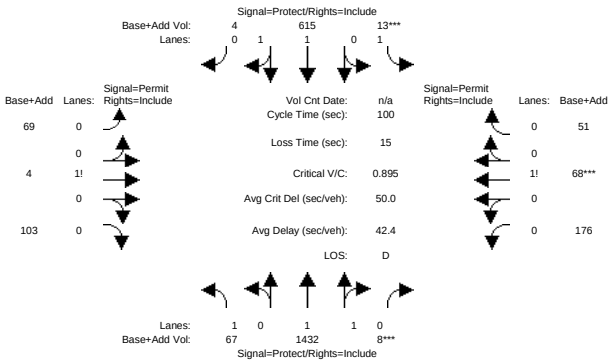
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #29: Mission Rock/3rd



Street Name:	3rd Street						Mission Rock					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	9	47	47	5	43	43	33	33	33	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	67	1432	8	13	615	4	69	4	103	176	68	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1432	8	13	615	4	69	4	103	176	68	51
Added Vol:	0	0	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:	67	1432	8	13	615	4	69	4	103	176	68	51
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:	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:	71	1507	8	14	647	4	73	4	108	185	72	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1507	8	14	647	4	73	4	108	185	72	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
FinalVolume:	71	1507	8	14	647	4	73	4	108	185	72	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	0.81	0.81	0.81	0.81	0.54	0.54	0.54	0.58	0.58	0.58
Lanes:	1.00	1.99	0.01	1.00	1.99	0.01	0.39	0.02	0.59	0.60	0.23	0.17
Final Sat.:	1539	3211	18	1539	3056	20	399	23	596	656	254	190
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.01	0.21	0.21	0.18	0.18	0.18	0.28	0.28	0.28
Crit Moves:			****	****							****	
Green/Cycle:	0.09	0.47	0.47	0.05	0.43	0.43	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.51	1.00	1.00	0.18	0.49	0.49	0.55	0.55	0.55	0.86	0.86	0.86
Uniform Del:	43.4	26.5	26.5	45.5	20.6	20.6	27.4	27.4	27.4	31.3	31.3	31.3
IncremntDel:	12.7	22.8	22.8	5.0	1.3	1.3	6.4	6.4	6.4	21.9	21.9	21.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	56.1	49.3	49.3	50.5	21.9	21.9	33.8	33.8	33.8	53.2	53.2	53.2
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:	56.1	49.3	49.3	50.5	21.9	21.9	33.8	33.8	33.8	53.2	53.2	53.2
LOS by Move:	E	D	D	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	3	32	31	0	8	8	5	5	5	12	12	12

Note: Queue reported is the number of cars per lane.

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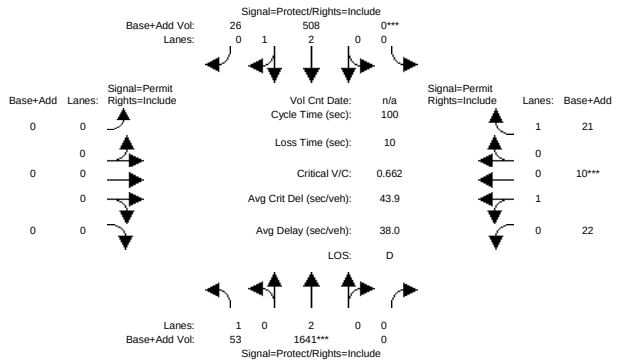
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	53	1641	0	0	508	26	0	0	0	22	10	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:	53	1641	0	0	508	26	0	0	0	22	10	21
Added Vol:	0	0	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:	53	1641	0	0	508	26	0	0	0	22	10	21
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:	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:	57	1765	0	0	546	28	0	0	0	24	11	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1765	0	0	546	28	0	0	0	24	11	23
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	57	1765	0	0	546	28	0	0	0	24	11	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.77	0.77	1.00	1.00	1.00	0.80	0.80	0.63
Lanes:	1.00	2.00	0.00	0.00	2.85	0.15	0.00	0.00	0.00	0.69	0.31	1.00
Final Sat.:	1539	3079	0	0	4179	214	0	0	0	1045	475	1205
Capacity Analysis Module:												
Vol/Sat:	0.04	0.57	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.24	1.01	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.07	0.07	0.06
Uniform Del:	37.2	21.5	0.0	0.0	19.6	19.6	0.0	0.0	0.0	23.0	23.0	22.9
IncremntDel:	2.4	22.8	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	39.6	44.3	0.0	0.0	20.0	20.0	0.0	0.0	0.0	23.2	23.2	23.1
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:	39.6	44.3	0.0	0.0	20.0	20.0	0.0	0.0	0.0	23.2	23.2	23.1
LOS by Move:	D	D	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	1	30	0	0	4	4	0	0	0	1	1	0

Note: Queue reported is the number of cars per lane.

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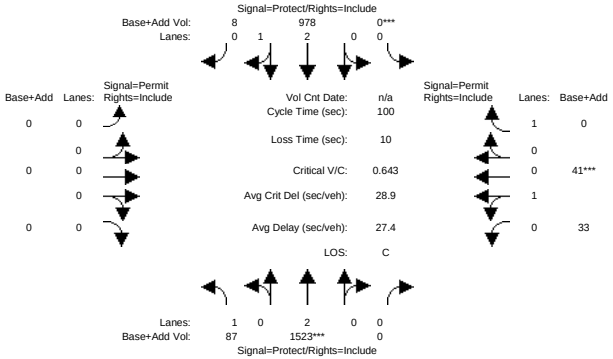
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #30: Mission Bay North/3rd



Street Name:	3rd Street						Mission Bay North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	57	57	15	38	38	0	0	0	33	33	33
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	87	1523	0	0	978	8	0	0	0	33	41	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:	87	1523	0	0	978	8	0	0	0	33	41	0
Added Vol:	0	0	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:	87	1523	0	0	978	8	0	0	0	33	41	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:	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:	93	1620	0	0	1040	9	0	0	0	35	44	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1620	0	0	1040	9	0	0	0	35	44	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
FinalVolume:	93	1620	0	0	1040	9	0	0	0	35	44	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	1.00	0.78	0.78	1.00	1.00	1.00	0.80	0.80	1.00
Lanes:	1.00	2.00	0.00	0.00	2.98	0.02	0.00	0.00	0.00	0.45	0.55	1.00
Final Sat.:	1539	3079	0	0	4384	36	0	0	0	674	838	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.53	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.05	0.05	0.00
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.57	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.33	0.33	0.00
Volume/Cap:	0.39	0.92	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.16	0.16	0.00
Uniform Del:	38.1	19.5	0.0	0.0	22.3	22.3	0.0	0.0	0.0	23.7	23.7	0.0
IncremntDel:	4.8	9.6	0.0	0.0	1.3	1.3	0.0	0.0	0.0	0.7	0.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00
Delay/Veh:	42.9	29.2	0.0	0.0	23.6	23.6	0.0	0.0	0.0	24.4	24.4	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:	42.9	29.2	0.0	0.0	23.6	23.6	0.0	0.0	0.0	24.4	24.4	0.0
LOS by Move:	D	C	A	A	C	C	A	A	A	C	C	A
HCM2kAvgQ:	2	24	0	0	9	9	0	0	0	2	2	0

Note: Queue reported is the number of cars per lane.

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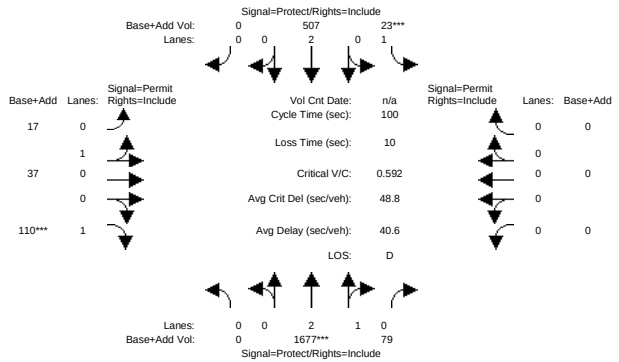
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1677	79	23	507	0	17	37	110	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:	0	1677	79	23	507	0	17	37	110	0	0	0
Added Vol:	0	0	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	1677	79	23	507	0	17	37	110	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:	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:	0	1765	83	24	534	0	18	39	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1765	83	24	534	0	18	39	116	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
FinalVolume:	0	1765	83	24	534	0	18	39	116	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.84	0.84	0.63	1.00	1.00	1.00
Lanes:	0.00	2.87	0.13	1.00	2.00	0.00	0.31	0.69	1.00	0.00	0.00	0.00
Final Sat.:	0	4195	198	1539	3079	0	502	1093	1205	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.02	0.17	0.00	0.04	0.04	0.10	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.42	0.42	0.15	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	1.00	1.00	0.10	0.30	0.00	0.11	0.11	0.29	0.00	0.00	0.00
Uniform Del:	0.0	29.0	29.0	36.7	11.2	0.0	23.3	23.3	24.8	0.0	0.0	0.0
IncremntDel:	0.0	21.4	21.4	0.9	0.4	0.0	0.4	0.4	1.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	50.4	50.4	37.6	11.6	0.0	23.7	23.7	26.7	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:	0.0	50.4	50.4	37.6	11.6	0.0	23.7	23.7	26.7	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	28	28	1	5	0	1	1	3	0	0	0

Note: Queue reported is the number of cars per lane.

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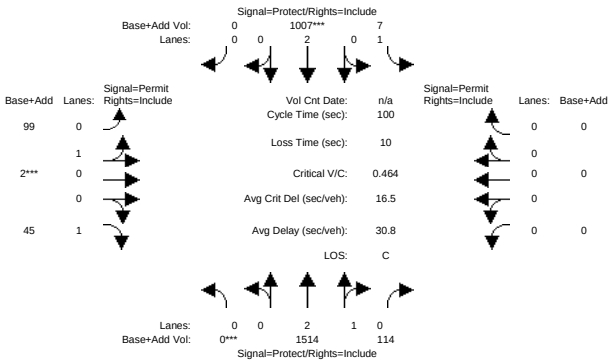
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #31: Mission Bay South/3rd



Street Name:	3rd Street						Mission Bay South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	34	34	15	57	57	33	33	33	0	0	0
Y+R:	8.0	8.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1514	114	7	1007	0	99	2	45	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:	0	1514	114	7	1007	0	99	2	45	0	0	0
Added Vol:	0	0	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	1514	114	7	1007	0	99	2	45	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:	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:	0	1594	120	7	1060	0	104	2	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1594	120	7	1060	0	104	2	47	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
FinalVolume:	0	1594	120	7	1060	0	104	2	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.77	0.77	0.81	0.81	1.00	0.77	0.77	0.63	1.00	1.00	1.00
Lanes:	0.00	2.79	0.21	1.00	2.00	0.00	0.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	4073	307	1539	3079	0	1426	29	1205	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.00	0.34	0.00	0.07	0.07	0.04	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.00	0.41	0.41	0.16	0.57	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.95	0.95	0.03	0.60	0.00	0.22	0.22	0.12	0.00	0.00	0.00
Uniform Del:	0.0	28.4	28.4	35.6	14.1	0.0	24.2	24.2	23.4	0.0	0.0	0.0
IncremntDel:	0.0	12.2	12.2	0.2	1.6	0.0	1.1	1.1	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	40.6	40.6	35.9	15.6	0.0	25.3	25.3	24.0	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:	0.0	40.6	40.6	35.9	15.6	0.0	25.3	25.3	24.0	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	24	24	0	12	0	2	2	1	0	0	0

Note: Queue reported is the number of cars per lane.

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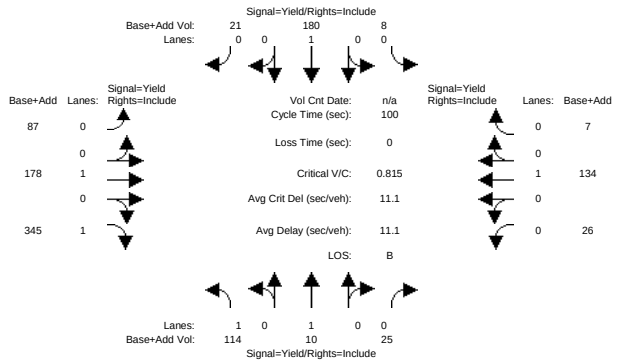
Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	114	10	25	8	180	21	87	178	345	26	134	7
Growth Adj:	1.00	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	10	25	8	180	21	87	178	345	26	134	7
Added Vol:	0	0	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:	114	10	25	8	180	21	87	178	345	26	134	7
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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	158	14	35	11	250	29	121	247	479	36	186	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	14	35	11	250	29	121	247	479	36	186	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
FinalVolume:	158	14	35	11	250	29	121	247	479	36	186	10
PCE Module:												
AutoPCE:	158	14	35	11	250	29	121	247	479	36	186	10
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	158	14	35	11	250	29	121	247	479	36	186	10
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	379			381			297			293		
MaxVolume:	995			995			1040			1042		
PedVolume:	0			0			0			0		
AdjMaxVol:	995			995			1040			1042		
ApproachVol:	207			290			847			232		
ApproachV/C:	0.21			0.29			0.82			0.22		
ApproachDel:	4.6			5.1			16.6			4.4		
ApproachLOS:	A			A			C			A		
Queue:	0.8			1.2			9.5			0.9		

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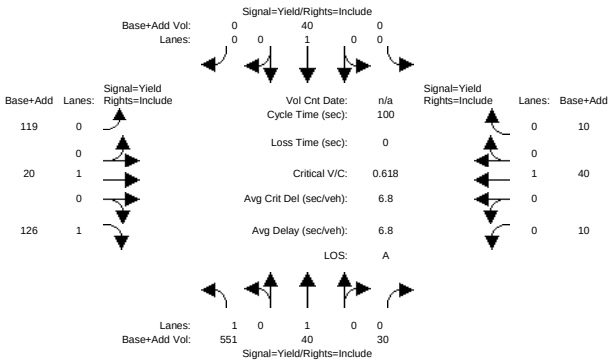
Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #32: Mission Bay/Owens



Street Name:	Owens Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	551	40	30	0	40	0	119	20	126	10	40	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:	551	40	30	0	40	0	119	20	126	10	40	10
Added Vol:	0	0	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:	551	40	30	0	40	0	119	20	126	10	40	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:	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:	612	44	33	0	44	0	132	22	140	11	44	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	44	33	0	44	0	132	22	140	11	44	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
FinalVolume:	612	44	33	0	44	0	132	22	140	11	44	11
PCE Module:												
AutoPCE:	612	44	33	0	44	0	132	22	140	11	44	11
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	612	44	33	0	44	0	132	22	140	11	44	11
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	154			668			56			789		
MaxVolume:	1117			839			1170			774		
PedVolume:	0			0			0			0		
AdjMaxVol:	1117			839			1170			774		
ApproachVol:	690			44			294			67		
ApproachV/C:	0.62			0.05			0.25			0.09		
ApproachDel:	8.3			4.5			4.1			5.1		
ApproachLOS:	A			A			A			A		
Queue:	4.5			0.2			1.0			0.3		

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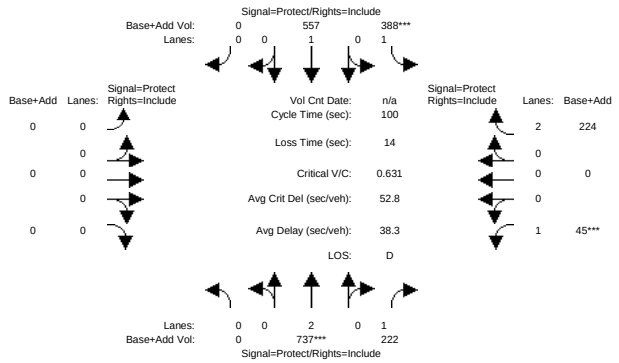
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #33: Mission Bay/7th



Street Name:	7th Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	36	36	14	61	0	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	737	222	388	557	0	0	0	0	45	0	224
Growth Adj:	1.00	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	737	222	388	557	0	0	0	0	45	0	224
Added Vol:	0	0	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	737	222	388	557	0	0	0	0	45	0	224
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:	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	768	231	404	580	0	0	0	0	47	0	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	768	231	404	580	0	0	0	0	47	0	233
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	768	231	404	580	0	0	0	0	47	0	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.81	0.72	0.81	0.85	1.00	1.00	1.00	1.00	0.81	1.00	0.64
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3079	1377	1539	1620	0	0	0	0	1539	0	2424
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.17	0.26	0.36	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.36	0.36	0.25	0.61	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.69	0.47	1.05	0.59	0.00	0.00	0.00	0.00	0.12	0.00	0.38
Uniform Del:	0.0	27.3	24.6	37.5	11.8	0.0	0.0	0.0	0.0	29.0	0.0	31.1
IncremntDel:	0.0	3.6	3.1	59.6	2.6	0.0	0.0	0.0	0.0	0.6	0.0	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	30.8	27.7	97.1	14.4	0.0	0.0	0.0	0.0	29.7	0.0	33.0
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	30.8	27.7	97.1	14.4	0.0	0.0	0.0	0.0	29.7	0.0	33.0
LOS by Move:	A	C	C	F	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	12	6	20	11	0	0	0	0	1	0	4

Note: Queue reported is the number of cars per lane.

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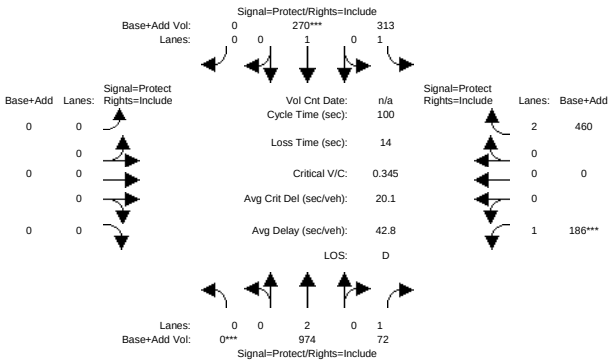
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #33: Mission Bay/7th



Street Name:	7th Street						Mission Bay					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	32	32	14	57	0	0	0	0	29	0	29
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	974	72	313	270	0	0	0	0	186	0	460
Growth Adj:	1.00	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	974	72	313	270	0	0	0	0	186	0	460
Added Vol:	0	0	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	974	72	313	270	0	0	0	0	186	0	460
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:	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	1004	74	323	278	0	0	0	0	192	0	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1004	74	323	278	0	0	0	0	192	0	474
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	0	1004	74	323	278	0	0	0	0	192	0	474
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.81	0.72	0.81	0.85	1.00	1.00	1.00	1.00	0.81	1.00	0.64
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3079	1377	1539	1620	0	0	0	0	1539	0	2424
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.05	0.21	0.17	0.00	0.00	0.00	0.00	0.12	0.00	0.20
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.35	0.35	0.22	0.57	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.94	0.16	0.94	0.30	0.00	0.00	0.00	0.00	0.43	0.00	0.67
Uniform Del:	0.0	31.6	22.5	38.2	11.2	0.0	0.0	0.0	0.0	28.8	0.0	31.3
IncremntDel:	0.0	16.4	0.7	35.5	0.8	0.0	0.0	0.0	0.0	3.0	0.0	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	48.0	23.2	73.7	12.0	0.0	0.0	0.0	0.0	31.8	0.0	36.5
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	48.0	23.2	73.7	12.0	0.0	0.0	0.0	0.0	31.8	0.0	36.5
LOS by Move:	A	D	C	E	B	A	A	A	A	C	A	D
HCM2kAvgQ:	0	21	2	14	4	0	0	0	0	5	0	8

Note: Queue reported is the number of cars per lane.

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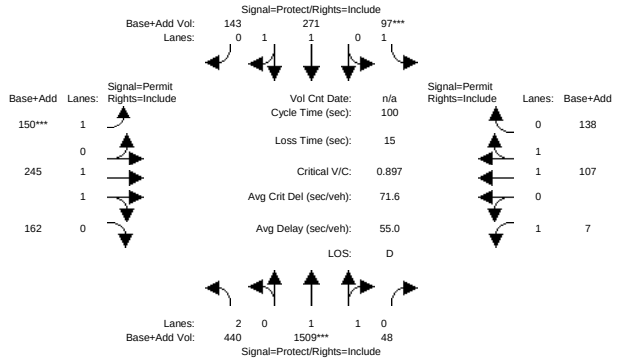
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	50	50	9	36	36	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	440	1509	48	97	271	143	150	245	162	7	107	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1509	48	97	271	143	150	245	162	7	107	138
Added Vol:	0	0	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:	440	1509	48	97	271	143	150	245	162	7	107	138
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:	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:	458	1572	50	101	282	149	156	255	169	7	111	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	1572	50	101	282	149	156	255	169	7	111	144
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	458	1572	50	101	282	149	156	255	169	7	111	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.77	0.77	0.48	0.71	0.71	0.34	0.70	0.70
Lanes:	2.00	1.94	0.06	1.00	1.31	0.69	1.00	1.20	0.80	1.00	1.00	1.00
Final Sat.:	2987	2969	94	1539	1911	1008	919	1633	1080	655	1322	1322
Capacity Analysis Module:												
Vol/Sat:	0.15	0.53	0.53	0.07	0.15	0.15	0.17	0.16	0.16	0.01	0.08	0.11
Crit Moves:		****		****			****					
Green/Cycle:	0.20	0.49	0.49	0.09	0.38	0.38	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.77	1.08	1.08	0.74	0.39	0.39	0.62	0.57	0.57	0.04	0.31	0.40
Uniform Del:	38.6	26.0	26.0	45.4	23.1	23.1	32.3	31.8	31.8	27.1	29.3	30.1
IncremntDel:	9.2	48.1	48.1	30.4	1.0	1.0	10.9	3.1	3.1	0.4	1.0	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	47.8	74.1	74.1	75.8	24.1	24.1	43.3	35.0	35.0	27.6	30.3	31.9
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:	47.8	74.1	74.1	75.8	24.1	24.1	43.3	35.0	35.0	27.6	30.3	31.9
LOS by Move:	D	E	E	E	C	C	D	C	C	C	C	C
HCM2kAvgQ:	6	33	33	5	5	5	4	6	6	0	3	4

Note: Queue reported is the number of cars per lane.

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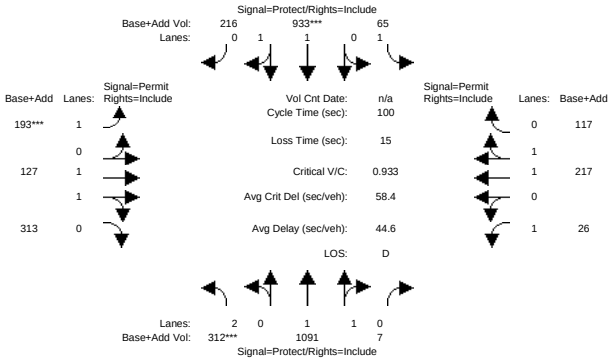
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #34: 16th/3rd



Street Name:	3rd Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	50	50	5	41	41	30	30	30	30	30	30
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	312	1091	7	65	933	216	193	127	313	26	217	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1091	7	65	933	216	193	127	313	26	217	117
Added Vol:	0	0	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:	312	1091	7	65	933	216	193	127	313	26	217	117
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:	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:	335	1173	8	70	1003	232	208	137	337	28	233	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	1173	8	70	1003	232	208	137	337	28	233	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
FinalVolume:	335	1173	8	70	1003	232	208	137	337	28	233	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.81	0.81	0.81	0.79	0.79	0.41	0.68	0.68	0.32	0.72	0.72
Lanes:	2.00	1.99	0.01	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.30	0.70
Final Sat.:	2987	3056	20	1539	2430	563	775	1289	1289	613	1778	959
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.38	0.05	0.41	0.41	0.27	0.11	0.26	0.05	0.13	0.13
Crit Moves:	****				****		****					
Green/Cycle:	0.14	0.50	0.50	0.05	0.41	0.41	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.80	0.77	0.77	0.91	1.01	1.01	0.89	0.35	0.87	0.15	0.44	0.44
Uniform Del:	41.7	20.3	20.3	47.3	29.5	29.5	33.5	27.4	33.2	25.7	28.2	28.2
IncremntDel:	15.0	3.7	3.7	79.2	27.4	27.4	36.7	0.7	17.2	1.7	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	56.6	24.0	24.0	126.5	56.9	56.9	70.2	28.1	50.3	27.4	29.9	29.9
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:	56.6	24.0	24.0	126.5	56.9	56.9	70.2	28.1	50.3	27.4	29.9	29.9
LOS by Move:	E	C	C	F	E	E	E	C	D	C	C	C
HCM2kAvgQ:	5	16	16	4	27	27	7	3	11	1	5	5

Note: Queue reported is the number of cars per lane.

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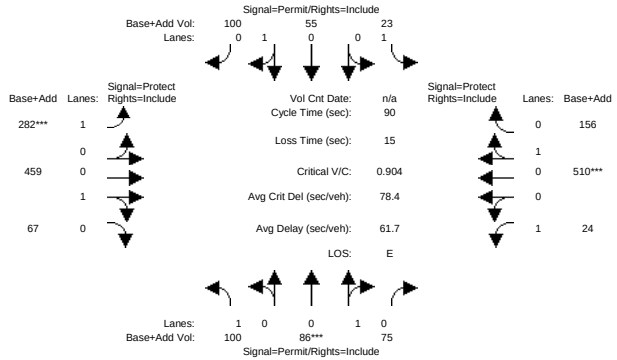
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #35: 16th/4th




```
Street Name:            4th Street                      16th Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   20   20   20    20   20   20    15   40   40    15   40   40
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     100   86   75    23   55  100   282  459   67    24  510  156
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  100   86   75    23   55  100   282  459   67    24  510  156
Added Vol:      0    0    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:  100   86   75    23   55  100   282  459   67    24  510  156
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:     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:   105   91   79    24   58  105   297  483   71    25  537  164
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  105   91   79    24   58  105   297  483   71    25  537  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
FinalVolume:  105   91   79    24   58  105   297  483   71    25  537  164
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.50 0.79 0.79  0.49 0.77 0.77  0.81 0.73 0.73  0.81 0.82 0.82
Lanes:       1.00 0.53 0.47  1.00 0.35 0.65  1.00 0.87 0.13  1.00 0.77 0.23
Final Sat.:   946  805  702   925  519  944  1539 1214  177  1539 1197  366
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11 0.11  0.03 0.11 0.11  0.19 0.40 0.40  0.02 0.45 0.45
Crit Moves:       ****                       ****                 ****
Green/Cycle: 0.22 0.22 0.22  0.22 0.22 0.22  0.17 0.44 0.44  0.17 0.44 0.44
Volume/Cap:  0.50 0.51 0.51  0.12 0.50 0.50  1.16 0.90 0.90  0.10 1.01 1.01
Uniform Del: 30.6 30.7 30.7  28.0 30.6 30.6  37.5 23.1 23.1  31.8 25.0 25.0
IncremntDel:  8.3  5.4  5.4   1.2  5.4  5.4 105.3 18.0 18.0   0.8 36.3 36.3
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   38.9 36.0 36.0  29.1 36.1 36.1 142.8 41.1 41.1  32.5 61.3 61.3
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:  38.9 36.0 36.0  29.1 36.1 36.1 142.8 41.1 41.1  32.5 61.3 61.3
LOS by Move:    D    D    D     C    D    D     F    D    D     C    E    E
HCM2kAvgQ:      3    5    5     1    5    5    13   13   13     1   27   27
Note: Queue reported is the number of cars per lane.
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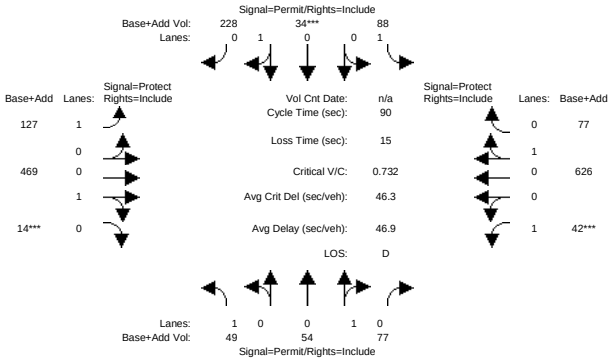
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #35: 16th/4th




```
Street Name:            4th Street                      16th Street
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   20   20   20    20   20   20    20   40   40    15   45   45
Y+R:         5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      49   54   77    88   34  228   127  469   14    42  626   77
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   49   54   77    88   34  228   127  469   14    42  626   77
Added Vol:      0    0    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:   49   54   77    88   34  228   127  469   14    42  626   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:     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:    54   59   85    97   37  251   140  515   15    46  688   85
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   54   59   85    97   37  251   140  515   15    46  688   85
PCE Adj:     1.00 1.00 1.00  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
FinalVolume:   54   59   85    97   37  251   140  515   15    46  688   85
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.29 0.78 0.78  0.53 0.74 0.74  0.81 0.74 0.74  0.81 0.84 0.84
Lanes:       1.00 0.41 0.59  1.00 0.13 0.87  1.00 0.97 0.03  1.00 0.89 0.11
Final Sat.:   546  609  869  1011  183 1225  1539 1371   41  1539 1420  175
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10 0.10  0.10 0.20 0.20  0.09 0.38 0.38  0.03 0.48 0.48
Crit Moves:                       ****                 ****  ****
Green/Cycle: 0.22 0.22 0.22  0.22 0.22 0.22  0.11 0.44 0.44  0.17 0.50 0.50
Volume/Cap:  0.44 0.44 0.44  0.43 0.92 0.92  0.82 0.85 0.85  0.18 0.97 0.97
Uniform Del: 30.2 30.2 30.2  30.1 34.2 34.2  39.1 22.3 22.3  32.2 21.8 21.8
IncremntDel: 11.3  4.2  4.2   5.9 34.0 34.0  33.3 13.2 13.2   1.5 25.2 25.2
InitQueuDel:  0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   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
Delay/Veh:   41.5 34.4 34.4  36.0 68.2 68.2  72.4 35.5 35.5  33.7 47.0 47.0
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:  41.5 34.4 34.4  36.0 68.2 68.2  72.4 35.5 35.5  33.7 47.0 47.0
LOS by Move:    D    C    C     D    E    E     E    D    D     C    D    D
HCM2kAvgQ:      2    4    4     3   12   12     4   13   13     1   27   27
Note: Queue reported is the number of cars per lane.
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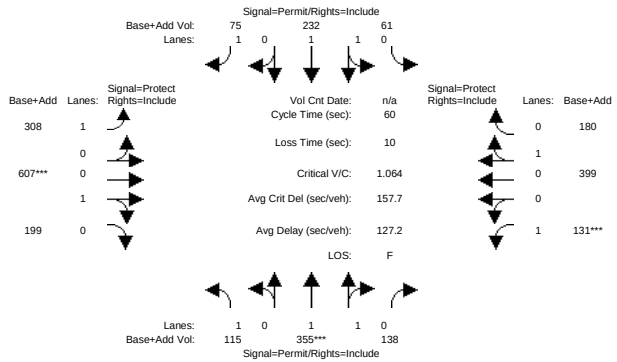
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #36: 16th/Owens



Street Name:	Owens St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	20	20	20	20	20	10	25	25	5	18	18
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	115	355	138	61	232	75	308	607	199	131	399	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	355	138	61	232	75	308	607	199	131	399	180
Added Vol:	0	0	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:	115	355	138	61	232	75	308	607	199	131	399	180
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:	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:	121	374	145	64	244	79	324	639	209	138	420	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	374	145	64	244	79	324	639	209	138	420	189
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	121	374	145	64	244	79	324	639	209	138	420	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.78	0.78	0.64	0.64	0.72	0.81	0.72	0.72	0.81	0.81	0.81
Lanes:	1.00	1.44	0.56	0.42	1.58	1.00	1.00	0.75	0.25	1.00	0.69	0.31
Final Sat.:	878	2124	826	508	1931	1377	1539	1028	337	1539	1064	480
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.13	0.13	0.06	0.21	0.62	0.62	0.09	0.39	0.39
Crit Moves:		****						****			****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.17	0.42	0.42	0.08	0.33	0.33
Volume/Cap:	0.41	0.53	0.53	0.38	0.38	0.17	1.21	1.49	1.49	1.07	1.21	1.21
Uniform Del:	15.5	16.2	16.2	15.3	15.3	14.1	24.8	17.5	17.5	27.5	20.2	20.2
IncremntDel:	4.3	2.0	2.0	1.3	1.3	0.8	124.2	230	230.3	100.9	112	112.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	19.7	18.2	18.2	16.6	16.6	15.0	149.0	248	247.8	128.4	132	132.3
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:	19.7	18.2	18.2	16.6	16.6	15.0	149.0	248	247.8	128.4	132	132.3
LOS by Move:	B	B	B	B	B	B	F	F	F	F	F	F
HCM2kAvgQ:	2	5	5	3	3	1	13	49	49	4	24	24

Note: Queue reported is the number of cars per lane.

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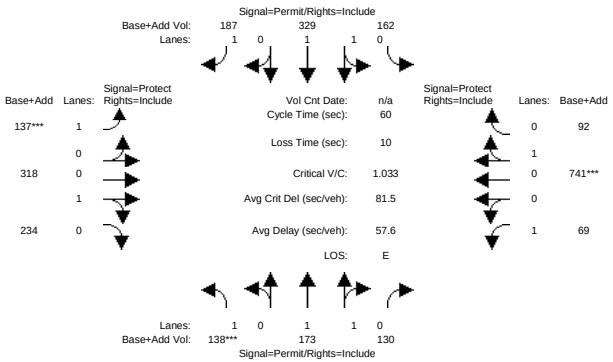
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #36: 16th/Owens



Street Name:	Owens St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	20	20	20	20	20	10	20	20	10	20	20
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	138	173	130	162	329	187	137	318	234	69	741	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	173	130	162	329	187	137	318	234	69	741	92
Added Vol:	0	0	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:	138	173	130	162	329	187	137	318	234	69	741	92
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:	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:	145	182	137	171	346	197	144	335	246	73	780	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	182	137	171	346	197	144	335	246	73	780	97
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	145	182	137	171	346	197	144	335	246	73	780	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.76	0.76	0.55	0.55	0.72	0.81	0.70	0.70	0.81	0.84	0.84
Lanes:	1.00	1.14	0.86	0.66	1.34	1.00	1.00	0.58	0.42	1.00	0.89	0.11
Final Sat.:	491	1645	1236	691	1403	1377	1539	765	563	1539	1418	176
Capacity Analysis Module:												
Vol/Sat:	0.30	0.11	0.11	0.25	0.25	0.14	0.09	0.44	0.44	0.05	0.55	0.55
Crit Moves:	****						****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.09	0.52	0.52	0.11	0.53	0.53
Volume/Cap:	1.03	0.39	0.39	0.86	0.86	0.50	1.03	0.85	0.85	0.44	1.03	1.03
Uniform Del:	39.3	31.5	31.5	37.2	37.2	32.7	50.0	22.9	22.9	46.0	25.7	25.7
IncremntDel:	85.1	1.4	1.4	15.1	15.1	4.5	84.4	12.5	12.5	8.3	39.9	39.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	124.4	32.9	32.9	52.3	52.3	37.2	134.4	35.4	35.4	54.3	65.6	65.6
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:	124.4	32.9	32.9	52.3	52.3	37.2	134.4	35.4	35.4	54.3	65.6	65.6
LOS by Move:	F	C	C	D	D	D	F	D	D	D	E	E
HCM2kAvgQ:	9	5	5	12	12	6	5	16	16	2	33	33

Note: Queue reported is the number of cars per lane.

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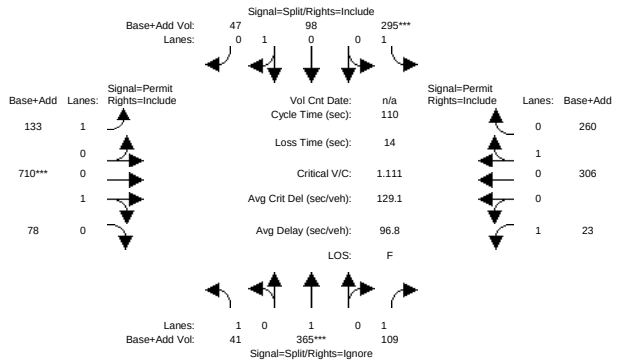
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #37: 16th/7th



Street Name:	7th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	30	30	30	30	30	30	36	36	36	36	36	67
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0
Volume Module:												
Base Vol:	41	365	109	295	98	47	133	710	78	23	306	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	365	109	295	98	47	133	710	78	23	306	260
Added Vol:	0	0	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:	41	365	109	295	98	47	133	710	78	23	306	260
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	42	372	0	301	100	48	136	724	80	23	312	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	372	0	301	100	48	136	724	80	23	312	265
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
FinalVolume:	42	372	0	301	100	48	136	724	80	23	312	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	1.00	0.81	0.71	0.71	0.21	0.74	0.74	0.05	0.79	0.79
Lanes:	1.00	1.00	1.00	1.00	0.68	0.32	1.00	0.90	0.10	1.00	0.54	0.46
Final Sat.:	1539	1620	1900	1539	911	437	394	1258	138	102	816	693
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.00	0.20	0.11	0.11	0.34	0.58	0.58	0.23	0.38	0.38
Crit Moves:		****		****				****				
Green/Cycle:	0.21	0.21	0.00	0.21	0.21	0.21	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.13	1.08	0.00	0.92	0.52	0.52	0.73	1.21	1.21	0.46	0.81	0.81
Uniform Del:	44.9	55.5	0.0	54.3	49.1	49.1	29.6	37.0	37.0	24.8	31.5	31.5
IncremntDel:	0.8	71.6	0.0	32.8	6.5	6.5	21.6	109	108.8	27.0	9.4	9.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	45.7	127	0.0	87.1	55.6	55.6	51.2	146	145.8	51.8	40.9	40.9
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:	45.7	127	0.0	87.1	55.6	55.6	51.2	146	145.8	51.8	40.9	40.9
LOS by Move:	D	F	A	F	E	E	D	F	F	D	D	D
HCM2kAvgQ:	1	23	0	16	6	6	6	54	54	1	20	20

Note: Queue reported is the number of cars per lane.

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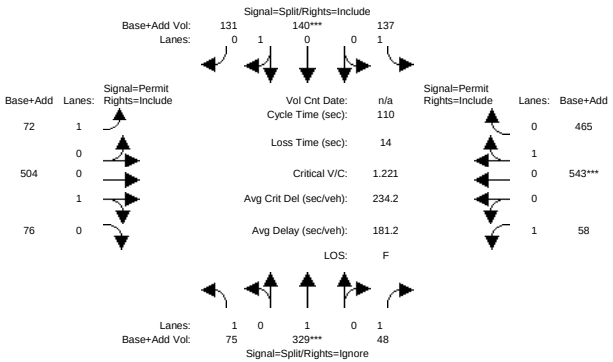
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #37: 16th/7th



Street Name:	7th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	37	37	37	30	30	30	29	29	29	29	29	59
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0
Volume Module:												
Base Vol:	75	329	48	137	140	131	72	504	76	58	543	465
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	329	48	137	140	131	72	504	76	58	543	465
Added Vol:	0	0	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:	75	329	48	137	140	131	72	504	76	58	543	465
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	77	336	0	140	143	134	73	514	78	59	554	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	336	0	140	143	134	73	514	78	59	554	474
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
FinalVolume:	77	336	0	140	143	134	73	514	78	59	554	474
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	1.00	0.81	0.69	0.69	0.06	0.73	0.73	0.15	0.79	0.79
Lanes:	1.00	1.00	1.00	1.00	0.52	0.48	1.00	0.87	0.13	1.00	0.54	0.46
Final Sat.:	1539	1620	1900	1539	680	636	110	1207	182	288	813	696
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.00	0.09	0.21	0.21	0.67	0.43	0.43	0.21	0.68	0.68
Crit Moves:		****			****						****	
Green/Cycle:	0.26	0.26	0.00	0.21	0.21	0.21	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.19	0.78	0.00	0.42	0.98	0.98	1.43	1.01	1.01	0.49	1.62	1.62
Uniform Del:	39.9	47.8	0.0	47.5	54.7	54.7	40.5	40.5	40.5	29.5	40.5	40.5
IncremntDel:	1.0	13.4	0.0	4.0	48.9	48.9	274.7	39.9	39.9	13.3	285	285.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	40.9	61.2	0.0	51.5	104	103.6	315.2	80.4	80.4	42.8	326	325.7
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:	40.9	61.2	0.0	51.5	104	103.6	315.2	80.4	80.4	42.8	326	325.7
LOS by Move:	D	E	A	D	F	F	F	F	F	D	F	F
HCM2kAvgQ:	3	15	0	5	16	16	8	32	32	2	89	89

Note: Queue reported is the number of cars per lane.

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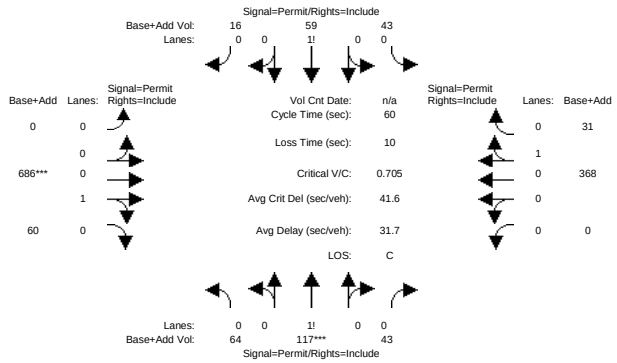
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street								16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	24	24	24	24	24	24	26	26	26	26	26	26
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	64	117	43	43	59	16	0	686	60	0	368	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:	64	117	43	43	59	16	0	686	60	0	368	31
Added Vol:	0	0	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:	64	117	43	43	59	16	0	686	60	0	368	31
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:	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:	70	129	47	47	65	18	0	754	66	0	404	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	129	47	47	65	18	0	754	66	0	404	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
FinalVolume:	70	129	47	47	65	18	0	754	66	0	404	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.82	0.82	0.82	1.00	0.99	0.99	1.00	0.99	0.99
Lanes:	0.29	0.52	0.19	0.36	0.50	0.14	0.00	0.92	0.08	0.00	0.92	0.08
Final Sat.:	466	852	313	568	780	211	0	1728	151	0	1733	146
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.08	0.08	0.08	0.00	0.44	0.44	0.00	0.23	0.23
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.00	0.43	0.43	0.00	0.43	0.43
Volume/Cap:	0.38	0.38	0.38	0.21	0.21	0.21	0.00	1.01	1.01	0.00	0.54	0.54
Uniform Del:	12.7	12.7	12.7	11.8	11.8	11.8	0.0	17.0	17.0	0.0	12.6	12.6
IncremntDel:	0.4	0.4	0.4	0.2	0.2	0.2	0.0	33.2	33.2	0.0	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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:	13.1	13.1	13.1	11.9	11.9	11.9	0.0	50.2	50.2	0.0	13.3	13.3
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:	13.1	13.1	13.1	11.9	11.9	11.9	0.0	50.2	50.2	0.0	13.3	13.3
LOS by Move:	B	B	B	B	B	B	A	D	D	A	B	B
HCM2kAvgQ:	3	3	3	2	2	2	0	16	16	0	7	7

Note: Queue reported is the number of cars per lane.

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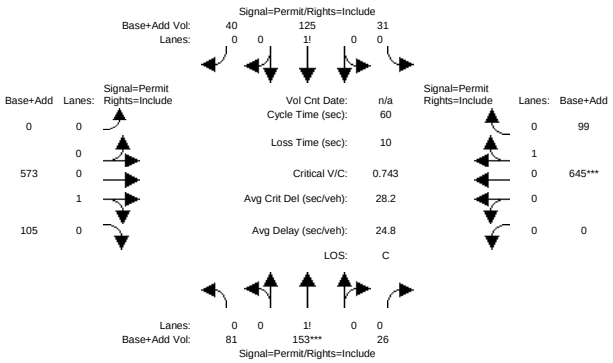
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #38: 16th St/Rhode Island



Street Name:	Rhode Island Street								16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	22	22	22	22	22	22	28	28	28	28	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	81	153	26	31	125	40	0	573	105	0	645	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	153	26	31	125	40	0	573	105	0	645	99
Added Vol:	0	0	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:	81	153	26	31	125	40	0	573	105	0	645	99
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:	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:	89	168	29	34	137	44	0	630	115	0	709	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	168	29	34	137	44	0	630	115	0	709	109
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	89	168	29	34	137	44	0	630	115	0	709	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.89	0.89	0.89	1.00	0.98	0.98	1.00	0.98	0.98
Lanes:	0.31	0.59	0.10	0.16	0.64	0.20	0.00	0.85	0.15	0.00	0.87	0.13
Final Sat.:	491	927	158	268	1081	346	0	1572	288	0	1618	248
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.13	0.13	0.13	0.00	0.40	0.40	0.00	0.44	0.44
Crit Moves:		****									****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.00	0.47	0.47	0.00	0.47	0.47
Volume/Cap:	0.49	0.49	0.49	0.35	0.35	0.35	0.00	0.86	0.86	0.00	0.94	0.94
Uniform Del:	14.7	14.7	14.7	13.8	13.8	13.8	0.0	14.2	14.2	0.0	15.2	15.2
IncremntDel:	0.7	0.7	0.7	0.3	0.3	0.3	0.0	8.6	8.6	0.0	17.5	17.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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:	15.4	15.4	15.4	14.1	14.1	14.1	0.0	22.8	22.8	0.0	32.7	32.7
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:	15.4	15.4	15.4	14.1	14.1	14.1	0.0	22.8	22.8	0.0	32.7	32.7
LOS by Move:	B	B	B	B	B	B	A	C	C	A	C	C
HCM2kAvgQ:	5	5	5	3	3	3	0	12	12	0	20	20

Note: Queue reported is the number of cars per lane.

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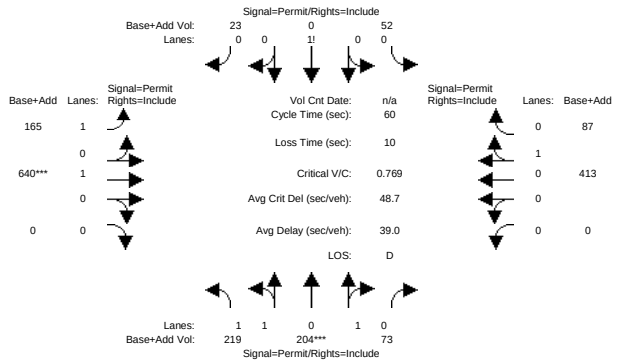
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	23	23	23	23	23	23	27	27	27	27	27	27
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	219	204	73	52	0	23	165	640	0	0	413	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	204	73	52	0	23	165	640	0	0	413	87
Added Vol:	0	0	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:	219	204	73	52	0	23	165	640	0	0	413	87
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:	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:	235	219	78	56	0	25	177	688	0	0	444	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	219	78	56	0	25	177	688	0	0	444	94
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	235	219	78	56	0	25	177	688	0	0	444	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.60	0.60	0.50	1.00	0.50	0.54	0.75	1.00	1.00	0.73	0.73
Lanes:	1.33	1.23	0.44	0.69	0.00	0.31	1.00	1.00	0.00	0.00	0.83	0.17
Final Sat.:	1516	1412	505	663	0	293	1035	1418	0	0	1144	241
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.08	0.00	0.08	0.17	0.49	0.00	0.00	0.39	0.39
Crit Moves:		****						****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.00	0.38	0.45	0.45	0.00	0.00	0.45	0.45
Volume/Cap:	0.41	0.41	0.41	0.22	0.00	0.22	0.38	1.08	0.00	0.00	0.86	0.86
Uniform Del:	13.5	13.5	13.5	12.5	0.0	12.5	11.0	16.5	0.0	0.0	14.8	14.8
IncremntDel:	0.9	0.9	0.9	1.4	0.0	1.4	2.4	58.7	0.0	0.0	14.6	14.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	14.4	14.4	14.4	13.8	0.0	13.8	13.3	75.2	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:	14.4	14.4	14.4	13.8	0.0	13.8	13.3	75.2	0.0	0.0	29.5	29.5
LOS by Move:	B	B	B	B	A	B	B	E	A	A	C	C
HCM2kAvgQ:	3	3	3	1	0	1	2	18	0	0	11	11

Note: Queue reported is the number of cars per lane.

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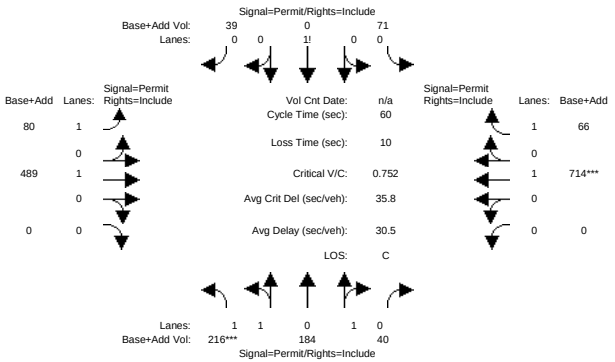
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #39: 16th/Vermont



Street Name:	Vermont St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	21	0	21	21	0	21	0	29	0	0	29	0
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	216	184	40	71	0	39	80	489	0	0	714	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:	216	184	40	71	0	39	80	489	0	0	714	66
Added Vol:	0	0	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:	216	184	40	71	0	39	80	489	0	0	714	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:	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:	237	202	44	78	0	43	88	537	0	0	785	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	202	44	78	0	43	88	537	0	0	785	73
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	237	202	44	78	0	43	88	537	0	0	785	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.59	0.59	0.50	1.00	0.50	0.12	0.75	1.00	1.00	0.85	0.63
Lanes:	1.48	1.25	0.27	0.65	0.00	0.35	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1665	1418	308	612	0	336	224	1418	0	0	1620	1205
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.00	0.13	0.39	0.38	0.00	0.00	0.48	0.06
Crit Moves:	****										****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.41	0.41	0.41	0.36	0.00	0.36	0.73	0.78	0.00	0.00	1.00	0.12
Uniform Del:	14.8	14.8	14.8	14.5	0.0	14.5	12.4	12.9	0.0	0.0	15.5	8.5
IncremntDel:	1.0	1.0	1.0	3.1	0.0	3.1	32.4	8.7	0.0	0.0	32.6	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.8	15.8	15.8	17.6	0.0	17.6	44.8	21.6	0.0	0.0	48.1	9.0
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:	15.8	15.8	15.8	17.6	0.0	17.6	44.8	21.6	0.0	0.0	48.1	9.0
LOS by Move:	B	B	B	B	A	B	D	C	A	A	D	A
HCM2kAvgQ:	3	3	3	2	0	2	1	8	0	0	17	1

Note: Queue reported is the number of cars per lane.

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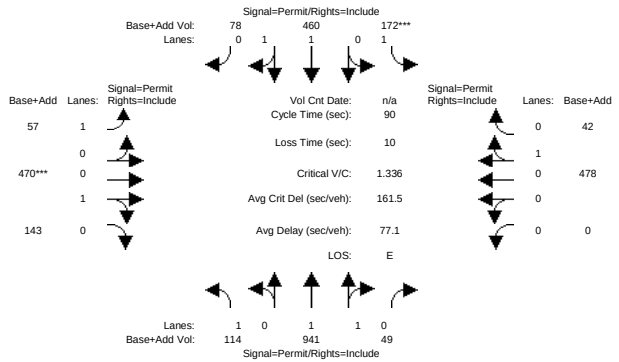
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #40: 16th/Potrero



Street Name:	Potrero Ave						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	40	40	40	40	40	40	40	40	40	40	40	40
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	114	941	49	172	460	78	57	470	143	0	478	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:	114	941	49	172	460	78	57	470	143	0	478	42
Added Vol:	0	0	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:	114	941	49	172	460	78	57	470	143	0	478	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:	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:	118	970	51	177	474	80	59	485	147	0	493	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	970	51	177	474	80	59	485	147	0	493	43
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	118	970	51	177	474	80	59	485	147	0	493	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.59	0.74	0.14	0.58	0.72	0.56	0.61	0.68	1.00	0.63	0.70
Lanes:	1.00	1.92	0.08	1.00	1.76	0.24	1.00	0.79	0.21	0.00	0.93	0.07
Final Sat.:	630	2146	112	269	1939	329	1055	917	279	0	1109	97
Capacity Analysis Module:												
Vol/Sat:	0.19	0.45	0.45	0.66	0.24	0.24	0.06	0.53	0.53	0.00	0.44	0.44
Crit Moves:				****				****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.00	0.44	0.44
Volume/Cap:	0.42	1.02	1.02	1.48	0.55	0.55	0.13	1.19	1.19	0.00	1.00	1.00
Uniform Del:	17.1	25.0	25.0	25.0	18.4	18.4	14.7	25.0	25.0	0.0	25.0	25.0
IncremntDel:	4.6	32.8	32.8	256.6	2.2	2.2	0.5	103	102.9	0.0	38.8	38.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	21.6	57.8	57.8	281.6	20.6	20.6	15.3	128	127.9	0.0	63.8	63.8
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:	21.6	57.8	57.8	281.6	20.6	20.6	15.3	128	127.9	0.0	63.8	63.8
LOS by Move:	C	E	E	F	C	C	B	F	F	A	E	E
HCM2kAvgQ:	3	22	26	14	6	8	1	32	35	0	18	20

Note: Queue reported is the number of cars per lane.

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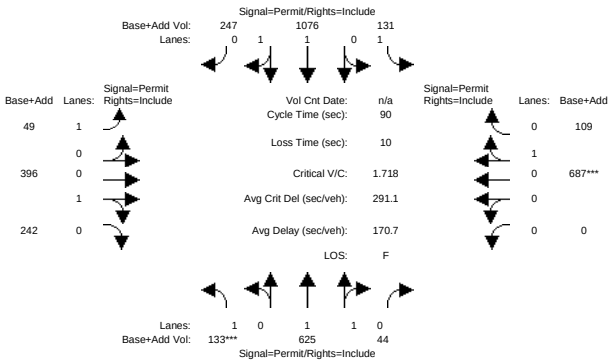
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #40: 16th/Potrero



Street Name:	Potrero Ave						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	40	40	40	40	40	40	40	40	40	40	40	40
Y+R:	5.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	4.0	5.0	4.0
Volume Module:												
Base Vol:	133	625	44	131	1076	247	49	396	242	0	687	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:	133	625	44	131	1076	247	49	396	242	0	687	109
Added Vol:	0	0	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:	133	625	44	131	1076	247	49	396	242	0	687	109
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:	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:	137	644	45	135	1109	255	51	408	249	0	708	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	644	45	135	1109	255	51	408	249	0	708	112
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	137	644	45	135	1109	255	51	408	249	0	708	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.59	0.73	0.26	0.58	0.72	0.60	0.60	0.67	1.00	0.63	0.69
Lanes:	1.00	1.89	0.11	1.00	1.69	0.31	1.00	0.65	0.35	0.00	0.88	0.12
Final Sat.:	162	2110	149	501	1849	424	1133	736	450	0	1040	165
Capacity Analysis Module:												
Vol/Sat:	0.85	0.31	0.31	0.27	0.60	0.60	0.04	0.55	0.55	0.00	0.68	0.68
Crit Moves:	****										****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.00	0.44	0.44
Volume/Cap:	1.71	0.69	0.69	0.61	1.35	1.35	0.10	1.25	1.25	0.00	1.53	1.53
Uniform Del:	25.0	20.0	20.0	19.0	25.0	25.0	14.5	25.0	25.0	0.0	25.0	25.0
IncremntDel:	368.4	3.8	3.8	11.7	164	164.2	0.4	127	126.7	0.0	249	249.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	1.00	1.00
Delay/Veh:	393.4	23.8	23.8	30.7	189	189.2	14.9	152	151.7	0.0	274	274.0
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:	393.4	23.8	23.8	30.7	189	189.2	14.9	152	151.7	0.0	274	274.0
LOS by Move:	F	C	C	C	F	F	B	F	F	A	F	F
HCM2kAvgQ:	12	9	11	4	43	53	1	36	39	0	56	62

Note: Queue reported is the number of cars per lane.

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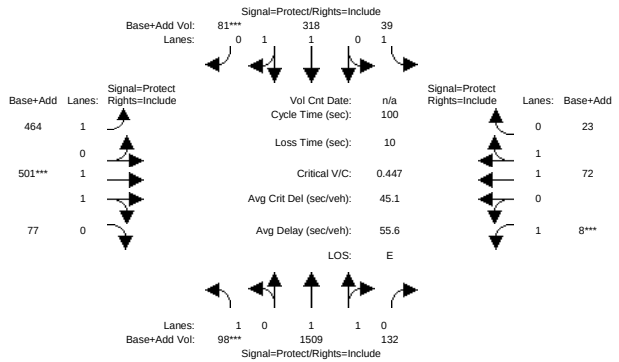
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	23	51	51	4	32	44	31	27	27	12	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	98	1509	132	39	318	81	464	501	77	8	72	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:	98	1509	132	39	318	81	464	501	77	8	72	23
Added Vol:	0	0	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:	98	1509	132	39	318	81	464	501	77	8	72	23
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:	98	1509	132	39	318	81	464	501	77	8	72	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1509	132	39	318	81	464	501	77	8	72	23
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	98	1509	132	39	318	81	464	501	77	8	72	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.79	0.79	0.81	0.78	0.78	0.81	0.74	0.74	0.81	0.78	0.78
Lanes:	1.00	1.84	0.16	1.00	1.59	0.41	1.00	1.73	0.27	1.00	1.52	0.48
Final Sat.:	1539	2769	242	1539	2356	600	1539	2452	377	1539	2250	719
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.54	0.03	0.13	0.13	0.30	0.20	0.20	0.01	0.03	0.03
Crit Moves:	****					****		****		****		
Green/Cycle:	0.20	0.54	0.54	0.03	0.38	0.38	0.30	0.23	0.23	0.10	0.03	0.03
Volume/Cap:	0.32	1.00	1.00	0.73	0.36	0.36	1.00	0.88	0.88	0.05	0.93	0.93
Uniform Del:	39.8	26.5	26.5	55.5	25.8	25.8	40.5	42.9	42.9	46.9	55.9	55.9
IncremntDel:	2.8	23.0	23.0	61.8	0.9	0.9	41.5	15.4	15.4	0.6	70.8	70.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	42.6	49.5	49.5	117.3	26.7	26.7	82.0	58.3	58.3	47.5	127	126.7
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:	42.6	49.5	49.5	117.3	26.7	26.7	82.0	58.3	58.3	47.5	127	126.7
LOS by Move:	D	D	D	F	C	C	F	E	E	D	F	F
HCM2kAvgQ:	3	38	38	2	5	5	20	11	11	0	4	4

Note: Queue reported is the number of cars per lane.

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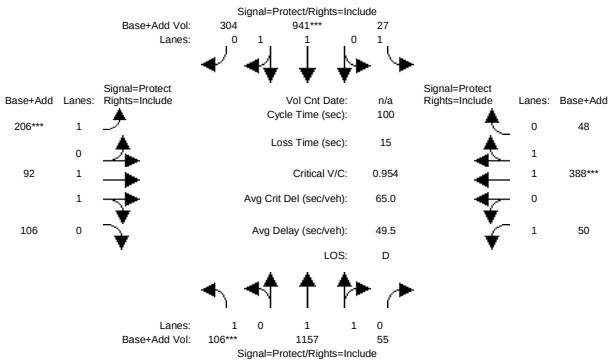
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	5	50	50	5	50	50	15	15	15	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	106	1157	55	27	941	304	206	92	106	50	388	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:	106	1157	55	27	941	304	206	92	106	50	388	48
Added Vol:	0	0	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:	106	1157	55	27	941	304	206	92	106	50	388	48
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:	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:	112	1218	58	28	991	320	217	97	112	53	408	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1218	58	28	991	320	217	97	112	53	408	51
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	112	1218	58	28	991	320	217	97	112	53	408	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.80	0.80	0.81	0.77	0.77	0.81	0.70	0.70	0.81	0.80	0.80
Lanes:	1.00	1.91	0.09	1.00	1.51	0.49	1.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1539	2889	137	1539	2219	717	1539	1328	1328	1539	2696	334
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.42	0.02	0.45	0.45	0.14	0.07	0.08	0.03	0.15	0.15
Crit Moves:	****					****		****				****
Green/Cycle:	0.06	0.51	0.51	0.05	0.50	0.50	0.15	0.17	0.17	0.11	0.14	0.14
Volume/Cap:	1.12	0.82	0.82	0.36	0.89	0.89	0.94	0.43	0.49	0.30	1.12	1.12
Uniform Del:	46.8	20.5	20.5	45.8	22.6	22.6	42.0	37.1	37.5	40.6	43.2	43.2
IncremntDel:	126.1	5.0	5.0	12.3	8.7	8.7	45.3	2.7	4.0	4.3	81.2	81.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	172.9	25.5	25.5	58.1	31.2	31.2	87.3	39.8	41.5	45.0	124	124.4
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:	172.9	25.5	25.5	58.1	31.2	31.2	87.3	39.8	41.5	45.0	124	124.4
LOS by Move:	F	C	C	E	C	C	F	D	D	D	F	F
HCM2kAvgQ:	8	19	19	1	18	18	8	3	3	2	14	14

Note: Queue reported is the number of cars per lane.

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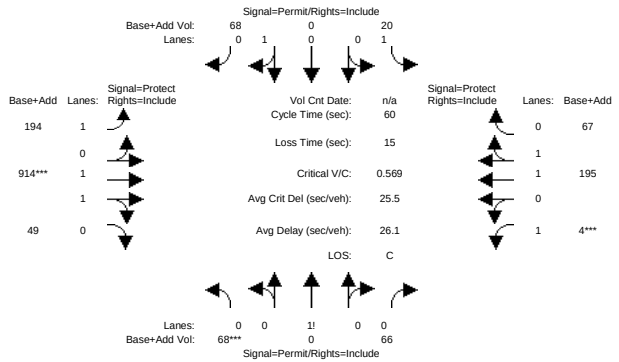
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #42: Mariposa/4th



Street Name:	4th Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	17	17	17	17	17	15	28	28	15	28	28
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	68	0	66	20	0	68	194	914	49	4	195	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:	68	0	66	20	0	68	194	914	49	4	195	67
Added Vol:	0	0	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:	68	0	66	20	0	68	194	914	49	4	195	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:	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:	72	0	69	21	0	72	204	962	52	4	205	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	0	69	21	0	72	204	962	52	4	205	71
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	72	0	69	21	0	72	204	962	52	4	205	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	1.00	0.63	0.66	1.00	0.72	0.81	0.75	0.75	0.81	0.73	0.73
Lanes:	0.51	0.00	0.49	1.00	0.00	1.00	1.00	1.90	0.10	1.00	1.49	0.51
Final Sat.:	609	0	591	1245	0	1377	1539	2718	146	1539	2067	710
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.02	0.00	0.05	0.13	0.35	0.35	0.00	0.10	0.10
Crit Moves:	****							****		****		
Green/Cycle:	0.19	0.00	0.19	0.19	0.00	0.19	0.22	0.48	0.48	0.17	0.42	0.42
Volume/Cap:	0.62	0.00	0.62	0.09	0.00	0.28	0.59	0.74	0.74	0.02	0.24	0.24
Uniform Del:	33.5	0.0	33.5	30.1	0.0	31.2	31.2	19.0	19.0	31.3	16.8	16.8
IncremntDel:	12.2	0.0	12.2	0.8	0.0	2.6	7.2	3.6	3.6	0.1	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.7	0.0	45.7	30.9	0.0	33.8	38.4	22.6	22.6	31.5	17.3	17.3
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:	45.7	0.0	45.7	30.9	0.0	33.8	38.4	22.6	22.6	31.5	17.3	17.3
LOS by Move:	D		A	D		A	C	D	C	C	C	B	B
HCM2kAvgQ:	5		0	5		1	0	2	6	13	13	0	2	2

Note: Queue reported is the number of cars per lane.

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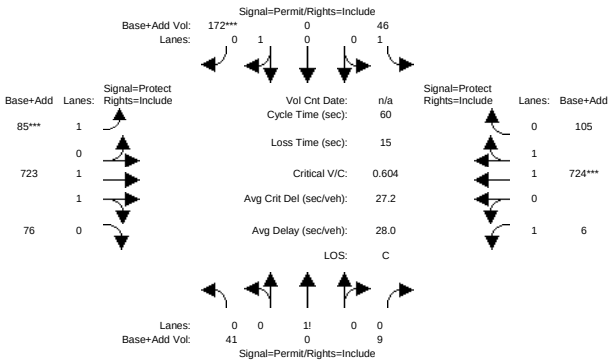
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #42: Mariposa/4th



Street Name:	4th Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	20	20	15	25	25	15	25	25
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	41	0	9	46	0	172	85	723	76	6	724	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:	41	0	9	46	0	172	85	723	76	6	724	105
Added Vol:	0	0	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:	41	0	9	46	0	172	85	723	76	6	724	105
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:	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:	43	0	9	48	0	181	89	761	80	6	762	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	9	48	0	181	89	761	80	6	762	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
FinalVolume:	43	0	9	48	0	181	89	761	80	6	762	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	1.00	0.58	0.64	1.00	0.72	0.81	0.73	0.75	0.81	0.73	0.75
Lanes:	0.82	0.00	0.18	1.00	0.00	1.00	1.00	1.81	0.19	1.00	1.75	0.25
Final Sat.:	908	0	199	1225	0	1377	1539	2529	266	1539	2430	352
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.04	0.00	0.13	0.06	0.30	0.30	0.00	0.31	0.31
Crit Moves:						****	****				****	
Green/Cycle:	0.22	0.00	0.22	0.22	0.00	0.22	0.17	0.39	0.39	0.22	0.44	0.44
Volume/Cap:	0.21	0.00	0.21	0.18	0.00	0.59	0.35	0.77	0.77	0.02	0.71	0.71
Uniform Del:	28.6	0.0	28.6	28.3	0.0	31.3	33.2	23.7	23.7	27.6	20.2	20.2
IncremntDel:	2.0	0.0	2.0	1.4	0.0	8.2	3.7	5.1	5.1	0.1	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.6	0.0	30.6	29.8	0.0	39.5	36.9	28.8	28.8	27.7	23.6	23.6
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:	30.6	0.0	30.6	29.8	0.0	39.5	36.9	28.8	28.8	27.7	23.6	23.6
LOS by Move:	C		A	C		A	D	D	C	C	C	C
HCM2kAvgQ:	1		0	1		1	0	5	3	12	13	0	9	10

Note: Queue reported is the number of cars per lane.

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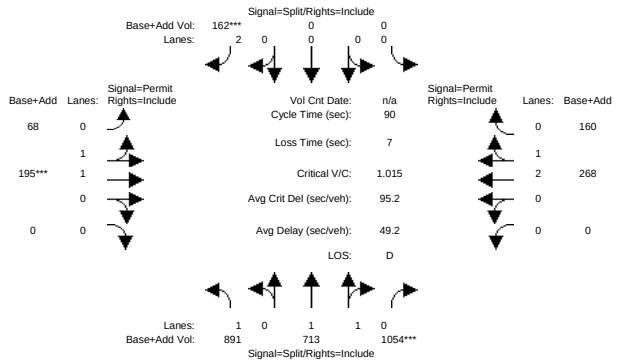
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	57	57	57	11	11	11	15	15	15	15	15	15
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	891	713	1054	0	0	162	68	195	0	0	268	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	891	713	1054	0	0	162	68	195	0	0	268	160
Added Vol:	0	0	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:	891	713	1054	0	0	162	68	195	0	0	268	160
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:	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:	928	743	1098	0	0	169	71	203	0	0	279	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	928	743	1098	0	0	169	71	203	0	0	279	167
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	928	743	1098	0	0	169	71	203	0	0	279	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.77	0.77	1.00	1.00	0.66	0.61	0.61	1.00	1.00	0.81	0.81
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.52	1.48	0.00	0.00	2.00	1.00
Final Sat.:	2018	1461	1461	0	0	2525	604	1732	0	0	3093	1547
Capacity Analysis Module:												
Vol/Sat:	0.46	0.51	0.75	0.00	0.00	0.07	0.12	0.12	0.00	0.00	0.09	0.11
Crit Moves:			****			****		****				
Green/Cycle:	0.63	0.63	0.63	0.00	0.00	0.12	0.17	0.17	0.00	0.00	0.17	0.17
Volume/Cap:	0.73	0.80	1.19	0.00	0.00	0.55	0.70	0.70	0.00	0.00	0.54	0.65
Uniform Del:	11.2	12.3	16.5	0.0	0.0	37.2	35.4	35.4	0.0	0.0	34.3	35.0
IncremntDel:	3.6	3.1	90.8	0.0	0.0	6.8	10.2	10.2	0.0	0.0	2.5	4.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	14.8	15.4	107.3	0.0	0.0	44.0	45.6	45.6	0.0	0.0	36.9	39.7
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:	14.8	15.4	107.3	0.0	0.0	44.0	45.6	45.6	0.0	0.0	36.9	39.7
LOS by Move:	B	B	F	A	A	D	D	D	A	A	D	D
HCM2kAvgQ:	18	18	57	0	0	3	4	4	0	0	5	6

Note: Queue reported is the number of cars per lane.

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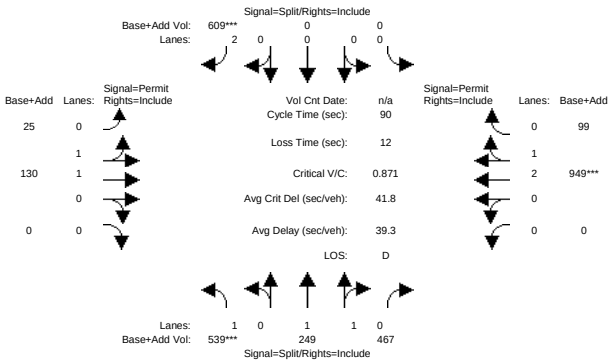
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #43: Mariposa/I-280NB



Street Name:	I-280NB						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	29	29	27	27	27	22	22	22	22	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	539	249	467	0	0	609	25	130	0	0	949	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	539	249	467	0	0	609	25	130	0	0	949	99
Added Vol:	0	0	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:	539	249	467	0	0	609	25	130	0	0	949	99
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:	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:	561	259	486	0	0	634	26	135	0	0	989	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	561	259	486	0	0	634	26	135	0	0	989	103
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	561	259	486	0	0	634	26	135	0	0	989	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.76	0.84	1.00	1.00	0.66	0.63	0.63	1.00	1.00	0.85	0.85
Lanes:	1.00	1.00	1.00	0.00	0.00	2.00	0.32	1.68	0.00	0.00	2.72	0.28
Final Sat.:	2018	1446	1591	0	0	2525	385	2003	0	0	4389	458
Capacity Analysis Module:												
Vol/Sat:	0.28	0.18	0.31	0.00	0.00	0.25	0.07	0.07	0.00	0.00	0.23	0.23
Crit Moves:	****					****					****	
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.30	0.24	0.24	0.00	0.00	0.24	0.24
Volume/Cap:	0.79	0.51	0.87	0.00	0.00	0.84	0.28	0.28	0.00	0.00	0.92	0.92
Uniform Del:	26.2	23.1	27.3	0.0	0.0	29.4	27.6	27.6	0.0	0.0	33.2	33.2
IncremntDel:	8.8	1.3	11.8	0.0	0.0	10.7	1.2	1.2	0.0	0.0	13.0	13.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	35.1	24.4	39.1	0.0	0.0	40.1	28.7	28.7	0.0	0.0	46.2	46.2
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:	35.1	24.4	39.1	0.0	0.0	40.1	28.7	28.7	0.0	0.0	46.2	46.2
LOS by Move:	D	C	D	A	A	D	C	C	A	A	D	D
HCM2kAvgQ:	16	6	17	0	0	12	2	2	0	0	15	15

Note: Queue reported is the number of cars per lane.

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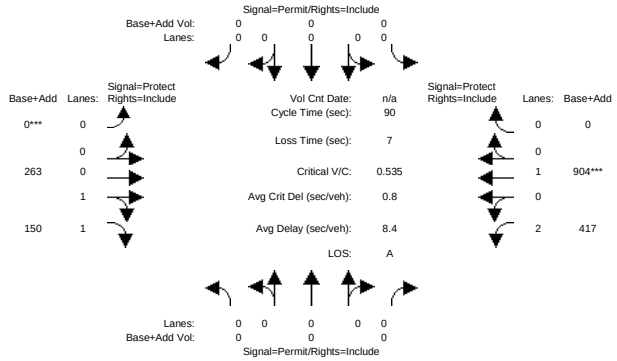
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM (2-lane 16th)

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	31	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	263	150	417	904	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:	0	0	0	0	0	0	0	263	150	417	904	0
Added Vol:	0	0	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	0	0	0	0	0	0	263	150	417	904	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:	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	0	0	0	0	0	0	274	156	434	942	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	274	156	434	942	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
FinalVolume:	0	0	0	0	0	0	0	274	156	434	942	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1797	1797	3432	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.09	0.13	0.50	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.26	0.21	0.54	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.9	23.1	9.0	0.5	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.1	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2	23.2	9.1	0.8	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	0.0	0.0	0.0	0.0	0.0	25.2	23.2	9.1	0.8	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	7	3	3	5	0

Note: Queue reported is the number of cars per lane.

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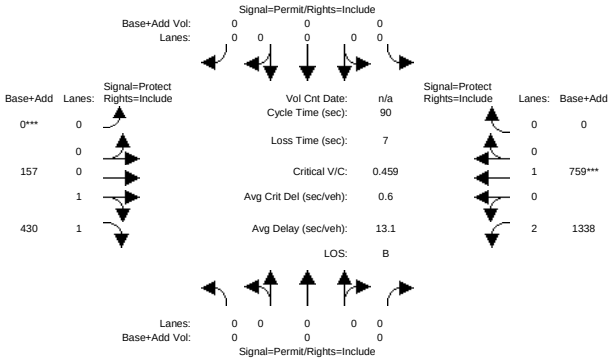
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B PM (2-lane 16th)

Intersection #440: Mariposa/I-280SB



Street Name:	I-280 Southbound Ramp						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	31	31	55	88	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	157	430	1338	759	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:	0	0	0	0	0	0	0	157	430	1338	759	0
Added Vol:	0	0	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	0	0	0	0	0	0	157	430	1338	759	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:	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:	0	0	0	0	0	0	0	167	457	1423	807	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	167	457	1423	807	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
FinalVolume:	0	0	0	0	0	0	0	167	457	1423	807	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	1.47	2.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	905	2477	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.41	0.42	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.59	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.55	0.69	0.46	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.8	25.8	13.3	0.4	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	1.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.4	26.4	14.3	0.6	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	0.0	0.0	0.0	0.0	0.0	26.4	26.4	14.3	0.6	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	B	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	8	8	14	3	0

Note: Queue reported is the number of cars per lane.

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Cumulative Physical Options/LRDP Assumed

UCSF Affiliate Approximate Drive-Alone Commute Vehicle Trip Reduction via Travel Demand Management Measures Exercise - DRAFT Four

Approximate Drive-Alone Commute Vehicle Trips	Campus		UCSF Shuttle *Shuttle Enhancements (wi-fi, Nextbus, etc.)*	Enhance Existing Car Share	More Robust Carpool Matching	Expand Vanpool Program	Flexible Work Schedules	Total Approx. Drive-Alone Commute Vehicle Trip Reduction	Total Approx. Drive-Alone Commute Vehicle Trip Percentage Reduction
	Mission Bay (4500)	4500	15	20	35	35	50	**155**	**-3%**

FEHR PEERS

Assumptions:

This exercise is for drive-alone commuters that travel during the AM and PM peak commute hours (7-9 AM, 4-6 PM) i.e., it is somewhat conservative as it doesn't look at other time periods

This exercise is for drive-alone commuters only, thus it doesn't include patients, visitors, vendors, etc.

This exercise is for drive-alone commuters, thus it does not take into account how carpoolers/ transit users may change their behavior if all/some of the proposed measures were implemented

The last-mile shuttle is assumed to run to the specified destinations with 20-minute headways

The park and ride is assumed to be a leased parking lot i.e. not on-street parking near a pick-up location

It is assumed there would be four shuttle buses from each park and ride lot. One each at 7 AM and 8 AM for Parnassus/Mount Zion…

...and one each at 7 AM and 8 AM for Mission Bay/Mission Center (vice versa during the PM peak period)

Enhance existing car share assumes additioanal paring spaces in UCSF garages and on-street

More robust carpool matchingg assumes preferential parking spaces

Expand vanpool program assumes purchase of additional vans and preferential parking

Flexible work schedule assumes limited working from home or commuting outside peak AM and PM peak periods e.g. 10 AM to 7 PM shift

This exercise assumes that 2012 and cumulative mode splits will be the same

This exercise assumes that 2012 and cumulative TDM efficacy will remain the same

This exercise assumes that 2012 and cumulative commuters will travel from the same regions by campus

This exercise assumes that the Project as identified in the Physical Options Study is in place at the Mission Bay campus

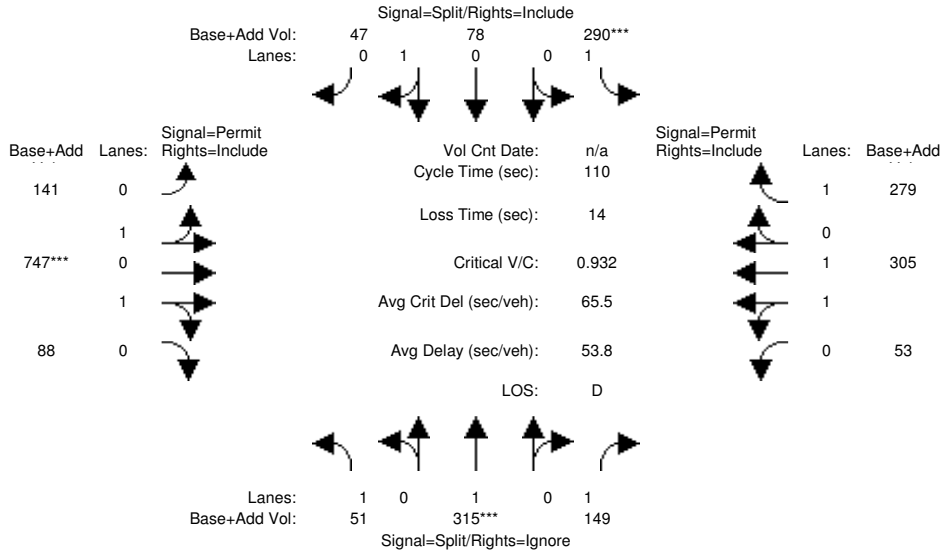
This exercise assumes that the Project (Options B1 or B3) as identified in the Physical Options Study is in place at the Mount Zion campus

This exercise assumes that the Project (No LPPI/Opth.) as identified in the Physical Options Study is in place at the Parnassus campus

This exercise assumes that the Project (Option A at 52 feet) as identified in the Physical Options Study is in place at the Mission Center campus

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #37: 16th/7th



Street Name:	7th Street						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	30	30	30	36	36	36	36	36	67
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	9.0	9.0	4.0
Volume Module:												
Base Vol:	51	315	149	290	78	47	141	747	88	53	305	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	315	149	290	78	47	141	747	88	53	305	279
Added Vol:	0	0	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:	51	315	149	290	78	47	141	747	88	53	305	279
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:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	52	321	0	296	80	48	144	762	90	54	311	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	321	0	296	80	48	144	762	90	54	311	285
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
FinalVolume:	52	321	0	296	80	48	144	762	90	54	311	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.85	1.00	0.81	0.70	0.70	0.58	0.58	0.58	0.52	0.52	0.72
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	0.29	1.53	0.18	0.30	1.70	1.00
Final Sat.:	1539	1620	1900	1539	835	503	321	1699	200	292	1681	1377
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.00	0.19	0.10	0.10	0.45	0.45	0.45	0.19	0.19	0.21
Crit Moves:		****		****				****				
Green/Cycle:	0.21	0.21	0.00	0.21	0.21	0.21	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.16	0.93	0.00	0.90	0.45	0.45	0.94	0.94	0.94	0.39	0.39	0.43
Uniform Del:	45.2	54.5	0.0	54.1	48.3	48.3	35.2	35.2	35.2	23.8	23.8	24.5
IncremntDel:	1.0	34.0	0.0	30.3	5.0	5.0	17.2	17.2	17.2	1.2	1.2	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	46.3	88.5	0.0	84.4	53.3	53.3	52.4	52.4	52.4	25.0	25.0	26.6
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:	46.3	88.5	0.0	84.4	53.3	53.3	52.4	52.4	52.4	25.0	25.0	26.6
LOS by Move:	D	F	A	F	D	D	D	D	D	C	C	C
HCM2kAvgQ:	2	17	0	16	5	5	26	26	26	5	5	8

Note: Queue reported is the number of cars per lane.

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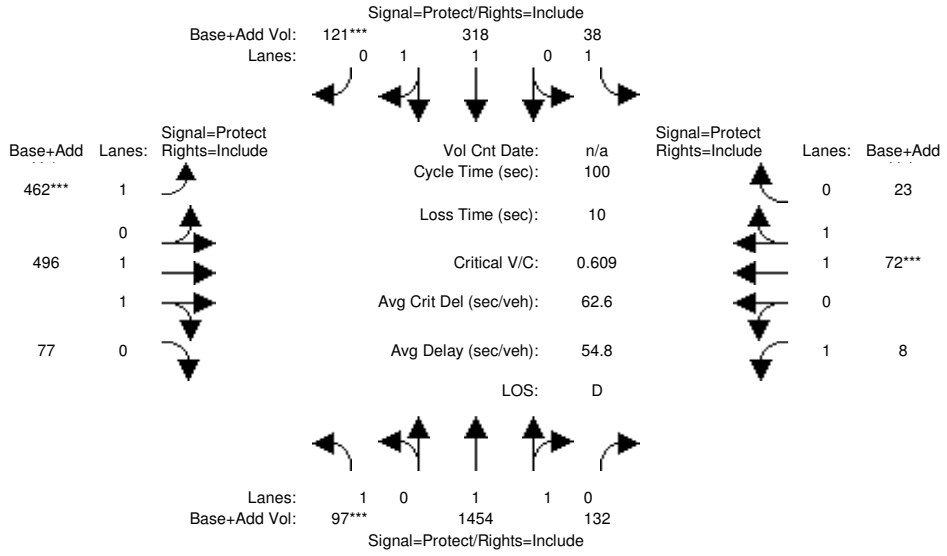
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 Var S2B AM

Intersection #41: Mariposa/3rd



Street Name:	3rd Street						Mariposa Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	51	51	4	32	44	31	27	27	12	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	97	1454	132	38	318	121	462	496	77	8	72	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:	97	1454	132	38	318	121	462	496	77	8	72	23
Added Vol:	0	0	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:	97	1454	132	38	318	121	462	496	77	8	72	23
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:	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:	99	1484	135	39	324	123	471	506	79	8	73	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1484	135	39	324	123	471	506	79	8	73	23
PCE Adj:	1.00	1.00	1.00	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
FinalVolume:	99	1484	135	39	324	123	471	506	79	8	73	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.79	0.79	0.81	0.77	0.77	0.81	0.74	0.74	0.81	0.78	0.78
Lanes:	1.00	1.83	0.17	1.00	1.45	0.55	1.00	1.73	0.27	1.00	1.52	0.48
Final Sat.:	1539	2761	251	1539	2117	806	1539	2449	380	1539	2250	719
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.54	0.03	0.15	0.15	0.31	0.21	0.21	0.01	0.03	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.20	0.54	0.54	0.03	0.38	0.38	0.30	0.23	0.23	0.10	0.03	0.03
Volume/Cap:	0.32	0.99	0.99	0.72	0.40	0.40	1.01	0.89	0.89	0.05	0.95	0.95
Uniform Del:	39.8	26.2	26.2	55.4	26.4	26.4	40.5	43.0	43.0	46.9	55.9	55.9
IncremntDel:	2.8	20.0	20.0	59.4	1.1	1.1	45.6	16.4	16.4	0.6	75.5	75.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
Delay/Veh:	42.6	46.2	46.2	114.8	27.5	27.5	86.1	59.4	59.4	47.5	131	131.4
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:	42.6	46.2	46.2	114.8	27.5	27.5	86.1	59.4	59.4	47.5	131	131.4
LOS by Move:	D	D	D	F	C	C	F	E	E	D	F	F
HCM2kAvgQ:	3	37	37	2	6	6	21	12	12	0	4	4

Note: Queue reported is the number of cars per lane.

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APPENDIX D: TRAFFIC VOLUME AND INTERSECTION TURNING MOVEMENT COUNTS

MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

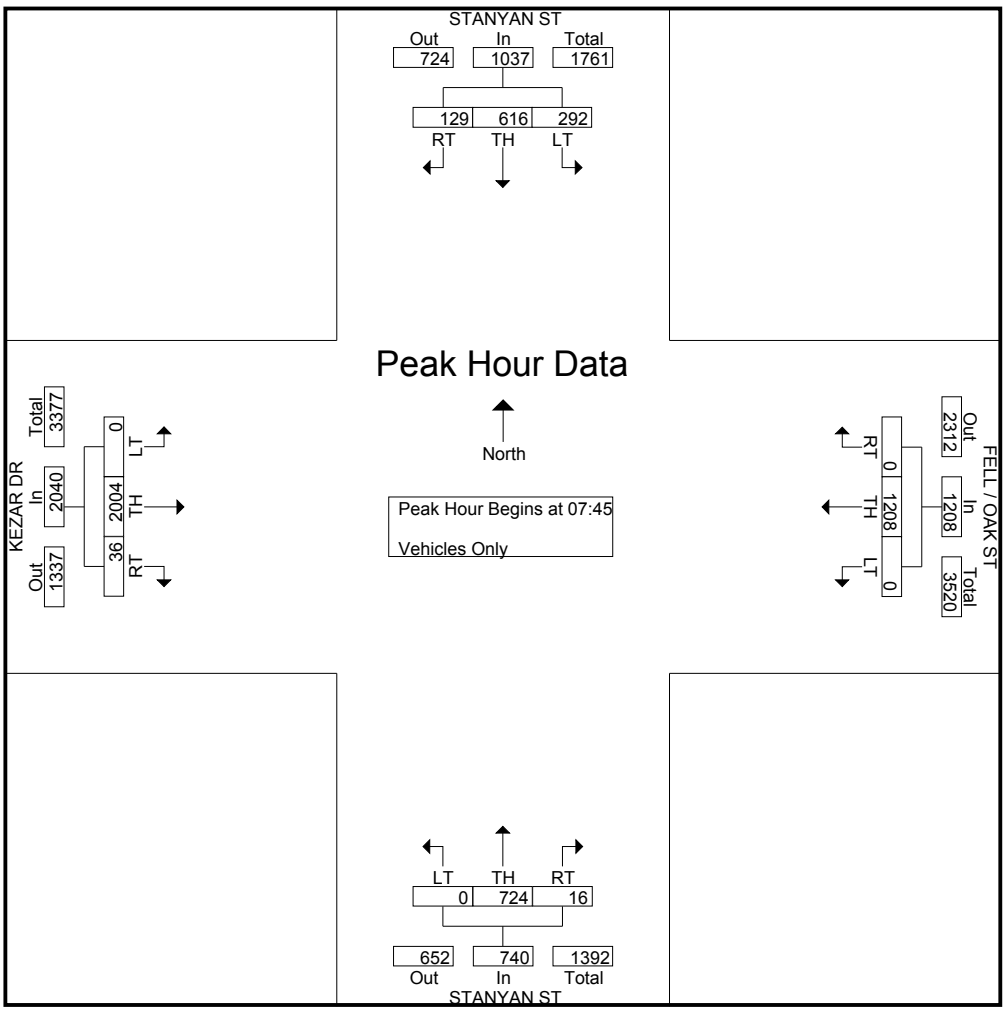
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : stanyan-kezar-a
Site Code : 23
Start Date : 5/16/2013
Page No : 1

Groups Printed- Vehicles Only

	STANYAN ST Southbound				FELL / OAK ST Westbound				STANYAN ST Northbound				KEZAR DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	23	96	77	196	0	169	0	169	0	103	0	103	3	457	0	460	928
07:15	27	105	80	212	0	185	0	185	1	110	0	111	5	488	0	493	1001
07:30	21	141	76	238	0	222	0	222	2	139	0	141	10	485	0	495	1096
07:45	38	160	70	268	0	303	0	303	4	174	0	178	11	502	0	513	1262
Total	109	502	303	914	0	879	0	879	7	526	0	533	29	1932	0	1961	4287
08:00	37	157	80	274	0	324	0	324	3	175	0	178	7	483	0	490	1266
08:15	30	167	77	274	0	293	0	293	5	179	0	184	10	504	0	514	1265
08:30	24	132	65	221	0	288	0	288	4	196	0	200	8	515	0	523	1232
08:45	30	169	75	274	0	226	0	226	0	198	0	198	9	504	0	513	1211
Total	121	625	297	1043	0	1131	0	1131	12	748	0	760	34	2006	0	2040	4974
Grand Total	230	1127	600	1957	0	2010	0	2010	19	1274	0	1293	63	3938	0	4001	9261
Apprch %	11.8	57.6	30.7		0	100	0		1.5	98.5	0		1.6	98.4	0		
Total %	2.5	12.2	6.5	21.1	0	21.7	0	21.7	0.2	13.8	0	14	0.7	42.5	0	43.2	

	STANYAN ST Southbound				FELL / OAK ST Westbound				STANYAN ST Northbound				KEZAR DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	**38**	160	70	268	0	303	0	303	4	174	0	178	**11**	502	0	513	1262
08:00	37	157	**80**	**274**	0	**324**	0	**324**	3	175	0	178	7	483	0	490	**1266**
08:15	30	**167**	77	274	0	293	0	293	**5**	179	0	184	10	504	0	514	1265
08:30	24	132	65	221	0	288	0	288	4	**196**	0	**200**	8	**515**	0	**523**	1232
Total Volume	129	616	292	1037	0	1208	0	1208	16	724	0	740	36	2004	0	2040	5025
% App. Total	12.4	59.4	28.2		0	100	0		2.2	97.8	0		1.8	98.2	0		
PHF	.849	.922	.913	.946	.000	.932	.000	.932	.800	.923	.000	.925	.818	.973	.000	.975	.992



MARKS TRAFFIC DATA

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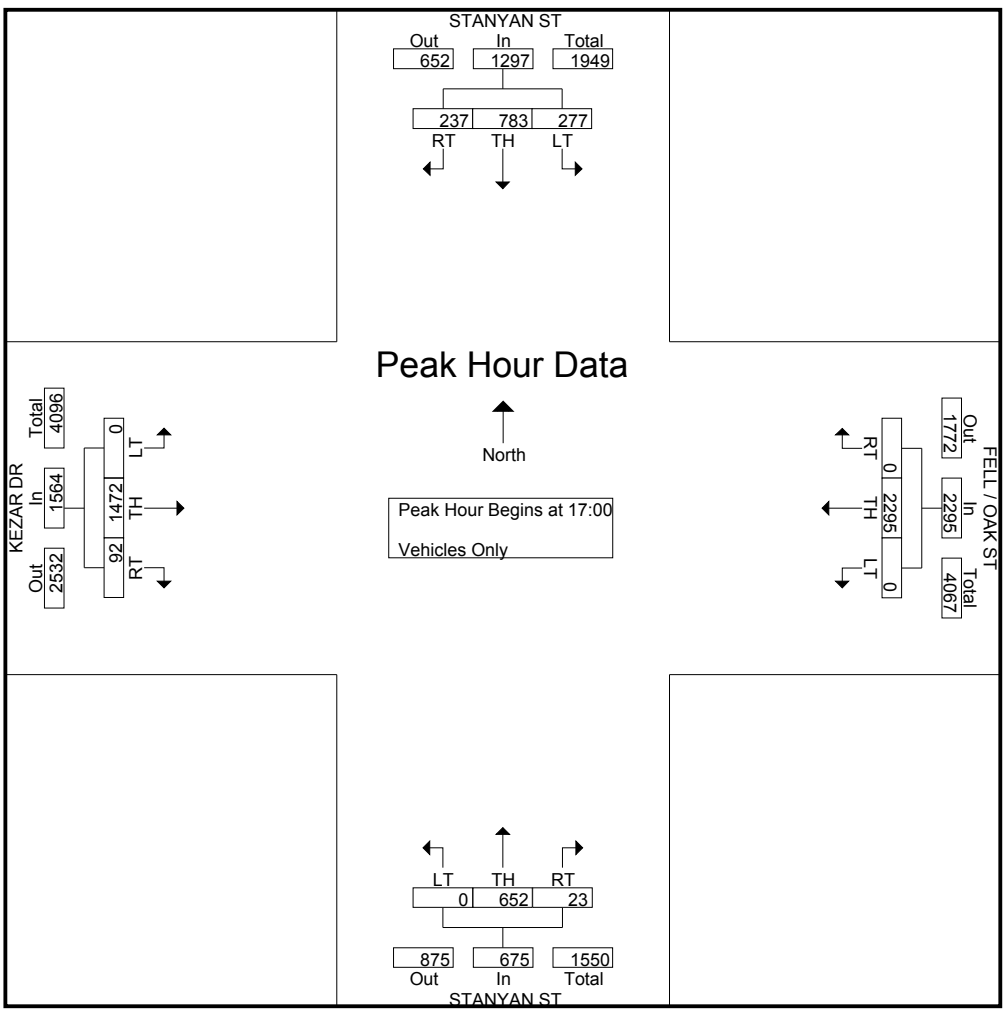
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : stanyan-kezar-p
Site Code : 23
Start Date : 5/16/2013
Page No : 1

Groups Printed- Vehicles Only

	STANYAN ST Southbound				FELL / OAK ST Westbound				STANYAN ST Northbound				KEZAR DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	44	153	52	249	0	471	0	471	8	139	0	147	24	328	0	352	1219
16:15	63	152	69	284	0	487	0	487	13	130	0	143	30	350	0	380	1294
16:30	58	197	67	322	0	498	0	498	5	162	0	167	31	346	0	377	1364
16:45	60	153	68	281	0	515	0	515	6	171	0	177	15	345	0	360	1333
Total	225	655	256	1136	0	1971	0	1971	32	602	0	634	100	1369	0	1469	5210
17:00	61	169	68	298	0	499	0	499	4	158	0	162	23	366	0	389	1348
17:15	68	208	70	346	0	620	0	620	7	160	0	167	26	377	0	403	1536
17:30	64	205	69	338	0	593	0	593	7	168	0	175	13	375	0	388	1494
17:45	44	201	70	315	0	583	0	583	5	166	0	171	30	354	0	384	1453
Total	237	783	277	1297	0	2295	0	2295	23	652	0	675	92	1472	0	1564	5831
Grand Total	462	1438	533	2433	0	4266	0	4266	55	1254	0	1309	192	2841	0	3033	11041
Apprch %	19	59.1	21.9		0	100	0		4.2	95.8	0		6.3	93.7	0		
Total %	4.2	13	4.8	22	0	38.6	0	38.6	0.5	11.4	0	11.9	1.7	25.7	0	27.5	

	STANYAN ST Southbound				FELL / OAK ST Westbound				STANYAN ST Northbound				KEZAR DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	61	169	68	298	0	499	0	499	4	158	0	162	23	366	0	389	1348
17:15	**68**	**208**	**70**	**346**	0	**620**	0	**620**	**7**	160	0	167	26	**377**	0	**403**	**1536**
17:30	64	205	69	338	0	593	0	593	7	**168**	0	**175**	13	375	0	388	1494
17:45	44	201	70	315	0	583	0	583	5	166	0	171	**30**	354	0	384	1453
Total Volume	237	783	277	1297	0	2295	0	2295	23	652	0	675	92	1472	0	1564	5831
% App. Total	18.3	60.4	21.4		0	100	0		3.4	96.6	0		5.9	94.1	0		
PHF	.871	.941	.989	.937	.000	.925	.000	.925	.821	.970	.000	.964	.767	.976	.000	.970	.949



MARKS TRAFFIC DATA

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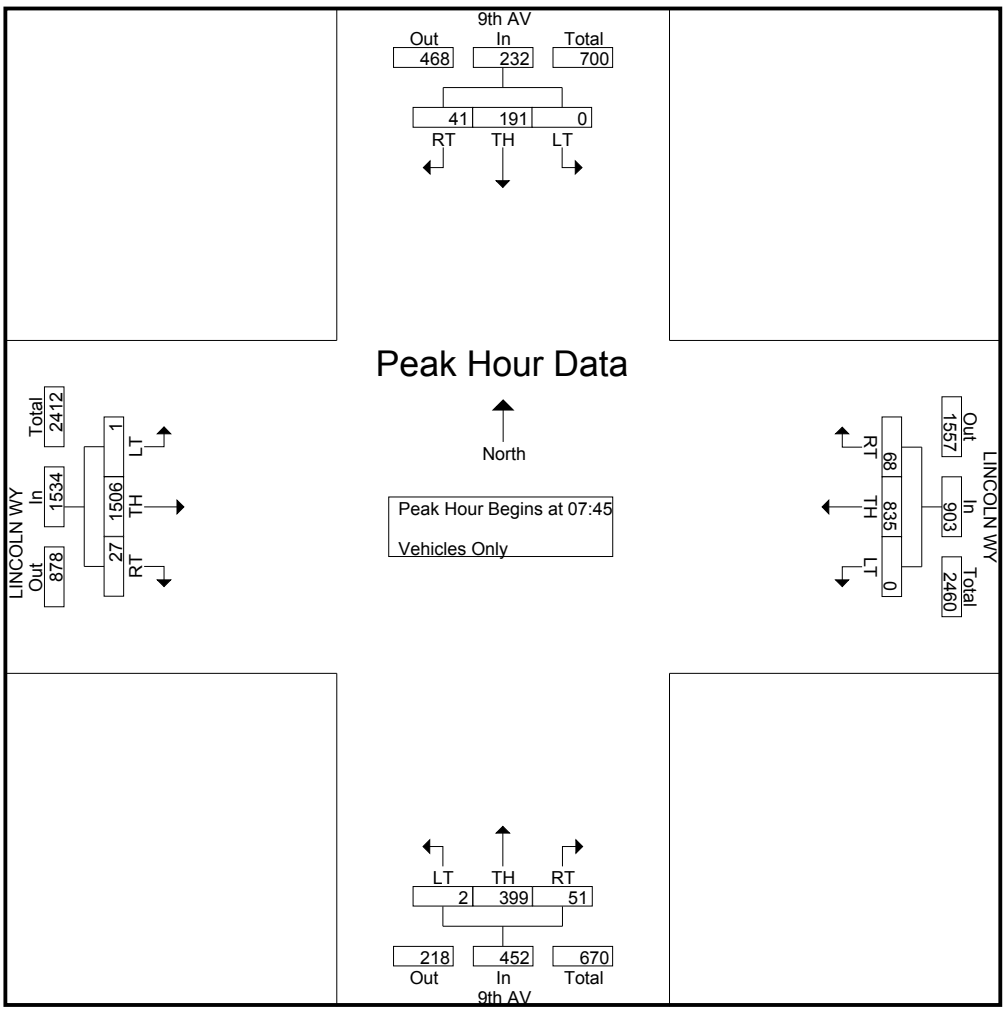
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 9-lincoln-a
Site Code : 18
Start Date : 5/14/2013
Page No : 1

Groups Printed- Vehicles Only

	9th AV Southbound				LINCOLN WY Westbound				9th AV Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	6	27	0	33	2	101	0	103	23	41	0	64	3	339	0	342	542
07:15	3	43	0	46	3	119	0	122	20	62	0	82	4	378	0	382	632
07:30	7	35	0	42	13	188	0	201	19	89	3	111	5	394	0	399	753
07:45	4	38	0	42	11	236	0	247	12	97	1	110	5	379	1	385	784
Total	20	143	0	163	29	644	0	673	74	289	4	367	17	1490	1	1508	2711
08:00	19	50	0	69	22	214	0	236	12	101	1	114	5	362	0	367	786
08:15	10	44	0	54	18	203	0	221	15	105	0	120	7	384	0	391	786
08:30	8	59	0	67	17	182	0	199	12	96	0	108	10	381	0	391	765
08:45	13	51	0	64	10	185	0	195	7	92	0	99	11	347	0	358	716
Total	50	204	0	254	67	784	0	851	46	394	1	441	33	1474	0	1507	3053
Grand Total	70	347	0	417	96	1428	0	1524	120	683	5	808	50	2964	1	3015	5764
Apprch %	16.8	83.2	0		6.3	93.7	0		14.9	84.5	0.6		1.7	98.3	0		
Total %	1.2	6	0	7.2	1.7	24.8	0	26.4	2.1	11.8	0.1	14	0.9	51.4	0	52.3	

	9th AV Southbound				LINCOLN WY Westbound				9th AV Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	4	38	0	42	11	**236**	0	**247**	12	97	**1**	110	5	379	**1**	385	784
08:00	**19**	50	0	**69**	**22**	214	0	236	12	101	1	114	5	362	0	367	**786**
08:15	10	44	0	54	18	203	0	221	**15**	**105**	0	**120**	7	**384**	0	**391**	786
08:30	8	**59**	0	67	17	182	0	199	12	96	0	108	**10**	381	0	391	765
Total Volume	41	191	0	232	68	835	0	903	51	399	2	452	27	1506	1	1534	3121
% App. Total	17.7	82.3	0		7.5	92.5	0		11.3	88.3	0.4		1.8	98.2	0.1		
PHF	.539	.809	.000	.841	.773	.885	.000	.914	.850	.950	.500	.942	.675	.980	.250	.981	.993



MARKS TRAFFIC DATA

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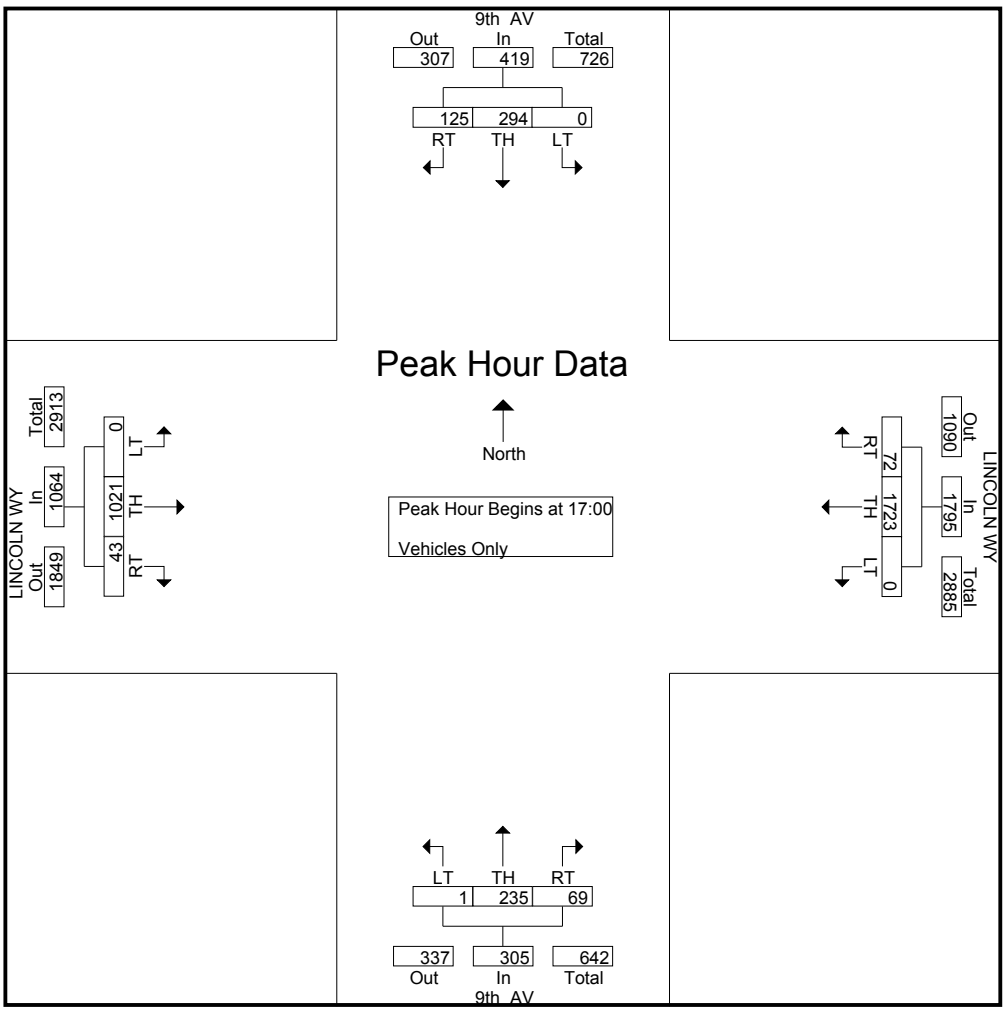
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 9-lincoln-p
Site Code : 18
Start Date : 5/14/2013
Page No : 1

Groups Printed- Vehicles Only

	9th AV Southbound				LINCOLN WY Westbound				9th AV Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	20	67	1	88	11	337	0	348	16	71	0	87	13	249	0	262	785
16:15	28	76	0	104	14	347	0	361	9	74	0	83	13	235	0	248	796
16:30	14	71	0	85	12	396	0	408	23	53	2	78	11	257	0	268	839
16:45	28	78	3	109	13	408	0	421	15	69	0	84	11	247	0	258	872
Total	90	292	4	386	50	1488	0	1538	63	267	2	332	48	988	0	1036	3292
17:00	24	68	0	92	21	410	0	431	19	48	0	67	10	260	0	270	860
17:15	36	68	0	104	18	426	0	444	9	60	0	69	17	240	0	257	874
17:30	38	87	0	125	15	439	0	454	25	67	0	92	7	271	0	278	949
17:45	27	71	0	98	18	448	0	466	16	60	1	77	9	250	0	259	900
Total	125	294	0	419	72	1723	0	1795	69	235	1	305	43	1021	0	1064	3583
Grand Total	215	586	4	805	122	3211	0	3333	132	502	3	637	91	2009	0	2100	6875
Apprch %	26.7	72.8	0.5		3.7	96.3	0		20.7	78.8	0.5		4.3	95.7	0		
Total %	3.1	8.5	0.1	11.7	1.8	46.7	0	48.5	1.9	7.3	0	9.3	1.3	29.2	0	30.5	

	9th AV Southbound				LINCOLN WY Westbound				9th AV Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	24	68	0	92	**21**	410	0	431	19	48	0	67	10	260	0	270	860
17:15	36	68	0	104	18	426	0	444	9	60	0	69	**17**	240	0	257	874
17:30	**38**	**87**	0	**125**	15	439	0	454	**25**	**67**	0	**92**	7	**271**	0	**278**	**949**
17:45	27	71	0	98	18	**448**	0	**466**	16	60	**1**	77	9	250	0	259	900
Total Volume	125	294	0	419	72	1723	0	1795	69	235	1	305	43	1021	0	1064	3583
% App. Total	29.8	70.2	0		4	96	0		22.6	77	0.3		4	96	0		
PHF	.822	.845	.000	.838	.857	.961	.000	.963	.690	.877	.250	.829	.632	.942	.000	.957	.944



MARKS TRAFFIC DATA

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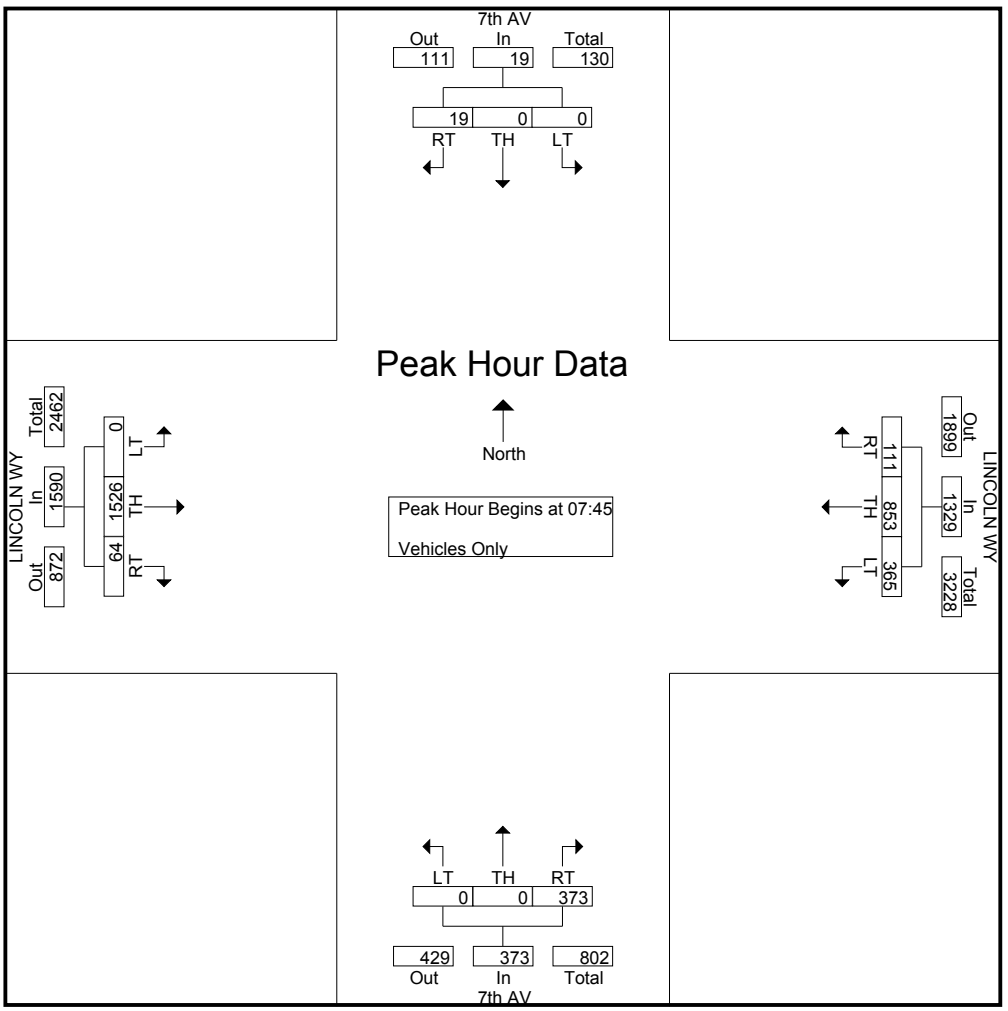
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 7-lincoln-a
Site Code : 19
Start Date : 5/14/2013
Page No : 1

Groups Printed- Vehicles Only

	7th AV Southbound				LINCOLN WY Westbound				7th AV Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	3	0	0	3	11	108	30	149	58	0	0	58	18	319	0	337	547
07:15	1	0	0	1	11	120	43	174	94	0	0	94	15	393	0	408	677
07:30	1	0	0	1	20	194	66	280	96	0	0	96	11	385	0	396	773
07:45	2	0	0	2	31	235	92	358	90	0	0	90	17	387	0	404	854
Total	7	0	0	7	73	657	231	961	338	0	0	338	61	1484	0	1545	2851
08:00	6	0	0	6	26	231	109	366	88	0	0	88	17	388	0	405	865
08:15	6	0	0	6	30	204	84	318	92	0	0	92	17	378	0	395	811
08:30	5	0	0	5	24	183	80	287	103	0	0	103	13	373	0	386	781
08:45	4	0	0	4	32	189	76	297	115	0	0	115	16	343	0	359	775
Total	21	0	0	21	112	807	349	1268	398	0	0	398	63	1482	0	1545	3232
Grand Total	28	0	0	28	185	1464	580	2229	736	0	0	736	124	2966	0	3090	6083
Apprch %	100	0	0		8.3	65.7	26		100	0	0		4	96	0		
Total %	0.5	0	0	0.5	3	24.1	9.5	36.6	12.1	0	0	12.1	2	48.8	0	50.8	

	7th AV Southbound				LINCOLN WY Westbound				7th AV Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	2	0	0	2	**31**	**235**	92	358	90	0	0	90	**17**	387	0	404	854
08:00	**6**	0	0	**6**	26	231	**109**	**366**	88	0	0	88	17	**388**	0	**405**	**865**
08:15	6	0	0	6	30	204	84	318	92	0	0	92	17	378	0	395	811
08:30	5	0	0	5	24	183	80	287	**103**	0	0	**103**	13	373	0	386	781
Total Volume	19	0	0	19	111	853	365	1329	373	0	0	373	64	1526	0	1590	3311
% App. Total	100	0	0		8.4	64.2	27.5		100	0	0		4	96	0		
PHF	.792	.000	.000	.792	.895	.907	.837	.908	.905	.000	.000	.905	.941	.983	.000	.981	.957



MARKS TRAFFIC DATA

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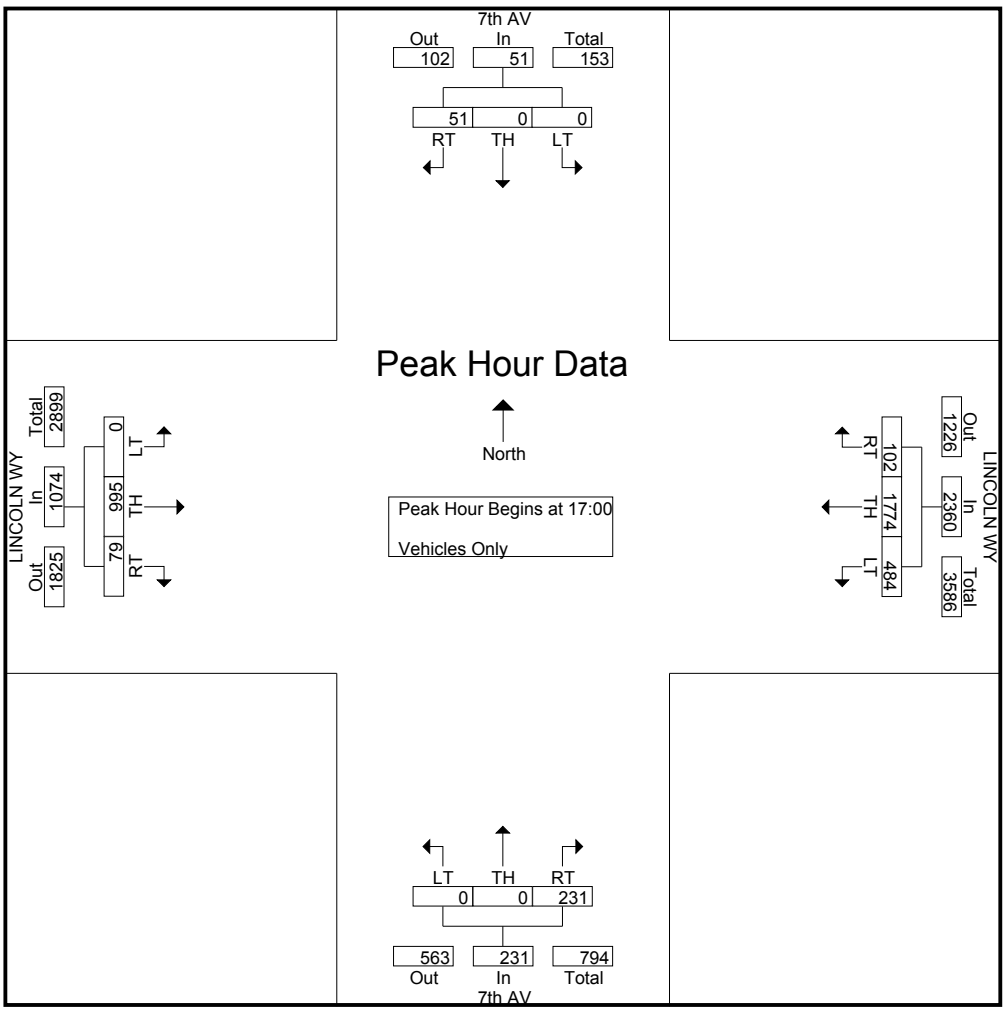
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 7-lincoln-p
Site Code : 19
Start Date : 5/14/2013
Page No : 1

Groups Printed- Vehicles Only

	7th AV Southbound				LINCOLN WY Westbound				7th AV Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	14	0	0	14	14	327	122	463	91	0	0	91	18	245	0	263	831
16:15	4	0	0	4	17	369	127	513	68	0	0	68	18	213	0	231	816
16:30	8	0	0	8	11	397	122	530	73	0	0	73	26	251	0	277	888
16:45	4	0	0	4	27	410	120	557	60	0	0	60	20	247	0	267	888
Total	30	0	0	30	69	1503	491	2063	292	0	0	292	82	956	0	1038	3423
17:00	6	0	0	6	22	428	134	584	63	0	0	63	19	266	0	285	938
17:15	13	0	0	13	28	438	103	569	56	0	0	56	18	224	0	242	880
17:30	15	0	0	15	22	446	131	599	64	0	0	64	22	271	0	293	971
17:45	17	0	0	17	30	462	116	608	48	0	0	48	20	234	0	254	927
Total	51	0	0	51	102	1774	484	2360	231	0	0	231	79	995	0	1074	3716
Grand Total	81	0	0	81	171	3277	975	4423	523	0	0	523	161	1951	0	2112	7139
Apprch %	100	0	0		3.9	74.1	22		100	0	0		7.6	92.4	0		
Total %	1.1	0	0	1.1	2.4	45.9	13.7	62	7.3	0	0	7.3	2.3	27.3	0	29.6	

	7th AV Southbound				LINCOLN WY Westbound				7th AV Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	6	0	0	6	22	428	**134**	584	63	0	0	63	19	266	0	285	938
17:15	13	0	0	13	28	438	103	569	56	0	0	56	18	224	0	242	880
17:30	15	0	0	15	22	446	131	599	**64**	0	0	**64**	**22**	**271**	0	**293**	**971**
17:45	**17**	0	0	**17**	**30**	**462**	116	**608**	48	0	0	48	20	234	0	254	927
Total Volume	51	0	0	51	102	1774	484	2360	231	0	0	231	79	995	0	1074	3716
% App. Total	100	0	0		4.3	75.2	20.5		100	0	0		7.4	92.6	0		
PHF	.750	.000	.000	.750	.850	.960	.903	.970	.902	.000	.000	.902	.898	.918	.000	.916	.957



MARKS TRAFFIC DATA

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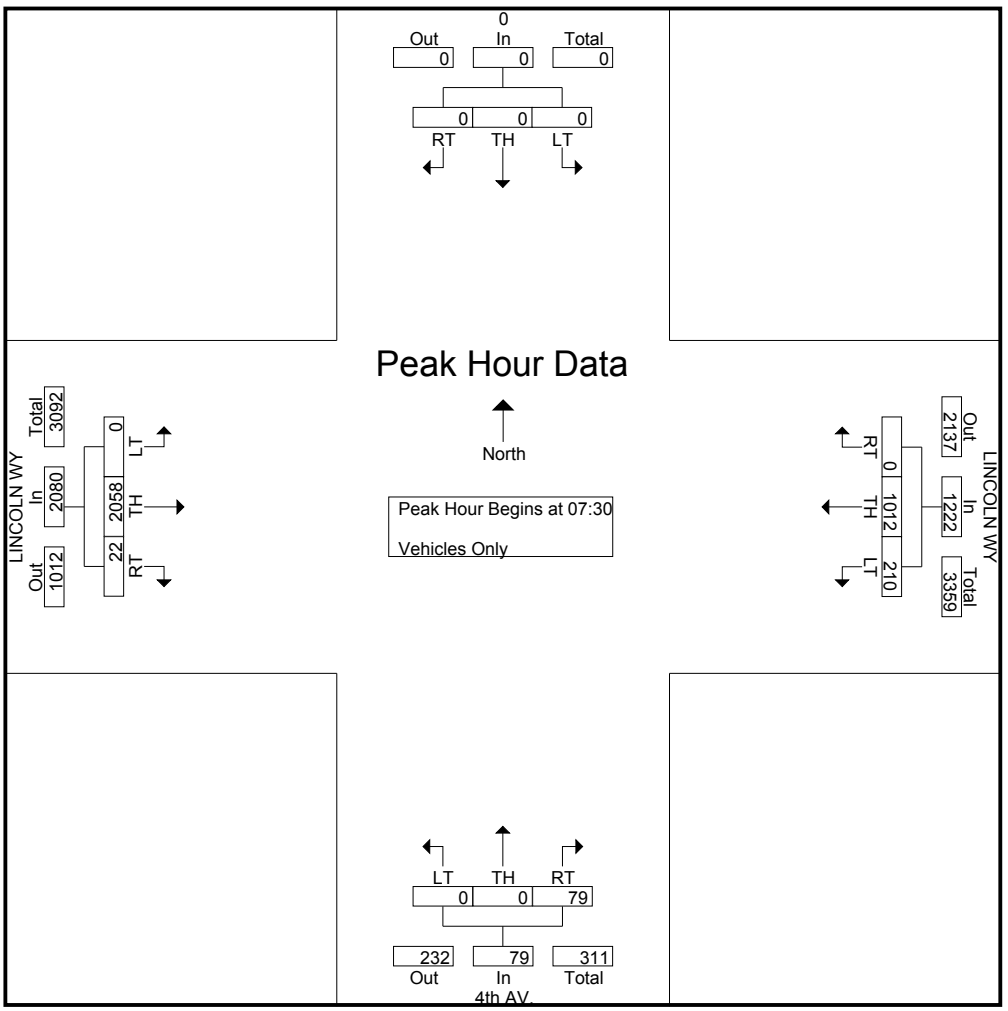
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 4-lincoln-a
Site Code : 20
Start Date : 5/7/2013
Page No : 1

Groups Printed- Vehicles Only

	0 Southbound				LINCOLN WY Westbound				4th AV. Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	0	0	0	0	132	31	163	17	0	0	17	0	417	0	417	597
07:15	0	0	0	0	0	169	16	185	23	0	0	23	8	495	0	503	711
07:30	0	0	0	0	0	219	40	259	29	0	0	29	7	526	0	533	821
07:45	0	0	0	0	0	251	55	306	20	0	0	20	5	514	0	519	845
Total	0	0	0	0	0	771	142	913	89	0	0	89	20	1952	0	1972	2974
08:00	0	0	0	0	0	279	57	336	16	0	0	16	6	505	0	511	863
08:15	0	0	0	0	0	263	58	321	14	0	0	14	4	513	0	517	852
08:30	0	0	0	0	0	251	57	308	18	0	0	18	6	469	0	475	801
08:45	0	0	0	0	0	254	51	305	19	0	0	19	8	451	0	459	783
Total	0	0	0	0	0	1047	223	1270	67	0	0	67	24	1938	0	1962	3299
Grand Total	0	0	0	0	0	1818	365	2183	156	0	0	156	44	3890	0	3934	6273
Apprch %	0	0	0		0	83.3	16.7		100	0	0		1.1	98.9	0		
Total %	0	0	0	0	0	29	5.8	34.8	2.5	0	0	2.5	0.7	62	0	62.7	

	0 Southbound				LINCOLN WY Westbound				4th AV. Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	219	40	259	**29**	0	0	**29**	**7**	**526**	0	**533**	821
07:45	0	0	0	0	0	251	55	306	20	0	0	20	5	514	0	519	845
08:00	0	0	0	0	0	**279**	57	**336**	16	0	0	16	6	505	0	511	**863**
08:15	0	0	0	0	0	263	**58**	321	14	0	0	14	4	513	0	517	852
Total Volume	0	0	0	0	0	1012	210	1222	79	0	0	79	22	2058	0	2080	3381
% App. Total	0	0	0		0	82.8	17.2		100	0	0		1.1	98.9	0		
PHF	.000	.000	.000	.000	.000	.907	.905	.909	.681	.000	.000	.681	.786	.978	.000	.976	.979



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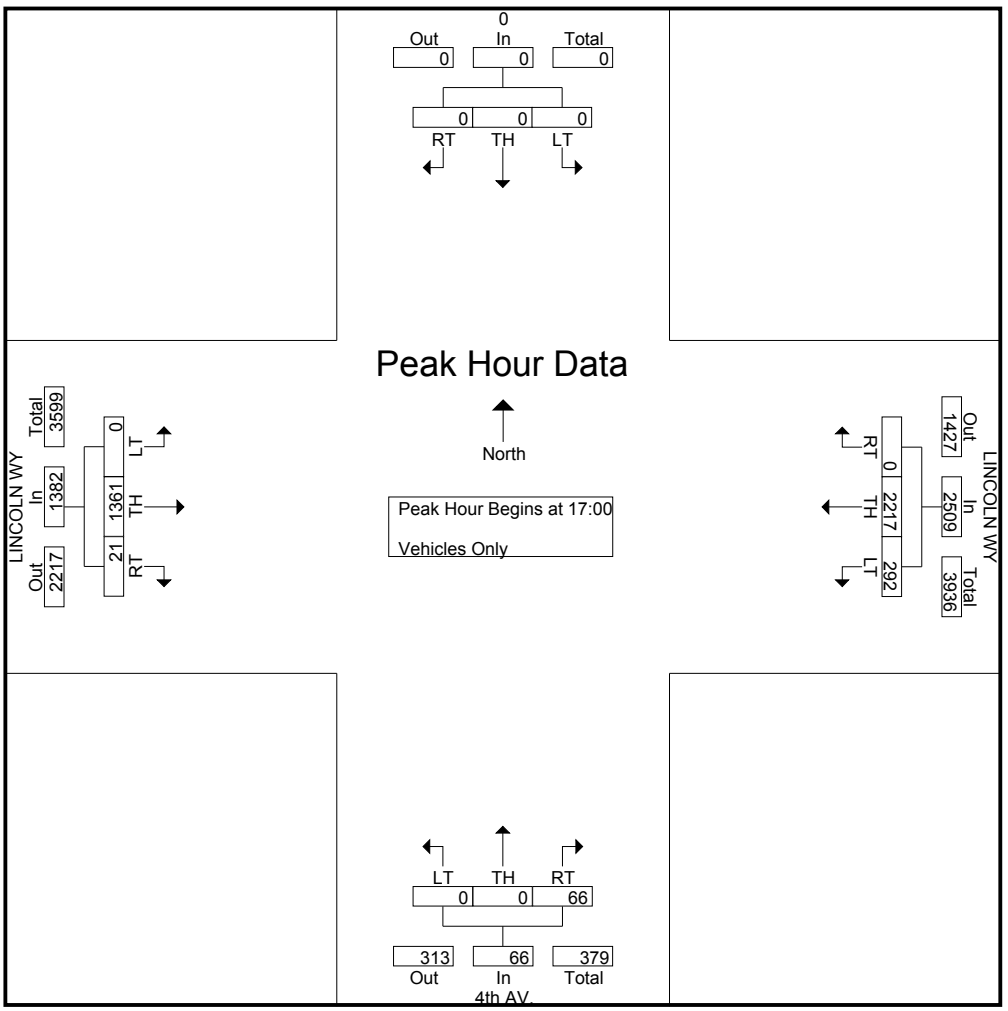
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 4-lincoln-p
Site Code : 20
Start Date : 5/7/2013
Page No : 1

Groups Printed- Vehicles Only

	0 Southbound				LINCOLN WY Westbound				4th AV. Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	0	0	0	0	450	51	501	15	0	0	15	2	342	0	344	860
16:15	0	0	0	0	0	487	45	532	15	0	0	15	2	320	0	322	869
16:30	0	0	0	0	0	469	48	517	12	0	0	12	6	330	0	336	865
16:45	0	0	0	0	0	533	43	576	10	0	0	10	6	332	0	338	924
Total	0	0	0	0	0	1939	187	2126	52	0	0	52	16	1324	0	1340	3518
17:00	0	0	0	0	0	540	77	617	11	0	0	11	8	324	0	332	960
17:15	0	0	0	0	0	561	64	625	24	0	0	24	2	344	0	346	995
17:30	0	0	0	0	0	546	79	625	17	0	0	17	5	351	0	356	998
17:45	0	0	0	0	0	570	72	642	14	0	0	14	6	342	0	348	1004
Total	0	0	0	0	0	2217	292	2509	66	0	0	66	21	1361	0	1382	3957
Grand Total	0	0	0	0	0	4156	479	4635	118	0	0	118	37	2685	0	2722	7475
Apprch %	0	0	0		0	89.7	10.3		100	0	0		1.4	98.6	0		
Total %	0	0	0	0	0	55.6	6.4	62	1.6	0	0	1.6	0.5	35.9	0	36.4	

	0 Southbound				LINCOLN WY Westbound				4th AV. Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	540	77	617	11	0	0	11	**8**	324	0	332	960
17:15	0	0	0	0	0	561	64	625	**24**	0	0	**24**	2	344	0	346	995
17:30	0	0	0	0	0	546	**79**	625	17	0	0	17	5	**351**	0	**356**	998
17:45	0	0	0	0	0	**570**	72	**642**	14	0	0	14	6	342	0	348	**1004**
Total Volume	0	0	0	0	0	2217	292	2509	66	0	0	66	21	1361	0	1382	3957
% App. Total	0	0	0		0	88.4	11.6		100	0	0		1.5	98.5	0		
PHF	.000	.000	.000	.000	.000	.972	.924	.977	.688	.000	.000	.688	.656	.969	.000	.971	.985



MARKS TRAFFIC DATA

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916.806.0250

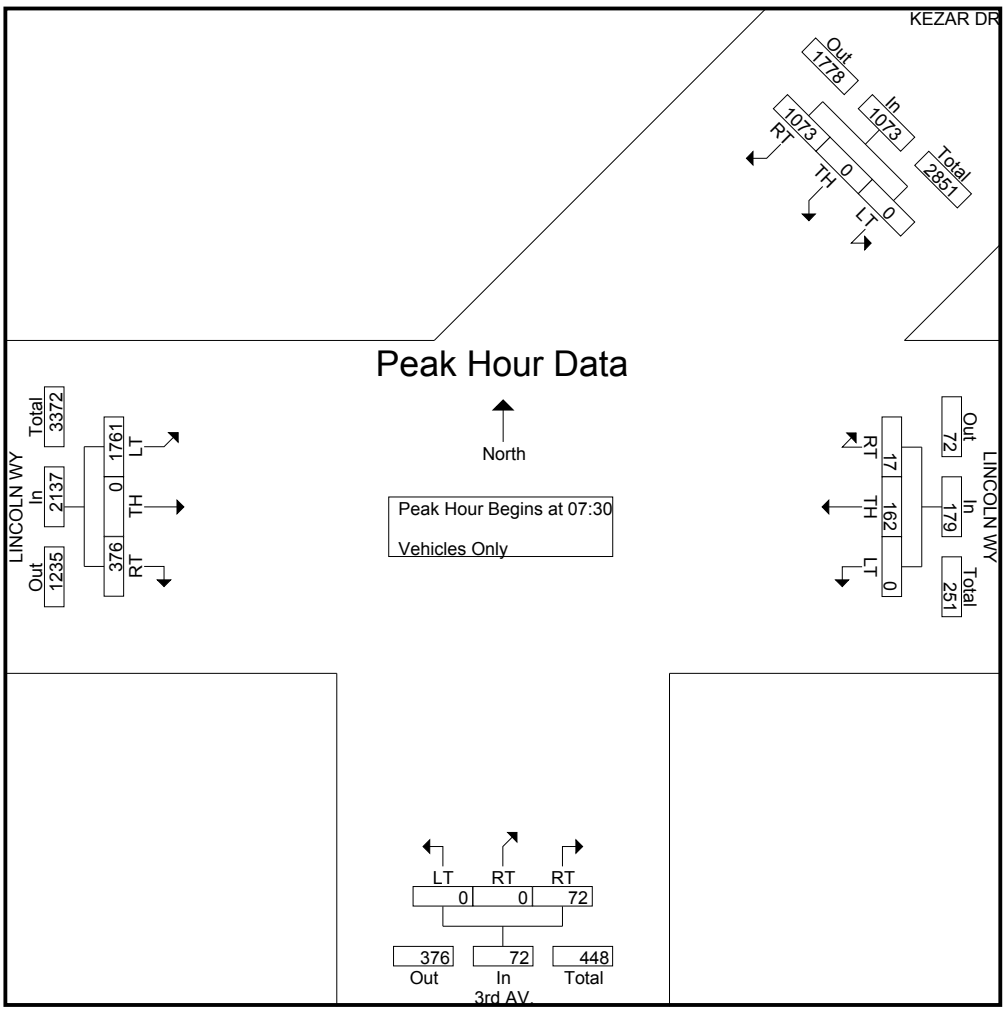
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 3-lincoln-a
Site Code : 21
Start Date : 5/7/2013
Page No : 1

Groups Printed- Vehicles Only

	KEZAR DR Southwestbound				LINCOLN WY Westbound				3rd AV. Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	RT	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	146	0	0	146	3	15	0	18	7	0	0	7	53	0	382	435	606
07:15	167	0	0	167	3	19	0	22	9	0	0	9	68	0	452	520	718
07:30	236	0	0	236	4	29	0	33	27	0	0	27	78	0	480	558	854
07:45	257	0	0	257	2	47	0	49	22	0	0	22	109	0	422	531	859
Total	806	0	0	806	12	110	0	122	65	0	0	65	308	0	1736	2044	3037
08:00	300	0	0	300	7	39	0	46	10	0	0	10	98	0	425	523	879
08:15	280	0	0	280	4	47	0	51	13	0	0	13	91	0	434	525	869
08:30	260	0	0	260	3	45	0	48	20	0	0	20	69	0	419	488	816
08:45	260	0	0	260	5	45	0	50	11	0	0	11	61	0	417	478	799
Total	1100	0	0	1100	19	176	0	195	54	0	0	54	319	0	1695	2014	3363
Grand Total	1906	0	0	1906	31	286	0	317	119	0	0	119	627	0	3431	4058	6400
Apprch %	100	0	0		9.8	90.2	0		100	0	0		15.5	0	84.5		
Total %	29.8	0	0	29.8	0.5	4.5	0	5	1.9	0	0	1.9	9.8	0	53.6	63.4	

	KEZAR DR Southwestbound				LINCOLN WY Westbound				3rd AV. Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	RT	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	236	0	0	236	4	29	0	33	**27**	0	0	**27**	78	0	**480**	**558**	854
07:45	257	0	0	257	2	**47**	0	49	22	0	0	22	**109**	0	422	531	859
08:00	**300**	0	0	**300**	**7**	39	0	46	10	0	0	10	98	0	425	523	**879**
08:15	280	0	0	280	4	47	0	**51**	13	0	0	13	91	0	434	525	869
Total Volume	1073	0	0	1073	17	162	0	179	72	0	0	72	376	0	1761	2137	3461
% App. Total	100	0	0		9.5	90.5	0		100	0	0		17.6	0	82.4		
PHF	.894	.000	.000	.894	.607	.862	.000	.877	.667	.000	.000	.667	.862	.000	.917	.957	.984



MARKS TRAFFIC DATA

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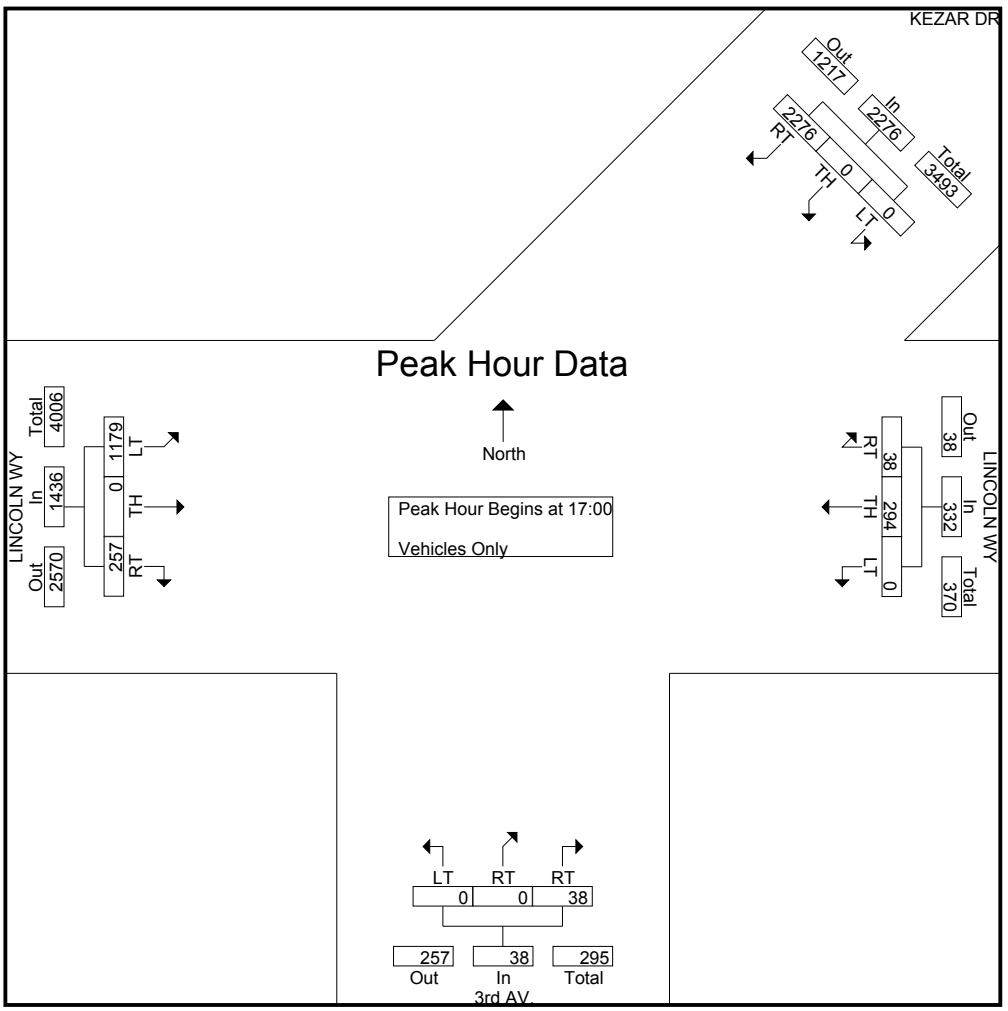
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 3-lincoln-p
Site Code : 21
Start Date : 5/7/2013
Page No : 1

Groups Printed- Vehicles Only

	KEZAR DR Southwestbound				LINCOLN WY Westbound				3rd AV. Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	RT	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	453	0	0	453	10	50	0	60	10	0	0	10	66	0	287	353	876
16:15	457	0	0	457	12	72	0	84	6	0	0	6	59	0	275	334	881
16:30	466	0	0	466	8	58	0	66	14	0	0	14	61	0	280	341	887
16:45	516	0	0	516	12	65	0	77	12	0	0	12	55	0	285	340	945
Total	1892	0	0	1892	42	245	0	287	42	0	0	42	241	0	1127	1368	3589
17:00	553	0	0	553	12	77	0	89	10	0	0	10	63	0	274	337	989
17:15	554	0	0	554	7	71	0	78	11	0	0	11	66	0	301	367	1010
17:30	589	0	0	589	9	75	0	84	8	0	0	8	60	0	311	371	1052
17:45	580	0	0	580	10	71	0	81	9	0	0	9	68	0	293	361	1031
Total	2276	0	0	2276	38	294	0	332	38	0	0	38	257	0	1179	1436	4082
Grand Total	4168	0	0	4168	80	539	0	619	80	0	0	80	498	0	2306	2804	7671
Apprch %	100	0	0		12.9	87.1	0		100	0	0		17.8	0	82.2		
Total %	54.3	0	0	54.3	1	7	0	8.1	1	0	0	1	6.5	0	30.1	36.6	

	KEZAR DR Southwestbound				LINCOLN WY Westbound				3rd AV. Northbound				LINCOLN WY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	RT	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	553	0	0	553	**12**	**77**	0	**89**	10	0	0	10	63	0	274	337	989
17:15	554	0	0	554	7	71	0	78	**11**	0	0	**11**	66	0	301	367	1010
17:30	**589**	0	0	**589**	9	75	0	84	8	0	0	8	60	0	**311**	**371**	**1052**
17:45	580	0	0	580	10	71	0	81	9	0	0	9	**68**	0	293	361	1031
Total Volume	2276	0	0	2276	38	294	0	332	38	0	0	38	257	0	1179	1436	4082
% App. Total	100	0	0		11.4	88.6	0		100	0	0		17.9	0	82.1		
PHF	.966	.000	.000	.966	.792	.955	.000	.933	.864	.000	.000	.864	.945	.000	.948	.968	.970



MARKS TRAFFIC DATA

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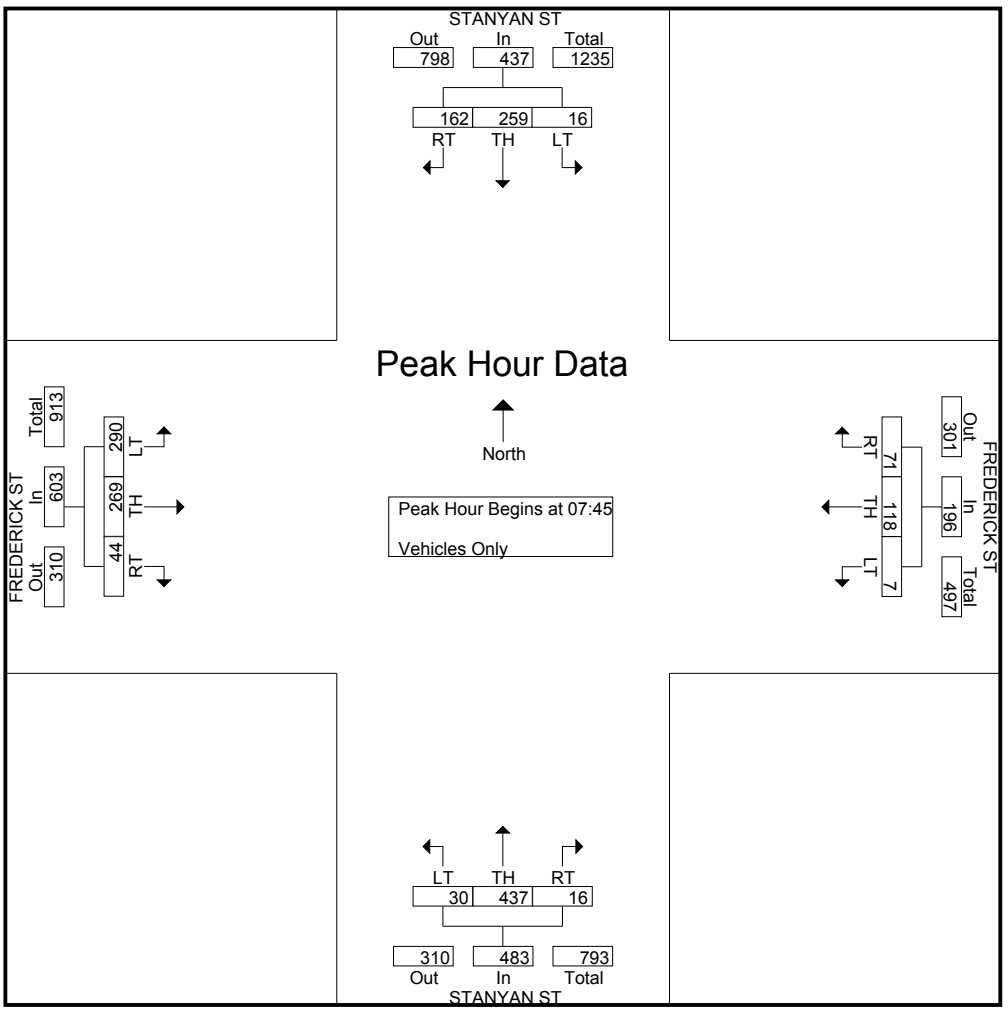
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : stanyan-frederick-a
Site Code : 22
Start Date : 5/14/2013
Page No : 1

Groups Printed- Vehicles Only

	STANYAN ST Southbound				FREDERICK ST Westbound				STANYAN ST Northbound				FREDERICK ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	16	38	4	58	17	14	0	31	0	52	3	55	8	9	35	52	196
07:15	31	60	5	96	12	14	3	29	2	82	3	87	13	36	50	99	311
07:30	20	63	5	88	15	26	5	46	4	113	8	125	16	45	71	132	391
07:45	34	62	4	100	23	27	0	50	6	99	6	111	14	75	73	162	423
Total	101	223	18	342	67	81	8	156	12	346	20	378	51	165	229	445	1321
08:00	45	72	2	119	19	23	3	45	4	95	9	108	11	65	67	143	415
08:15	42	61	4	107	14	22	2	38	3	125	10	138	11	64	82	157	440
08:30	41	64	6	111	15	46	2	63	3	118	5	126	8	65	68	141	441
08:45	39	74	7	120	18	39	1	58	0	89	4	93	16	35	65	116	387
Total	167	271	19	457	66	130	8	204	10	427	28	465	46	229	282	557	1683
Grand Total	268	494	37	799	133	211	16	360	22	773	48	843	97	394	511	1002	3004
Apprch %	33.5	61.8	4.6		36.9	58.6	4.4		2.6	91.7	5.7		9.7	39.3	51		
Total %	8.9	16.4	1.2	26.6	4.4	7	0.5	12	0.7	25.7	1.6	28.1	3.2	13.1	17	33.4	

	STANYAN ST Southbound				FREDERICK ST Westbound				STANYAN ST Northbound				FREDERICK ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	34	62	4	100	**23**	27	0	50	**6**	99	6	111	**14**	**75**	73	**162**	423
08:00	**45**	**72**	2	**119**	19	23	**3**	45	4	95	9	108	11	65	67	143	415
08:15	42	61	4	107	14	22	2	38	3	**125**	**10**	**138**	11	64	**82**	157	440
08:30	41	64	**6**	111	15	**46**	2	**63**	3	118	5	126	8	65	68	141	**441**
Total Volume	162	259	16	437	71	118	7	196	16	437	30	483	44	269	290	603	1719
% App. Total	37.1	59.3	3.7		36.2	60.2	3.6		3.3	90.5	6.2		7.3	44.6	48.1		
PHF	.900	.899	.667	.918	.772	.641	.583	.778	.667	.874	.750	.875	.786	.897	.884	.931	.974



MARKS TRAFFIC DATA

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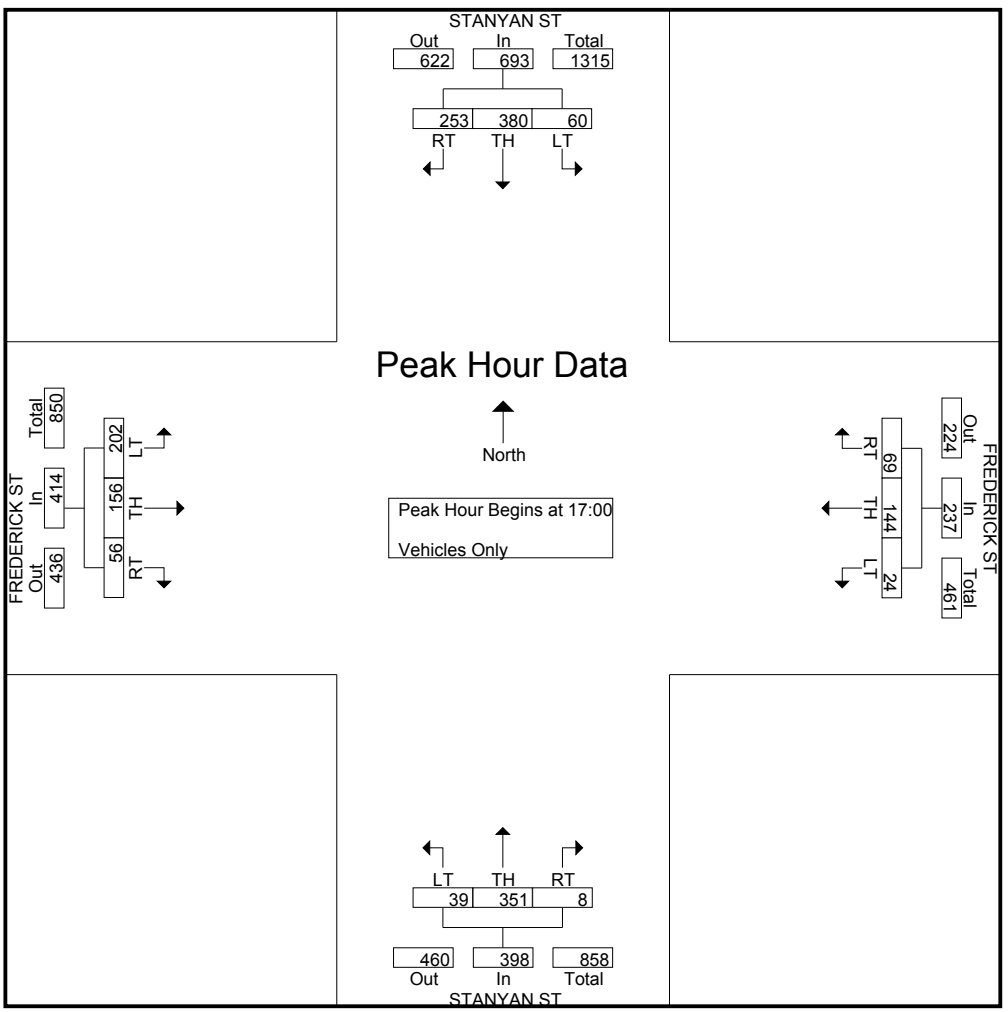
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : stanyan-frederick-p
Site Code : 22
Start Date : 5/14/2013
Page No : 1

Groups Printed- Vehicles Only

	STANYAN ST Southbound				FREDERICK ST Westbound				STANYAN ST Northbound				FREDERICK ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	57	70	9	136	14	31	4	49	1	90	12	103	11	23	46	80	368
16:15	47	75	8	130	17	27	2	46	2	88	15	105	9	28	36	73	354
16:30	56	85	14	155	20	29	7	56	0	85	9	94	15	35	59	109	414
16:45	60	95	11	166	16	29	3	48	2	87	10	99	11	38	45	94	407
Total	220	325	42	587	67	116	16	199	5	350	46	401	46	124	186	356	1543
17:00	63	94	15	172	19	29	7	55	2	83	6	91	15	36	47	98	416
17:15	67	88	15	170	14	32	6	52	1	101	10	112	8	37	48	93	427
17:30	60	96	14	170	20	43	8	71	5	82	13	100	14	36	44	94	435
17:45	63	102	16	181	16	40	3	59	0	85	10	95	19	47	63	129	464
Total	253	380	60	693	69	144	24	237	8	351	39	398	56	156	202	414	1742
Grand Total	473	705	102	1280	136	260	40	436	13	701	85	799	102	280	388	770	3285
Apprch %	37	55.1	8		31.2	59.6	9.2		1.6	87.7	10.6		13.2	36.4	50.4		
Total %	14.4	21.5	3.1	39	4.1	7.9	1.2	13.3	0.4	21.3	2.6	24.3	3.1	8.5	11.8	23.4	

	STANYAN ST Southbound				FREDERICK ST Westbound				STANYAN ST Northbound				FREDERICK ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	63	94	15	172	19	29	7	55	2	83	6	91	15	36	47	98	416
17:15	**67**	88	15	170	14	32	6	52	1	**101**	10	**112**	8	37	48	93	427
17:30	60	96	14	170	**20**	**43**	**8**	**71**	**5**	82	**13**	100	14	36	44	94	435
17:45	63	**102**	**16**	**181**	16	40	3	59	0	85	10	95	**19**	**47**	**63**	**129**	**464**
Total Volume	253	380	60	693	69	144	24	237	8	351	39	398	56	156	202	414	1742
% App. Total	36.5	54.8	8.7		29.1	60.8	10.1		2	88.2	9.8		13.5	37.7	48.8		
PHF	.944	.931	.938	.957	.863	.837	.750	.835	.400	.869	.750	.888	.737	.830	.802	.802	.939



MARKS TRAFFIC DATA

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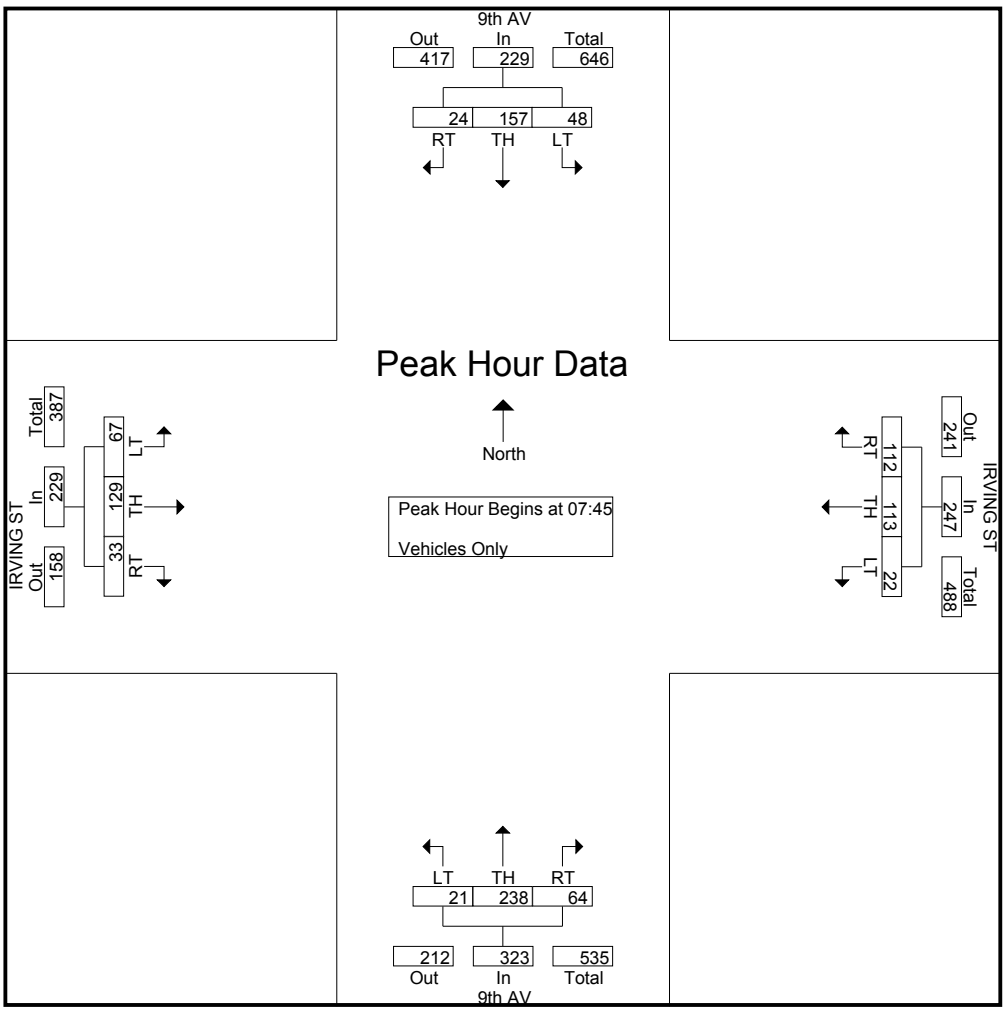
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 9-irving-a
Site Code : 13
Start Date : 5/16/2013
Page No : 1

Groups Printed- Vehicles Only

	9th AV Southbound				IRVING ST Westbound				9th AV Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	4	21	6	31	18	10	7	35	8	32	1	41	2	16	8	26	133
07:15	4	24	11	39	20	12	3	35	8	44	4	56	9	20	5	34	164
07:30	5	20	14	39	22	20	5	47	13	63	1	77	4	27	24	55	218
07:45	2	46	16	64	23	30	1	54	19	64	5	88	6	39	15	60	266
Total	15	111	47	173	83	72	16	171	48	203	11	262	21	102	52	175	781
08:00	8	29	10	47	33	26	6	65	18	43	5	66	7	28	14	49	227
08:15	5	35	11	51	27	27	6	60	16	52	6	74	7	35	23	65	250
08:30	9	47	11	67	29	30	9	68	11	79	5	95	13	27	15	55	285
08:45	4	42	12	58	23	33	7	63	11	58	4	73	14	25	18	57	251
Total	26	153	44	223	112	116	28	256	56	232	20	308	41	115	70	226	1013
Grand Total	41	264	91	396	195	188	44	427	104	435	31	570	62	217	122	401	1794
Apprch %	10.4	66.7	23		45.7	44	10.3		18.2	76.3	5.4		15.5	54.1	30.4		
Total %	2.3	14.7	5.1	22.1	10.9	10.5	2.5	23.8	5.8	24.2	1.7	31.8	3.5	12.1	6.8	22.4	

	9th AV Southbound				IRVING ST Westbound				9th AV Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	2	46	**16**	64	23	**30**	1	54	**19**	64	5	88	6	**39**	15	60	266
08:00	8	29	10	47	**33**	26	6	65	18	43	5	66	7	28	14	49	227
08:15	5	35	11	51	27	27	6	60	16	52	**6**	74	7	35	**23**	**65**	250
08:30	**9**	**47**	11	**67**	29	30	**9**	**68**	11	**79**	5	**95**	**13**	27	15	55	**285**
Total Volume	24	157	48	229	112	113	22	247	64	238	21	323	33	129	67	229	1028
% App. Total	10.5	68.6	21		45.3	45.7	8.9		19.8	73.7	6.5		14.4	56.3	29.3		
PHF	.667	.835	.750	.854	.848	.942	.611	.908	.842	.753	.875	.850	.635	.827	.728	.881	.902



MARKS TRAFFIC DATA

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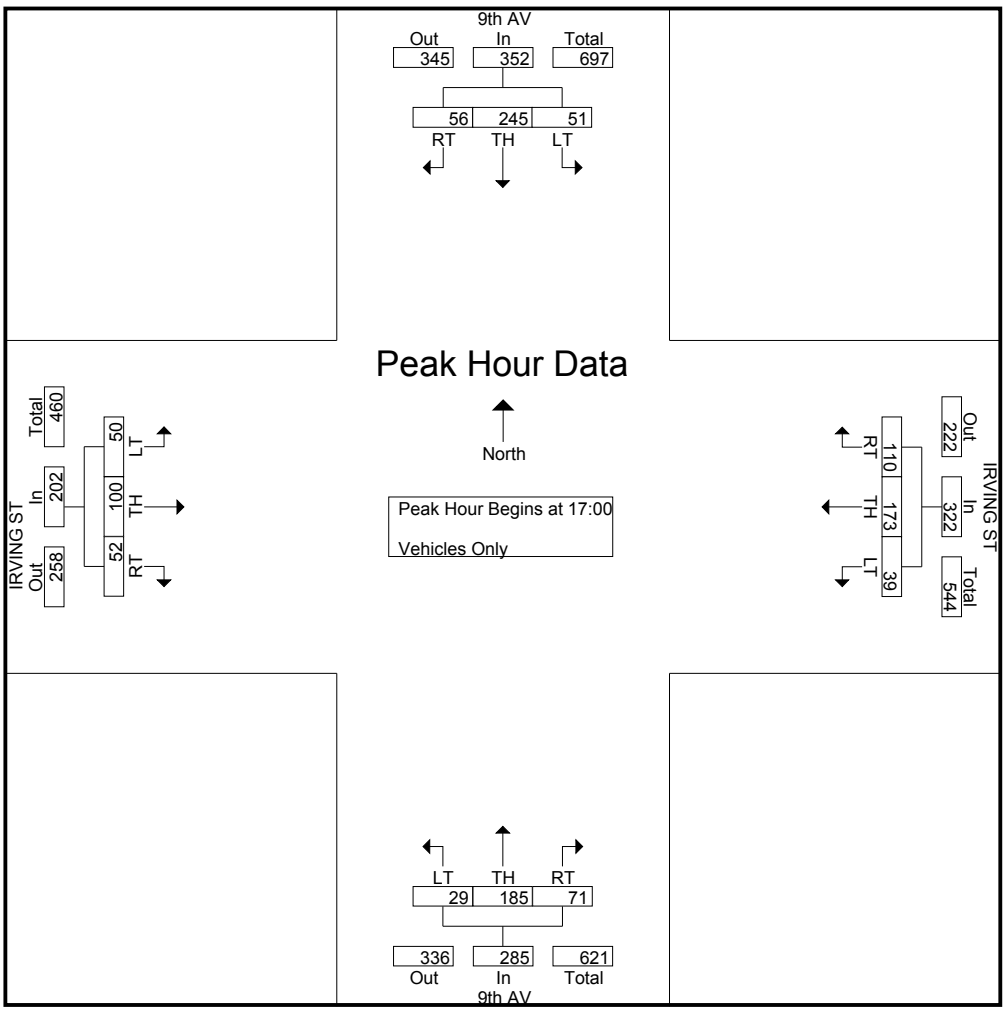
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 9-irving-p
Site Code : 13
Start Date : 5/16/2013
Page No : 1

Groups Printed- Vehicles Only

	9th AV Southbound				IRVING ST Westbound				9th AV Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	12	54	13	79	18	43	13	74	9	39	8	56	16	14	14	44	253
16:15	11	43	18	72	21	57	8	86	9	37	7	53	14	30	8	52	263
16:30	14	46	16	76	24	26	6	56	11	62	4	77	7	21	16	44	253
16:45	12	53	15	80	25	34	12	71	12	52	10	74	10	28	16	54	279
Total	49	196	62	307	88	160	39	287	41	190	29	260	47	93	54	194	1048
17:00	14	60	10	84	20	48	7	75	20	41	8	69	10	20	9	39	267
17:15	12	62	15	89	29	46	13	88	13	47	2	62	12	34	10	56	295
17:30	16	65	13	94	27	42	12	81	14	52	14	80	13	21	13	47	302
17:45	14	58	13	85	34	37	7	78	24	45	5	74	17	25	18	60	297
Total	56	245	51	352	110	173	39	322	71	185	29	285	52	100	50	202	1161
Grand Total	105	441	113	659	198	333	78	609	112	375	58	545	99	193	104	396	2209
Apprch %	15.9	66.9	17.1		32.5	54.7	12.8		20.6	68.8	10.6		25	48.7	26.3		
Total %	4.8	20	5.1	29.8	9	15.1	3.5	27.6	5.1	17	2.6	24.7	4.5	8.7	4.7	17.9	

	9th AV Southbound				IRVING ST Westbound				9th AV Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	14	60	10	84	20	**48**	7	75	20	41	8	69	10	20	9	39	267
17:15	12	62	**15**	89	29	46	**13**	**88**	13	47	2	62	12	**34**	10	56	295
17:30	**16**	**65**	13	**94**	27	42	12	81	14	**52**	**14**	**80**	13	21	13	47	**302**
17:45	14	58	13	85	**34**	37	7	78	**24**	45	5	74	**17**	25	**18**	**60**	297
Total Volume	56	245	51	352	110	173	39	322	71	185	29	285	52	100	50	202	1161
% App. Total	15.9	69.6	14.5		34.2	53.7	12.1		24.9	64.9	10.2		25.7	49.5	24.8		
PHF	.875	.942	.850	.936	.809	.901	.750	.915	.740	.889	.518	.891	.765	.735	.694	.842	.961



MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

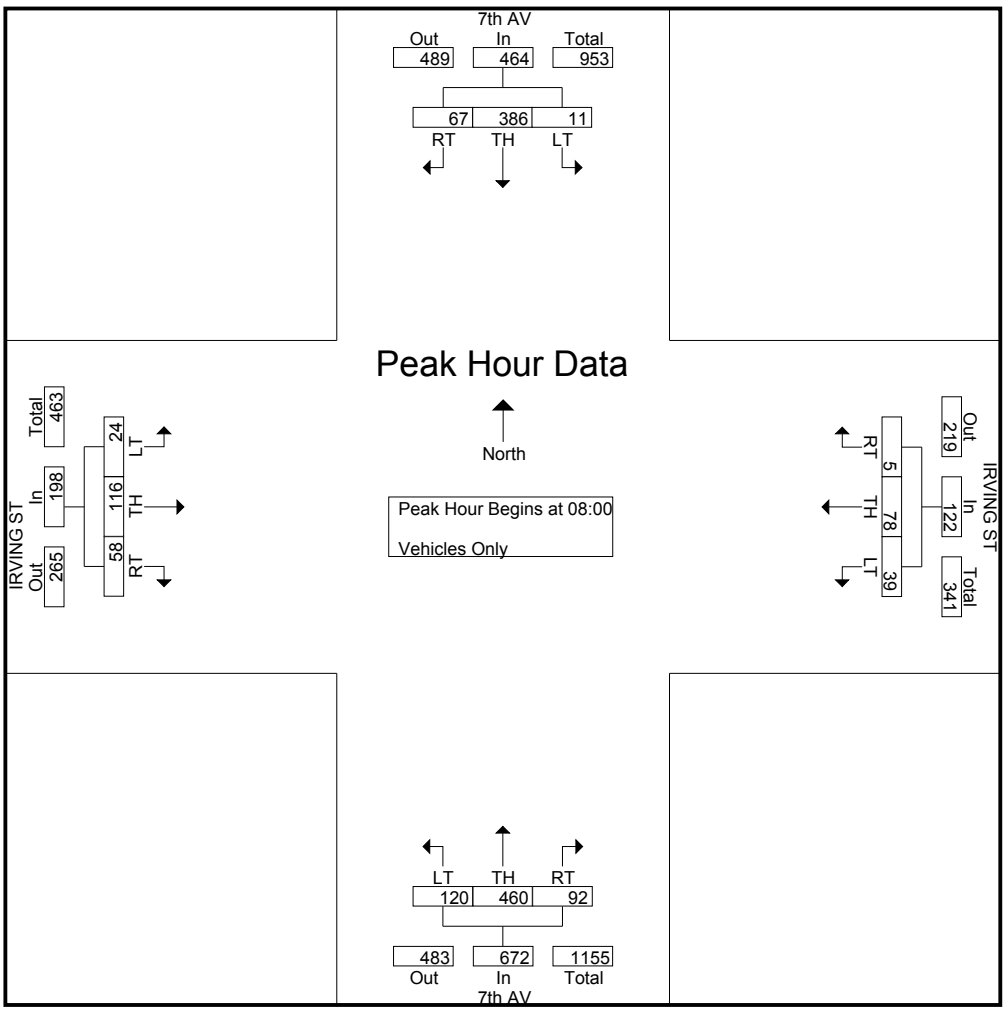
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 7-irving-a
Site Code : 14
Start Date : 5/15/2013
Page No : 1

Groups Printed- Vehicles Only

	7th AV Southbound				IRVING ST Westbound				7th AV Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	7	58	0	65	1	11	5	17	23	64	18	105	17	16	6	39	226
07:15	8	75	1	84	2	15	6	23	24	95	19	138	12	25	4	41	286
07:30	6	75	2	83	1	9	13	23	21	93	26	140	7	26	5	38	284
07:45	13	68	6	87	1	22	7	30	41	108	31	180	10	52	9	71	368
Total	34	276	9	319	5	57	31	93	109	360	94	563	46	119	24	189	1164
08:00	14	98	3	115	1	14	7	22	21	101	26	148	16	35	6	57	342
08:15	12	83	1	96	2	18	6	26	23	114	29	166	12	35	9	56	344
08:30	22	94	4	120	1	20	14	35	21	131	35	187	15	27	6	48	390
08:45	19	111	3	133	1	26	12	39	27	114	30	171	15	19	3	37	380
Total	67	386	11	464	5	78	39	122	92	460	120	672	58	116	24	198	1456
Grand Total	101	662	20	783	10	135	70	215	201	820	214	1235	104	235	48	387	2620
Apprch %	12.9	84.5	2.6		4.7	62.8	32.6		16.3	66.4	17.3		26.9	60.7	12.4		
Total %	3.9	25.3	0.8	29.9	0.4	5.2	2.7	8.2	7.7	31.3	8.2	47.1	4	9	1.8	14.8	

	7th AV Southbound				IRVING ST Westbound				7th AV Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	14	98	3	115	1	14	7	22	21	101	26	148	**16**	**35**	6	**57**	342
08:15	12	83	1	96	**2**	18	6	26	23	114	29	166	12	35	**9**	56	344
08:30	**22**	94	**4**	120	1	20	**14**	35	21	**131**	**35**	**187**	15	27	6	48	**390**
08:45	19	**111**	3	**133**	1	**26**	12	**39**	**27**	114	30	171	15	19	3	37	380
Total Volume	67	386	11	464	5	78	39	122	92	460	120	672	58	116	24	198	1456
% App. Total	14.4	83.2	2.4		4.1	63.9	32		13.7	68.5	17.9		29.3	58.6	12.1		
PHF	.761	.869	.688	.872	.625	.750	.696	.782	.852	.878	.857	.898	.906	.829	.667	.868	.933



MARKS TRAFFIC DATA

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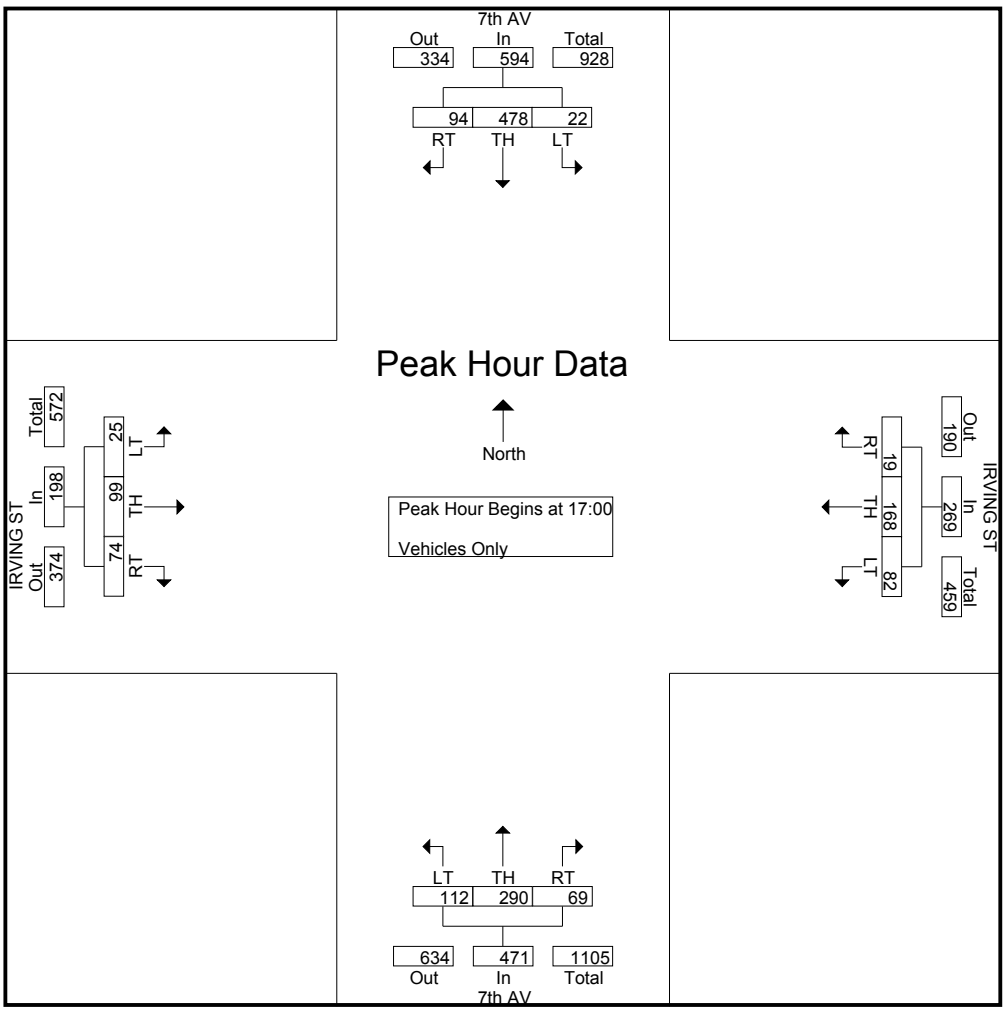
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 7-irving-p
Site Code : 14
Start Date : 5/15/2013
Page No : 1

Groups Printed- Vehicles Only

	7th AV Southbound				IRVING ST Westbound				7th AV Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	14	121	2	137	1	28	20	49	14	72	27	113	16	22	8	46	345
16:15	23	116	8	147	6	35	23	64	19	65	25	109	11	23	2	36	356
16:30	23	127	7	157	6	33	11	50	16	77	18	111	17	29	4	50	368
16:45	19	114	6	139	4	28	13	45	14	62	32	108	15	29	7	51	343
Total	79	478	23	580	17	124	67	208	63	276	102	441	59	103	21	183	1412
17:00	18	132	2	152	5	55	23	83	14	88	28	130	14	22	7	43	408
17:15	27	92	4	123	3	41	22	66	15	66	33	114	19	25	7	51	354
17:30	25	124	6	155	7	37	19	63	17	63	23	103	21	28	6	55	376
17:45	24	130	10	164	4	35	18	57	23	73	28	124	20	24	5	49	394
Total	94	478	22	594	19	168	82	269	69	290	112	471	74	99	25	198	1532
Grand Total	173	956	45	1174	36	292	149	477	132	566	214	912	133	202	46	381	2944
Apprch %	14.7	81.4	3.8		7.5	61.2	31.2		14.5	62.1	23.5		34.9	53	12.1		
Total %	5.9	32.5	1.5	39.9	1.2	9.9	5.1	16.2	4.5	19.2	7.3	31	4.5	6.9	1.6	12.9	

	7th AV Southbound				IRVING ST Westbound				7th AV Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	18	**132**	2	152	5	**55**	**23**	**83**	14	**88**	28	**130**	14	22	**7**	43	**408**
17:15	**27**	92	4	123	3	41	22	66	15	66	**33**	114	19	25	7	51	354
17:30	25	124	6	155	**7**	37	19	63	17	63	23	103	**21**	**28**	6	**55**	376
17:45	24	130	**10**	**164**	4	35	18	57	**23**	73	28	124	20	24	5	49	394
Total Volume	94	478	22	594	19	168	82	269	69	290	112	471	74	99	25	198	1532
% App. Total	15.8	80.5	3.7		7.1	62.5	30.5		14.6	61.6	23.8		37.4	50	12.6		
PHF	.870	.905	.550	.905	.679	.764	.891	.810	.750	.824	.848	.906	.881	.884	.893	.900	.939



MARKS TRAFFIC DATA

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916.806.0250

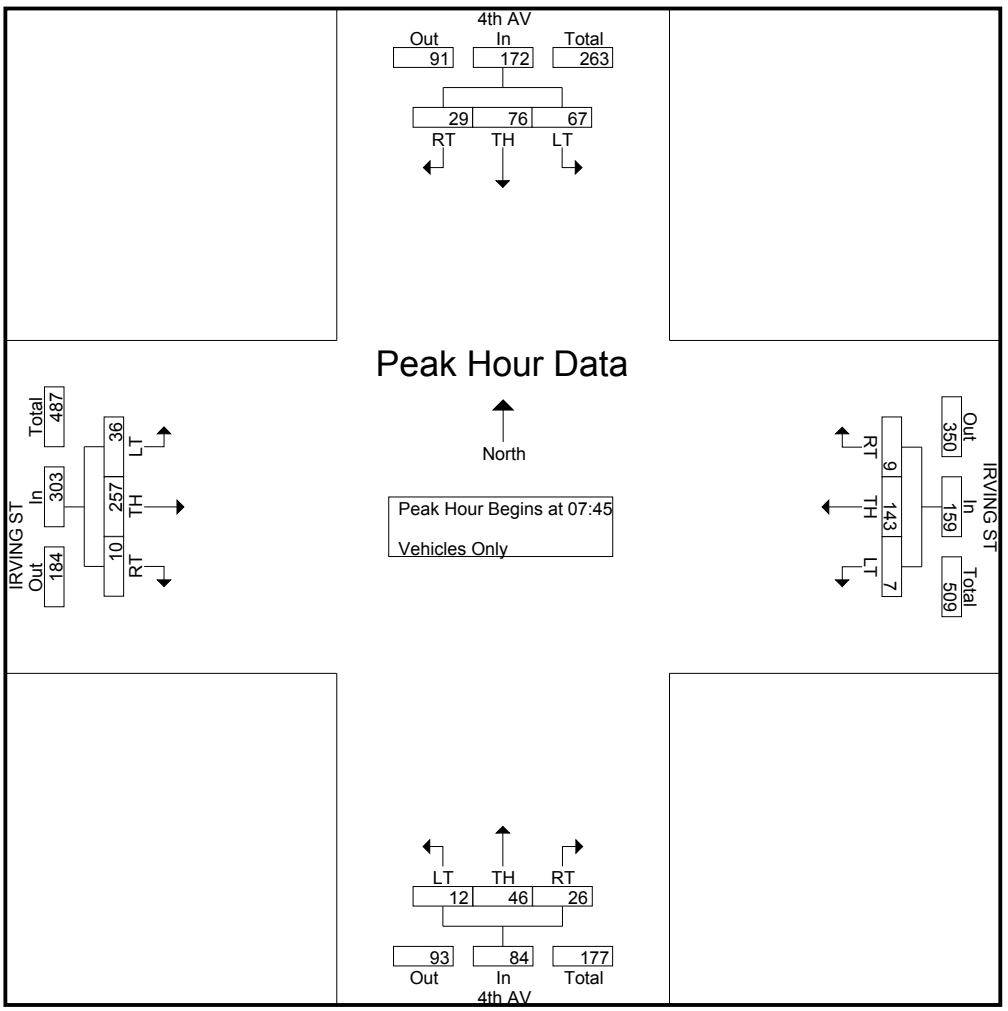
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 4-irving-a
Site Code : 15
Start Date : 5/16/2013
Page No : 1

Groups Printed- Vehicles Only

	4th AV Southbound				IRVING ST Westbound				4th AV Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	3	13	10	26	2	18	1	21	1	8	2	11	0	24	4	28	86
07:15	6	16	9	31	1	15	5	21	0	9	2	11	4	43	3	50	113
07:30	7	9	12	28	4	17	1	22	3	15	3	21	0	43	2	45	116
07:45	6	16	17	39	1	30	2	33	5	13	3	21	2	72	5	79	172
Total	22	54	48	124	8	80	9	97	9	45	10	64	6	182	14	202	487
08:00	9	21	19	49	4	42	0	46	7	13	2	22	4	67	10	81	198
08:15	6	19	16	41	2	27	2	31	5	9	2	16	1	68	10	79	167
08:30	8	20	15	43	2	44	3	49	9	11	5	25	3	50	11	64	181
08:45	9	10	9	28	1	40	4	45	3	3	4	10	1	54	4	59	142
Total	32	70	59	161	9	153	9	171	24	36	13	73	9	239	35	283	688
Grand Total	54	124	107	285	17	233	18	268	33	81	23	137	15	421	49	485	1175
Apprch %	18.9	43.5	37.5		6.3	86.9	6.7		24.1	59.1	16.8		3.1	86.8	10.1		
Total %	4.6	10.6	9.1	24.3	1.4	19.8	1.5	22.8	2.8	6.9	2	11.7	1.3	35.8	4.2	41.3	

	4th AV Southbound				IRVING ST Westbound				4th AV Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	6	16	17	39	1	30	2	33	5	**13**	3	21	2	**72**	5	79	172
08:00	**9**	**21**	**19**	**49**	**4**	42	0	46	7	13	2	22	**4**	67	10	**81**	**198**
08:15	6	19	16	41	2	27	2	31	5	9	2	16	1	68	10	79	167
08:30	8	20	15	43	2	**44**	**3**	**49**	**9**	11	**5**	**25**	3	50	**11**	64	181
Total Volume	29	76	67	172	9	143	7	159	26	46	12	84	10	257	36	303	718
% App. Total	16.9	44.2	39		5.7	89.9	4.4		31	54.8	14.3		3.3	84.8	11.9		
PHF	.806	.905	.882	.878	.563	.813	.583	.811	.722	.885	.600	.840	.625	.892	.818	.935	.907



MARKS TRAFFIC DATA

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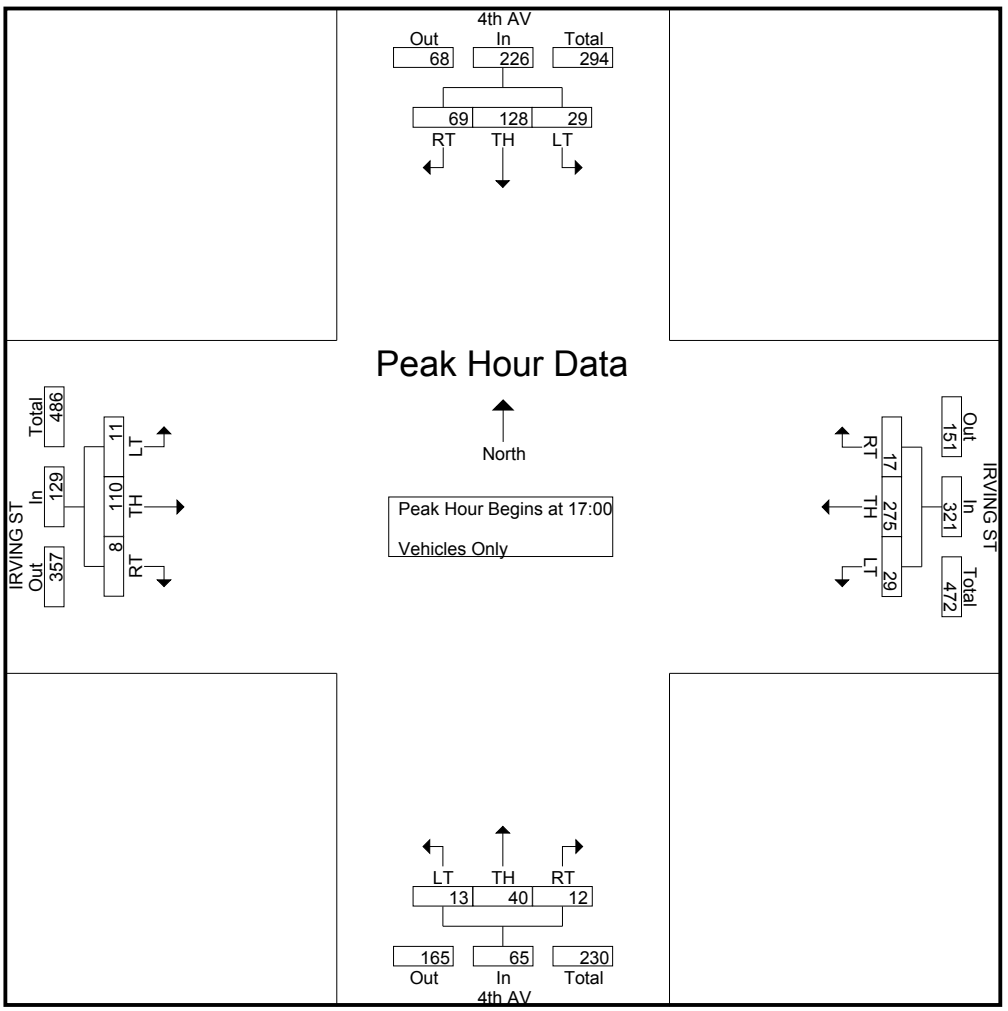
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 4-irving-p
Site Code : 15
Start Date : 5/16/2013
Page No : 1

Groups Printed- Vehicles Only

	4th AV Southbound				IRVING ST Westbound				4th AV Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	18	25	6	49	2	59	4	65	4	8	6	18	3	25	5	33	165
16:15	15	25	7	47	1	51	5	57	3	8	4	15	4	27	3	34	153
16:30	20	27	12	59	2	57	5	64	7	17	2	26	6	20	1	27	176
16:45	12	39	15	66	1	49	5	55	5	9	1	15	2	33	3	38	174
Total	65	116	40	221	6	216	19	241	19	42	13	74	15	105	12	132	668
17:00	11	20	3	34	3	73	5	81	0	10	4	14	2	30	3	35	164
17:15	17	34	11	62	4	74	7	85	5	11	6	22	3	23	3	29	198
17:30	24	37	8	69	5	67	9	81	3	11	2	16	0	27	2	29	195
17:45	17	37	7	61	5	61	8	74	4	8	1	13	3	30	3	36	184
Total	69	128	29	226	17	275	29	321	12	40	13	65	8	110	11	129	741
Grand Total	134	244	69	447	23	491	48	562	31	82	26	139	23	215	23	261	1409
Apprch %	30	54.6	15.4		4.1	87.4	8.5		22.3	59	18.7		8.8	82.4	8.8		
Total %	9.5	17.3	4.9	31.7	1.6	34.8	3.4	39.9	2.2	5.8	1.8	9.9	1.6	15.3	1.6	18.5	

	4th AV Southbound				IRVING ST Westbound				4th AV Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	11	20	3	34	3	73	5	81	0	10	4	14	2	**30**	**3**	35	164
17:15	17	34	**11**	62	4	**74**	7	**85**	**5**	**11**	**6**	**22**	**3**	23	3	29	**198**
17:30	**24**	**37**	8	**69**	**5**	67	**9**	81	3	11	2	16	0	27	2	29	195
17:45	17	37	7	61	5	61	8	74	4	8	1	13	3	30	3	**36**	184
Total Volume	69	128	29	226	17	275	29	321	12	40	13	65	8	110	11	129	741
% App. Total	30.5	56.6	12.8		5.3	85.7	9		18.5	61.5	20		6.2	85.3	8.5		
PHF	.719	.865	.659	.819	.850	.929	.806	.944	.600	.909	.542	.739	.667	.917	.917	.896	.936



MARKS TRAFFIC DATA

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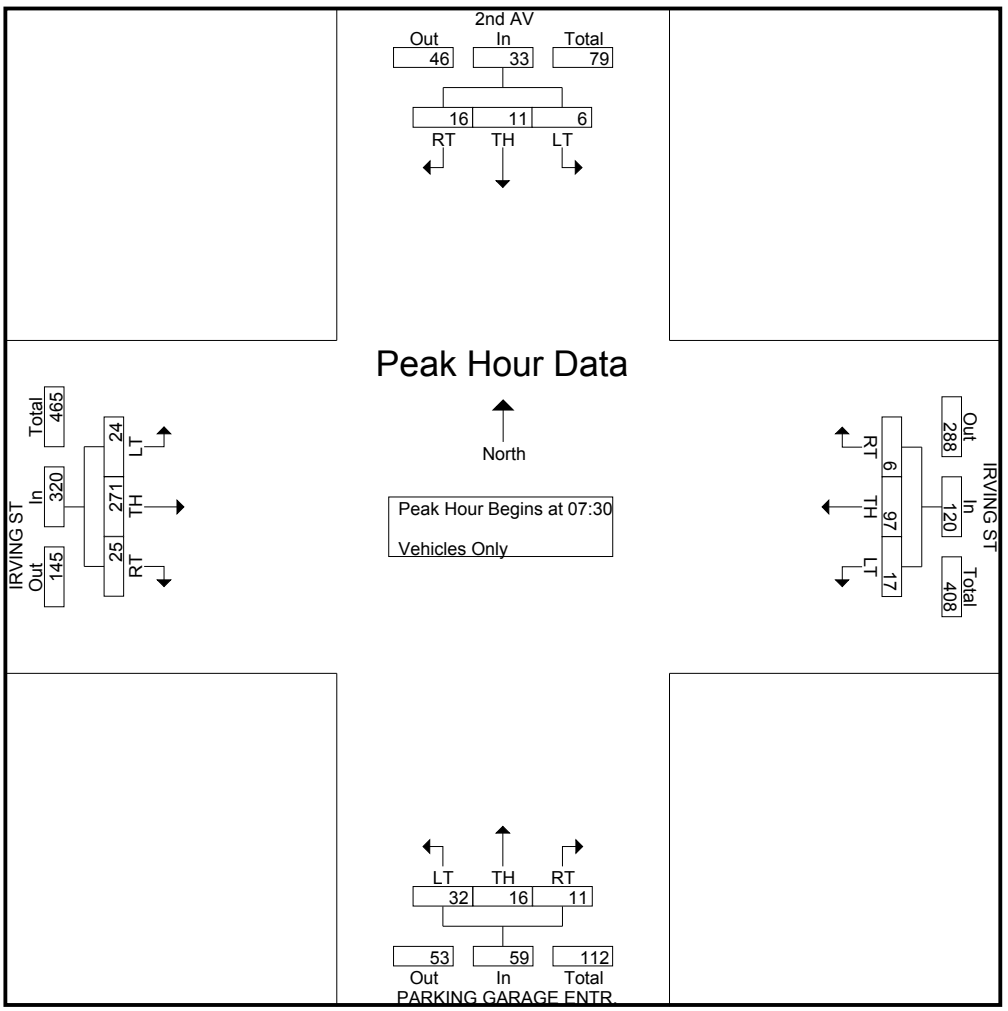
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 2-irving-a
Site Code : 16
Start Date : 5/23/2013
Page No : 1

Groups Printed- Vehicles Only

	2nd AV Southbound				IRVING ST Westbound				PARKING GARAGE ENTR. Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	4	1	3	8	0	16	2	18	0	0	0	0	2	25	0	27	53
07:15	2	1	0	3	1	16	2	19	1	0	1	2	4	47	2	53	77
07:30	2	3	0	5	0	16	1	17	3	4	12	19	5	57	7	69	110
07:45	5	3	2	10	2	28	4	34	6	8	10	24	5	62	8	75	143
Total	13	8	5	26	3	76	9	88	10	12	23	45	16	191	17	224	383
08:00	5	3	1	9	0	27	3	30	0	2	5	7	10	80	3	93	139
08:15	4	2	3	9	4	26	9	39	2	2	5	9	5	72	6	83	140
08:30	3	1	2	6	3	20	5	28	1	2	2	5	5	56	3	64	103
08:45	4	4	0	8	0	23	3	26	1	0	1	2	5	41	4	50	86
Total	16	10	6	32	7	96	20	123	4	6	13	23	25	249	16	290	468
Grand Total	29	18	11	58	10	172	29	211	14	18	36	68	41	440	33	514	851
Apprch %	50	31	19		4.7	81.5	13.7		20.6	26.5	52.9		8	85.6	6.4		
Total %	3.4	2.1	1.3	6.8	1.2	20.2	3.4	24.8	1.6	2.1	4.2	8	4.8	51.7	3.9	60.4	

	2nd AV Southbound				IRVING ST Westbound				PARKING GARAGE ENTR. Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	2	**3**	0	5	0	16	1	17	3	4	**12**	19	5	57	7	69	110
07:45	**5**	3	2	**10**	2	**28**	4	34	**6**	**8**	10	**24**	5	62	**8**	75	**143**
08:00	5	3	1	9	0	27	3	30	0	2	5	7	**10**	**80**	3	**93**	139
08:15	4	2	**3**	9	**4**	26	**9**	**39**	2	2	5	9	5	72	6	83	140
Total Volume	16	11	6	33	6	97	17	120	11	16	32	59	25	271	24	320	532
% App. Total	48.5	33.3	18.2		5	80.8	14.2		18.6	27.1	54.2		7.8	84.7	7.5		
PHF	.800	.917	.500	.825	.375	.866	.472	.769	.458	.500	.667	.615	.625	.847	.750	.860	.930



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CITY OF SAN FRANCISCO

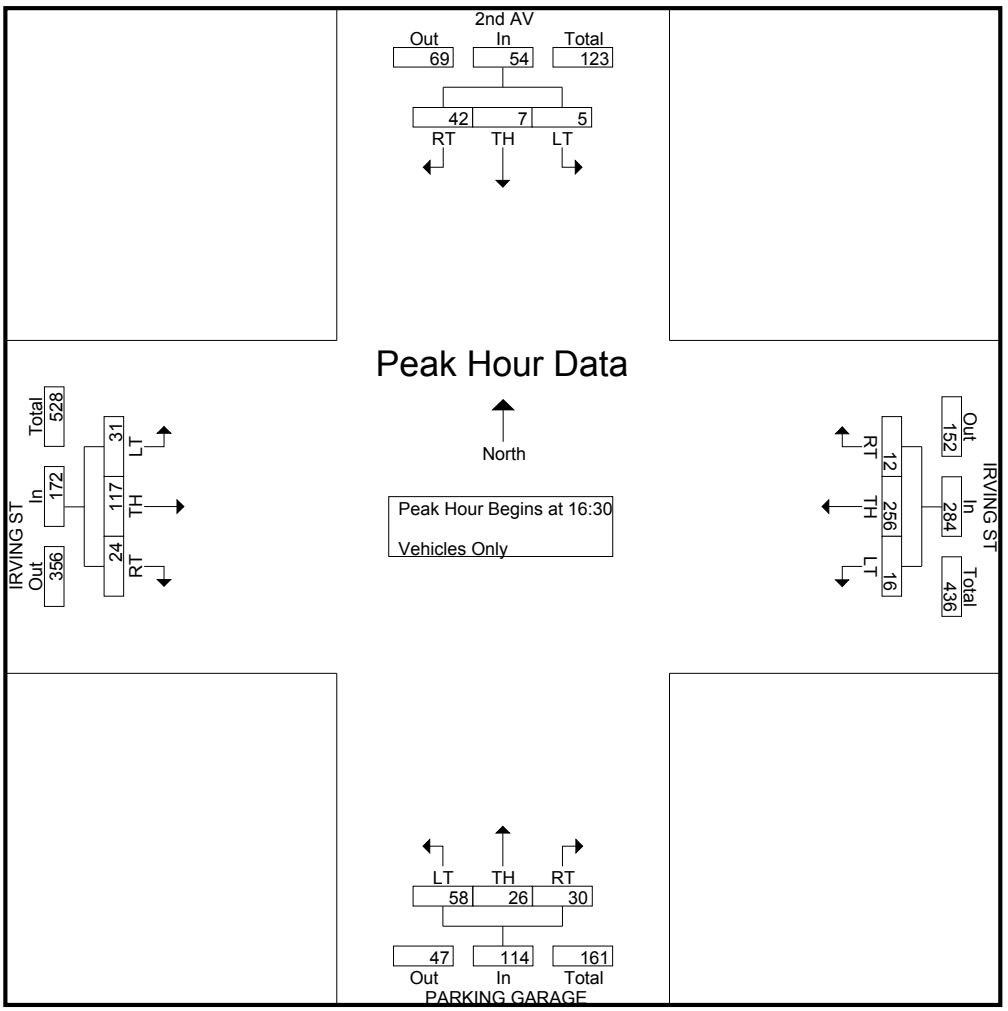
File Name : 2-irving-p
Site Code : 1
Start Date : 10/4/2011
Page No : 1

fp

Groups Printed- Vehicles Only

	2nd AV Southbound				IRVING ST Westbound				PARKING GARAGE Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	4	1	1	6	8	38	3	49	11	5	20	36	3	31	14	48	139
16:15	4	1	2	7	5	47	2	54	5	4	9	18	5	28	8	41	120
16:30	9	0	1	10	4	48	2	54	7	10	15	32	7	32	12	51	147
16:45	12	2	1	15	2	56	7	65	7	4	11	22	10	24	3	37	139
Total	29	4	5	38	19	189	14	222	30	23	55	108	25	115	37	177	545
17:00	11	5	2	18	4	71	5	80	10	8	20	38	5	31	8	44	180
17:15	10	0	1	11	2	81	2	85	6	4	12	22	2	30	8	40	158
17:30	9	0	1	10	0	71	1	72	5	5	4	14	1	28	9	38	134
17:45	8	0	1	9	1	54	5	60	5	5	13	23	3	28	6	37	129
Total	38	5	5	48	7	277	13	297	26	22	49	97	11	117	31	159	601
Grand Total	67	9	10	86	26	466	27	519	56	45	104	205	36	232	68	336	1146
Apprch %	77.9	10.5	11.6		5	89.8	5.2		27.3	22	50.7		10.7	69	20.2		
Total %	5.8	0.8	0.9	7.5	2.3	40.7	2.4	45.3	4.9	3.9	9.1	17.9	3.1	20.2	5.9	29.3	

	2nd AV Southbound				IRVING ST Westbound				PARKING GARAGE Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	9	0	1	10	**4**	48	2	54	7	**10**	15	32	7	**32**	**12**	**51**	147
16:45	**12**	2	1	15	2	56	**7**	65	7	4	11	22	**10**	24	3	37	139
17:00	11	**5**	**2**	**18**	4	71	5	80	**10**	8	**20**	**38**	5	31	8	44	**180**
17:15	10	0	1	11	2	**81**	2	**85**	6	4	12	22	2	30	8	40	158
Total Volume	42	7	5	54	12	256	16	284	30	26	58	114	24	117	31	172	624
% App. Total	77.8	13	9.3		4.2	90.1	5.6		26.3	22.8	50.9		14	68	18		
PHF	.875	.350	.625	.750	.750	.790	.571	.835	.750	.650	.725	.750	.600	.914	.646	.843	.867



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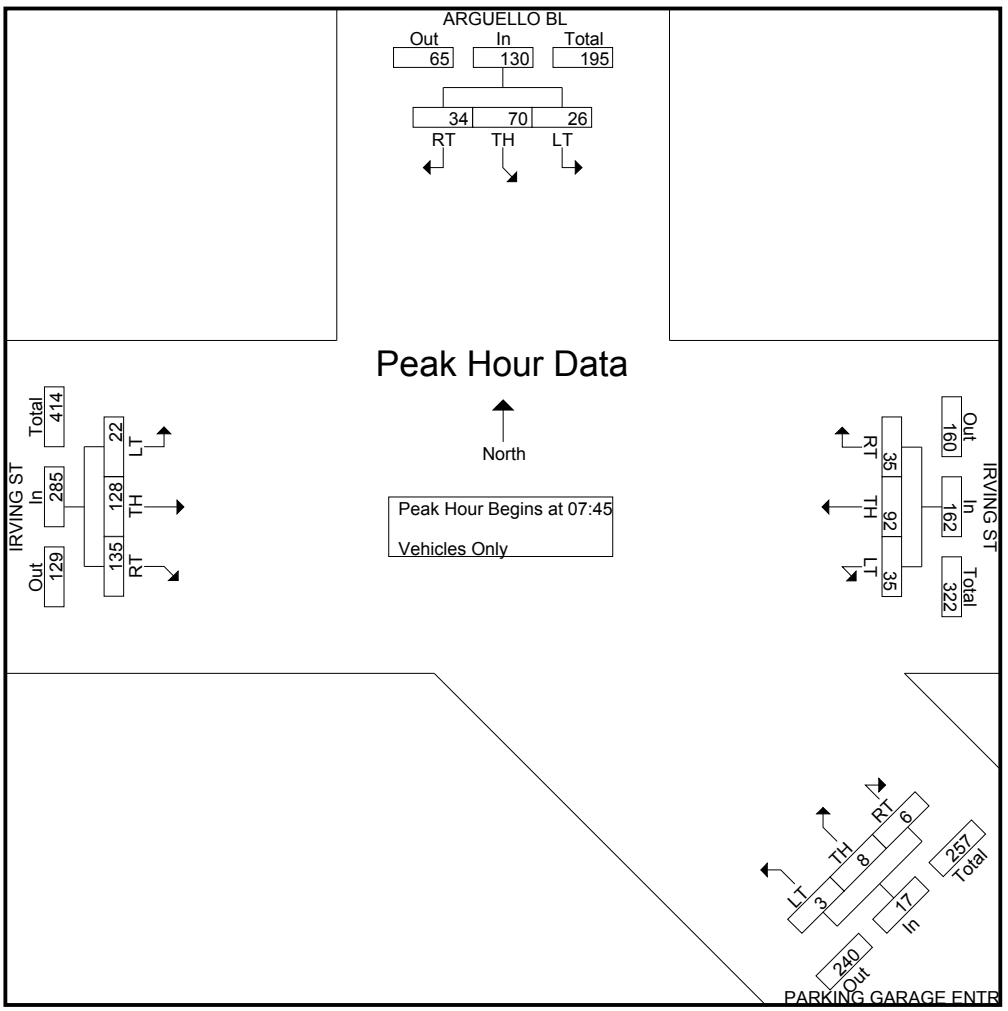
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : arguello-irving-a
Site Code : 17
Start Date : 5/23/2013
Page No : 1

Groups Printed- Vehicles Only

	ARGUELLO BL Southbound				IRVING ST Westbound				PARKING GARAGE ENTR. Northwestbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	4	10	4	18	8	16	15	39	1	3	0	4	17	7	4	28	89
07:15	6	12	3	21	6	12	5	23	0	3	1	4	27	18	3	48	96
07:30	4	12	15	31	6	12	8	26	3	0	0	3	23	35	3	61	121
07:45	10	15	7	32	14	26	9	49	1	1	0	2	43	21	6	70	153
Total	24	49	29	102	34	66	37	137	5	7	1	13	110	81	16	207	459
08:00	7	19	4	30	6	21	11	38	0	0	1	1	35	41	3	79	148
08:15	11	19	7	37	8	25	7	40	2	4	1	7	33	41	4	78	162
08:30	6	17	8	31	7	20	8	35	3	3	1	7	24	25	9	58	131
08:45	8	15	7	30	8	19	12	39	0	0	1	1	14	24	4	42	112
Total	32	70	26	128	29	85	38	152	5	7	4	16	106	131	20	257	553
Grand Total	56	119	55	230	63	151	75	289	10	14	5	29	216	212	36	464	1012
Apprch %	24.3	51.7	23.9		21.8	52.2	26		34.5	48.3	17.2		46.6	45.7	7.8		
Total %	5.5	11.8	5.4	22.7	6.2	14.9	7.4	28.6	1	1.4	0.5	2.9	21.3	20.9	3.6	45.8	

	ARGUELLO BL Southbound				IRVING ST Westbound				PARKING GARAGE ENTR. Northwestbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	10	15	7	32	**14**	**26**	9	**49**	1	1	0	2	**43**	21	6	70	153
08:00	7	**19**	4	30	6	21	**11**	38	0	0	**1**	1	35	**41**	3	**79**	148
08:15	**11**	19	7	**37**	8	25	7	40	2	**4**	1	**7**	33	41	4	78	**162**
08:30	6	17	**8**	31	7	20	8	35	**3**	3	1	7	24	25	**9**	58	131
Total Volume	34	70	26	130	35	92	35	162	6	8	3	17	135	128	22	285	594
% App. Total	26.2	53.8	20		21.6	56.8	21.6		35.3	47.1	17.6		47.4	44.9	7.7		
PHF	.773	.921	.813	.878	.625	.885	.795	.827	.500	.500	.750	.607	.785	.780	.611	.902	.917



MARKS TRAFFIC DATA
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CITY OF SAN FRANCISCO

File Name : arguello-carl-p
Site Code : 2
Start Date : 10/4/2011
Page No : 1

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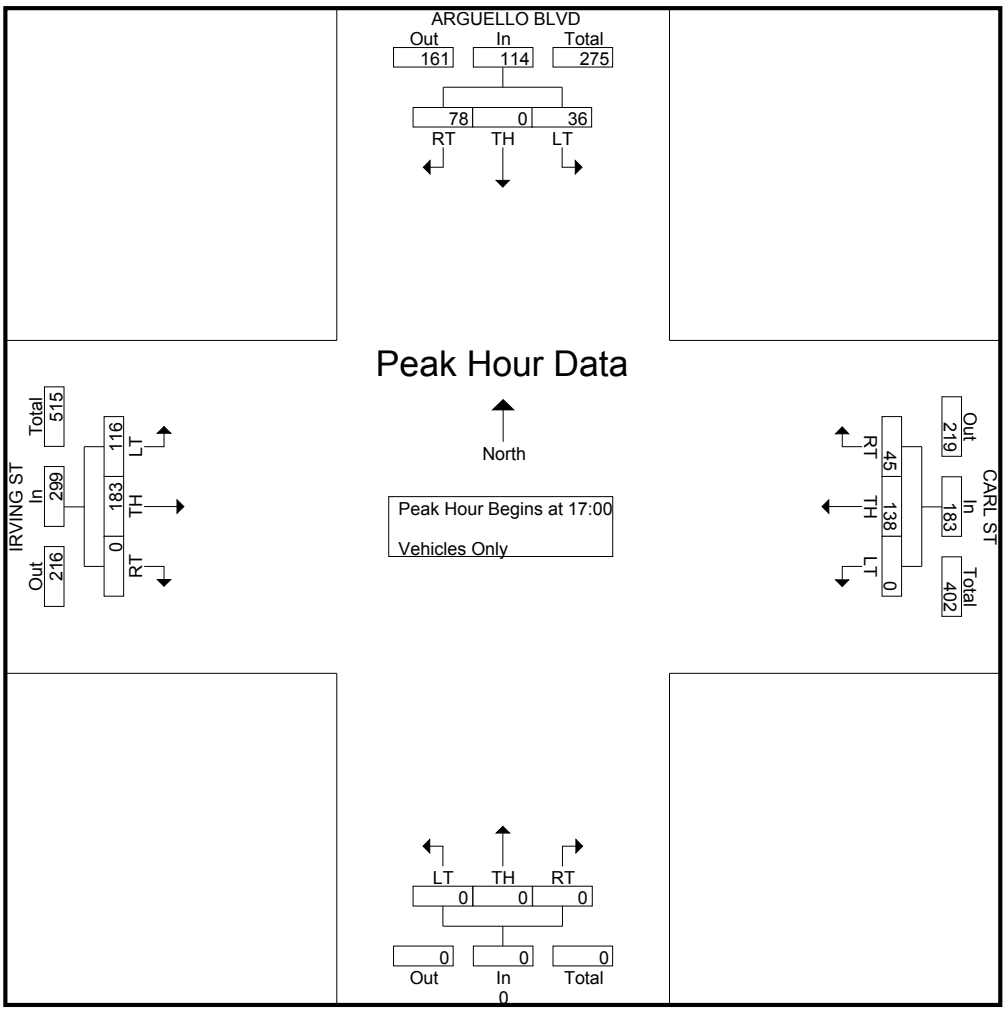
Groups Printed- Vehicles Only

	ARGUELLO BLVD Southbound				CARL ST Westbound				0 Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	21	0	9	30	12	22	0	34	0	0	0	0	0	44	16	60	124
16:15	17	0	3	20	11	24	0	35	0	0	0	0	0	41	17	58	113
16:30	14	0	5	19	14	24	0	38	0	0	0	0	0	40	16	56	113
16:45	27	0	10	37	12	19	0	31	0	0	0	0	0	31	15	46	114
Total	79	0	27	106	49	89	0	138	0	0	0	0	0	156	64	220	464
17:00	23	0	7	30	14	44	0	58	0	0	0	0	0	54	35	89	177
17:15	24	0	12	36	10	29	0	39	0	0	0	0	0	45	28	73	148
17:30	15	0	8	23	8	34	0	42	0	0	0	0	0	40	31	71	136
17:45	16	0	9	25	13	31	0	44	0	0	0	0	0	44	22	66	135
Total	78	0	36	114	45	138	0	183	0	0	0	0	0	183	116	299	596
Grand Total	157	0	63	220	94	227	0	321	0	0	0	0	0	339	180	519	1060
Apprch %	71.4	0	28.6		29.3	70.7	0		0	0	0		0	65.3	34.7		
Total %	14.8	0	5.9	20.8	8.9	21.4	0	30.3	0	0	0	0	0	32	17	49	

	ARGUELLO BLVD Southbound				CARL ST Westbound				0 Northbound				IRVING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	23	0	7	30	**14**	**44**	0	**58**	0	0	0	0	0	**54**	**35**	**89**	**177**
17:15	**24**	0	**12**	**36**	10	29	0	39	0	0	0	0	0	45	28	73	148
17:30	15	0	8	23	8	34	0	42	0	0	0	0	0	40	31	71	136
17:45	16	0	9	25	13	31	0	44	0	0	0	0	0	44	22	66	135
Total Volume	78	0	36	114	45	138	0	183	0	0	0	0	0	183	116	299	596
% App. Total	68.4	0	31.6		24.6	75.4	0		0	0	0		0	61.2	38.8		
PHF	.813	.000	.750	.792	.804	.784	.000	.789	.000	.000	.000	.000	.000	.847	.829	.840	.842



MARKS TRAFFIC DATA

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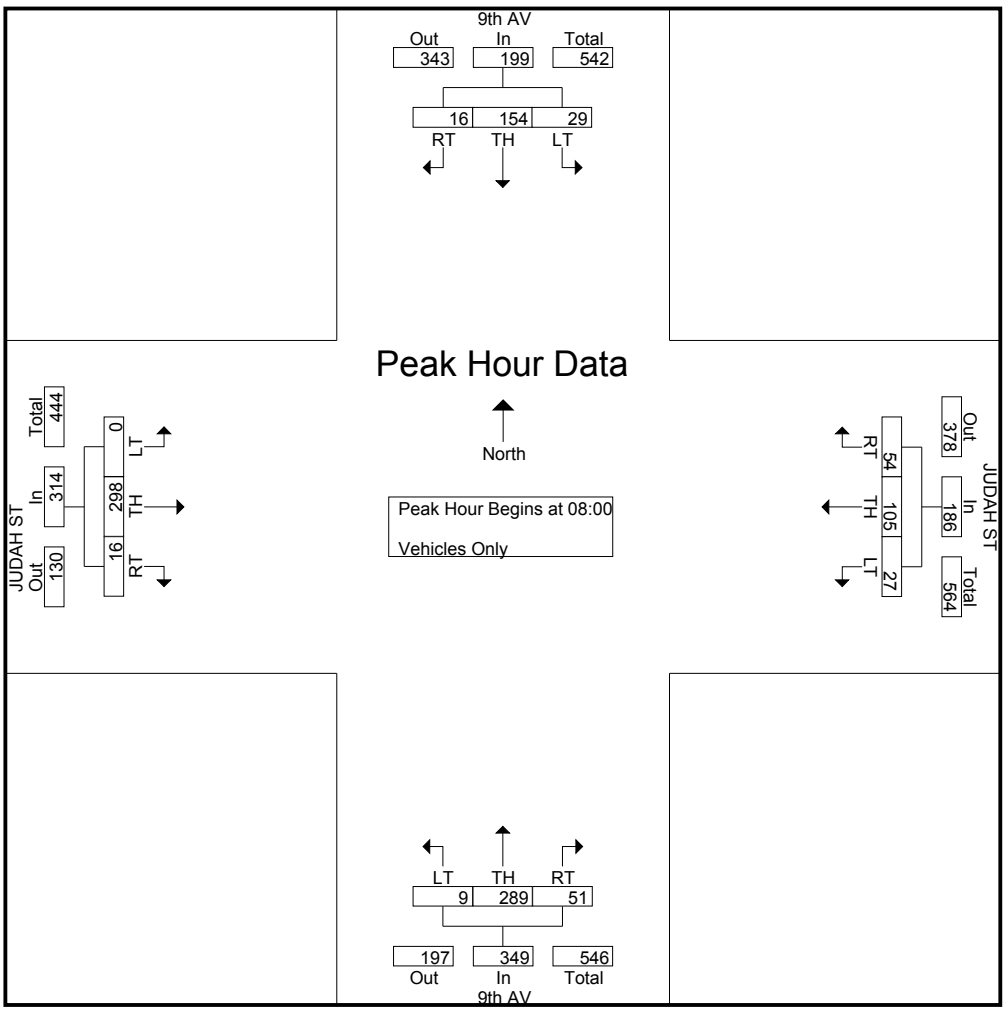
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 9-judah-a
Site Code : 4
Start Date : 5/14/2013
Page No : 1

Groups Printed- Vehicles Only

	9th AV Southbound				JUDAH ST Westbound				9th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	9	19	8	36	9	9	6	24	10	32	0	42	1	29	0	30	132
07:15	9	22	8	39	7	25	5	37	8	50	1	59	2	45	0	47	182
07:30	2	30	4	36	20	22	8	50	14	64	0	78	2	62	0	64	228
07:45	4	31	7	42	17	31	7	55	10	57	2	69	2	69	0	71	237
Total	24	102	27	153	53	87	26	166	42	203	3	248	7	205	0	212	779
08:00	5	31	5	41	15	36	10	61	14	68	2	84	3	67	0	70	256
08:15	5	37	8	50	15	21	5	41	12	82	4	98	5	80	0	85	274
08:30	5	47	11	63	10	17	8	35	8	72	2	82	4	80	0	84	264
08:45	1	39	5	45	14	31	4	49	17	67	1	85	4	71	0	75	254
Total	16	154	29	199	54	105	27	186	51	289	9	349	16	298	0	314	1048
Grand Total	40	256	56	352	107	192	53	352	93	492	12	597	23	503	0	526	1827
Apprch %	11.4	72.7	15.9		30.4	54.5	15.1		15.6	82.4	2		4.4	95.6	0		
Total %	2.2	14	3.1	19.3	5.9	10.5	2.9	19.3	5.1	26.9	0.7	32.7	1.3	27.5	0	28.8	

	9th AV Southbound				JUDAH ST Westbound				9th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	**5**	31	5	41	**15**	**36**	**10**	**61**	14	68	2	84	3	67	0	70	256
08:15	5	37	8	50	15	21	5	41	12	**82**	**4**	**98**	**5**	**80**	0	**85**	**274**
08:30	5	**47**	**11**	**63**	10	17	8	35	8	72	2	82	4	80	0	84	264
08:45	1	39	5	45	14	31	4	49	**17**	67	1	85	4	71	0	75	254
Total Volume	16	154	29	199	54	105	27	186	51	289	9	349	16	298	0	314	1048
% App. Total	8	77.4	14.6		29	56.5	14.5		14.6	82.8	2.6		5.1	94.9	0		
PHF	.800	.819	.659	.790	.900	.729	.675	.762	.750	.881	.563	.890	.800	.931	.000	.924	.956



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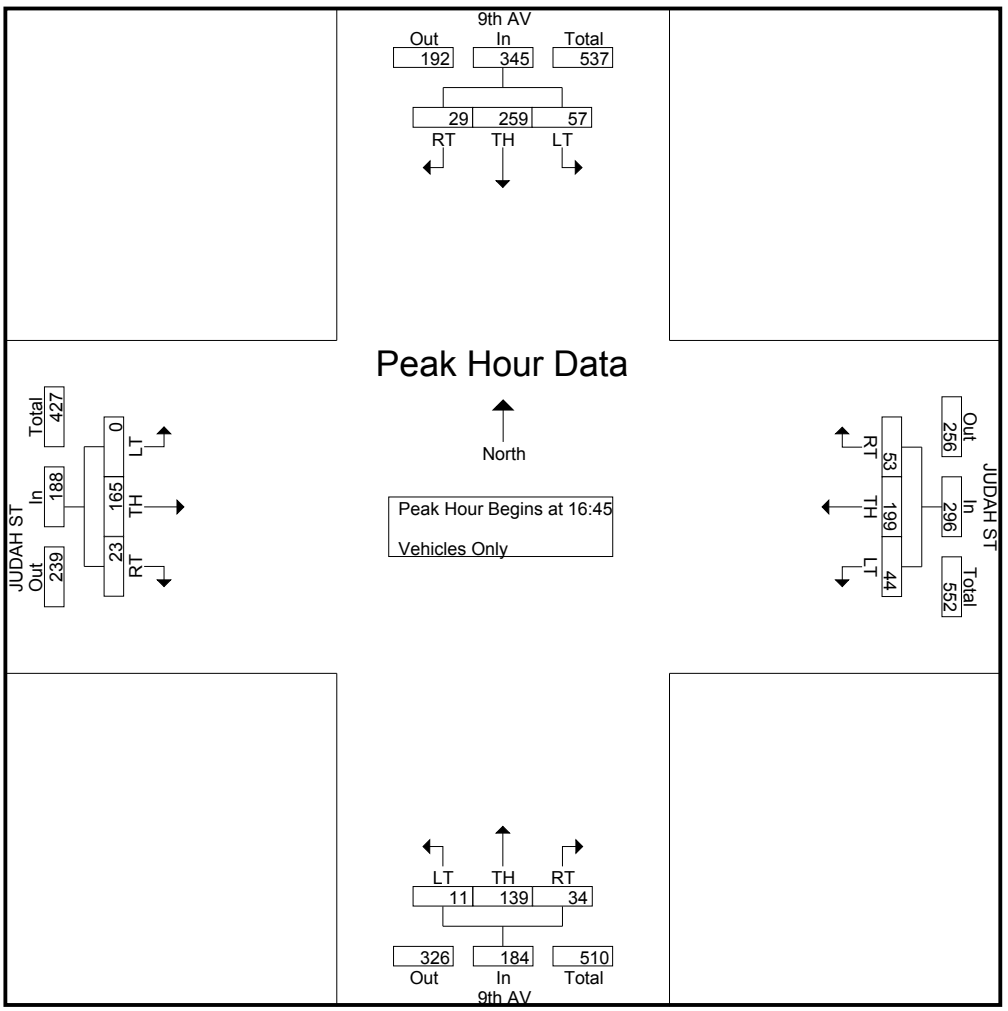
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 9-judah-p
Site Code : 4
Start Date : 5/14/2013
Page No : 1

Groups Printed- Vehicles Only

	9th AV Southbound				JUDAH ST Westbound				9th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	9	54	11	74	10	45	11	66	9	49	2	60	2	26	3	31	231
16:15	8	74	10	92	15	55	1	71	8	46	2	56	1	38	1	40	259
16:30	10	52	7	69	11	40	5	56	14	33	2	49	5	48	0	53	227
16:45	8	62	12	82	12	41	13	66	12	35	3	50	8	34	0	42	240
Total	35	242	40	317	48	181	30	259	43	163	9	215	16	146	4	166	957
17:00	7	56	11	74	13	52	6	71	7	34	5	46	4	45	0	49	240
17:15	11	57	20	88	12	53	10	75	10	28	3	41	6	40	0	46	250
17:30	3	84	14	101	16	53	15	84	5	42	0	47	5	46	0	51	283
17:45	13	53	8	74	12	42	7	61	6	42	0	48	3	35	0	38	221
Total	34	250	53	337	53	200	38	291	28	146	8	182	18	166	0	184	994
Grand Total	69	492	93	654	101	381	68	550	71	309	17	397	34	312	4	350	1951
Apprch %	10.6	75.2	14.2		18.4	69.3	12.4		17.9	77.8	4.3		9.7	89.1	1.1		
Total %	3.5	25.2	4.8	33.5	5.2	19.5	3.5	28.2	3.6	15.8	0.9	20.3	1.7	16	0.2	17.9	

	9th AV Southbound				JUDAH ST Westbound				9th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	8	62	12	82	12	41	13	66	**12**	35	3	**50**	**8**	34	0	42	240
17:00	7	56	11	74	13	52	6	71	7	34	**5**	46	4	45	0	49	240
17:15	**11**	57	**20**	88	12	**53**	10	75	10	28	3	41	6	40	0	46	250
17:30	3	**84**	14	**101**	**16**	53	**15**	**84**	5	**42**	0	47	5	**46**	0	**51**	**283**
Total Volume	29	259	57	345	53	199	44	296	34	139	11	184	23	165	0	188	1013
% App. Total	8.4	75.1	16.5		17.9	67.2	14.9		18.5	75.5	6		12.2	87.8	0		
PHF	.659	.771	.713	.854	.828	.939	.733	.881	.708	.827	.550	.920	.719	.897	.000	.922	.895



MARKS TRAFFIC DATA

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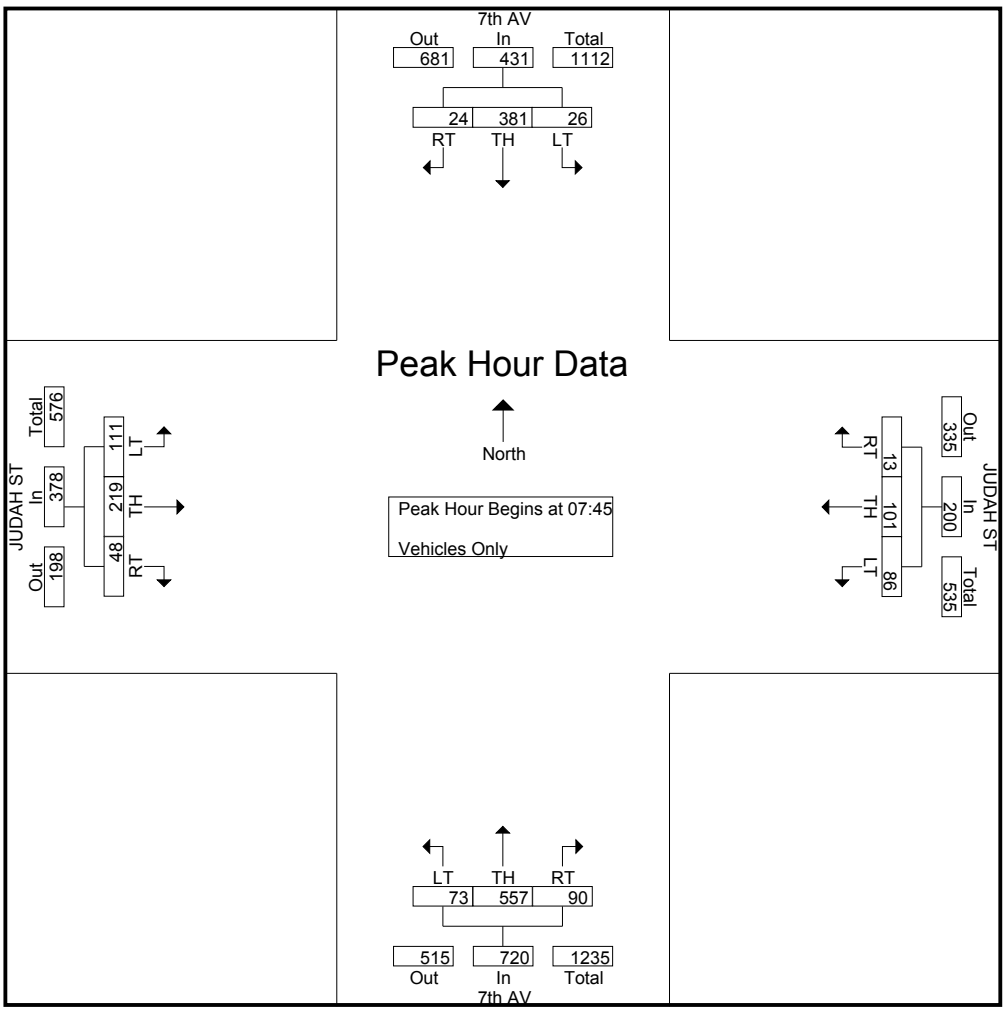
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 7-judah-a
Site Code : 5
Start Date : 5/16/2013
Page No : 1

Groups Printed- Vehicles Only

	7th AV Southbound				JUDAH ST Westbound				7th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	64	5	69	0	10	21	31	16	90	12	118	5	17	3	25	243
07:15	1	80	4	85	5	15	22	42	9	145	9	163	13	39	8	60	350
07:30	6	88	7	101	5	33	38	76	14	127	13	154	16	42	21	79	410
07:45	5	90	6	101	4	31	25	60	22	146	16	184	11	63	28	102	447
Total	12	322	22	356	14	89	106	209	61	508	50	619	45	161	60	266	1450
08:00	5	105	4	114	4	29	25	58	21	142	23	186	11	41	33	85	443
08:15	4	90	6	100	1	19	25	45	20	127	15	162	11	65	23	99	406
08:30	10	96	10	116	4	22	11	37	27	142	19	188	15	50	27	92	433
08:45	7	95	5	107	5	18	15	38	36	130	15	181	14	52	21	87	413
Total	26	386	25	437	14	88	76	178	104	541	72	717	51	208	104	363	1695
Grand Total	38	708	47	793	28	177	182	387	165	1049	122	1336	96	369	164	629	3145
Apprch %	4.8	89.3	5.9		7.2	45.7	47		12.4	78.5	9.1		15.3	58.7	26.1		
Total %	1.2	22.5	1.5	25.2	0.9	5.6	5.8	12.3	5.2	33.4	3.9	42.5	3.1	11.7	5.2	20	

	7th AV Southbound				JUDAH ST Westbound				7th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	5	90	6	101	**4**	**31**	**25**	**60**	22	**146**	16	184	11	63	28	**102**	**447**
08:00	5	**105**	4	114	4	29	25	58	21	142	**23**	186	11	41	**33**	85	443
08:15	4	90	6	100	1	19	25	45	20	127	15	162	11	**65**	23	99	406
08:30	**10**	96	**10**	**116**	4	22	11	37	**27**	142	19	**188**	**15**	50	27	92	433
Total Volume	24	381	26	431	13	101	86	200	90	557	73	720	48	219	111	378	1729
% App. Total	5.6	88.4	6		6.5	50.5	43		12.5	77.4	10.1		12.7	57.9	29.4		
PHF	.600	.907	.650	.929	.813	.815	.860	.833	.833	.954	.793	.957	.800	.842	.841	.926	.967



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CITY OF SAN FRANCISCO

File Name : 7-judah-p
Site Code : 3
Start Date : 10/5/2011
Page No : 1

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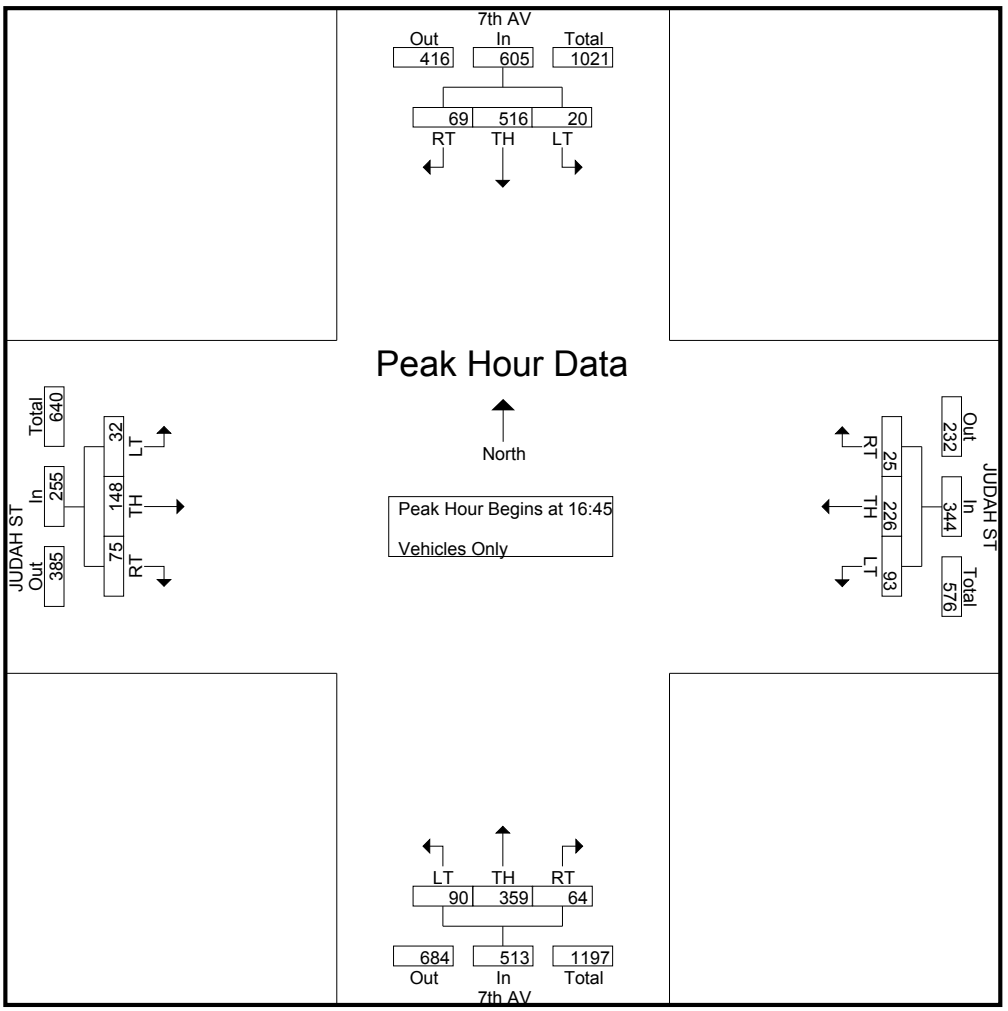
Groups Printed- Vehicles Only

	7th AV Southbound				JUDAH ST Westbound				7th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	7	135	7	149	3	30	32	65	19	89	24	132	12	38	5	55	401
16:15	9	115	12	136	1	34	20	55	17	88	18	123	15	38	7	60	374
16:30	9	113	8	130	4	47	27	78	14	97	11	122	15	45	8	68	398
16:45	17	140	6	163	2	57	16	75	13	95	19	127	23	32	13	68	433
Total	42	503	33	578	10	168	95	273	63	369	72	504	65	153	33	251	1606
17:00	19	120	6	145	7	54	29	90	14	81	24	119	18	36	3	57	411
17:15	15	136	6	157	6	57	29	92	18	93	17	128	14	45	9	68	445
17:30	18	120	2	140	10	58	19	87	19	90	30	139	20	35	7	62	428
17:45	14	131	8	153	7	48	24	79	14	91	22	127	18	46	4	68	427
Total	66	507	22	595	30	217	101	348	65	355	93	513	70	162	23	255	1711
Grand Total	108	1010	55	1173	40	385	196	621	128	724	165	1017	135	315	56	506	3317
Apprch %	9.2	86.1	4.7		6.4	62	31.6		12.6	71.2	16.2		26.7	62.3	11.1		
Total %	3.3	30.4	1.7	35.4	1.2	11.6	5.9	18.7	3.9	21.8	5	30.7	4.1	9.5	1.7	15.3	

	7th AV Southbound				JUDAH ST Westbound				7th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	17	**140**	**6**	**163**	2	57	16	75	13	**95**	19	127	**23**	32	**13**	**68**	433
17:00	**19**	120	6	145	7	54	**29**	90	14	81	24	119	18	36	3	57	411
17:15	15	136	6	157	6	57	29	**92**	18	93	17	128	14	**45**	9	68	**445**
17:30	18	120	2	140	**10**	**58**	19	87	**19**	90	**30**	**139**	20	35	7	62	428
Total Volume	69	516	20	605	25	226	93	344	64	359	90	513	75	148	32	255	1717
% App. Total	11.4	85.3	3.3		7.3	65.7	27		12.5	70	17.5		29.4	58	12.5		
PHF	.908	.921	.833	.928	.625	.974	.802	.935	.842	.945	.750	.923	.815	.822	.615	.938	.965



MARKS TRAFFIC DATA

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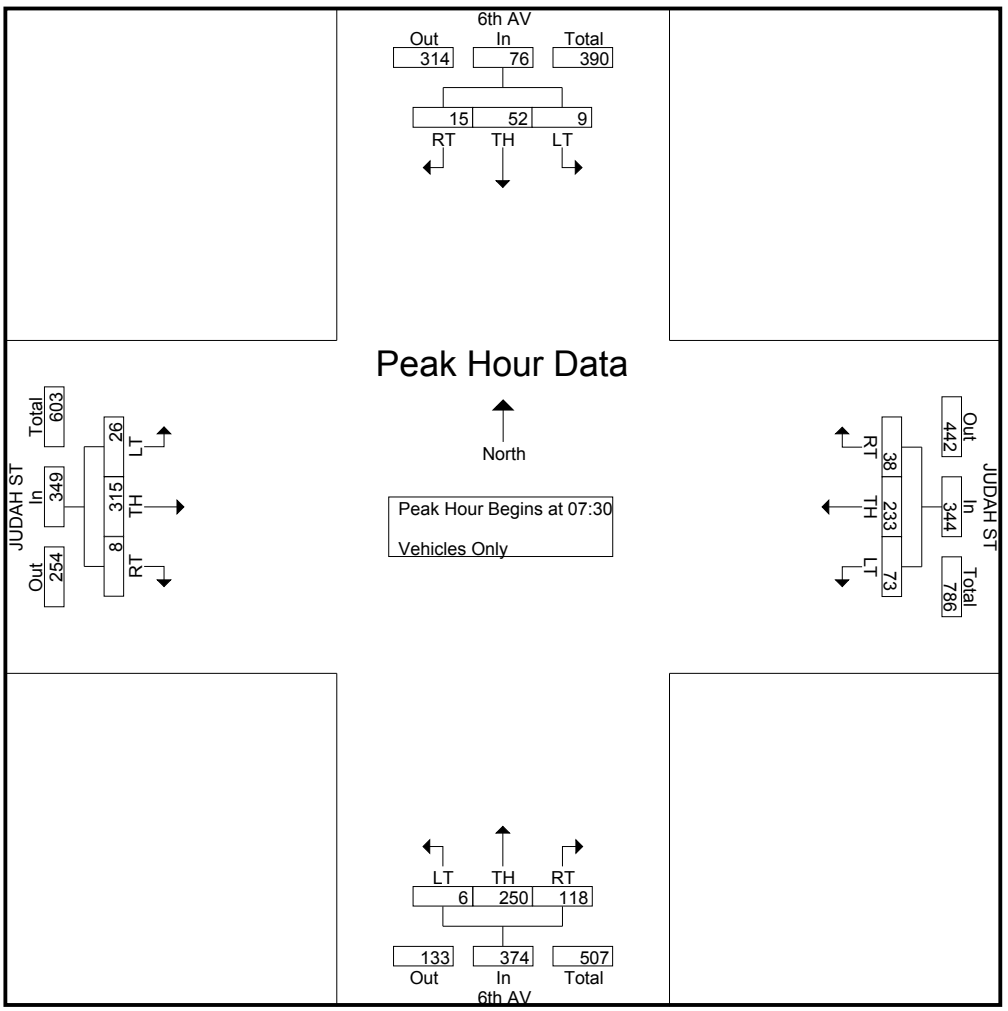
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 6-judah-a
Site Code : 6
Start Date : 5/14/2013
Page No : 1

Groups Printed- Vehicles Only

	6th AV Southbound				JUDAH ST Westbound				6th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	3	12	4	19	3	34	8	45	8	30	1	39	1	47	3	51	154
07:15	1	9	2	12	3	45	18	66	21	41	2	64	3	56	7	66	208
07:30	4	11	2	17	11	60	21	92	30	53	1	84	1	73	7	81	274
07:45	4	11	4	19	9	70	23	102	23	62	2	87	4	79	3	86	294
Total	12	43	12	67	26	209	70	305	82	186	6	274	9	255	20	284	930
08:00	3	18	3	24	10	61	17	88	32	56	2	90	2	79	10	91	293
08:15	4	12	0	16	8	42	12	62	33	79	1	113	1	84	6	91	282
08:30	4	17	3	24	4	32	9	45	17	57	3	77	6	79	8	93	239
08:45	6	16	2	24	6	40	10	56	25	59	2	86	1	83	8	92	258
Total	17	63	8	88	28	175	48	251	107	251	8	366	10	325	32	367	1072
Grand Total	29	106	20	155	54	384	118	556	189	437	14	640	19	580	52	651	2002
Apprch %	18.7	68.4	12.9		9.7	69.1	21.2		29.5	68.3	2.2		2.9	89.1	8		
Total %	1.4	5.3	1	7.7	2.7	19.2	5.9	27.8	9.4	21.8	0.7	32	0.9	29	2.6	32.5	

	6th AV Southbound				JUDAH ST Westbound				6th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	**4**	11	2	17	**11**	60	21	92	30	53	1	84	1	73	7	81	274
07:45	4	11	**4**	19	9	**70**	**23**	**102**	23	62	**2**	87	**4**	79	3	86	**294**
08:00	3	**18**	3	**24**	10	61	17	88	32	56	2	90	2	79	**10**	**91**	293
08:15	4	12	0	16	8	42	12	62	**33**	**79**	1	**113**	1	**84**	6	91	282
Total Volume	15	52	9	76	38	233	73	344	118	250	6	374	8	315	26	349	1143
% App. Total	19.7	68.4	11.8		11	67.7	21.2		31.6	66.8	1.6		2.3	90.3	7.4		
PHF	.938	.722	.563	.792	.864	.832	.793	.843	.894	.791	.750	.827	.500	.938	.650	.959	.972



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CITY OF SAN FRANCISCO

File Name : 6-judah-p
Site Code : 4
Start Date : 10/5/2011
Page No : 1

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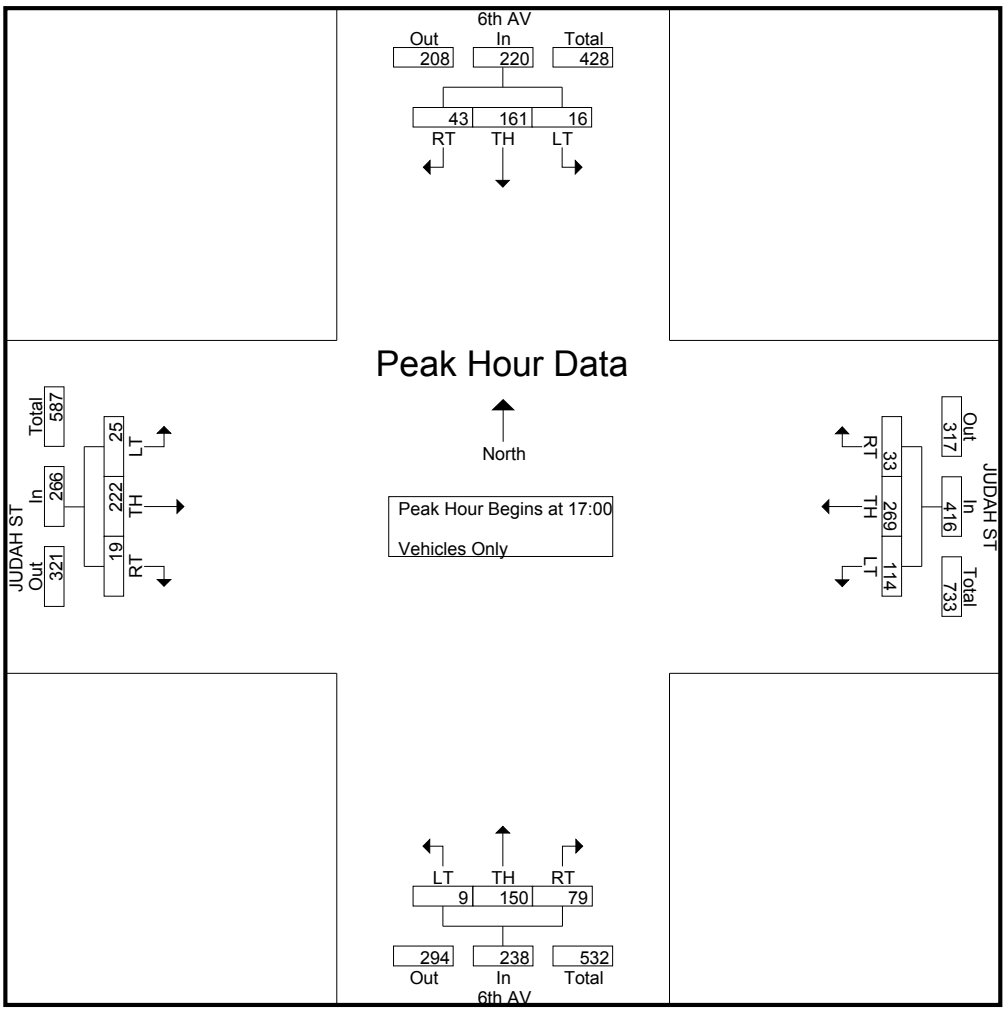
Groups Printed- Vehicles Only

	6th AV Southbound				JUDAH ST Westbound				6th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	1	22	3	26	7	66	21	94	19	26	1	46	4	46	2	52	218
16:15	4	27	3	34	10	67	19	96	21	29	2	52	3	58	3	64	246
16:30	9	24	3	36	11	68	23	102	21	33	2	56	2	48	3	53	247
16:45	15	31	5	51	11	43	27	81	28	33	1	62	5	46	1	52	246
Total	29	104	14	147	39	244	90	373	89	121	6	216	14	198	9	221	957
17:00	6	30	5	41	9	66	33	108	21	37	1	59	4	71	5	80	288
17:15	11	36	6	53	8	69	28	105	25	42	5	72	6	56	6	68	298
17:30	18	48	2	68	11	63	27	101	15	35	2	52	6	41	6	53	274
17:45	8	47	3	58	5	71	26	102	18	36	1	55	3	54	8	65	280
Total	43	161	16	220	33	269	114	416	79	150	9	238	19	222	25	266	1140
Grand Total	72	265	30	367	72	513	204	789	168	271	15	454	33	420	34	487	2097
Apprch %	19.6	72.2	8.2		9.1	65	25.9		37	59.7	3.3		6.8	86.2	7		
Total %	3.4	12.6	1.4	17.5	3.4	24.5	9.7	37.6	8	12.9	0.7	21.6	1.6	20	1.6	23.2	

	6th AV Southbound				JUDAH ST Westbound				6th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	6	30	5	41	9	66	**33**	**108**	21	37	1	59	4	**71**	5	**80**	288
17:15	11	36	**6**	53	8	69	28	105	**25**	**42**	**5**	**72**	**6**	56	6	68	**298**
17:30	**18**	**48**	2	**68**	**11**	63	27	101	15	35	2	52	6	41	6	53	274
17:45	8	47	3	58	5	**71**	26	102	18	36	1	55	3	54	**8**	65	280
Total Volume	43	161	16	220	33	269	114	416	79	150	9	238	19	222	25	266	1140
% App. Total	19.5	73.2	7.3		7.9	64.7	27.4		33.2	63	3.8		7.1	83.5	9.4		
PHF	.597	.839	.667	.809	.750	.947	.864	.963	.790	.893	.450	.826	.792	.782	.781	.831	.956



MARKS TRAFFIC DATA

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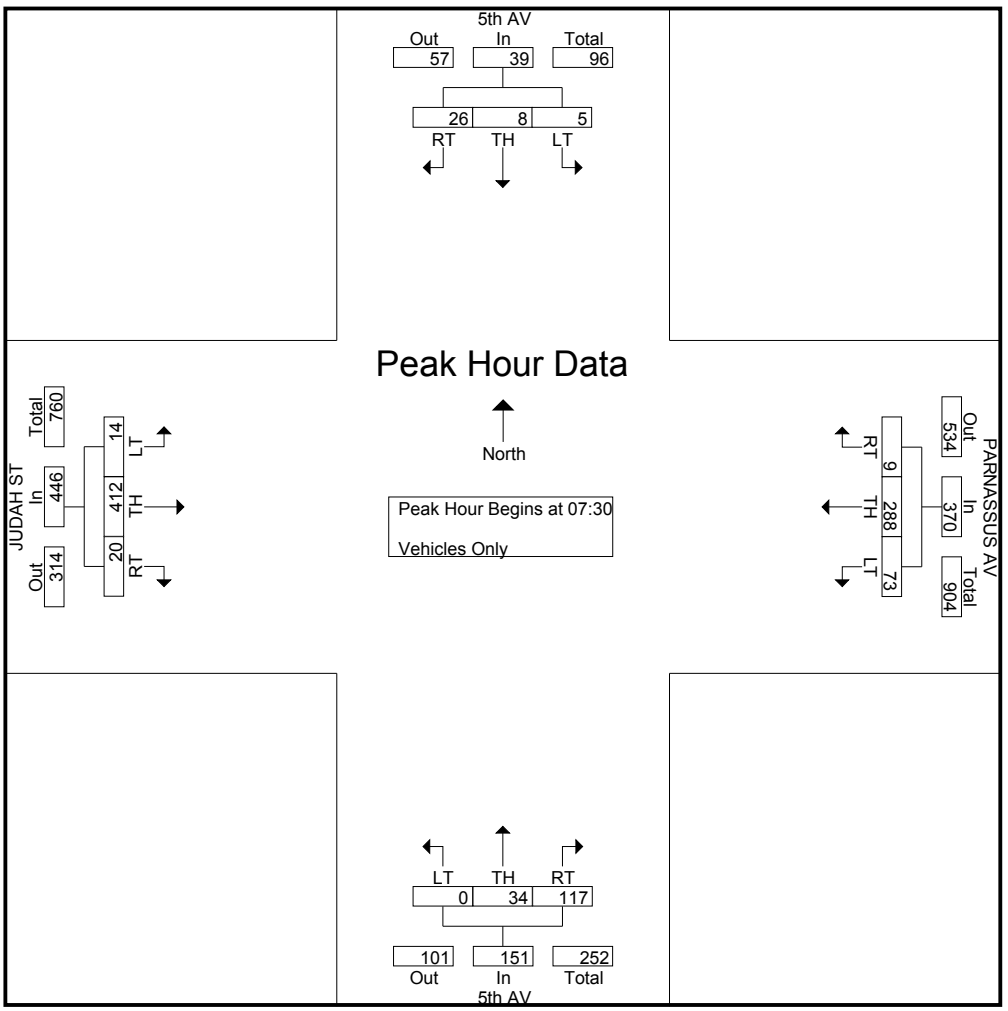
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 5-judah-a
Site Code : 7
Start Date : 5/23/2013
Page No : 1

Groups Printed- Vehicles Only

	5th AV Southbound				PARNASSUS AV Westbound				5th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	5	1	2	8	2	41	17	60	11	2	0	13	1	62	2	65	146
07:15	3	1	0	4	3	63	10	76	15	2	1	18	3	60	2	65	163
07:30	9	2	1	12	2	74	12	88	30	10	0	40	6	103	2	111	251
07:45	8	3	2	13	2	77	27	106	24	6	0	30	5	107	1	113	262
Total	25	7	5	37	9	255	66	330	80	20	1	101	15	332	7	354	822
08:00	6	0	1	7	3	76	21	100	26	9	0	35	8	95	8	111	253
08:15	3	3	1	7	2	61	13	76	37	9	0	46	1	107	3	111	240
08:30	2	3	1	6	7	40	16	63	12	0	0	12	1	99	6	106	187
08:45	4	2	3	9	1	46	19	66	27	2	0	29	3	81	2	86	190
Total	15	8	6	29	13	223	69	305	102	20	0	122	13	382	19	414	870
Grand Total	40	15	11	66	22	478	135	635	182	40	1	223	28	714	26	768	1692
Apprch %	60.6	22.7	16.7		3.5	75.3	21.3		81.6	17.9	0.4		3.6	93	3.4		
Total %	2.4	0.9	0.7	3.9	1.3	28.3	8	37.5	10.8	2.4	0.1	13.2	1.7	42.2	1.5	45.4	

	5th AV Southbound				PARNASSUS AV Westbound				5th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	**9**	2	1	12	2	74	12	88	30	**10**	0	40	6	103	2	111	251
07:45	8	**3**	**2**	**13**	2	**77**	**27**	**106**	24	6	0	30	5	**107**	1	**113**	**262**
08:00	6	0	1	7	**3**	76	21	100	26	9	0	35	**8**	95	**8**	111	253
08:15	3	3	1	7	2	61	13	76	**37**	9	0	**46**	1	107	3	111	240
Total Volume	26	8	5	39	9	288	73	370	117	34	0	151	20	412	14	446	1006
% App. Total	66.7	20.5	12.8		2.4	77.8	19.7		77.5	22.5	0		4.5	92.4	3.1		
PHF	.722	.667	.625	.750	.750	.935	.676	.873	.791	.850	.000	.821	.625	.963	.438	.987	.960



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CITY OF SAN FRANCISCO

File Name : 5-parnassus-p
Site Code : 5
Start Date : 10/5/2011
Page No : 1

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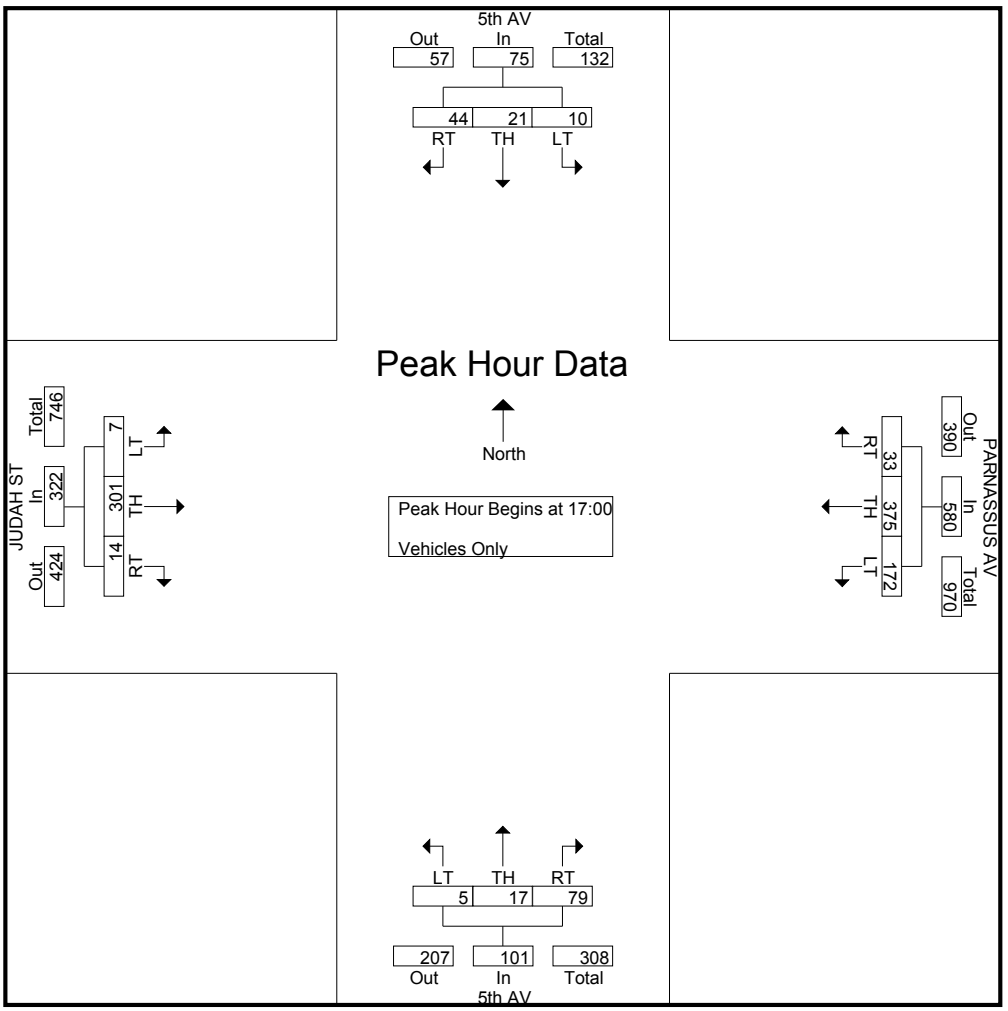
Groups Printed- Vehicles Only

	5th AV Southbound				PARNASSUS AV Westbound				5th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	7	5	3	15	5	86	20	111	12	3	2	17	5	56	3	64	207
16:15	6	3	1	10	9	90	19	118	17	7	1	25	2	76	1	79	232
16:30	9	2	1	12	5	89	35	129	18	2	2	22	2	69	4	75	238
16:45	15	4	3	22	10	64	22	96	19	1	1	21	6	65	2	73	212
Total	37	14	8	59	29	329	96	454	66	13	6	85	15	266	10	291	889
17:00	14	8	3	25	9	99	44	152	20	4	5	29	5	90	3	98	304
17:15	6	3	2	11	7	105	60	172	31	5	0	36	1	87	0	88	307
17:30	17	6	1	24	10	77	32	119	20	3	0	23	2	59	1	62	228
17:45	7	4	4	15	7	94	36	137	8	5	0	13	6	65	3	74	239
Total	44	21	10	75	33	375	172	580	79	17	5	101	14	301	7	322	1078
Grand Total	81	35	18	134	62	704	268	1034	145	30	11	186	29	567	17	613	1967
Apprch %	60.4	26.1	13.4		6	68.1	25.9		78	16.1	5.9		4.7	92.5	2.8		
Total %	4.1	1.8	0.9	6.8	3.2	35.8	13.6	52.6	7.4	1.5	0.6	9.5	1.5	28.8	0.9	31.2	

	5th AV Southbound				PARNASSUS AV Westbound				5th AV Northbound				JUDAH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	14	**8**	3	**25**	9	99	44	152	20	4	**5**	29	5	**90**	**3**	**98**	304
17:15	6	3	2	11	7	**105**	**60**	**172**	**31**	**5**	0	**36**	1	87	0	88	**307**
17:30	**17**	6	1	24	**10**	77	32	119	20	3	0	23	2	59	1	62	228
17:45	7	4	**4**	15	7	94	36	137	8	5	0	13	**6**	65	3	74	239
Total Volume	44	21	10	75	33	375	172	580	79	17	5	101	14	301	7	322	1078
% App. Total	58.7	28	13.3		5.7	64.7	29.7		78.2	16.8	5		4.3	93.5	2.2		
PHF	.647	.656	.625	.750	.825	.893	.717	.843	.637	.850	.250	.701	.583	.836	.583	.821	.878



MARKS TRAFFIC DATA

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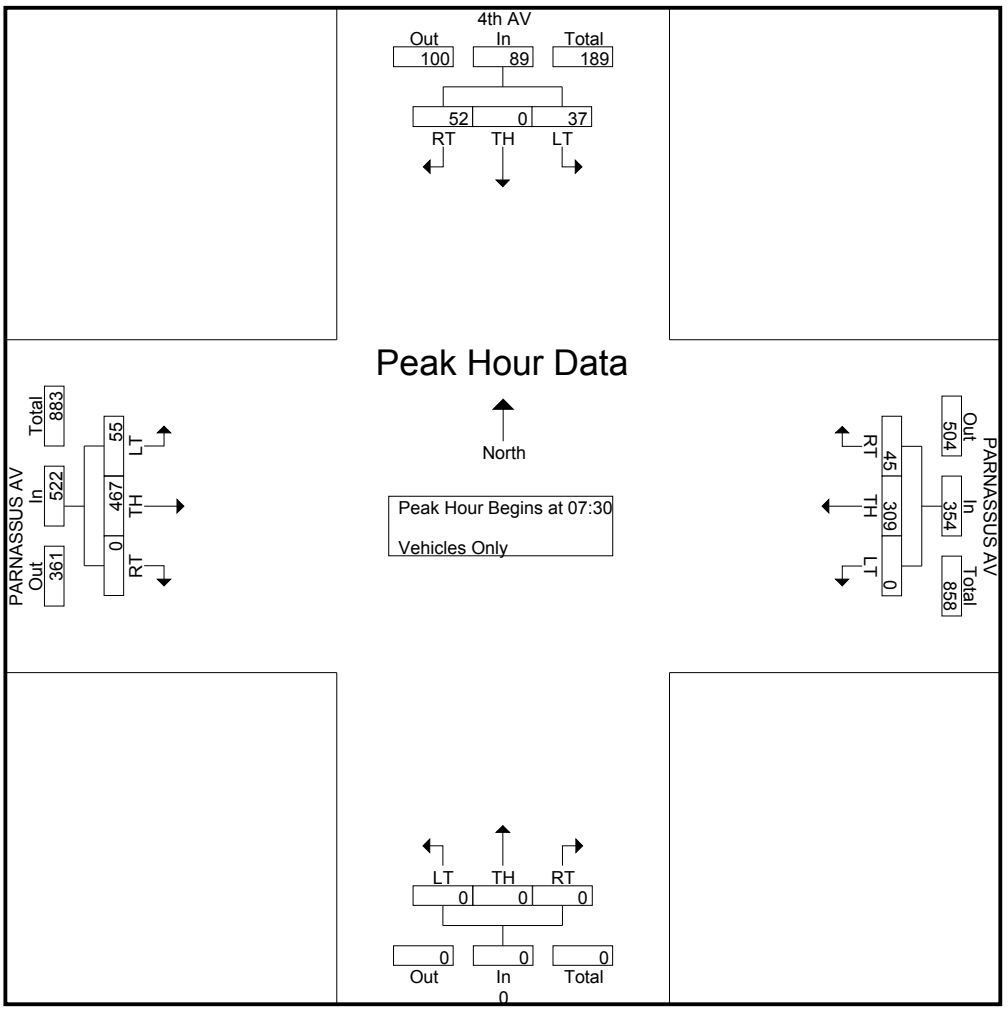
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 4-parnassus-a
Site Code : 8
Start Date : 5/23/2013
Page No : 1

Groups Printed- Vehicles Only

	4th AV Southbound				PARNASSUS AV Westbound				0 Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	7	0	7	14	8	49	0	57	0	0	0	0	0	69	4	73	144
07:15	8	0	10	18	8	70	0	78	0	0	0	0	0	78	6	84	180
07:30	11	0	9	20	13	81	0	94	0	0	0	0	0	117	11	128	242
07:45	12	0	10	22	14	91	0	105	0	0	0	0	0	118	9	127	254
Total	38	0	36	74	43	291	0	334	0	0	0	0	0	382	30	412	820
08:00	15	0	10	25	8	75	0	83	0	0	0	0	0	107	15	122	230
08:15	14	0	8	22	10	62	0	72	0	0	0	0	0	125	20	145	239
08:30	10	0	14	24	9	51	0	60	0	0	0	0	0	102	8	110	194
08:45	18	0	11	29	2	49	0	51	0	0	0	0	0	102	10	112	192
Total	57	0	43	100	29	237	0	266	0	0	0	0	0	436	53	489	855
Grand Total	95	0	79	174	72	528	0	600	0	0	0	0	0	818	83	901	1675
Apprch %	54.6	0	45.4		12	88	0		0	0	0		0	90.8	9.2		
Total %	5.7	0	4.7	10.4	4.3	31.5	0	35.8	0	0	0	0	0	48.8	5	53.8	

	4th AV Southbound				PARNASSUS AV Westbound				0 Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	11	0	9	20	13	81	0	94	0	0	0	0	0	117	11	128	242
07:45	12	0	**10**	22	**14**	**91**	0	**105**	0	0	0	0	0	118	9	127	**254**
08:00	**15**	0	10	**25**	8	75	0	83	0	0	0	0	0	107	15	122	230
08:15	14	0	8	22	10	62	0	72	0	0	0	0	0	**125**	**20**	**145**	239
Total Volume	52	0	37	89	45	309	0	354	0	0	0	0	0	467	55	522	965
% App. Total	58.4	0	41.6		12.7	87.3	0		0	0	0		0	89.5	10.5		
PHF	.867	.000	.925	.890	.804	.849	.000	.843	.000	.000	.000	.000	.000	.934	.688	.900	.950



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CITY OF SAN FRANCISCO

File Name : 4-parnassus-p
Site Code : 6
Start Date : 10/5/2011
Page No : 1

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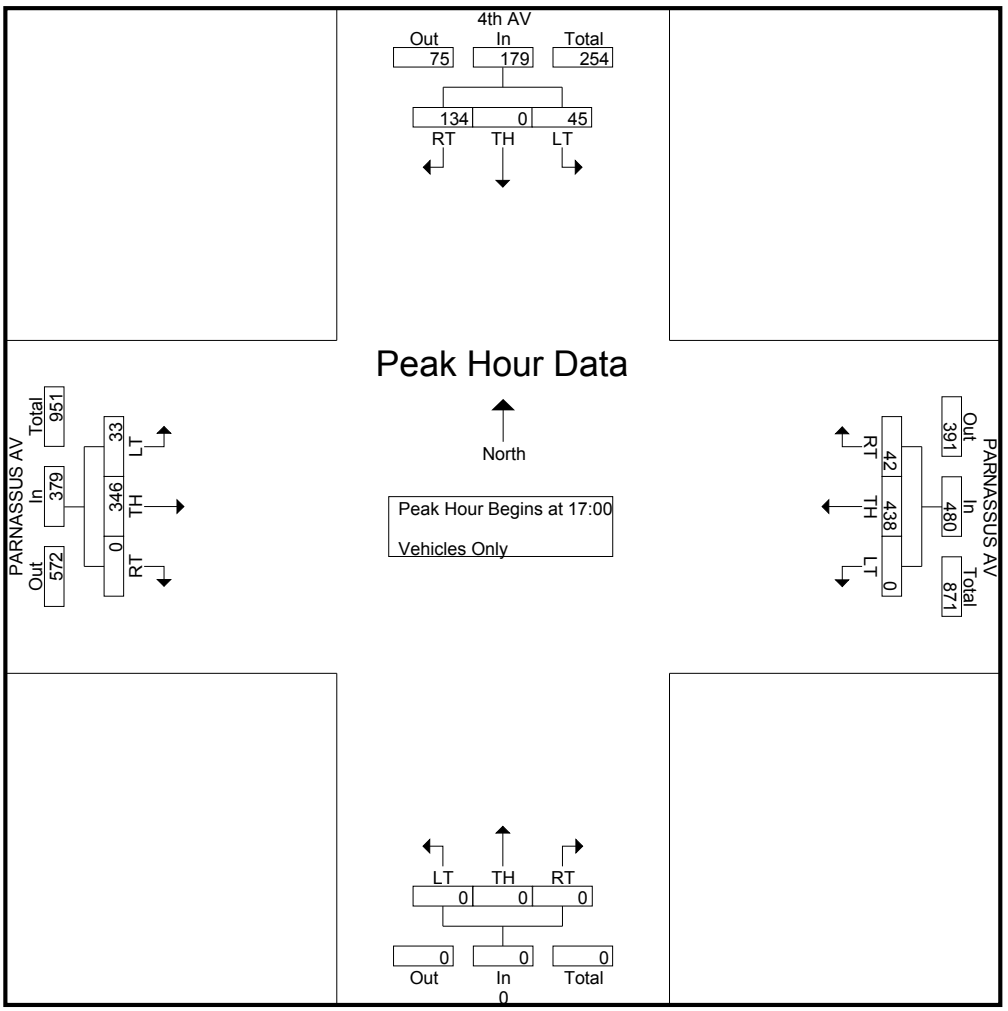
Groups Printed- Vehicles Only

	4th AV Southbound				PARNASSUS AV Westbound				0 Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	15	0	14	29	17	101	0	118	0	0	0	0	0	65	8	73	220
16:15	22	0	12	34	16	98	0	114	0	0	0	0	0	90	3	93	241
16:30	18	0	9	27	12	110	0	122	0	0	0	0	0	79	9	88	237
16:45	27	0	12	39	8	72	0	80	0	0	0	0	0	79	11	90	209
Total	82	0	47	129	53	381	0	434	0	0	0	0	0	313	31	344	907
17:00	36	0	12	48	12	114	0	126	0	0	0	0	0	96	9	105	279
17:15	35	0	8	43	8	133	0	141	0	0	0	0	0	110	8	118	302
17:30	26	0	10	36	14	91	0	105	0	0	0	0	0	70	11	81	222
17:45	37	0	15	52	8	100	0	108	0	0	0	0	0	70	5	75	235
Total	134	0	45	179	42	438	0	480	0	0	0	0	0	346	33	379	1038
Grand Total	216	0	92	308	95	819	0	914	0	0	0	0	0	659	64	723	1945
Apprch %	70.1	0	29.9		10.4	89.6	0		0	0	0		0	91.1	8.9		
Total %	11.1	0	4.7	15.8	4.9	42.1	0	47	0	0	0	0	0	33.9	3.3	37.2	

	4th AV Southbound				PARNASSUS AV Westbound				0 Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	36	0	12	48	12	114	0	126	0	0	0	0	0	96	9	105	279
17:15	35	0	8	43	8	**133**	0	**141**	0	0	0	0	0	**110**	8	**118**	**302**
17:30	26	0	10	36	**14**	91	0	105	0	0	0	0	0	70	**11**	81	222
17:45	**37**	0	**15**	**52**	8	100	0	108	0	0	0	0	0	70	5	75	235
Total Volume	134	0	45	179	42	438	0	480	0	0	0	0	0	346	33	379	1038
% App. Total	74.9	0	25.1		8.8	91.2	0		0	0	0		0	91.3	8.7		
PHF	.905	.000	.750	.861	.750	.823	.000	.851	.000	.000	.000	.000	.000	.786	.750	.803	.859



MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

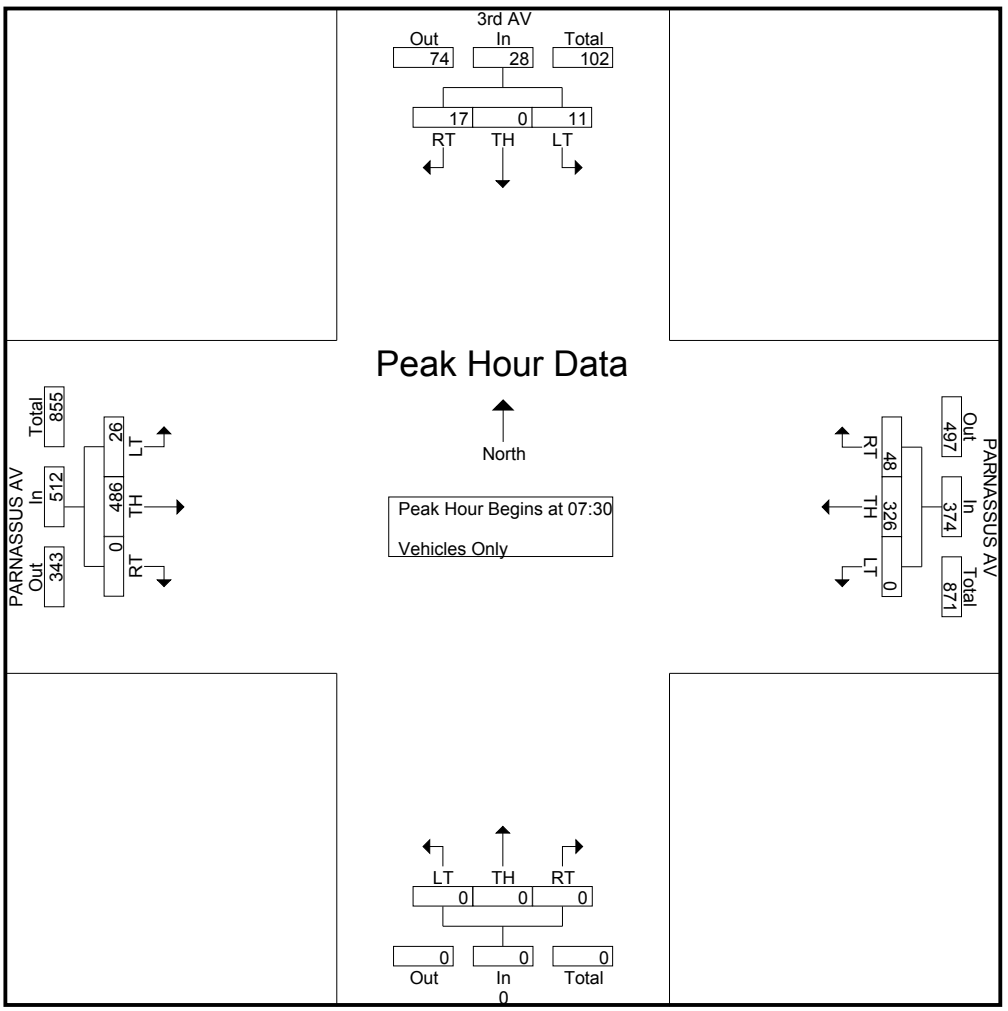
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 3-parnassus-a
Site Code : 9
Start Date : 5/23/2013
Page No : 1

Groups Printed- Vehicles Only

	3rd AV Southbound				PARNASSUS AV Westbound				0 Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	2	0	1	3	6	54	0	60	0	0	0	0	0	79	1	80	143
07:15	1	0	2	3	13	74	0	87	0	0	0	0	0	76	5	81	171
07:30	4	0	3	7	20	87	0	107	0	0	0	0	0	116	7	123	237
07:45	2	0	3	5	15	97	0	112	0	0	0	0	0	127	7	134	251
Total	9	0	9	18	54	312	0	366	0	0	0	0	0	398	20	418	802
08:00	3	0	2	5	6	84	0	90	0	0	0	0	0	114	4	118	213
08:15	8	0	3	11	7	58	0	65	0	0	0	0	0	129	8	137	213
08:30	3	0	0	3	8	60	0	68	0	0	0	0	0	109	4	113	184
08:45	1	0	6	7	11	47	0	58	0	0	0	0	0	113	3	116	181
Total	15	0	11	26	32	249	0	281	0	0	0	0	0	465	19	484	791
Grand Total	24	0	20	44	86	561	0	647	0	0	0	0	0	863	39	902	1593
Apprch %	54.5	0	45.5		13.3	86.7	0		0	0	0		0	95.7	4.3		
Total %	1.5	0	1.3	2.8	5.4	35.2	0	40.6	0	0	0	0	0	54.2	2.4	56.6	

	3rd AV Southbound				PARNASSUS AV Westbound				0 Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	4	0	**3**	7	**20**	87	0	107	0	0	0	0	0	116	7	123	237
07:45	2	0	3	5	15	**97**	0	**112**	0	0	0	0	0	127	7	134	**251**
08:00	3	0	2	5	6	84	0	90	0	0	0	0	0	114	4	118	213
08:15	**8**	0	3	**11**	7	58	0	65	0	0	0	0	0	**129**	**8**	**137**	213
Total Volume	17	0	11	28	48	326	0	374	0	0	0	0	0	486	26	512	914
% App. Total	60.7	0	39.3		12.8	87.2	0		0	0	0		0	94.9	5.1		
PHF	.531	.000	.917	.636	.600	.840	.000	.835	.000	.000	.000	.000	.000	.942	.813	.934	.910



MARKS TRAFFIC DATA
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CITY OF SAN FRANCISCO

File Name : 3-parnassus-p
Site Code : 7
Start Date : 10/4/2011
Page No : 1

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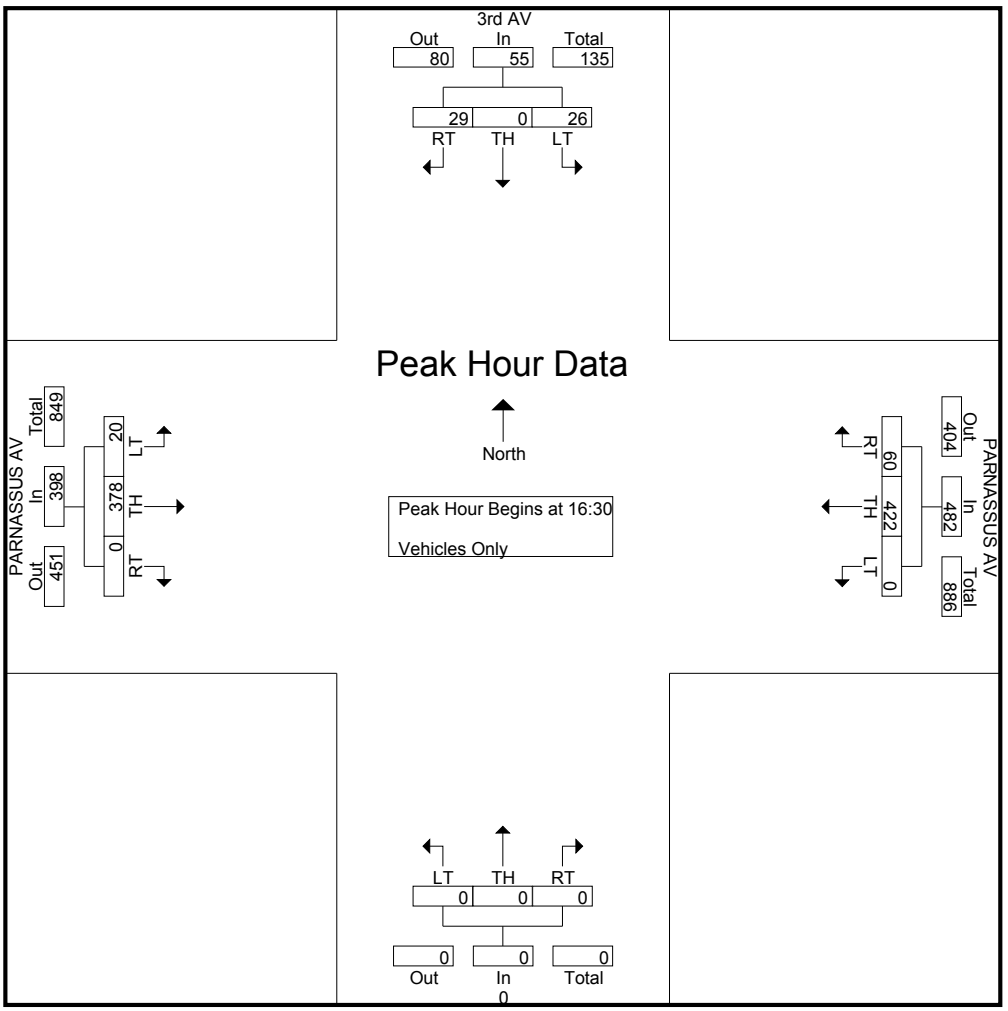
	3rd AV Southbound				PARNASSUS AV Westbound				0 Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	5	0	6	11	13	104	0	117	0	0	0	0	0	72	5	77	205
16:15	4	0	7	11	20	97	0	117	0	0	0	0	0	85	9	94	222
16:30	8	0	6	14	17	111	0	128	0	0	0	0	0	88	5	93	235
16:45	7	0	5	12	10	86	0	96	0	0	0	0	0	92	3	95	203
Total	24	0	24	48	60	398	0	458	0	0	0	0	0	337	22	359	865
17:00	9	0	10	19	24	121	0	145	0	0	0	0	0	88	5	93	257
17:15	5	0	5	10	9	104	0	113	0	0	0	0	0	110	7	117	240
17:30	9	0	7	16	12	113	0	125	0	0	0	0	0	87	6	93	234
17:45	2	0	9	11	8	82	0	90	0	0	0	0	0	78	4	82	183
Total	25	0	31	56	53	420	0	473	0	0	0	0	0	363	22	385	914
Grand Total	49	0	55	104	113	818	0	931	0	0	0	0	0	700	44	744	1779
Apprch %	47.1	0	52.9		12.1	87.9	0		0	0	0		0	94.1	5.9		
Total %	2.8	0	3.1	5.8	6.4	46	0	52.3	0	0	0	0	0	39.3	2.5	41.8	

	3rd AV Southbound				PARNASSUS AV Westbound				0 Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	8	0	6	14	17	111	0	128	0	0	0	0	0	88	5	93	235
16:45	7	0	5	12	10	86	0	96	0	0	0	0	0	92	3	95	203
17:00	**9**	0	**10**	**19**	**24**	**121**	0	**145**	0	0	0	0	0	88	5	93	**257**
17:15	5	0	5	10	9	104	0	113	0	0	0	0	0	**110**	**7**	**117**	240
Total Volume	29	0	26	55	60	422	0	482	0	0	0	0	0	378	20	398	935
% App. Total	52.7	0	47.3		12.4	87.6	0		0	0	0		0	95	5		
PHF	.806	.000	.650	.724	.625	.872	.000	.831	.000	.000	.000	.000	.000	.859	.714	.850	.910



MARKS TRAFFIC DATA

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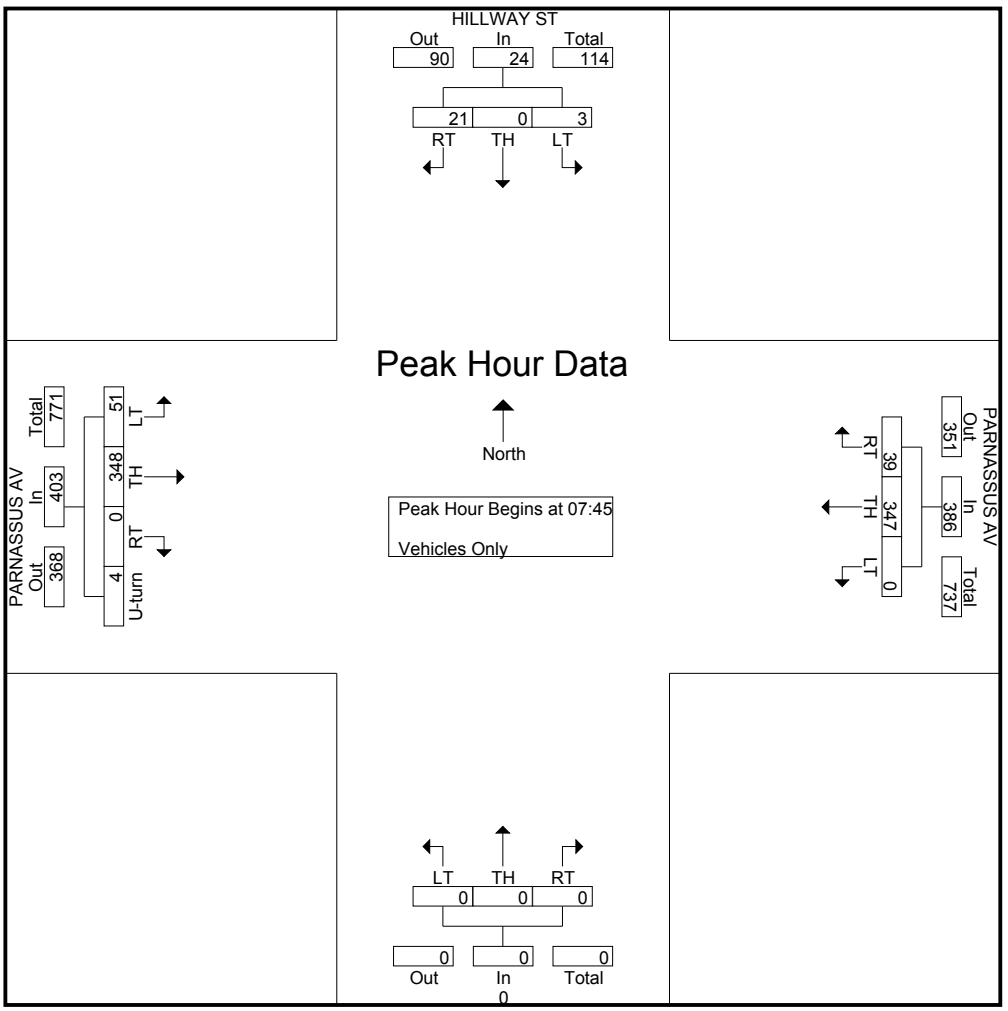
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : hillway-parnassus-a
Site Code : 10
Start Date : 5/15/2013
Page No : 1

Groups Printed- Vehicles Only

	HILLWAY ST Southbound				PARNASSUS AV Westbound				0 Northbound				PARNASSUS AV Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
07:00	2	0	1	3	7	70	0	77	0	0	0	0	0	60	9	3	72	152
07:15	2	0	3	5	2	63	0	65	0	0	0	0	0	85	7	1	93	163
07:30	1	0	0	1	7	71	0	78	0	0	0	0	0	86	3	2	91	170
07:45	4	0	0	4	9	93	0	102	0	0	0	0	0	89	9	1	99	205
Total	9	0	4	13	25	297	0	322	0	0	0	0	0	320	28	7	355	690
08:00	8	0	1	9	9	90	0	99	0	0	0	0	0	77	22	1	100	208
08:15	7	0	2	9	9	88	0	97	0	0	0	0	0	86	13	1	100	206
08:30	2	0	0	2	12	76	0	88	0	0	0	0	0	96	7	1	104	194
08:45	5	0	0	5	5	84	0	89	0	0	0	0	0	78	14	0	92	186
Total	22	0	3	25	35	338	0	373	0	0	0	0	0	337	56	3	396	794
Grand Total	31	0	7	38	60	635	0	695	0	0	0	0	0	657	84	10	751	1484
Apprch %	81.6	0	18.4		8.6	91.4	0		0	0	0		0	87.5	11.2	1.3		
Total %	2.1	0	0.5	2.6	4	42.8	0	46.8	0	0	0	0	0	44.3	5.7	0.7	50.6	

	HILLWAY ST Southbound				PARNASSUS AV Westbound				0 Northbound				PARNASSUS AV Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45																		
07:45	4	0	0	4	9	**93**	0	**102**	0	0	0	0	0	89	9	**1**	99	205
08:00	**8**	0	1	**9**	9	90	0	99	0	0	0	0	0	77	**22**	1	100	**208**
08:15	7	0	**2**	9	9	88	0	97	0	0	0	0	0	86	13	1	100	206
08:30	2	0	0	2	**12**	76	0	88	0	0	0	0	0	**96**	7	1	**104**	194
Total Volume	21	0	3	24	39	347	0	386	0	0	0	0	0	348	51	4	403	813
% App. Total	87.5	0	12.5		10.1	89.9	0		0	0	0		0	86.4	12.7	1		
PHF	.656	.000	.375	.667	.813	.933	.000	.946	.000	.000	.000	.000	.000	.906	.580	1.00	.969	.977



MARKS TRAFFIC DATA
mietekm@comcast.net
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CITY OF SAN FRANCISCO

File Name : hillway-parnassus-p
Site Code : 8
Start Date : 10/4/2011
Page No : 1

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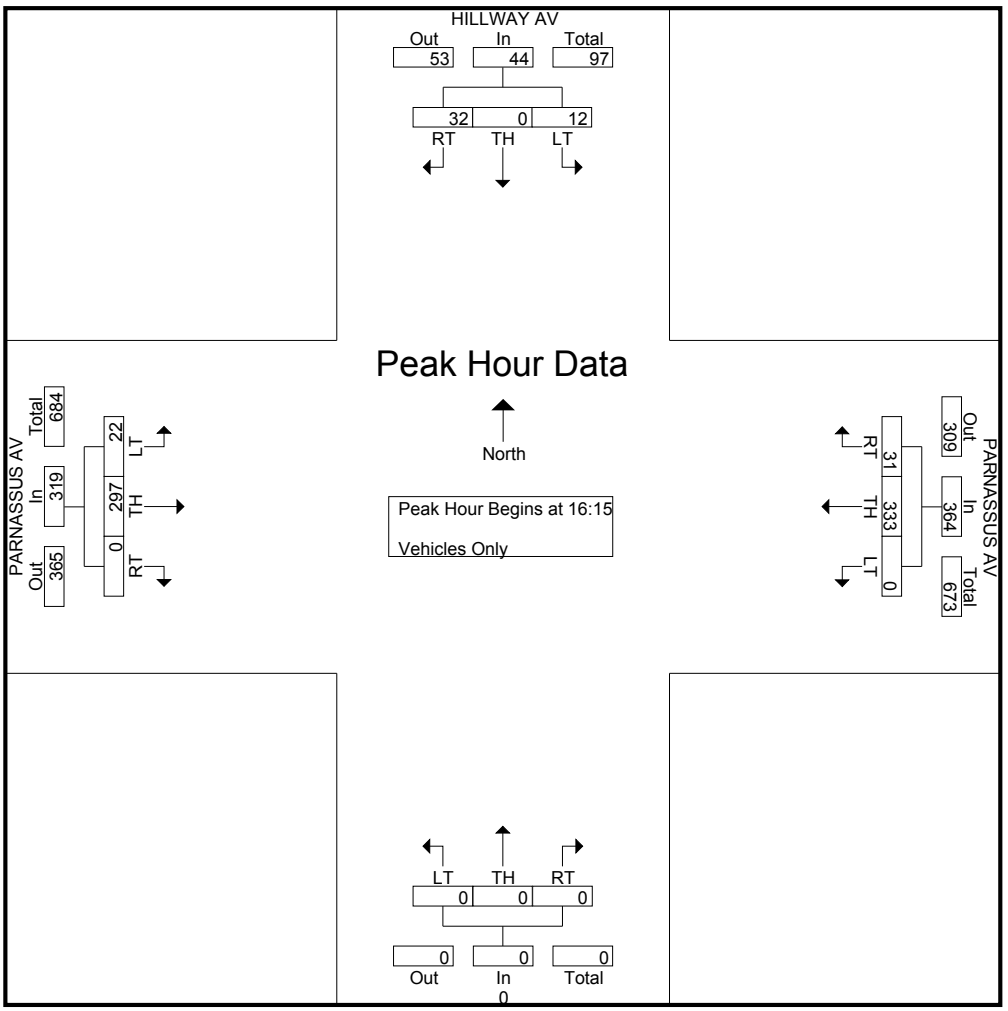
	HILLWAY AV Southbound				PARNASSUS AV Westbound				0 Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	8	0	6	14	4	76	0	80	0	0	0	0	0	69	3	72	166
16:15	9	0	2	11	8	83	0	91	0	0	0	0	0	74	7	81	183
16:30	7	0	4	11	6	73	0	79	0	0	0	0	0	65	5	70	160
16:45	10	0	3	13	10	74	0	84	0	0	0	0	0	65	3	68	165
Total	34	0	15	49	28	306	0	334	0	0	0	0	0	273	18	291	674
17:00	6	0	3	9	7	103	0	110	0	0	0	0	0	93	7	100	219
17:15	6	0	3	9	4	88	0	92	0	0	0	0	0	90	7	97	198
17:30	9	0	0	9	3	89	0	92	0	0	0	0	0	77	12	89	190
17:45	4	0	2	6	4	74	0	78	0	0	0	0	0	76	4	80	164
Total	25	0	8	33	18	354	0	372	0	0	0	0	0	336	30	366	771
Grand Total	59	0	23	82	46	660	0	706	0	0	0	0	0	609	48	657	1445
Apprch %	72	0	28		6.5	93.5	0		0	0	0		0	92.7	7.3		
Total %	4.1	0	1.6	5.7	3.2	45.7	0	48.9	0	0	0	0	0	42.1	3.3	45.5	

	HILLWAY AV Southbound				PARNASSUS AV Westbound				0 Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:00 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	9	0	2	11	8	83	0	91	0	0	0	0	0	74	**7**	81	183
16:30	7	0	**4**	11	6	73	0	79	0	0	0	0	0	65	5	70	160
16:45	**10**	0	3	**13**	**10**	74	0	84	0	0	0	0	0	65	3	68	165
17:00	6	0	3	9	7	**103**	0	**110**	0	0	0	0	0	**93**	7	**100**	**219**
Total Volume	32	0	12	44	31	333	0	364	0	0	0	0	0	297	22	319	727
% App. Total	72.7	0	27.3		8.5	91.5	0		0	0	0		0	93.1	6.9		
PHF	.800	.000	.750	.846	.775	.808	.000	.827	.000	.000	.000	.000	.000	.798	.786	.798	.830



MARKS TRAFFIC DATA

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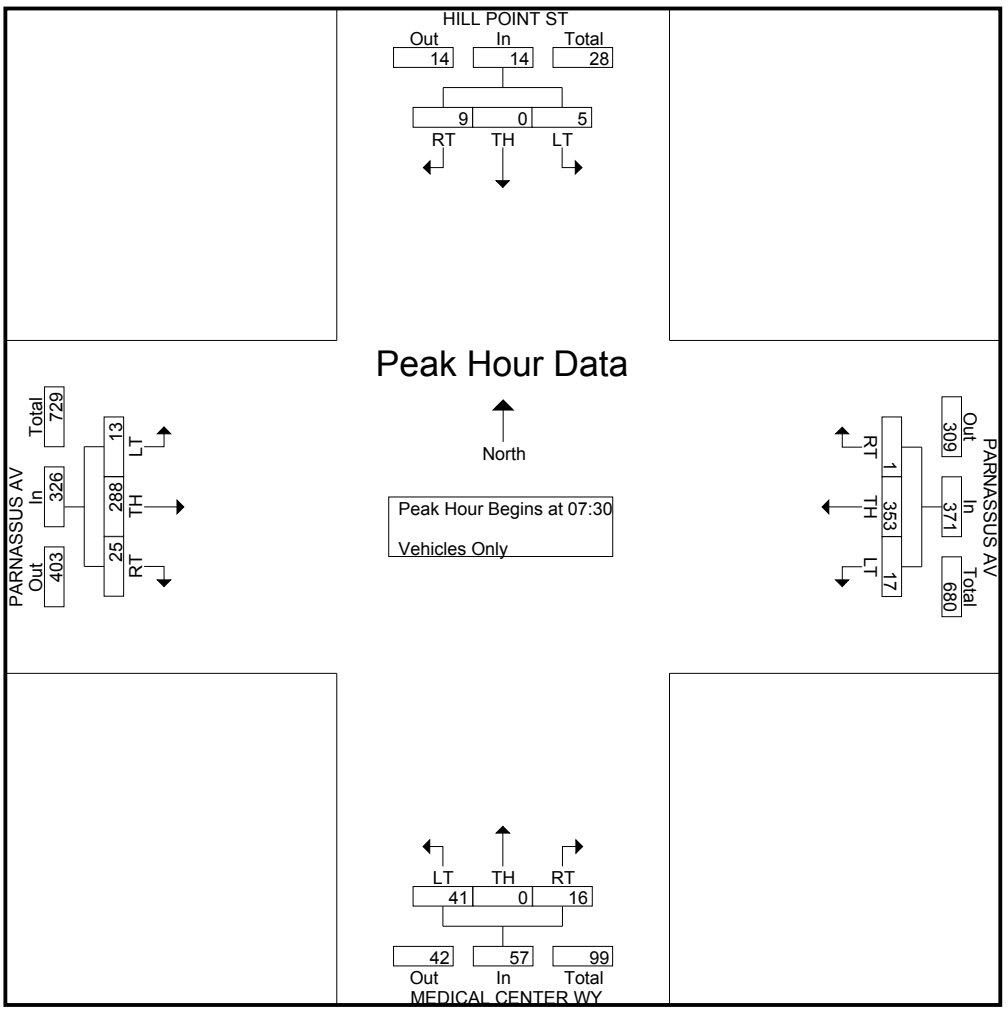
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : hill point-parnassus-a
Site Code : 11
Start Date : 5/16/2013
Page No : 1

Groups Printed- Vehicles Only

	HILL POINT ST Southbound				PARNASSUS AV Westbound				MEDICAL CENTER WY Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	1	0	0	1	0	33	2	35	8	0	5	13	9	37	0	46	95
07:15	2	0	1	3	0	58	3	61	5	1	3	9	8	57	2	67	140
07:30	1	0	0	1	0	79	6	85	4	0	10	14	7	84	1	92	192
07:45	3	0	1	4	1	97	4	102	2	0	12	14	7	72	3	82	202
Total	7	0	2	9	1	267	15	283	19	1	30	50	31	250	6	287	629
08:00	1	0	4	5	0	95	4	99	4	0	11	15	6	63	3	72	191
08:15	4	0	0	4	0	82	3	85	6	0	8	14	5	69	6	80	183
08:30	3	0	2	5	2	78	3	83	0	0	6	6	4	71	0	75	169
08:45	1	0	0	1	1	86	6	93	5	0	7	12	14	65	1	80	186
Total	9	0	6	15	3	341	16	360	15	0	32	47	29	268	10	307	729
Grand Total	16	0	8	24	4	608	31	643	34	1	62	97	60	518	16	594	1358
Apprch %	66.7	0	33.3		0.6	94.6	4.8		35.1	1	63.9		10.1	87.2	2.7		
Total %	1.2	0	0.6	1.8	0.3	44.8	2.3	47.3	2.5	0.1	4.6	7.1	4.4	38.1	1.2	43.7	

	HILL POINT ST Southbound				PARNASSUS AV Westbound				MEDICAL CENTER WY Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	1	0	0	1	0	79	**6**	85	4	0	10	14	**7**	**84**	1	**92**	192
07:45	3	0	1	4	**1**	**97**	4	**102**	2	0	**12**	14	7	72	3	82	**202**
08:00	1	0	**4**	**5**	0	95	4	99	4	0	11	**15**	6	63	3	72	191
08:15	**4**	0	0	4	0	82	3	85	**6**	0	8	14	5	69	**6**	80	183
Total Volume	9	0	5	14	1	353	17	371	16	0	41	57	25	288	13	326	768
% App. Total	64.3	0	35.7		0.3	95.1	4.6		28.1	0	71.9		7.7	88.3	4		
PHF	.563	.000	.313	.700	.250	.910	.708	.909	.667	.000	.854	.950	.893	.857	.542	.886	.950



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CITY OF SAN FRANCISCO

File Name : hill-parnassus-p
Site Code : 9
Start Date : 10/4/2011
Page No : 1

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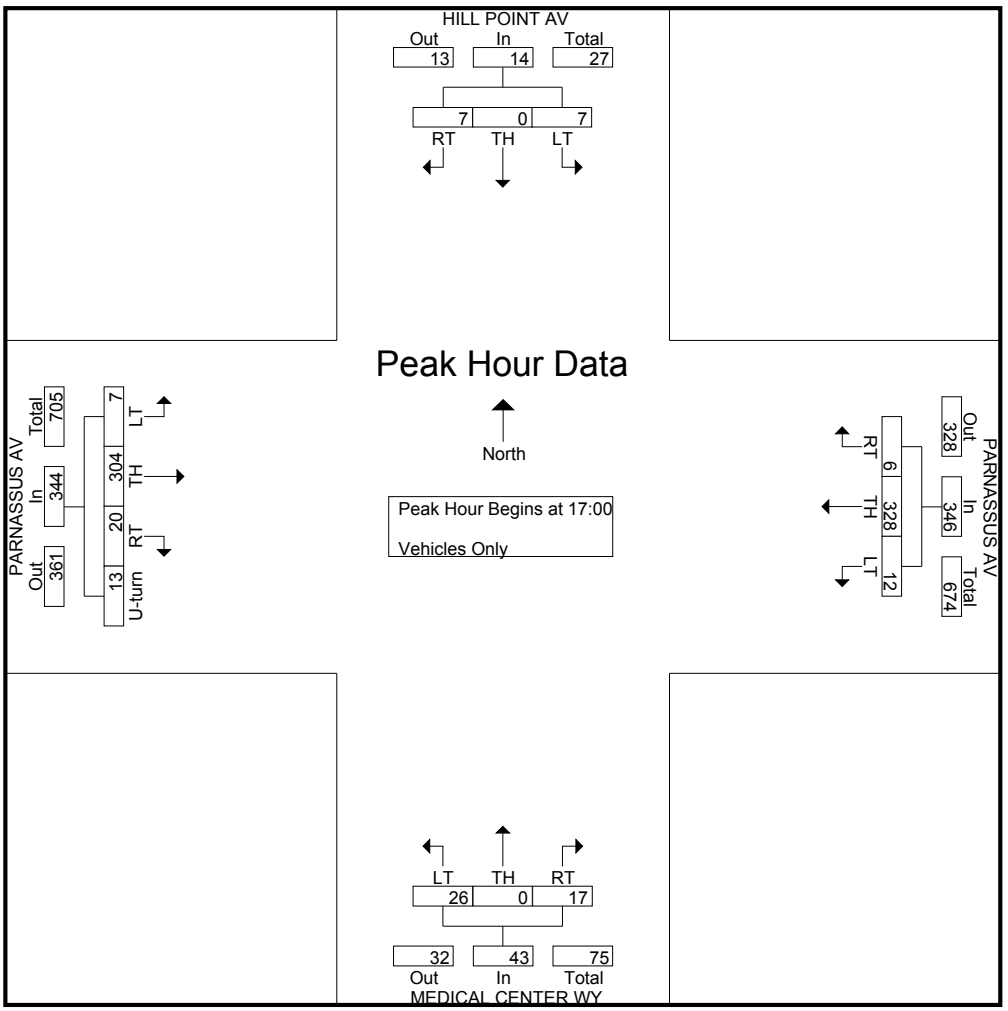
	HILL POINT AV Southbound				PARNASSUS AV Westbound				MEDICAL CENTER WY Northbound				PARNASSUS AV Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
16:00	4	0	2	6	5	71	4	80	6	0	4	10	3	65	4	2	74	170
16:15	2	0	8	10	3	77	0	80	3	0	9	12	8	62	2	4	76	178
16:30	2	0	1	3	2	68	1	71	3	0	4	7	2	61	3	4	70	151
16:45	3	0	0	3	5	67	4	76	3	0	11	14	4	57	3	3	67	160
Total	11	0	11	22	15	283	9	307	15	0	28	43	17	245	12	13	287	659
17:00	2	0	1	3	2	95	4	101	8	0	7	15	5	86	1	5	97	216
17:15	1	0	3	4	2	80	5	87	5	0	10	15	6	82	2	2	92	198
17:30	3	0	3	6	1	83	2	86	0	0	3	3	3	67	2	3	75	170
17:45	1	0	0	1	1	70	1	72	4	0	6	10	6	69	2	3	80	163
Total	7	0	7	14	6	328	12	346	17	0	26	43	20	304	7	13	344	747
Grand Total	18	0	18	36	21	611	21	653	32	0	54	86	37	549	19	26	631	1406
Apprch %	50	0	50		3.2	93.6	3.2		37.2	0	62.8		5.9	87	3	4.1		
Total %	1.3	0	1.3	2.6	1.5	43.5	1.5	46.4	2.3	0	3.8	6.1	2.6	39	1.4	1.8	44.9	

	HILL POINT AV Southbound				PARNASSUS AV Westbound				MEDICAL CENTER WY Northbound				PARNASSUS AV Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 17:00																		
17:00	2	0	1	3	**2**	**95**	4	**101**	**8**	0	7	**15**	5	**86**	1	**5**	**97**	**216**
17:15	1	0	**3**	4	2	80	**5**	87	5	0	**10**	15	**6**	82	**2**	2	92	198
17:30	**3**	0	3	**6**	1	83	2	86	0	0	3	3	3	67	2	3	75	170
17:45	1	0	0	1	1	70	1	72	4	0	6	10	6	69	2	3	80	163
Total Volume	7	0	7	14	6	328	12	346	17	0	26	43	20	304	7	13	344	747
% App. Total	50	0	50		1.7	94.8	3.5		39.5	0	60.5		5.8	88.4	2	3.8		
PHF	.583	.000	.583	.583	.750	.863	.600	.856	.531	.000	.650	.717	.833	.884	.875	.650	.887	.865



MARKS TRAFFIC DATA

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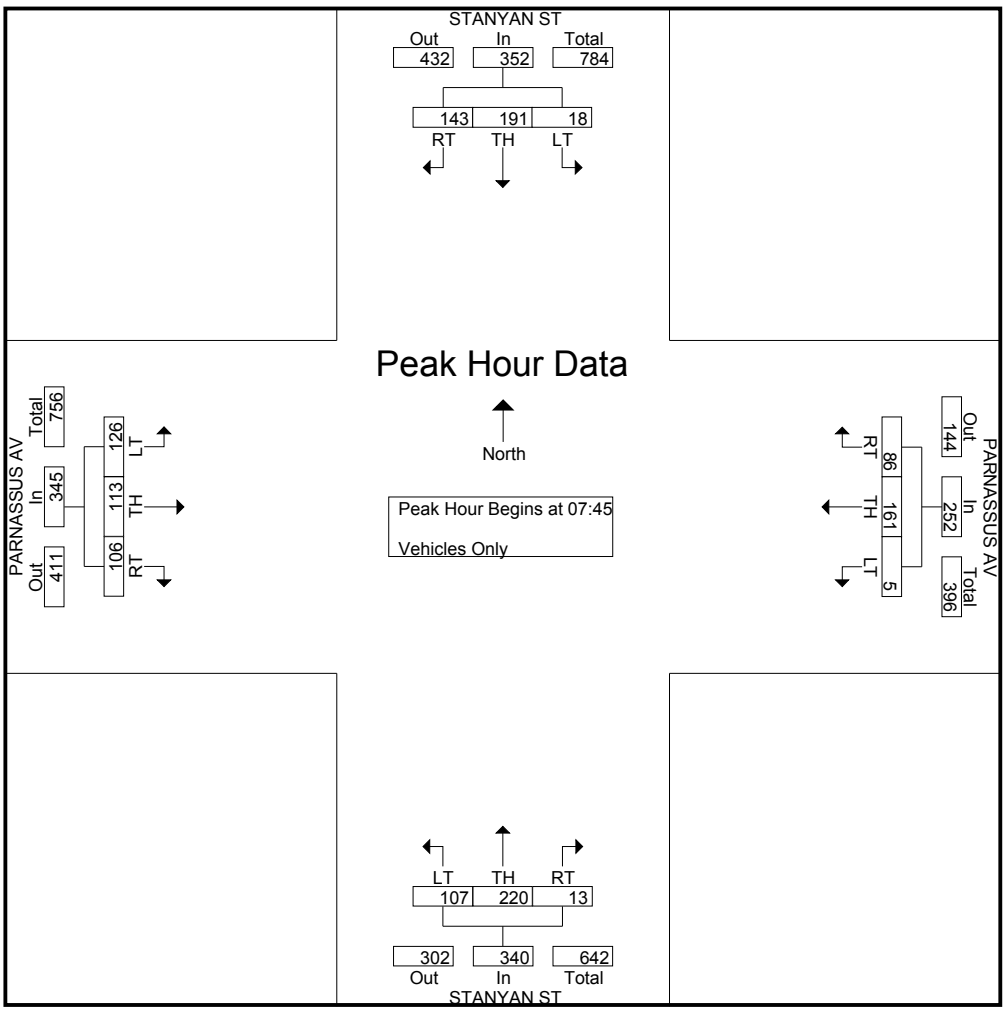
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : stanyan-parnassus-a
Site Code : 12
Start Date : 5/7/2013
Page No : 1

Groups Printed- Vehicles Only

	STANYAN ST Southbound				PARNASSUS AV Westbound				STANYAN ST Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	9	12	9	30	9	27	0	36	0	30	6	36	6	24	24	54	156
07:15	23	34	3	60	9	18	1	28	3	33	17	53	16	22	37	75	216
07:30	22	51	4	77	16	36	4	56	4	44	11	59	31	14	27	72	264
07:45	29	62	7	98	27	49	2	78	2	55	32	89	28	32	28	88	353
Total	83	159	23	265	61	130	7	198	9	162	66	237	81	92	116	289	989
08:00	41	44	2	87	16	37	1	54	5	52	25	82	31	26	36	93	316
08:15	37	36	5	78	29	36	1	66	6	66	24	96	23	27	32	82	322
08:30	36	49	4	89	14	39	1	54	0	47	26	73	24	28	30	82	298
08:45	33	58	2	93	14	35	2	51	0	43	25	68	17	27	32	76	288
Total	147	187	13	347	73	147	5	225	11	208	100	319	95	108	130	333	1224
Grand Total	230	346	36	612	134	277	12	423	20	370	166	556	176	200	246	622	2213
Apprch %	37.6	56.5	5.9		31.7	65.5	2.8		3.6	66.5	29.9		28.3	32.2	39.5		
Total %	10.4	15.6	1.6	27.7	6.1	12.5	0.5	19.1	0.9	16.7	7.5	25.1	8	9	11.1	28.1	

	STANYAN ST Southbound				PARNASSUS AV Westbound				STANYAN ST Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	29	**62**	**7**	**98**	27	**49**	**2**	**78**	2	55	**32**	89	28	**32**	28	88	**353**
08:00	**41**	44	2	87	16	37	1	54	5	52	25	82	**31**	26	**36**	**93**	316
08:15	37	36	5	78	**29**	36	1	66	**6**	**66**	24	**96**	23	27	32	82	322
08:30	36	49	4	89	14	39	1	54	0	47	26	73	24	28	30	82	298
Total Volume	143	191	18	352	86	161	5	252	13	220	107	340	106	113	126	345	1289
% App. Total	40.6	54.3	5.1		34.1	63.9	2		3.8	64.7	31.5		30.7	32.8	36.5		
PHF	.872	.770	.643	.898	.741	.821	.625	.808	.542	.833	.836	.885	.855	.883	.875	.927	.913



MARKS TRAFFIC DATA
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CITY OF SAN FRANCISCO

File Name : stanyan-parnassus-p
Site Code : 10
Start Date : 10/4/2011
Page No : 1

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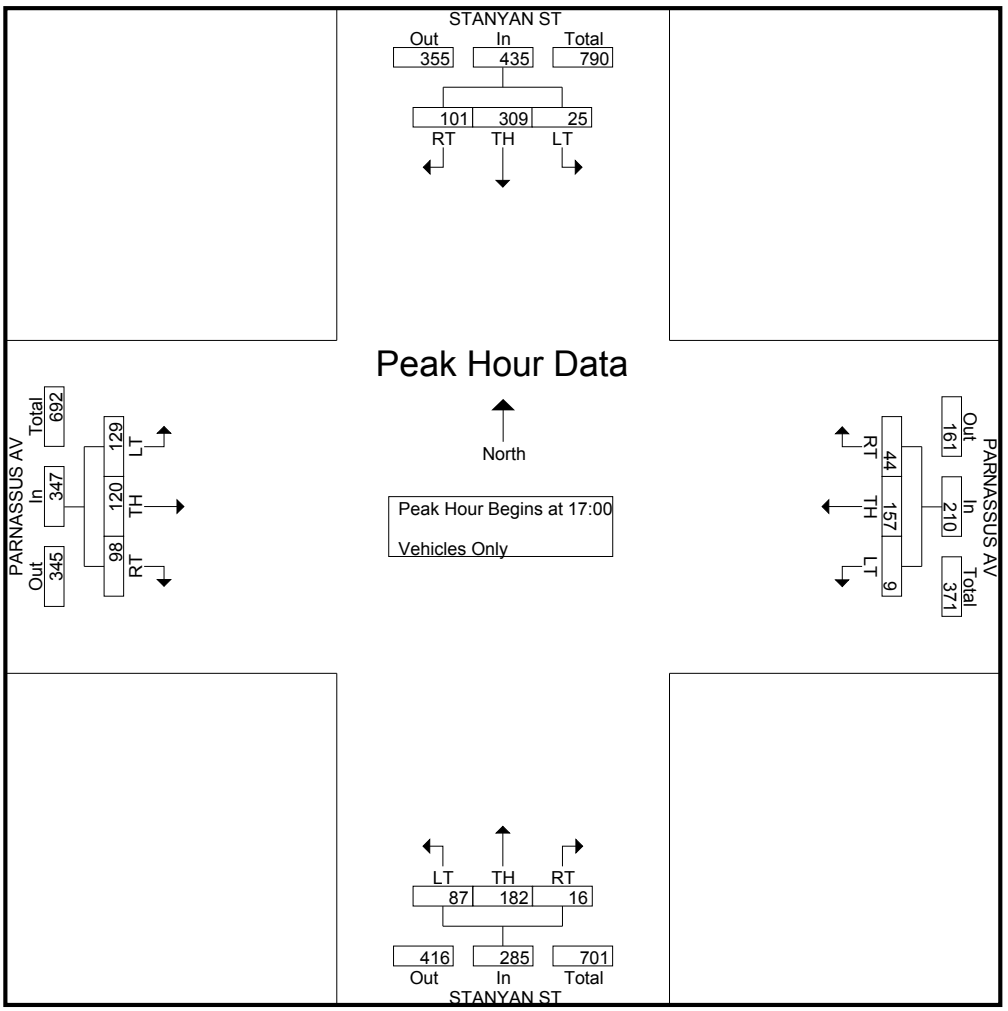
Groups Printed- Vehicles Only

	STANYAN ST Southbound				PARNASSUS AV Westbound				STANYAN ST Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	19	80	6	105	10	28	2	40	6	26	21	53	26	29	21	76	274
16:15	22	80	8	110	10	35	5	50	10	50	21	81	16	25	31	72	313
16:30	25	66	5	96	5	30	3	38	10	44	13	67	18	24	29	71	272
16:45	24	75	8	107	9	40	2	51	3	43	18	64	13	20	21	54	276
Total	90	301	27	418	34	133	12	179	29	163	73	265	73	98	102	273	1135
17:00	32	81	5	118	10	42	2	54	3	41	27	71	26	26	37	89	332
17:15	27	82	4	113	13	37	5	55	3	43	22	68	17	39	33	89	325
17:30	22	71	7	100	8	41	1	50	2	45	18	65	31	27	32	90	305
17:45	20	75	9	104	13	37	1	51	8	53	20	81	24	28	27	79	315
Total	101	309	25	435	44	157	9	210	16	182	87	285	98	120	129	347	1277
Grand Total	191	610	52	853	78	290	21	389	45	345	160	550	171	218	231	620	2412
Apprch %	22.4	71.5	6.1		20.1	74.6	5.4		8.2	62.7	29.1		27.6	35.2	37.3		
Total %	7.9	25.3	2.2	35.4	3.2	12	0.9	16.1	1.9	14.3	6.6	22.8	7.1	9	9.6	25.7	

	STANYAN ST Southbound				PARNASSUS AV Westbound				STANYAN ST Northbound				PARNASSUS AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	**32**	81	5	**118**	10	**42**	2	54	3	41	**27**	71	26	26	**37**	89	**332**
17:15	27	**82**	4	113	**13**	37	**5**	**55**	3	43	22	68	17	**39**	33	89	325
17:30	22	71	7	100	8	41	1	50	2	45	18	65	**31**	27	32	**90**	305
17:45	20	75	**9**	104	13	37	1	51	**8**	**53**	20	**81**	24	28	27	79	315
Total Volume	101	309	25	435	44	157	9	210	16	182	87	285	98	120	129	347	1277
% App. Total	23.2	71	5.7		21	74.8	4.3		5.6	63.9	30.5		28.2	34.6	37.2		
PHF	.789	.942	.694	.922	.846	.935	.450	.955	.500	.858	.806	.880	.790	.769	.872	.964	.962



MARKS TRAFFIC DATA

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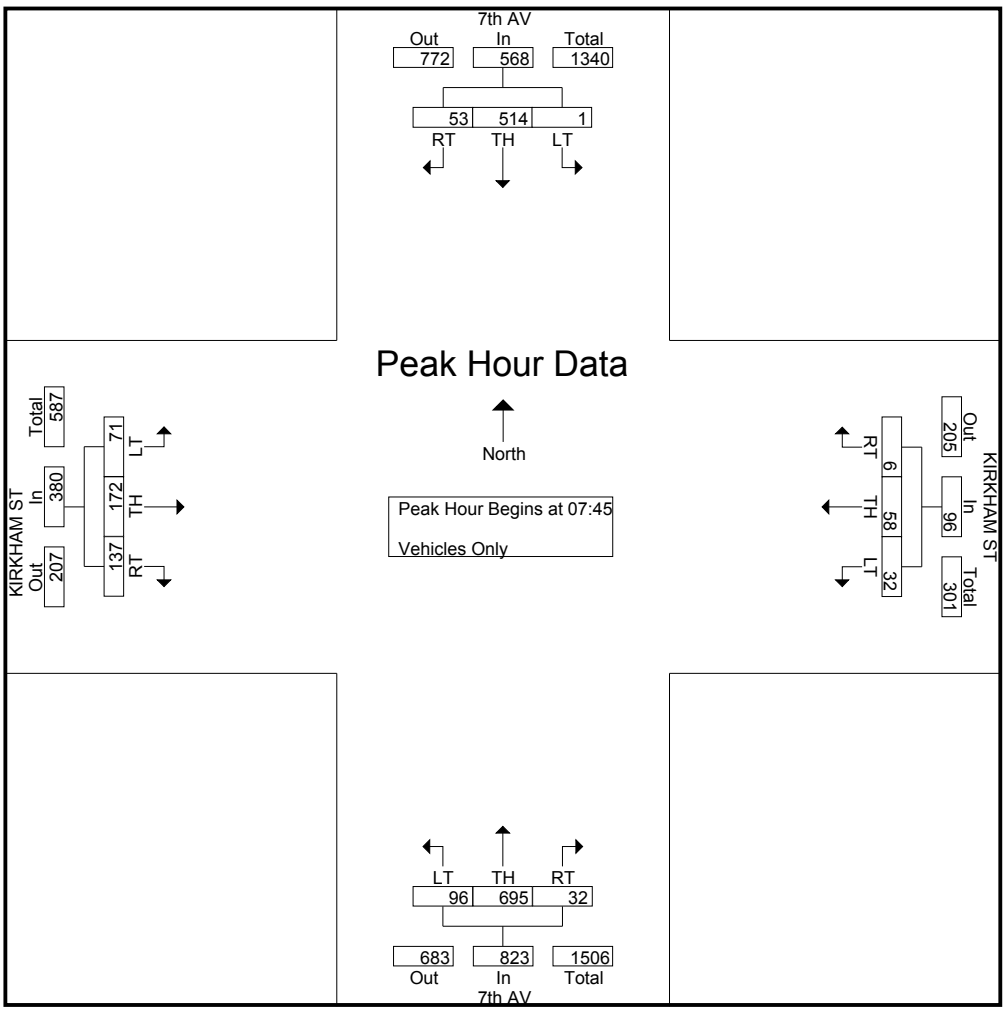
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 7-kirkham-a
Site Code : 1
Start Date : 5/14/2013
Page No : 1

Groups Printed- Vehicles Only

	7th AV Southbound				KIRKHAM ST Westbound				7th AV Northbound				KIRKHAM ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	2	89	0	91	0	6	7	13	7	106	14	127	21	16	4	41	272
07:15	4	101	0	105	2	9	11	22	4	165	16	185	22	28	19	69	381
07:30	11	123	0	134	1	21	15	37	7	142	12	161	35	40	19	94	426
07:45	17	134	0	151	1	19	11	31	7	176	18	201	33	51	17	101	484
Total	34	447	0	481	4	55	44	103	25	589	60	674	111	135	59	305	1563
08:00	13	138	0	151	4	15	8	27	12	187	20	219	42	35	13	90	487
08:15	12	126	0	138	1	12	4	17	8	171	27	206	31	52	17	100	461
08:30	11	116	1	128	0	12	9	21	5	161	31	197	31	34	24	89	435
08:45	7	123	0	130	3	13	10	26	13	174	23	210	32	40	11	83	449
Total	43	503	1	547	8	52	31	91	38	693	101	832	136	161	65	362	1832
Grand Total	77	950	1	1028	12	107	75	194	63	1282	161	1506	247	296	124	667	3395
Apprch %	7.5	92.4	0.1		6.2	55.2	38.7		4.2	85.1	10.7		37	44.4	18.6		
Total %	2.3	28	0	30.3	0.4	3.2	2.2	5.7	1.9	37.8	4.7	44.4	7.3	8.7	3.7	19.6	

	7th AV Southbound				KIRKHAM ST Westbound				7th AV Northbound				KIRKHAM ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	**17**	134	0	**151**	1	**19**	**11**	**31**	7	176	18	201	33	51	17	**101**	484
08:00	13	**138**	0	151	**4**	15	8	27	**12**	**187**	20	**219**	**42**	35	13	90	**487**
08:15	12	126	0	138	1	12	4	17	8	171	27	206	31	**52**	17	100	461
08:30	11	116	**1**	128	0	12	9	21	5	161	**31**	197	31	34	**24**	89	435
Total Volume	53	514	1	568	6	58	32	96	32	695	96	823	137	172	71	380	1867
% App. Total	9.3	90.5	0.2		6.2	60.4	33.3		3.9	84.4	11.7		36.1	45.3	18.7		
PHF	.779	.931	.250	.940	.375	.763	.727	.774	.667	.929	.774	.939	.815	.827	.740	.941	.958



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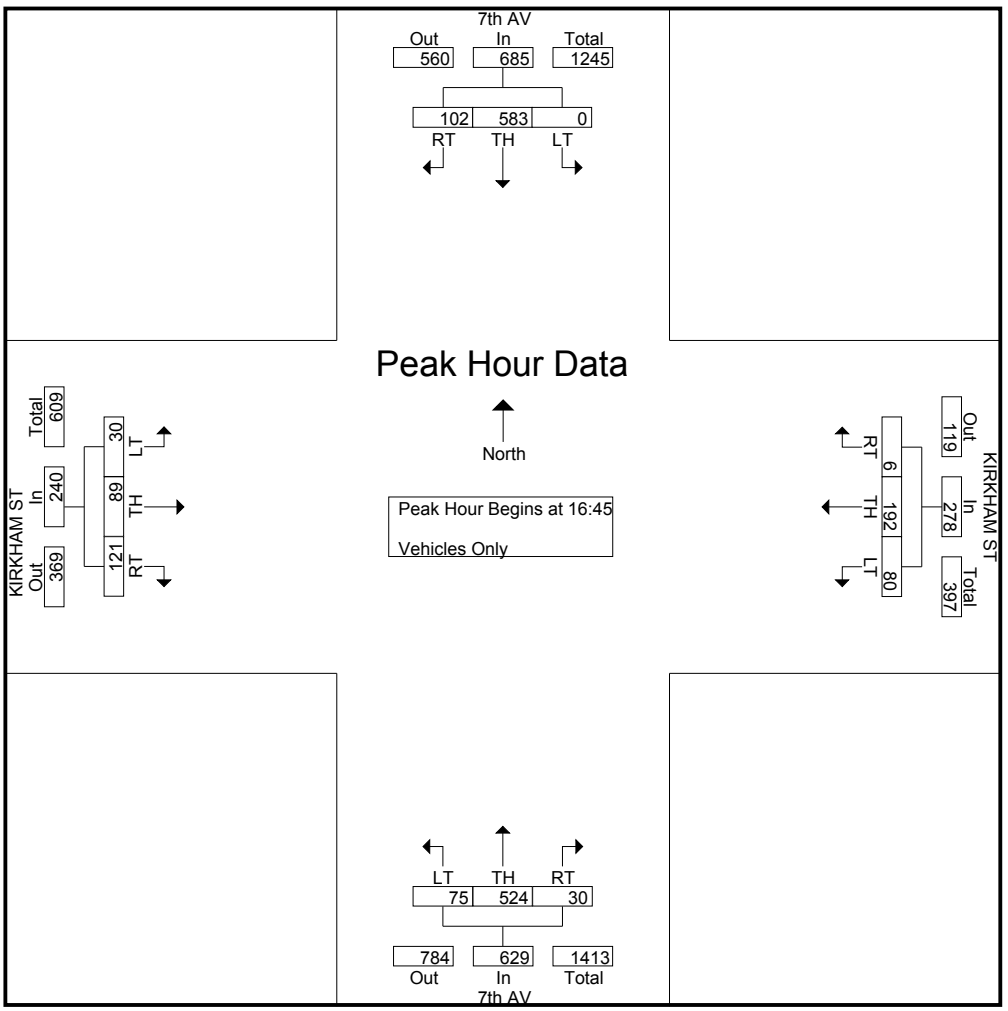
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 7-kirkham-p
Site Code : 1
Start Date : 5/14/2013
Page No : 1

Groups Printed- Vehicles Only

	7th AV Southbound				KIRKHAM ST Westbound				7th AV Northbound				KIRKHAM ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	21	138	0	159	2	23	11	36	5	132	22	159	32	18	7	57	411
16:15	27	151	0	178	0	22	14	36	10	125	25	160	27	21	9	57	431
16:30	29	135	0	164	3	36	12	51	9	126	25	160	37	13	11	61	436
16:45	23	151	0	174	3	31	17	51	4	124	15	143	29	26	8	63	431
Total	100	575	0	675	8	112	54	174	28	507	87	622	125	78	35	238	1709
17:00	14	153	0	167	0	53	25	78	11	134	23	168	23	27	8	58	471
17:15	28	140	0	168	2	58	19	79	7	135	17	159	29	17	8	54	460
17:30	37	139	0	176	1	50	19	70	8	131	20	159	40	19	6	65	470
17:45	21	127	1	149	1	49	21	71	3	106	39	148	25	31	2	58	426
Total	100	559	1	660	4	210	84	298	29	506	99	634	117	94	24	235	1827
Grand Total	200	1134	1	1335	12	322	138	472	57	1013	186	1256	242	172	59	473	3536
Apprch %	15	84.9	0.1		2.5	68.2	29.2		4.5	80.7	14.8		51.2	36.4	12.5		
Total %	5.7	32.1	0	37.8	0.3	9.1	3.9	13.3	1.6	28.6	5.3	35.5	6.8	4.9	1.7	13.4	

	7th AV Southbound				KIRKHAM ST Westbound				7th AV Northbound				KIRKHAM ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	23	151	0	174	**3**	31	17	51	4	124	15	143	29	26	**8**	63	431
17:00	14	**153**	0	167	0	53	**25**	78	**11**	134	**23**	**168**	23	**27**	8	58	**471**
17:15	28	140	0	168	2	**58**	19	**79**	7	**135**	17	159	29	17	8	54	460
17:30	**37**	139	0	**176**	1	50	19	70	8	131	20	159	**40**	19	6	**65**	470
Total Volume	102	583	0	685	6	192	80	278	30	524	75	629	121	89	30	240	1832
% App. Total	14.9	85.1	0		2.2	69.1	28.8		4.8	83.3	11.9		50.4	37.1	12.5		
PHF	.689	.953	.000	.973	.500	.828	.800	.880	.682	.970	.815	.936	.756	.824	.938	.923	.972



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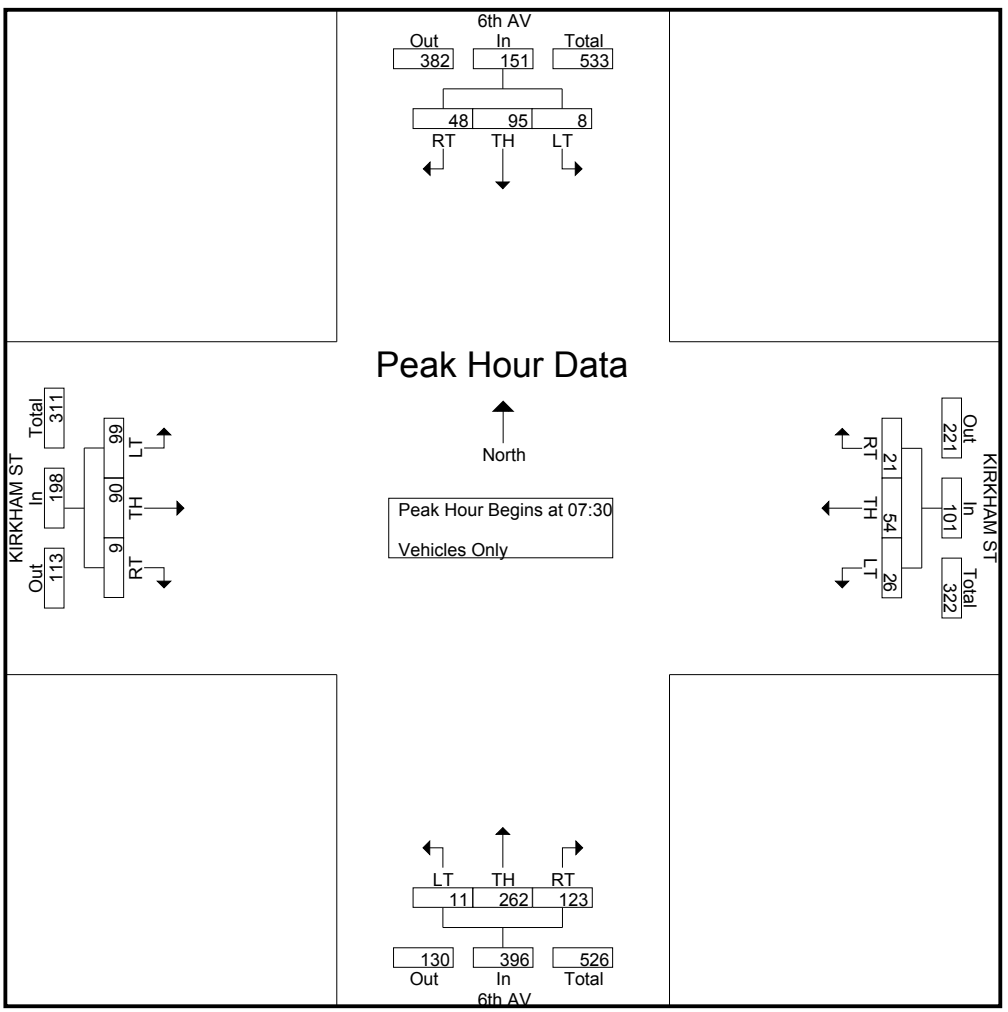
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 6-kirkham-a
Site Code : 2
Start Date : 5/23/2013
Page No : 1

Groups Printed- Vehicles Only

	6th AV Southbound				KIRKHAM ST Westbound				6th AV Northbound				KIRKHAM ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	4	15	1	20	0	10	6	16	17	43	5	65	0	7	10	17	118
07:15	8	16	1	25	2	6	6	14	16	44	2	62	6	10	10	26	127
07:30	12	23	0	35	3	12	6	21	25	67	2	94	2	22	24	48	198
07:45	12	24	2	38	2	14	9	25	27	60	1	88	3	24	23	50	201
Total	36	78	4	118	7	42	27	76	85	214	10	309	11	63	67	141	644
08:00	13	23	3	39	8	15	7	30	26	60	3	89	3	22	24	49	207
08:15	11	25	3	39	8	13	4	25	45	75	5	125	1	22	28	51	240
08:30	5	14	2	21	4	11	8	23	16	56	4	76	2	19	22	43	163
08:45	11	22	3	36	4	12	6	22	23	44	1	68	3	22	21	46	172
Total	40	84	11	135	24	51	25	100	110	235	13	358	9	85	95	189	782
Grand Total	76	162	15	253	31	93	52	176	195	449	23	667	20	148	162	330	1426
Apprch %	30	64	5.9		17.6	52.8	29.5		29.2	67.3	3.4		6.1	44.8	49.1		
Total %	5.3	11.4	1.1	17.7	2.2	6.5	3.6	12.3	13.7	31.5	1.6	46.8	1.4	10.4	11.4	23.1	

	6th AV Southbound				KIRKHAM ST Westbound				6th AV Northbound				KIRKHAM ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	12	23	0	35	3	12	6	21	25	67	2	94	2	22	24	48	198
07:45	12	24	2	38	2	14	**9**	25	27	60	1	88	**3**	**24**	23	50	201
08:00	**13**	23	**3**	**39**	**8**	**15**	7	**30**	26	60	3	89	3	22	24	49	207
08:15	11	**25**	3	39	8	13	4	25	**45**	**75**	**5**	**125**	1	22	**28**	**51**	**240**
Total Volume	48	95	8	151	21	54	26	101	123	262	11	396	9	90	99	198	846
% App. Total	31.8	62.9	5.3		20.8	53.5	25.7		31.1	66.2	2.8		4.5	45.5	50		
PHF	.923	.950	.667	.968	.656	.900	.722	.842	.683	.873	.550	.792	.750	.938	.884	.971	.881



MARKS TRAFFIC DATA
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CITY OF SAN FRANCISCO

File Name : 6-kirkham-p
Site Code : 11
Start Date : 10/5/2011
Page No : 1

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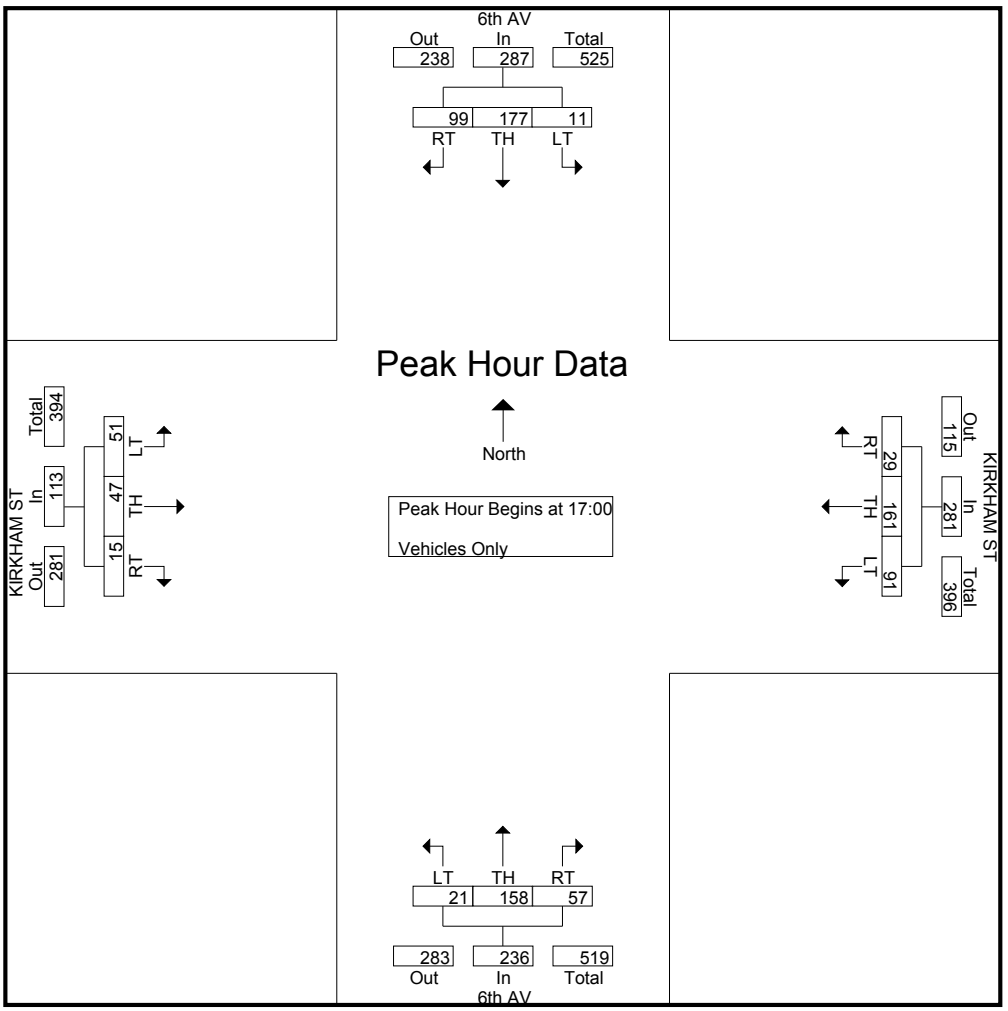
Groups Printed- Vehicles Only

	6th AV Southbound				KIRKHAM ST Westbound				6th AV Northbound				KIRKHAM ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	14	28	2	44	6	20	14	40	9	33	2	44	2	8	9	19	147
16:15	8	35	2	45	4	20	9	33	15	42	5	62	2	13	11	26	166
16:30	14	33	2	49	6	33	15	54	15	42	4	61	3	5	6	14	178
16:45	23	36	2	61	6	30	18	54	17	46	2	65	2	12	11	25	205
Total	59	132	8	199	22	103	56	181	56	163	13	232	9	38	37	84	696
17:00	23	38	4	65	18	36	22	76	15	38	4	57	4	15	8	27	225
17:15	26	44	1	71	5	49	28	82	19	49	5	73	6	14	14	34	260
17:30	25	53	3	81	4	37	19	60	14	35	5	54	0	10	13	23	218
17:45	25	42	3	70	2	39	22	63	9	36	7	52	5	8	16	29	214
Total	99	177	11	287	29	161	91	281	57	158	21	236	15	47	51	113	917
Grand Total	158	309	19	486	51	264	147	462	113	321	34	468	24	85	88	197	1613
Apprch %	32.5	63.6	3.9		11	57.1	31.8		24.1	68.6	7.3		12.2	43.1	44.7		
Total %	9.8	19.2	1.2	30.1	3.2	16.4	9.1	28.6	7	19.9	2.1	29	1.5	5.3	5.5	12.2	

	6th AV Southbound				KIRKHAM ST Westbound				6th AV Northbound				KIRKHAM ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	23	38	**4**	65	**18**	36	22	76	15	38	4	57	4	**15**	8	27	225
17:15	**26**	44	1	71	5	**49**	**28**	**82**	**19**	**49**	5	**73**	**6**	14	14	**34**	**260**
17:30	25	**53**	3	**81**	4	37	19	60	14	35	5	54	0	10	13	23	218
17:45	25	42	3	70	2	39	22	63	9	36	**7**	52	5	8	**16**	29	214
Total Volume	99	177	11	287	29	161	91	281	57	158	21	236	15	47	51	113	917
% App. Total	34.5	61.7	3.8		10.3	57.3	32.4		24.2	66.9	8.9		13.3	41.6	45.1		
PHF	.952	.835	.688	.886	.403	.821	.813	.857	.750	.806	.750	.808	.625	.783	.797	.831	.882



MARKS TRAFFIC DATA

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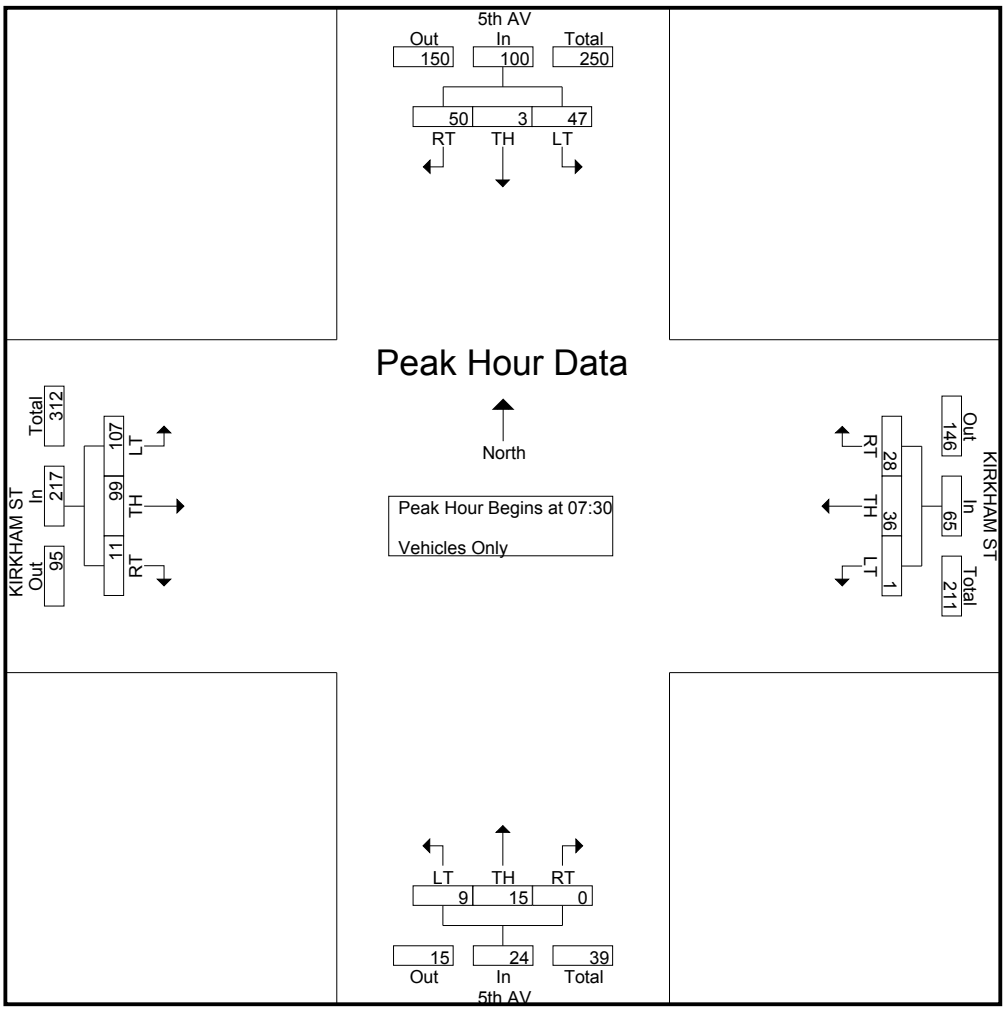
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 5-kirkham-a
Site Code : 3
Start Date : 5/23/2013
Page No : 1

Groups Printed- Vehicles Only

	5th AV Southbound				KIRKHAM ST Westbound				5th AV Northbound				KIRKHAM ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	10	0	9	19	3	6	0	9	0	0	0	0	0	16	12	28	56
07:15	10	0	0	10	5	1	0	6	1	2	2	5	2	11	11	24	45
07:30	11	0	9	20	4	9	0	13	0	4	1	5	1	18	29	48	86
07:45	14	0	18	32	3	8	1	12	0	2	2	4	4	21	25	50	98
Total	45	0	36	81	15	24	1	40	1	8	5	14	7	66	77	150	285
08:00	13	2	13	28	9	11	0	20	0	8	3	11	4	25	20	49	108
08:15	12	1	7	20	12	8	0	20	0	1	3	4	2	35	33	70	114
08:30	9	2	9	20	3	13	0	16	0	0	2	2	1	22	11	34	72
08:45	9	1	9	19	6	9	0	15	1	1	2	4	3	26	20	49	87
Total	43	6	38	87	30	41	0	71	1	10	10	21	10	108	84	202	381
Grand Total	88	6	74	168	45	65	1	111	2	18	15	35	17	174	161	352	666
Apprch %	52.4	3.6	44		40.5	58.6	0.9		5.7	51.4	42.9		4.8	49.4	45.7		
Total %	13.2	0.9	11.1	25.2	6.8	9.8	0.2	16.7	0.3	2.7	2.3	5.3	2.6	26.1	24.2	52.9	

	5th AV Southbound				KIRKHAM ST Westbound				5th AV Northbound				KIRKHAM ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	11	0	9	20	4	9	0	13	0	4	1	5	1	18	29	48	86
07:45	**14**	0	**18**	**32**	3	8	**1**	12	0	2	2	4	**4**	21	25	50	98
08:00	13	**2**	13	28	9	**11**	0	**20**	0	**8**	**3**	**11**	4	25	20	49	108
08:15	12	1	7	20	**12**	8	0	20	0	1	3	4	2	**35**	**33**	**70**	**114**
Total Volume	50	3	47	100	28	36	1	65	0	15	9	24	11	99	107	217	406
% App. Total	50	3	47		43.1	55.4	1.5		0	62.5	37.5		5.1	45.6	49.3		
PHF	.893	.375	.653	.781	.583	.818	.250	.813	.000	.469	.750	.545	.688	.707	.811	.775	.890



MARKS TRAFFIC DATA
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CITY OF SAN FRANCISCO

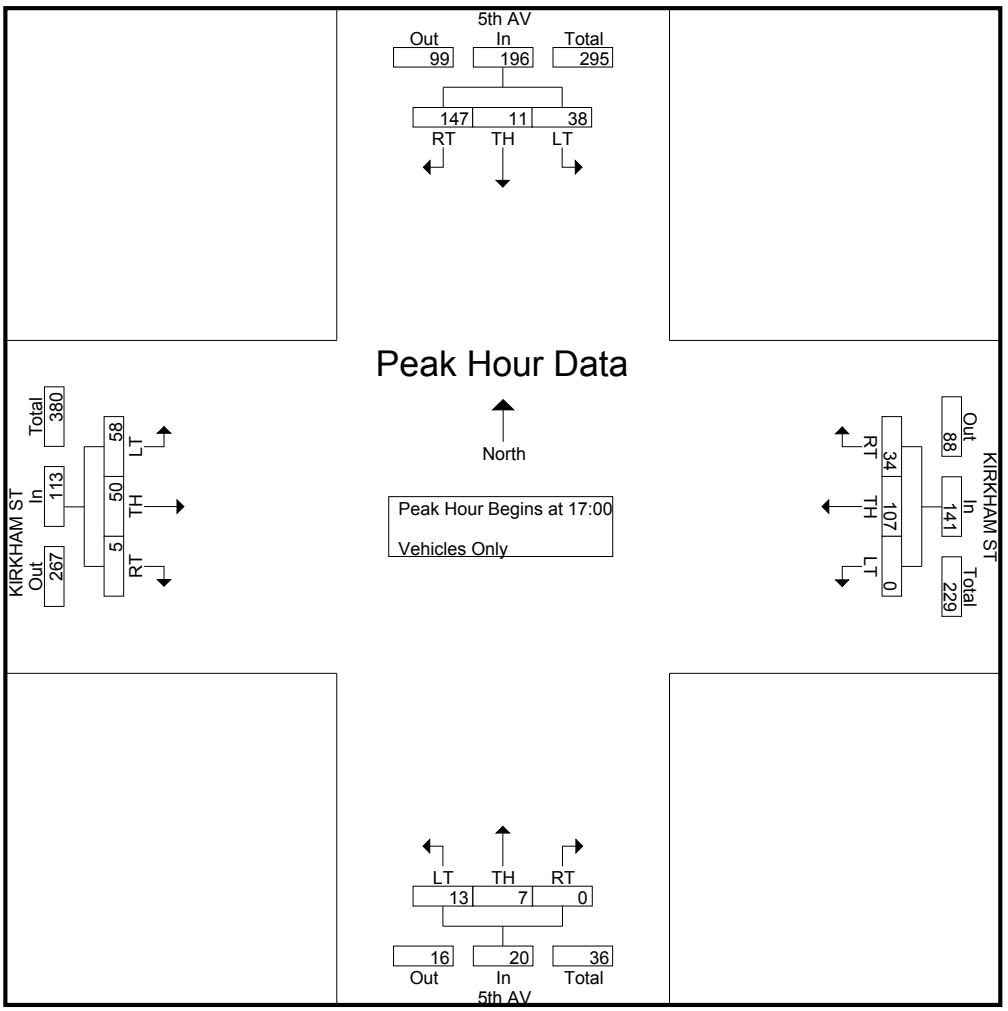
File Name : 5-kirkham-p
Site Code : 12
Start Date : 10/5/2011
Page No : 1

fp

Groups Printed- Vehicles Only

	5th AV Southbound				KIRKHAM ST Westbound				5th AV Northbound				KIRKHAM ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	23	2	2	27	6	12	0	18	3	0	3	6	1	5	11	17	68
16:15	16	2	4	22	5	15	0	20	0	1	2	3	3	13	17	33	78
16:30	35	0	5	40	7	19	0	26	0	1	0	1	1	12	7	20	87
16:45	23	0	7	30	5	27	0	32	0	0	4	4	4	17	10	31	97
Total	97	4	18	119	23	73	0	96	3	2	9	14	9	47	45	101	330
17:00	37	5	9	51	6	34	0	40	0	1	5	6	0	15	17	32	129
17:15	51	3	9	63	8	24	0	32	0	2	3	5	0	12	24	36	136
17:30	24	1	13	38	12	26	0	38	0	3	3	6	3	14	8	25	107
17:45	35	2	7	44	8	23	0	31	0	1	2	3	2	9	9	20	98
Total	147	11	38	196	34	107	0	141	0	7	13	20	5	50	58	113	470
Grand Total	244	15	56	315	57	180	0	237	3	9	22	34	14	97	103	214	800
Apprch %	77.5	4.8	17.8		24.1	75.9	0		8.8	26.5	64.7		6.5	45.3	48.1		
Total %	30.5	1.9	7	39.4	7.1	22.5	0	29.6	0.4	1.1	2.8	4.2	1.8	12.1	12.9	26.8	

	5th AV Southbound				KIRKHAM ST Westbound				5th AV Northbound				KIRKHAM ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	37	**5**	9	51	6	**34**	0	**40**	0	1	**5**	**6**	0	**15**	17	32	129
17:15	**51**	3	9	**63**	8	24	0	32	0	2	3	5	0	12	**24**	**36**	**136**
17:30	24	1	**13**	38	**12**	26	0	38	0	**3**	3	6	**3**	14	8	25	107
17:45	35	2	7	44	8	23	0	31	0	1	2	3	2	9	9	20	98
Total Volume	147	11	38	196	34	107	0	141	0	7	13	20	5	50	58	113	470
% App. Total	75	5.6	19.4		24.1	75.9	0		0	35	65		4.4	44.2	51.3		
PHF	.721	.550	.731	.778	.708	.787	.000	.881	.000	.583	.650	.833	.417	.833	.604	.785	.864



MARKS TRAFFIC DATA

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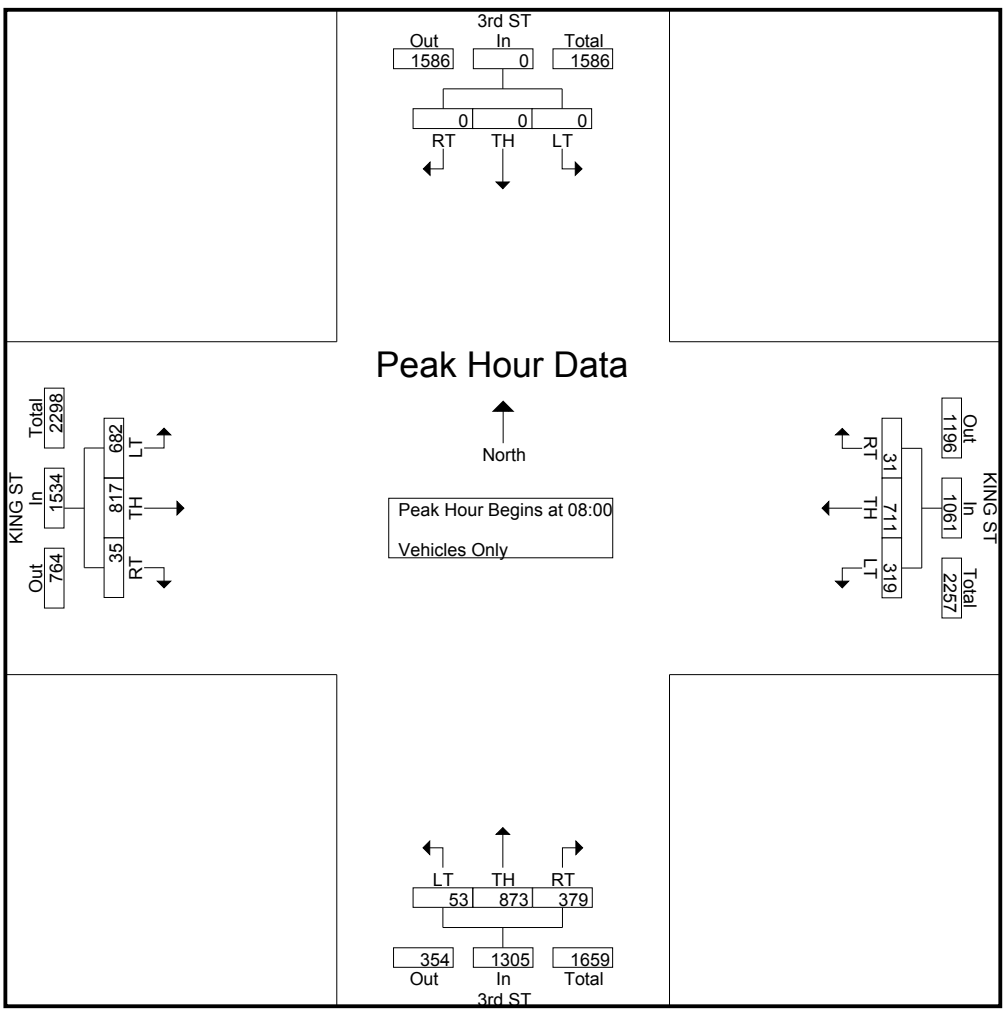
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 3-king-a
Site Code : 1
Start Date : 4/9/2013
Page No : 1

Groups Printed- Vehicles Only

	3rd ST Southbound				KING ST Westbound				3rd ST Northbound				KING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	0	0	0	5	166	60	231	27	70	8	105	5	179	164	348	684
07:15	0	0	0	0	4	164	70	238	61	145	10	216	5	190	152	347	801
07:30	0	0	0	0	9	213	78	300	60	170	8	238	4	253	174	431	969
07:45	0	0	0	0	6	188	77	271	73	186	18	277	5	229	166	400	948
Total	0	0	0	0	24	731	285	1040	221	571	44	836	19	851	656	1526	3402
08:00	0	0	0	0	8	177	68	253	83	215	13	311	8	186	172	366	930
08:15	0	0	0	0	5	208	76	289	87	215	17	319	9	235	186	430	1038
08:30	0	0	0	0	12	162	94	268	90	224	9	323	8	190	180	378	969
08:45	0	0	0	0	6	164	81	251	119	219	14	352	10	206	144	360	963
Total	0	0	0	0	31	711	319	1061	379	873	53	1305	35	817	682	1534	3900
Grand Total	0	0	0	0	55	1442	604	2101	600	1444	97	2141	54	1668	1338	3060	7302
Apprch %	0	0	0		2.6	68.6	28.7		28	67.4	4.5		1.8	54.5	43.7		
Total %	0	0	0	0	0.8	19.7	8.3	28.8	8.2	19.8	1.3	29.3	0.7	22.8	18.3	41.9	

	3rd ST Southbound				KING ST Westbound				3rd ST Northbound				KING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	0	0	8	177	68	253	83	215	13	311	8	186	172	366	930
08:15	0	0	0	0	5	**208**	76	**289**	87	215	**17**	319	9	**235**	**186**	**430**	**1038**
08:30	0	0	0	0	**12**	162	**94**	268	90	**224**	9	323	8	190	180	378	969
08:45	0	0	0	0	6	164	81	251	**119**	219	14	**352**	**10**	206	144	360	963
Total Volume	0	0	0	0	31	711	319	1061	379	873	53	1305	35	817	682	1534	3900
% App. Total	0	0	0		2.9	67	30.1		29	66.9	4.1		2.3	53.3	44.5		
PHF	.000	.000	.000	.000	.646	.855	.848	.918	.796	.974	.779	.927	.875	.869	.917	.892	.939



MARKS TRAFFIC DATA

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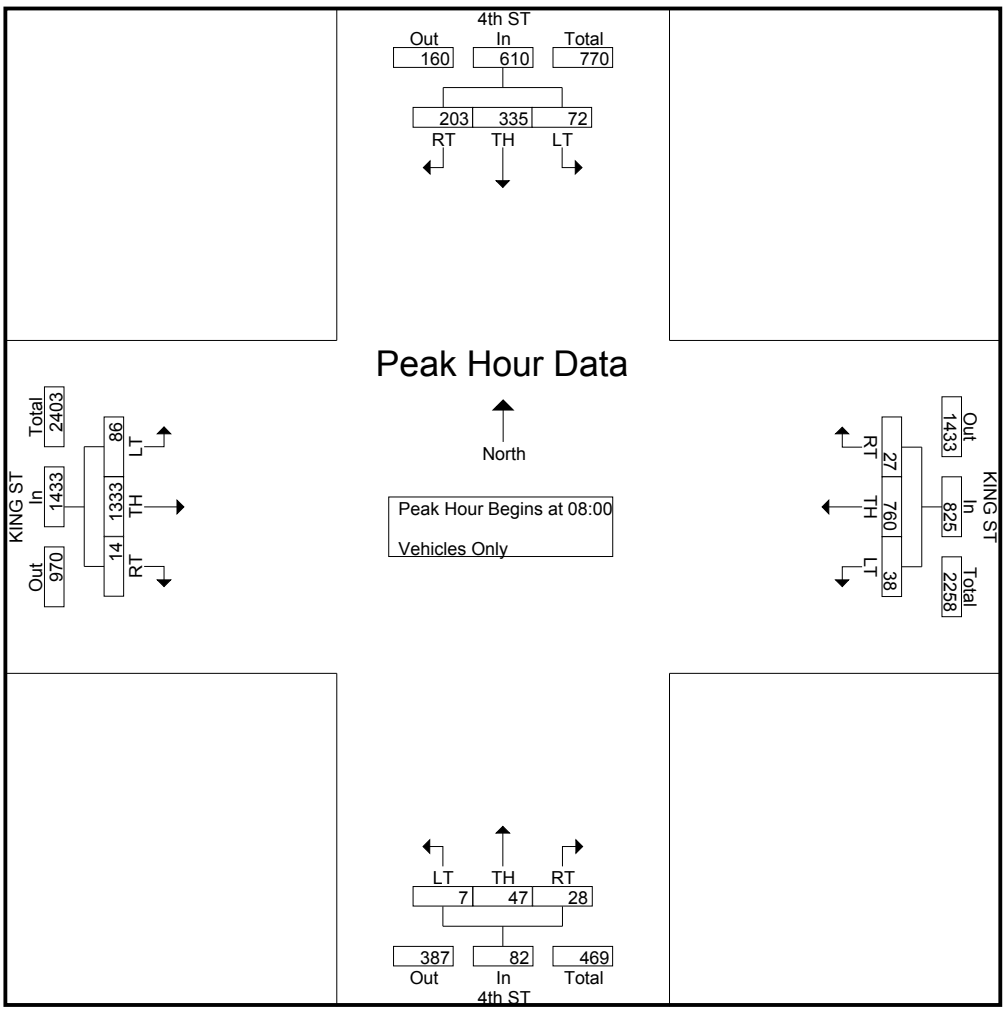
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 4-king-a
Site Code : 2
Start Date : 4/10/2013
Page No : 1

Groups Printed- Vehicles Only

	4th ST Southbound				KING ST Westbound				4th ST Northbound				KING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	44	51	21	116	3	166	10	179	5	4	3	12	2	371	14	387	694
07:15	29	51	8	88	6	179	7	192	6	8	1	15	5	357	21	383	678
07:30	50	70	9	129	4	174	5	183	9	9	3	21	5	340	14	359	692
07:45	45	58	13	116	10	192	9	211	4	9	5	18	3	333	19	355	700
Total	168	230	51	449	23	711	31	765	24	30	12	66	15	1401	68	1484	2764
08:00	53	73	20	146	9	209	8	226	7	12	2	21	5	375	21	401	794
08:15	52	77	16	145	3	190	9	202	9	10	0	19	5	338	19	362	728
08:30	47	88	17	152	5	179	7	191	9	18	1	28	3	312	28	343	714
08:45	51	97	19	167	10	182	14	206	3	7	4	14	1	308	18	327	714
Total	203	335	72	610	27	760	38	825	28	47	7	82	14	1333	86	1433	2950
Grand Total	371	565	123	1059	50	1471	69	1590	52	77	19	148	29	2734	154	2917	5714
Apprch %	35	53.4	11.6		3.1	92.5	4.3		35.1	52	12.8		1	93.7	5.3		
Total %	6.5	9.9	2.2	18.5	0.9	25.7	1.2	27.8	0.9	1.3	0.3	2.6	0.5	47.8	2.7	51.1	

	4th ST Southbound				KING ST Westbound				4th ST Northbound				KING ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	**53**	73	**20**	146	9	**209**	8	**226**	7	12	2	21	**5**	**375**	21	**401**	**794**
08:15	52	77	16	145	3	190	9	202	**9**	10	0	19	5	338	19	362	728
08:30	47	88	17	152	5	179	7	191	9	**18**	1	**28**	3	312	**28**	343	714
08:45	51	**97**	19	**167**	**10**	182	**14**	206	3	7	**4**	14	1	308	18	327	714
Total Volume	203	335	72	610	27	760	38	825	28	47	7	82	14	1333	86	1433	2950
% App. Total	33.3	54.9	11.8		3.3	92.1	4.6		34.1	57.3	8.5		1	93	6		
PHF	.958	.863	.900	.913	.675	.909	.679	.913	.778	.653	.438	.732	.700	.889	.768	.893	.929



MARKS TRAFFIC DATA

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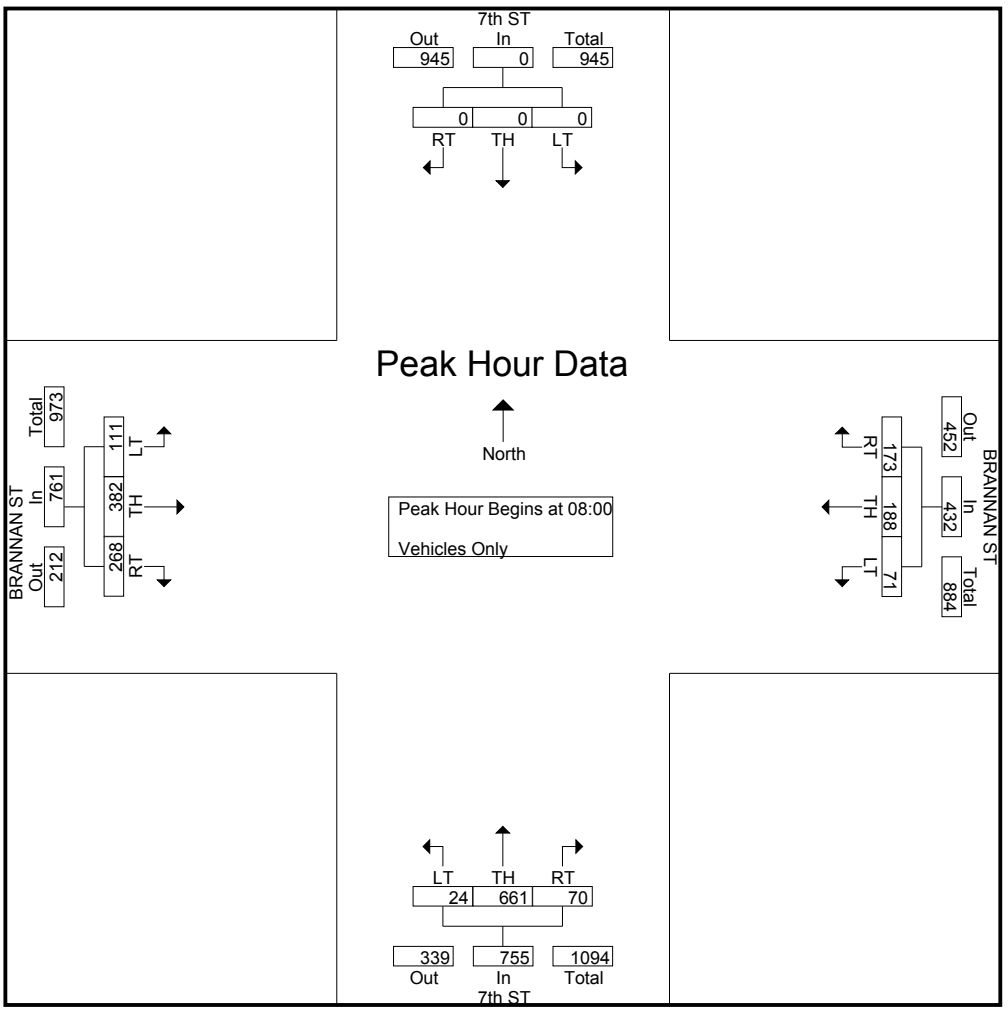
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 7-brannan-a
Site Code : 00000000
Start Date : 5/29/2013
Page No : 1

Groups Printed- Vehicles Only

	7th ST Southbound				BRANNAN ST Westbound				7th ST Northbound				BRANNAN ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	0	0	0	26	29	15	70	3	63	7	73	32	48	14	94	237
07:15	0	0	0	0	27	33	21	81	7	96	6	109	36	49	20	105	295
07:30	0	0	0	0	29	34	20	83	8	172	5	185	34	70	18	122	390
07:45	0	0	0	0	29	57	18	104	12	146	3	161	38	95	25	158	423
Total	0	0	0	0	111	153	74	338	30	477	21	528	140	262	77	479	1345
08:00	0	0	0	0	40	47	19	106	15	154	5	174	57	95	25	177	457
08:15	0	0	0	0	38	46	18	102	18	163	8	189	63	90	27	180	471
08:30	0	0	0	0	44	48	17	109	21	176	6	203	69	82	30	181	493
08:45	0	0	0	0	51	47	17	115	16	168	5	189	79	115	29	223	527
Total	0	0	0	0	173	188	71	432	70	661	24	755	268	382	111	761	1948
Grand Total	0	0	0	0	284	341	145	770	100	1138	45	1283	408	644	188	1240	3293
Apprch %	0	0	0		36.9	44.3	18.8		7.8	88.7	3.5		32.9	51.9	15.2		
Total %	0	0	0	0	8.6	10.4	4.4	23.4	3	34.6	1.4	39	12.4	19.6	5.7	37.7	

	7th ST Southbound				BRANNAN ST Westbound				7th ST Northbound				BRANNAN ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	0	0	40	47	**19**	106	15	154	5	174	57	95	25	177	457
08:15	0	0	0	0	38	46	18	102	18	163	**8**	189	63	90	27	180	471
08:30	0	0	0	0	44	**48**	17	109	**21**	**176**	6	**203**	69	82	**30**	181	493
08:45	0	0	0	0	**51**	47	17	**115**	16	168	5	189	**79**	**115**	29	**223**	**527**
Total Volume	0	0	0	0	173	188	71	432	70	661	24	755	268	382	111	761	1948
% App. Total	0	0	0		40	43.5	16.4		9.3	87.5	3.2		35.2	50.2	14.6		
PHF	.000	.000	.000	.000	.848	.979	.934	.939	.833	.939	.750	.930	.848	.830	.925	.853	.924



MARKS TRAFFIC DATA

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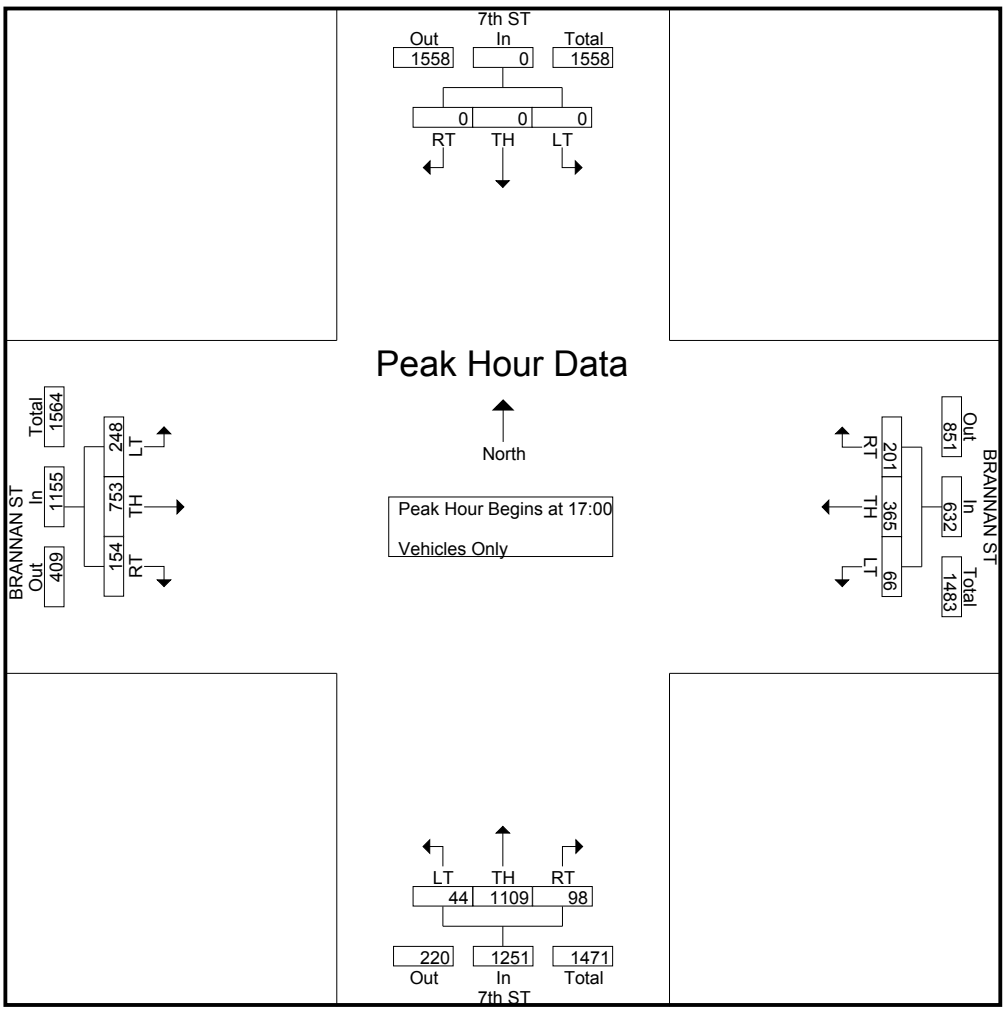
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 7-brannan-p
Site Code : 00000000
Start Date : 5/29/2013
Page No : 1

Groups Printed- Vehicles Only

	7th ST Southbound				BRANNAN ST Westbound				7th ST Northbound				BRANNAN ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	0	0	0	45	66	15	126	18	221	13	252	23	168	49	240	618
16:15	0	0	0	0	45	66	18	129	17	226	8	251	31	149	66	246	626
16:30	0	0	0	0	59	81	13	153	22	228	8	258	31	173	59	263	674
16:45	0	0	0	0	42	75	17	134	28	243	8	279	38	172	55	265	678
Total	0	0	0	0	191	288	63	542	85	918	37	1040	123	662	229	1014	2596
17:00	0	0	0	0	48	79	13	140	22	260	14	296	26	210	71	307	743
17:15	0	0	0	0	48	97	17	162	35	293	14	342	38	177	61	276	780
17:30	0	0	0	0	53	93	16	162	22	281	7	310	40	169	67	276	748
17:45	0	0	0	0	52	96	20	168	19	275	9	303	50	197	49	296	767
Total	0	0	0	0	201	365	66	632	98	1109	44	1251	154	753	248	1155	3038
Grand Total	0	0	0	0	392	653	129	1174	183	2027	81	2291	277	1415	477	2169	5634
Apprch %	0	0	0		33.4	55.6	11		8	88.5	3.5		12.8	65.2	22		
Total %	0	0	0	0	7	11.6	2.3	20.8	3.2	36	1.4	40.7	4.9	25.1	8.5	38.5	

	7th ST Southbound				BRANNAN ST Westbound				7th ST Northbound				BRANNAN ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	48	79	13	140	22	260	**14**	296	26	**210**	**71**	**307**	743
17:15	0	0	0	0	48	**97**	17	162	**35**	**293**	14	**342**	38	177	61	276	**780**
17:30	0	0	0	0	**53**	93	16	162	22	281	7	310	40	169	67	276	748
17:45	0	0	0	0	52	96	**20**	**168**	19	275	9	303	**50**	197	49	296	767
Total Volume	0	0	0	0	201	365	66	632	98	1109	44	1251	154	753	248	1155	3038
% App. Total	0	0	0		31.8	57.8	10.4		7.8	88.6	3.5		13.3	65.2	21.5		
PHF	.000	.000	.000	.000	.948	.941	.825	.940	.700	.946	.786	.914	.770	.896	.873	.941	.974



MARKS TRAFFIC DATA

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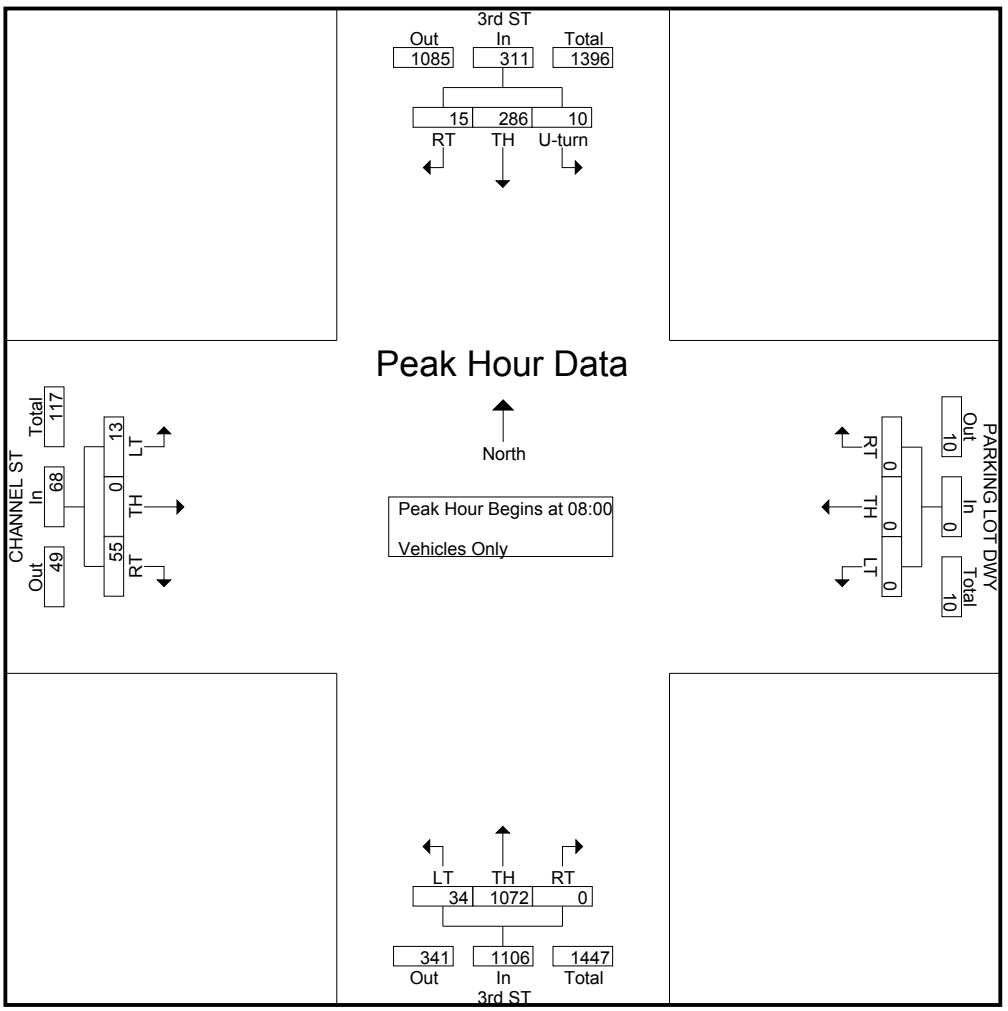
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 3-channel-a
Site Code : 3
Start Date : 5/8/2013
Page No : 1

Groups Printed- Vehicles Only

	3rd ST Southbound				PARKING LOT DWY Westbound				3rd ST Northbound				CHANNEL ST Eastbound				
Start Time	RT	TH	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	2	43	2	47	0	0	0	0	0	90	3	93	10	0	1	11	151
07:15	3	38	2	43	0	0	0	0	0	116	3	119	3	0	2	5	167
07:30	2	62	2	66	0	0	0	0	0	159	3	162	12	0	3	15	243
07:45	2	68	4	74	0	0	0	0	0	215	8	223	8	0	3	11	308
Total	9	211	10	230	0	0	0	0	0	580	17	597	33	0	9	42	869
08:00	5	60	2	67	0	0	0	0	0	256	11	267	20	0	1	21	355
08:15	1	71	0	72	0	0	0	0	0	264	5	269	10	0	0	10	351
08:30	3	78	0	81	0	0	0	0	0	255	7	262	8	0	5	13	356
08:45	6	77	8	91	0	0	0	0	0	297	11	308	17	0	7	24	423
Total	15	286	10	311	0	0	0	0	0	1072	34	1106	55	0	13	68	1485
Grand Total	24	497	20	541	0	0	0	0	0	1652	51	1703	88	0	22	110	2354
Apprch %	4.4	91.9	3.7		0	0	0		0	97	3		80	0	20		
Total %	1	21.1	0.8	23	0	0	0	0	0	70.2	2.2	72.3	3.7	0	0.9	4.7	

	3rd ST Southbound				PARKING LOT DWY Westbound				3rd ST Northbound				CHANNEL ST Eastbound				
Start Time	RT	TH	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	5	60	2	67	0	0	0	0	0	256	**11**	267	**20**	0	1	21	355
08:15	1	71	0	72	0	0	0	0	0	264	5	269	10	0	0	10	351
08:30	3	**78**	0	81	0	0	0	0	0	255	7	262	8	0	5	13	356
08:45	**6**	77	**8**	**91**	0	0	0	0	0	**297**	11	**308**	17	0	**7**	**24**	**423**
Total Volume	15	286	10	311	0	0	0	0	0	1072	34	1106	55	0	13	68	1485
% App. Total	4.8	92	3.2		0	0	0		0	96.9	3.1		80.9	0	19.1		
PHF	.625	.917	.313	.854	.000	.000	.000	.000	.000	.902	.773	.898	.688	.000	.464	.708	.878



MARKS TRAFFIC DATA

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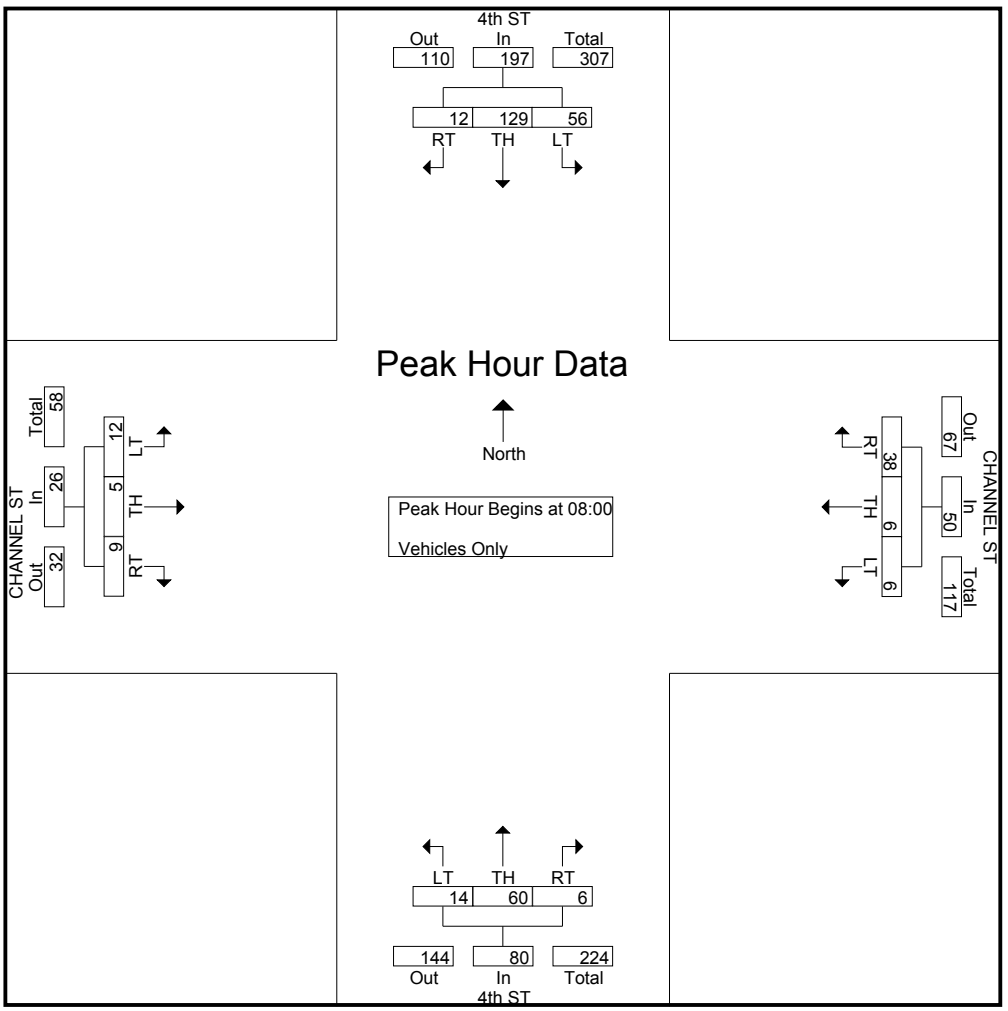
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 4-channel-a
Site Code : 4
Start Date : 5/8/2013
Page No : 1

Groups Printed- Vehicles Only

	4th ST Southbound				CHANNEL ST Westbound				4th ST Northbound				CHANNEL ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	7	24	8	39	2	2	0	4	2	10	2	14	2	1	4	7	64
07:15	7	21	5	33	2	2	2	6	3	9	2	14	4	1	2	7	60
07:30	2	20	7	29	2	2	1	5	1	5	2	8	3	4	2	9	51
07:45	1	27	10	38	7	1	1	9	2	7	2	11	4	1	5	10	68
Total	17	92	30	139	13	7	4	24	8	31	8	47	13	7	13	33	243
08:00	1	31	16	48	13	2	2	17	1	17	4	22	2	2	2	6	93
08:15	2	35	12	49	6	0	1	7	0	13	2	15	1	0	4	5	76
08:30	2	35	13	50	8	1	1	10	1	14	2	17	1	0	2	3	80
08:45	7	28	15	50	11	3	2	16	4	16	6	26	5	3	4	12	104
Total	12	129	56	197	38	6	6	50	6	60	14	80	9	5	12	26	353
Grand Total	29	221	86	336	51	13	10	74	14	91	22	127	22	12	25	59	596
Apprch %	8.6	65.8	25.6		68.9	17.6	13.5		11	71.7	17.3		37.3	20.3	42.4		
Total %	4.9	37.1	14.4	56.4	8.6	2.2	1.7	12.4	2.3	15.3	3.7	21.3	3.7	2	4.2	9.9	

	4th ST Southbound				CHANNEL ST Westbound				4th ST Northbound				CHANNEL ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	1	31	**16**	48	**13**	2	**2**	**17**	1	**17**	4	22	2	2	2	6	93
08:15	2	**35**	12	49	6	0	1	7	0	13	2	15	1	0	**4**	5	76
08:30	2	35	13	**50**	8	1	1	10	1	14	2	17	1	0	2	3	80
08:45	**7**	28	15	50	11	**3**	2	16	**4**	16	**6**	**26**	**5**	**3**	4	**12**	**104**
Total Volume	12	129	56	197	38	6	6	50	6	60	14	80	9	5	12	26	353
% App. Total	6.1	65.5	28.4		76	12	12		7.5	75	17.5		34.6	19.2	46.2		
PHF	.429	.921	.875	.985	.731	.500	.750	.735	.375	.882	.583	.769	.450	.417	.750	.542	.849



MARKS TRAFFIC DATA

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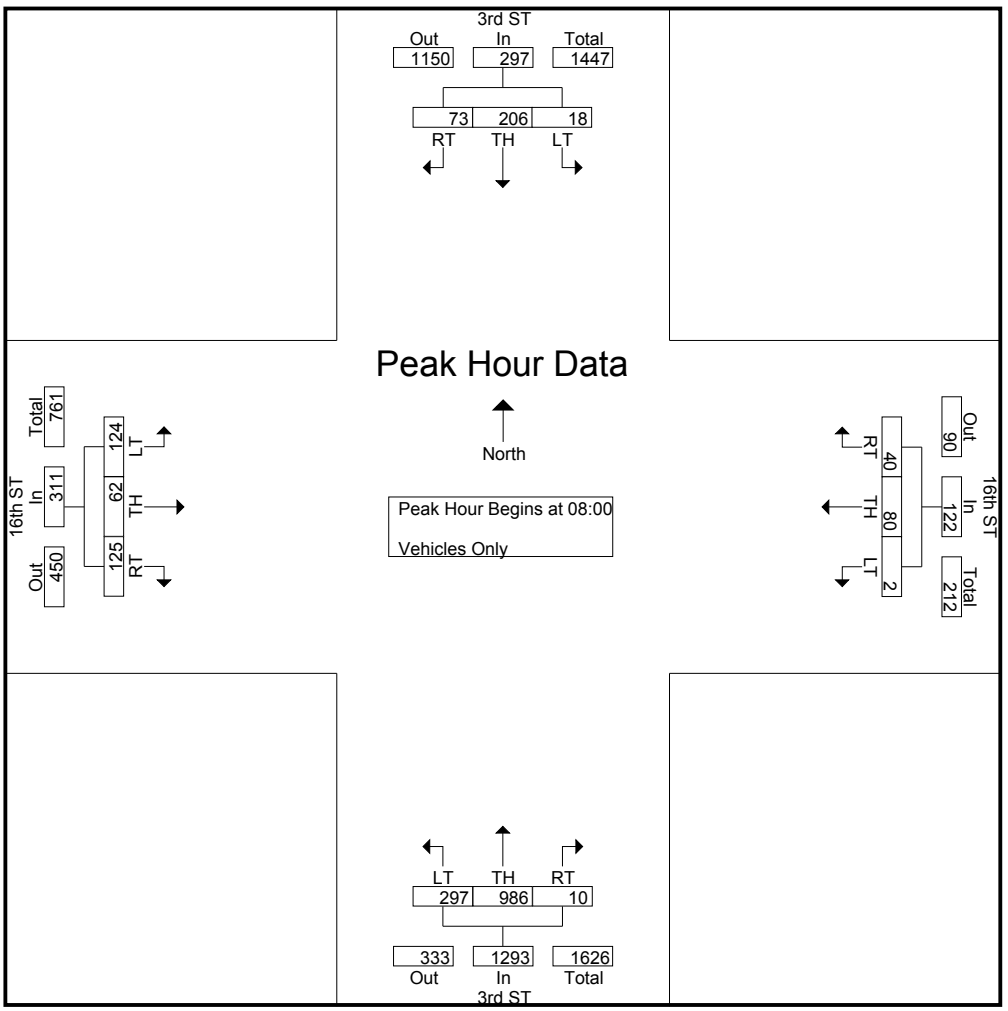
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 3-16-a
Site Code : 10
Start Date : 5/8/2013
Page No : 1

Groups Printed- Vehicles Only

	3rd ST Southbound				16th ST Westbound				3rd ST Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	17	25	3	45	5	11	0	16	1	92	46	139	24	4	7	35	235
07:15	11	31	4	46	3	9	0	12	1	103	75	179	24	8	16	48	285
07:30	24	38	1	63	8	22	0	30	1	172	86	259	26	7	21	54	406
07:45	26	42	1	69	14	24	0	38	2	202	68	272	21	11	20	52	431
Total	78	136	9	223	30	66	0	96	5	569	275	849	95	30	64	189	1357
08:00	15	47	4	66	13	21	1	35	3	246	68	317	25	19	21	65	483
08:15	19	60	5	84	4	23	1	28	1	237	89	327	29	17	24	70	509
08:30	20	43	6	69	9	20	0	29	1	261	81	343	36	13	36	85	526
08:45	19	56	3	78	14	16	0	30	5	242	59	306	35	13	43	91	505
Total	73	206	18	297	40	80	2	122	10	986	297	1293	125	62	124	311	2023
Grand Total	151	342	27	520	70	146	2	218	15	1555	572	2142	220	92	188	500	3380
Apprch %	29	65.8	5.2		32.1	67	0.9		0.7	72.6	26.7		44	18.4	37.6		
Total %	4.5	10.1	0.8	15.4	2.1	4.3	0.1	6.4	0.4	46	16.9	63.4	6.5	2.7	5.6	14.8	

	3rd ST Southbound				16th ST Westbound				3rd ST Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	15	47	4	66	13	21	**1**	**35**	3	246	68	317	25	**19**	21	65	483
08:15	19	**60**	5	**84**	4	**23**	1	28	1	237	**89**	327	29	17	24	70	509
08:30	**20**	43	**6**	69	9	20	0	29	1	**261**	81	**343**	**36**	13	36	85	**526**
08:45	19	56	3	78	**14**	16	0	30	**5**	242	59	306	35	13	**43**	**91**	505
Total Volume	73	206	18	297	40	80	2	122	10	986	297	1293	125	62	124	311	2023
% App. Total	24.6	69.4	6.1		32.8	65.6	1.6		0.8	76.3	23		40.2	19.9	39.9		
PHF	.913	.858	.750	.884	.714	.870	.500	.871	.500	.944	.834	.942	.868	.816	.721	.854	.962



MARKS TRAFFIC DATA

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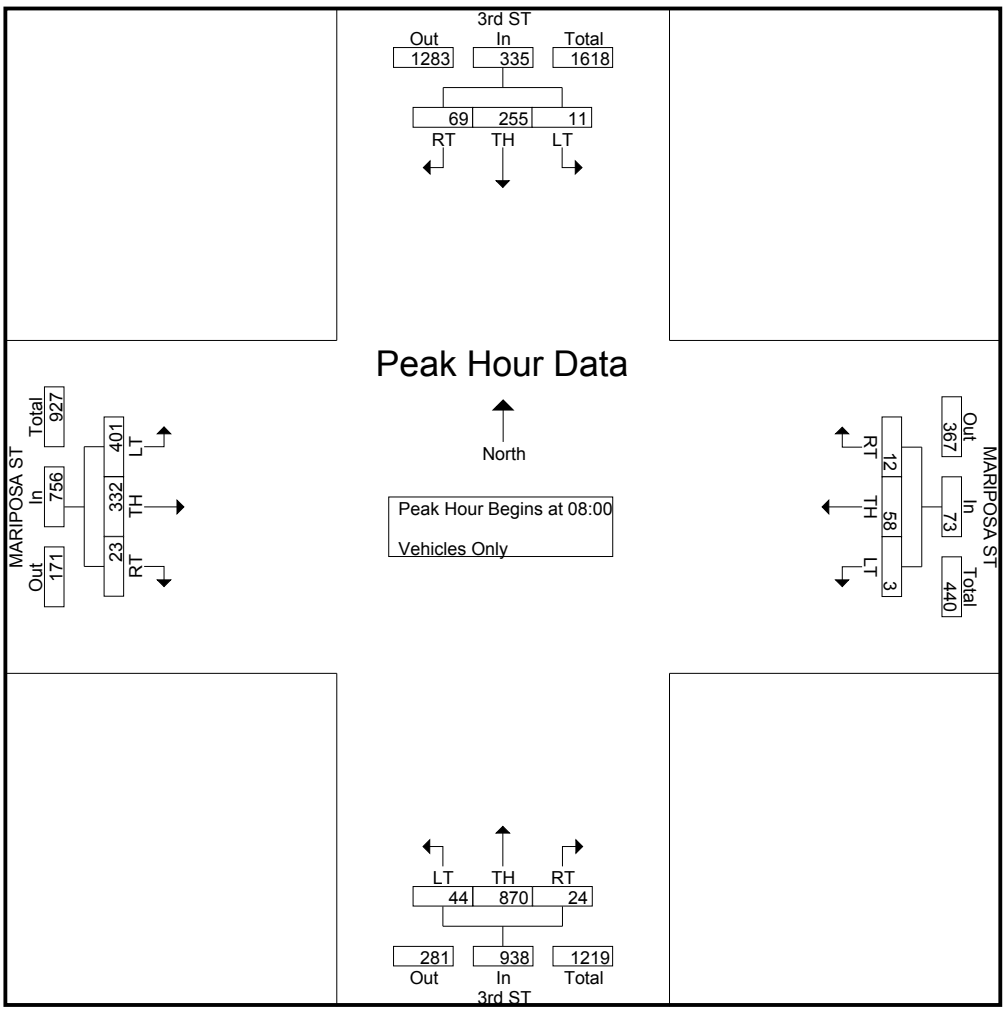
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 3-mariposa-a
Site Code : 16
Start Date : 5/8/2013
Page No : 1

Groups Printed- Vehicles Only

	3rd ST Southbound				MARIPOSA ST Westbound				3rd ST Northbound				MARIPOSA ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	6	41	1	48	4	8	0	12	0	80	3	83	7	30	56	93	236
07:15	19	40	1	60	1	8	1	10	2	110	4	116	5	40	70	115	301
07:30	17	47	1	65	1	13	1	15	3	153	3	159	2	68	99	169	408
07:45	10	54	1	65	1	11	1	13	2	179	15	196	1	81	111	193	467
Total	52	182	4	238	7	40	3	50	7	522	25	554	15	219	336	570	1412
08:00	15	53	3	71	3	15	2	20	4	203	10	217	6	90	100	196	504
08:15	17	70	3	90	3	14	0	17	8	226	13	247	8	71	105	184	538
08:30	21	60	1	82	5	8	0	13	7	218	10	235	5	77	105	187	517
08:45	16	72	4	92	1	21	1	23	5	223	11	239	4	94	91	189	543
Total	69	255	11	335	12	58	3	73	24	870	44	938	23	332	401	756	2102
Grand Total	121	437	15	573	19	98	6	123	31	1392	69	1492	38	551	737	1326	3514
Apprch %	21.1	76.3	2.6		15.4	79.7	4.9		2.1	93.3	4.6		2.9	41.6	55.6		
Total %	3.4	12.4	0.4	16.3	0.5	2.8	0.2	3.5	0.9	39.6	2	42.5	1.1	15.7	21	37.7	

	3rd ST Southbound				MARIPOSA ST Westbound				3rd ST Northbound				MARIPOSA ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	15	53	3	71	3	15	**2**	20	4	203	10	217	6	90	100	**196**	504
08:15	17	70	3	90	3	14	0	17	**8**	**226**	**13**	**247**	**8**	71	**105**	184	538
08:30	**21**	60	1	82	**5**	8	0	13	7	218	10	235	5	77	105	187	517
08:45	16	**72**	**4**	**92**	1	**21**	1	**23**	5	223	11	239	4	**94**	91	189	**543**
Total Volume	69	255	11	335	12	58	3	73	24	870	44	938	23	332	401	756	2102
% App. Total	20.6	76.1	3.3		16.4	79.5	4.1		2.6	92.8	4.7		3	43.9	53		
PHF	.821	.885	.688	.910	.600	.690	.375	.793	.750	.962	.846	.949	.719	.883	.955	.964	.968



MARKS TRAFFIC DATA

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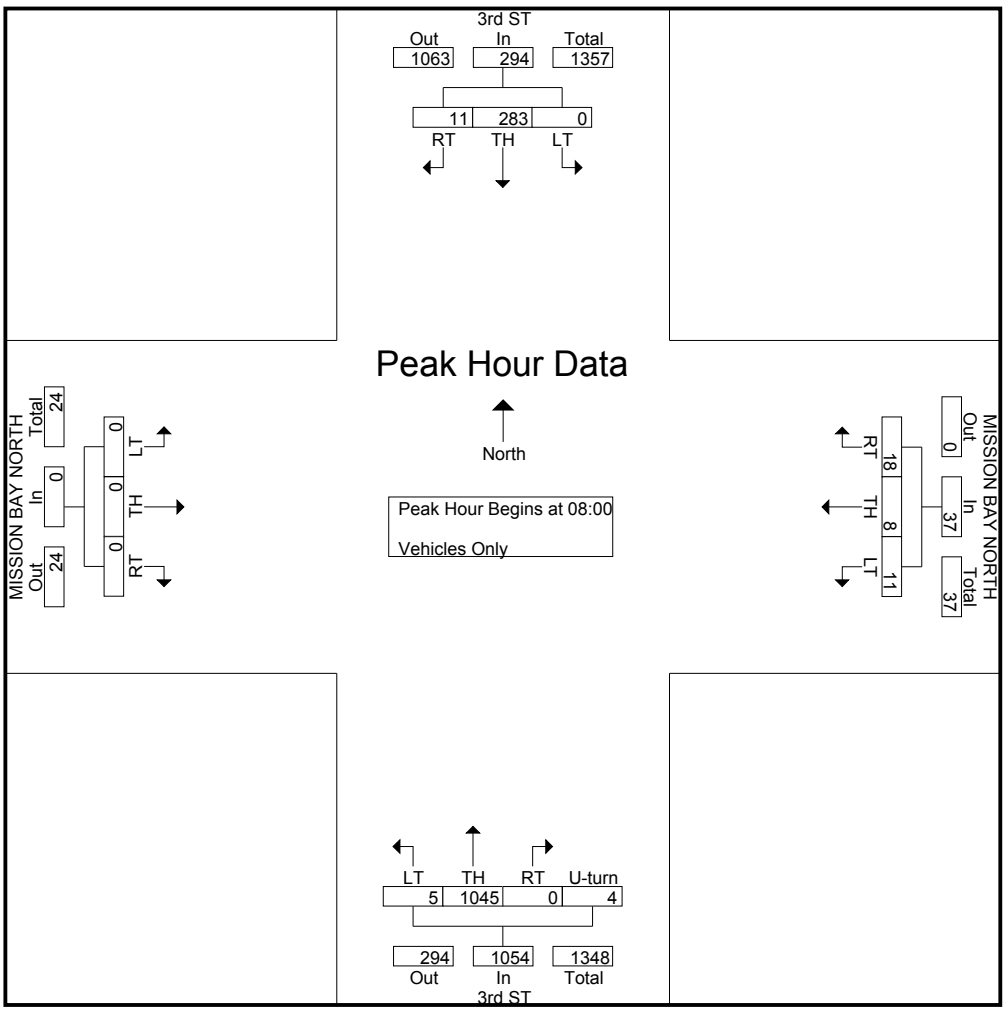
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 3-mission north-a
Site Code : 8
Start Date : 5/8/2013
Page No : 1

Groups Printed- Vehicles Only

	3rd ST Southbound				MISSION BAY NORTH Westbound				3rd ST Northbound					MISSION BAY NORTH Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	1	43	0	44	1	0	4	5	0	93	1	0	94	0	0	0	0	143
07:15	2	42	0	44	8	1	5	14	0	120	0	1	121	0	0	0	0	179
07:30	4	58	0	62	2	2	9	13	0	185	2	0	187	0	0	0	0	262
07:45	1	70	0	71	3	1	7	11	0	220	4	1	225	0	0	0	0	307
Total	8	213	0	221	14	4	25	43	0	618	7	2	627	0	0	0	0	891
08:00	2	72	0	74	4	4	4	12	0	261	0	1	262	0	0	0	0	348
08:15	1	63	0	64	7	0	5	12	0	230	0	1	231	0	0	0	0	307
08:30	3	76	0	79	6	3	0	9	0	279	5	0	284	0	0	0	0	372
08:45	5	72	0	77	1	1	2	4	0	275	0	2	277	0	0	0	0	358
Total	11	283	0	294	18	8	11	37	0	1045	5	4	1054	0	0	0	0	1385
Grand Total	19	496	0	515	32	12	36	80	0	1663	12	6	1681	0	0	0	0	2276
Apprch %	3.7	96.3	0		40	15	45		0	98.9	0.7	0.4		0	0	0		
Total %	0.8	21.8	0	22.6	1.4	0.5	1.6	3.5	0	73.1	0.5	0.3	73.9	0	0	0	0	

	3rd ST Southbound				MISSION BAY NORTH Westbound				3rd ST Northbound					MISSION BAY NORTH Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00																		
08:00	2	72	0	74	4	**4**	4	**12**	0	261	0	1	262	0	0	0	0	348
08:15	1	63	0	64	**7**	0	**5**	12	0	230	0	1	231	0	0	0	0	307
08:30	3	**76**	0	**79**	6	3	0	9	0	**279**	**5**	0	**284**	0	0	0	0	**372**
08:45	**5**	72	0	77	1	1	2	4	0	275	0	**2**	277	0	0	0	0	358
Total Volume	11	283	0	294	18	8	11	37	0	1045	5	4	1054	0	0	0	0	1385
% App. Total	3.7	96.3	0		48.6	21.6	29.7		0	99.1	0.5	0.4		0	0	0		
PHF	.550	.931	.000	.930	.643	.500	.550	.771	.000	.936	.250	.500	.928	.000	.000	.000	.000	.931



MARKS TRAFFIC DATA

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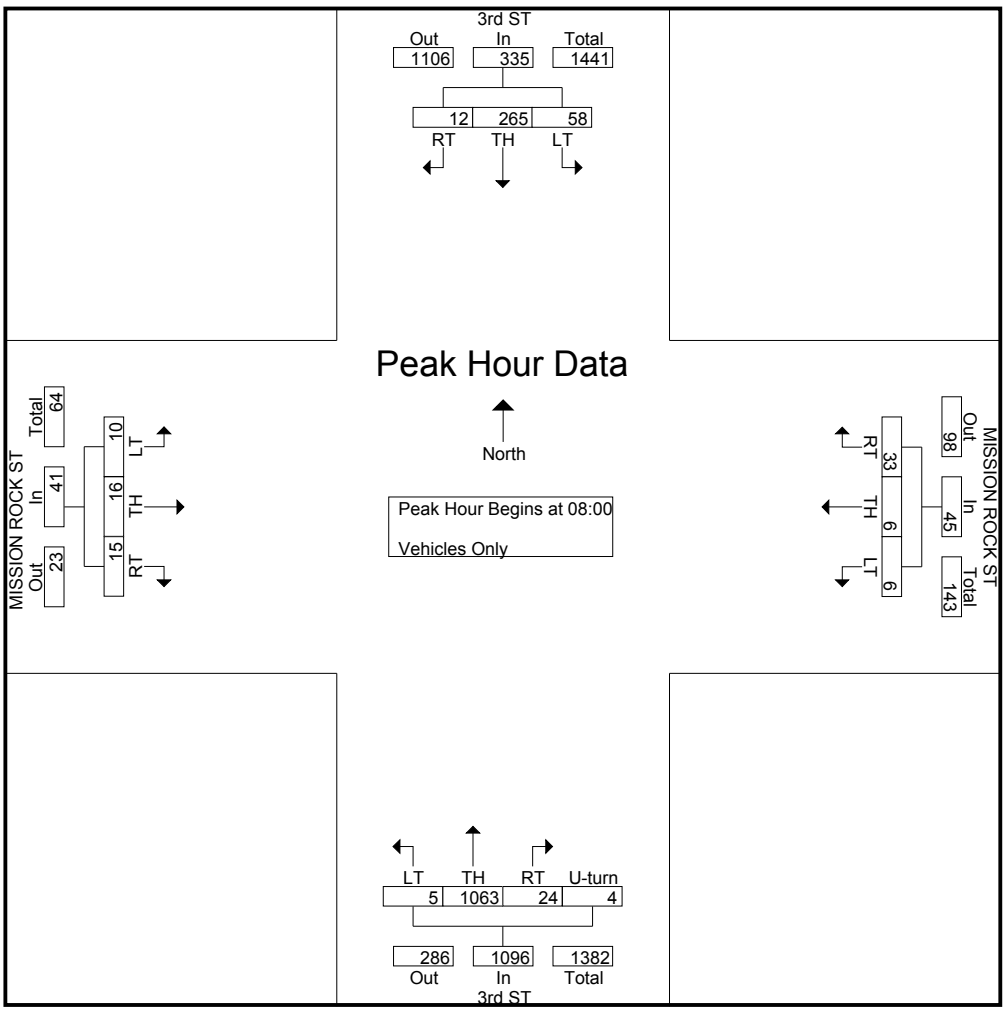
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 3-mission rock-a
Site Code : 5
Start Date : 5/8/2013
Page No : 1

Groups Printed- Vehicles Only

	3rd ST Southbound				MISSION ROCK ST Westbound				3rd ST Northbound					MISSION ROCK ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	2	41	10	53	3	0	1	4	8	77	8	2	95	2	0	3	5	157
07:15	1	37	6	44	2	1	0	3	2	116	1	0	119	3	1	2	6	172
07:30	6	59	8	73	1	1	2	4	6	169	1	0	176	6	5	1	12	265
07:45	2	63	16	81	11	2	0	13	5	202	2	0	209	4	1	6	11	314
Total	11	200	40	251	17	4	3	24	21	564	12	2	599	15	7	12	34	908
08:00	2	58	18	78	3	0	2	5	2	259	1	1	263	2	5	3	10	356
08:15	4	65	15	84	6	5	1	12	10	254	0	1	265	7	4	2	13	374
08:30	3	70	12	85	10	0	1	11	5	251	2	0	258	3	4	1	8	362
08:45	3	72	13	88	14	1	2	17	7	299	2	2	310	3	3	4	10	425
Total	12	265	58	335	33	6	6	45	24	1063	5	4	1096	15	16	10	41	1517
Grand Total	23	465	98	586	50	10	9	69	45	1627	17	6	1695	30	23	22	75	2425
Apprch %	3.9	79.4	16.7		72.5	14.5	13		2.7	96	1	0.4		40	30.7	29.3		
Total %	0.9	19.2	4	24.2	2.1	0.4	0.4	2.8	1.9	67.1	0.7	0.2	69.9	1.2	0.9	0.9	3.1	

	3rd ST Southbound				MISSION ROCK ST Westbound				3rd ST Northbound					MISSION ROCK ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00																		
08:00	2	58	**18**	78	3	0	**2**	5	2	259	1	1	263	2	**5**	3	10	356
08:15	**4**	65	15	84	6	**5**	1	12	**10**	254	0	1	265	**7**	4	2	**13**	374
08:30	3	70	12	85	10	0	1	11	5	251	**2**	0	258	3	4	1	8	362
08:45	3	**72**	13	**88**	**14**	1	2	**17**	7	**299**	2	**2**	**310**	3	3	**4**	10	**425**
Total Volume	12	265	58	335	33	6	6	45	24	1063	5	4	1096	15	16	10	41	1517
% App. Total	3.6	79.1	17.3		73.3	13.3	13.3		2.2	97	0.5	0.4		36.6	39	24.4		
PHF	.750	.920	.806	.952	.589	.300	.750	.662	.600	.889	.625	.500	.884	.536	.800	.625	.788	.892



MARKS TRAFFIC DATA

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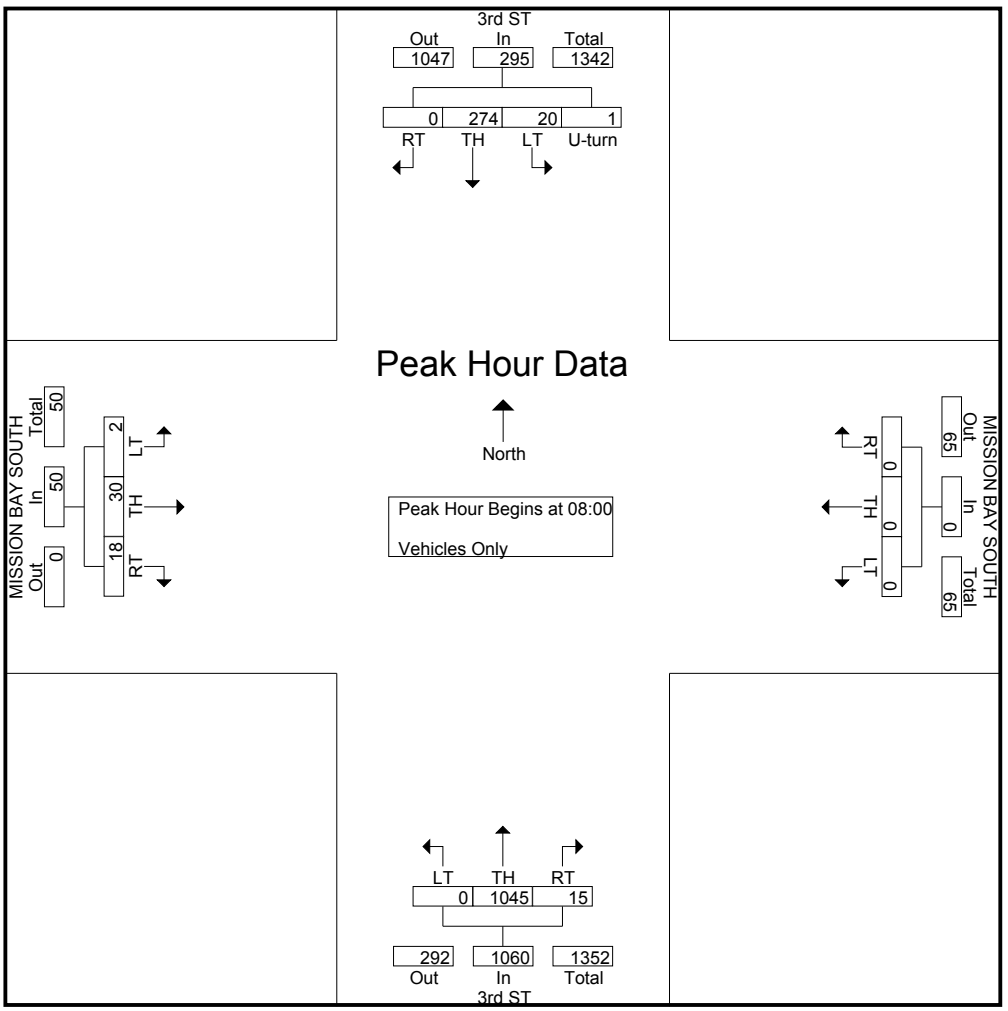
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 3-mission south-a
Site Code : 9
Start Date : 5/8/2013
Page No : 1

Groups Printed- Vehicles Only

	3rd ST Southbound					MISSION BAY SOUTH Westbound				3rd ST Northbound				MISSION BAY SOUTH Eastbound				
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	41	2	3	46	0	0	0	0	1	93	0	94	2	4	0	6	146
07:15	0	44	1	3	48	0	0	0	0	2	113	0	115	4	2	4	10	173
07:30	0	63	3	2	68	0	0	0	0	6	184	0	190	3	4	0	7	265
07:45	0	77	2	1	80	0	0	0	0	7	221	0	228	2	3	2	7	315
Total	0	225	8	9	242	0	0	0	0	16	611	0	627	11	13	6	30	899
08:00	0	71	4	0	75	0	0	0	0	3	262	0	265	5	9	0	14	354
08:15	0	65	5	0	70	0	0	0	0	5	230	0	235	4	6	0	10	315
08:30	0	70	6	0	76	0	0	0	0	3	276	0	279	5	6	1	12	367
08:45	0	68	5	1	74	0	0	0	0	4	277	0	281	4	9	1	14	369
Total	0	274	20	1	295	0	0	0	0	15	1045	0	1060	18	30	2	50	1405
Grand Total	0	499	28	10	537	0	0	0	0	31	1656	0	1687	29	43	8	80	2304
Apprch %	0	92.9	5.2	1.9		0	0	0		1.8	98.2	0		36.2	53.8	10		
Total %	0	21.7	1.2	0.4	23.3	0	0	0	0	1.3	71.9	0	73.2	1.3	1.9	0.3	3.5	

	3rd ST Southbound					MISSION BAY SOUTH Westbound				3rd ST Northbound				MISSION BAY SOUTH Eastbound				
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00																		
08:00	0	**71**	4	0	75	0	0	0	0	3	262	0	265	**5**	**9**	0	**14**	354
08:15	0	65	5	0	70	0	0	0	0	**5**	230	0	235	4	6	0	10	315
08:30	0	70	**6**	0	**76**	0	0	0	0	3	276	0	279	5	6	**1**	12	367
08:45	0	68	5	**1**	74	0	0	0	0	4	**277**	0	**281**	4	9	1	14	**369**
Total Volume	0	274	20	1	295	0	0	0	0	15	1045	0	1060	18	30	2	50	1405
% App. Total	0	92.9	6.8	0.3		0	0	0		1.4	98.6	0		36	60	4		
PHF	.000	.965	.833	.250	.970	.000	.000	.000	.000	.750	.943	.000	.943	.900	.833	.500	.893	.952



MARKS TRAFFIC DATA

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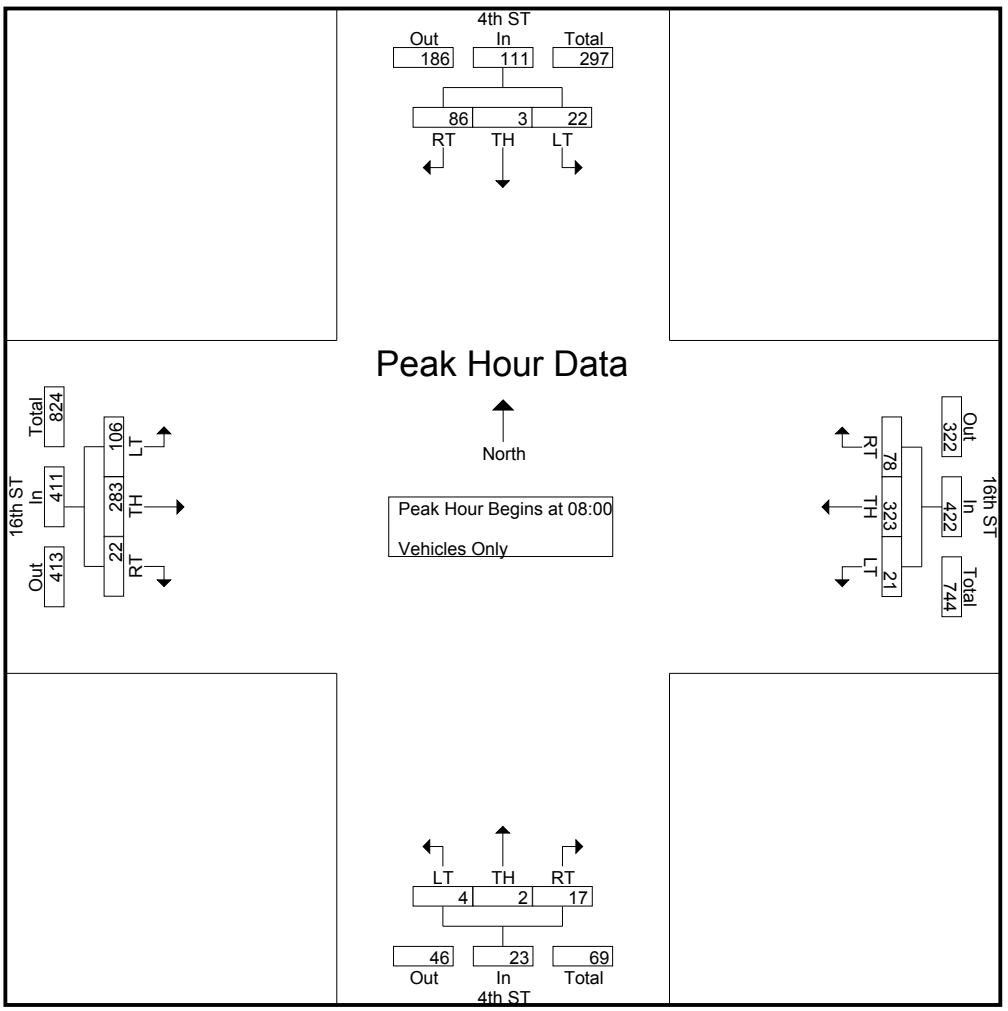
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 4-16-a
Site Code : 11
Start Date : 5/9/2013
Page No : 1

Groups Printed- Vehicles Only

	4th ST Southbound				16th ST Westbound				4th ST Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	7	5	13	25	18	43	16	77	5	0	0	5	15	20	17	52	159
07:15	13	6	9	28	21	41	20	82	2	0	2	4	20	42	17	79	193
07:30	17	2	8	27	21	87	23	131	2	1	2	5	29	50	11	90	253
07:45	8	7	7	22	18	73	19	110	3	1	2	6	13	60	19	92	230
Total	45	20	37	102	78	244	78	400	12	2	6	20	77	172	64	313	835
08:00	26	2	5	33	22	68	7	97	3	0	1	4	10	58	22	90	224
08:15	21	0	6	27	18	87	3	108	6	1	0	7	4	63	29	96	238
08:30	23	1	5	29	15	85	7	107	6	0	3	9	2	77	30	109	254
08:45	16	0	6	22	23	83	4	110	2	1	0	3	6	85	25	116	251
Total	86	3	22	111	78	323	21	422	17	2	4	23	22	283	106	411	967
Grand Total	131	23	59	213	156	567	99	822	29	4	10	43	99	455	170	724	1802
Apprch %	61.5	10.8	27.7		19	69	12		67.4	9.3	23.3		13.7	62.8	23.5		
Total %	7.3	1.3	3.3	11.8	8.7	31.5	5.5	45.6	1.6	0.2	0.6	2.4	5.5	25.2	9.4	40.2	

	4th ST Southbound				16th ST Westbound				4th ST Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	**26**	**2**	5	**33**	22	68	**7**	97	3	0	1	4	**10**	58	22	90	224
08:15	21	0	**6**	27	18	**87**	3	108	**6**	**1**	0	7	4	63	29	96	238
08:30	23	1	5	29	15	85	7	107	6	0	**3**	**9**	2	77	**30**	109	**254**
08:45	16	0	6	22	**23**	83	4	**110**	2	1	0	3	6	**85**	25	**116**	251
Total Volume	86	3	22	111	78	323	21	422	17	2	4	23	22	283	106	411	967
% App. Total	77.5	2.7	19.8		18.5	76.5	5		73.9	8.7	17.4		5.4	68.9	25.8		
PHF	.827	.375	.917	.841	.848	.928	.750	.959	.708	.500	.333	.639	.550	.832	.883	.886	.952



MARKS TRAFFIC DATA

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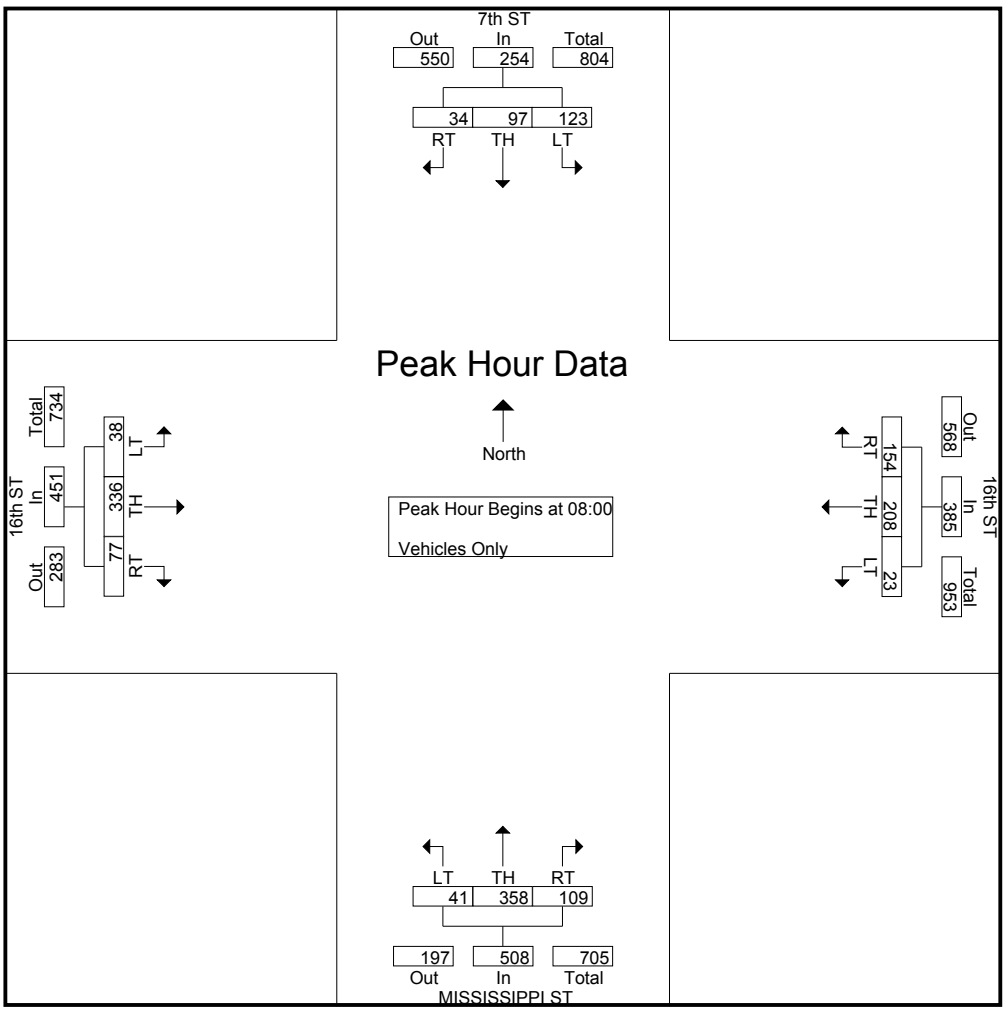
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 7-16-a
Site Code : 13
Start Date : 5/9/2013
Page No : 1

Groups Printed- Vehicles Only

	7th ST Southbound				16th ST Westbound				MISSISSIPPI ST Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	1	10	9	20	11	41	7	59	18	44	12	74	22	40	0	62	215
07:15	3	21	26	50	24	21	0	45	14	71	19	104	12	55	3	70	269
07:30	4	13	20	37	41	40	8	89	20	83	16	119	26	74	1	101	346
07:45	2	30	31	63	28	40	5	73	25	89	9	123	20	66	4	90	349
Total	10	74	86	170	104	142	20	266	77	287	56	420	80	235	8	323	1179
08:00	12	25	25	62	40	57	2	99	27	83	11	121	23	74	6	103	385
08:15	5	23	31	59	35	57	5	97	23	89	5	117	16	95	10	121	394
08:30	9	29	28	66	35	50	5	90	23	95	15	133	21	83	10	114	403
08:45	8	20	39	67	44	44	11	99	36	91	10	137	17	84	12	113	416
Total	34	97	123	254	154	208	23	385	109	358	41	508	77	336	38	451	1598
Grand Total	44	171	209	424	258	350	43	651	186	645	97	928	157	571	46	774	2777
Apprch %	10.4	40.3	49.3		39.6	53.8	6.6		20	69.5	10.5		20.3	73.8	5.9		
Total %	1.6	6.2	7.5	15.3	9.3	12.6	1.5	23.4	6.7	23.2	3.5	33.4	5.7	20.6	1.7	27.9	

	7th ST Southbound				16th ST Westbound				MISSISSIPPI ST Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	**12**	25	25	62	40	**57**	2	**99**	27	83	11	121	**23**	74	6	103	385
08:15	5	23	31	59	35	57	5	97	23	89	5	117	16	**95**	10	**121**	394
08:30	9	**29**	28	66	35	50	5	90	23	**95**	**15**	133	21	83	10	114	403
08:45	8	20	**39**	**67**	**44**	44	**11**	99	**36**	91	10	**137**	17	84	**12**	113	**416**
Total Volume	34	97	123	254	154	208	23	385	109	358	41	508	77	336	38	451	1598
% App. Total	13.4	38.2	48.4		40	54	6		21.5	70.5	8.1		17.1	74.5	8.4		
PHF	.708	.836	.788	.948	.875	.912	.523	.972	.757	.942	.683	.927	.837	.884	.792	.932	.960



MARKS TRAFFIC DATA

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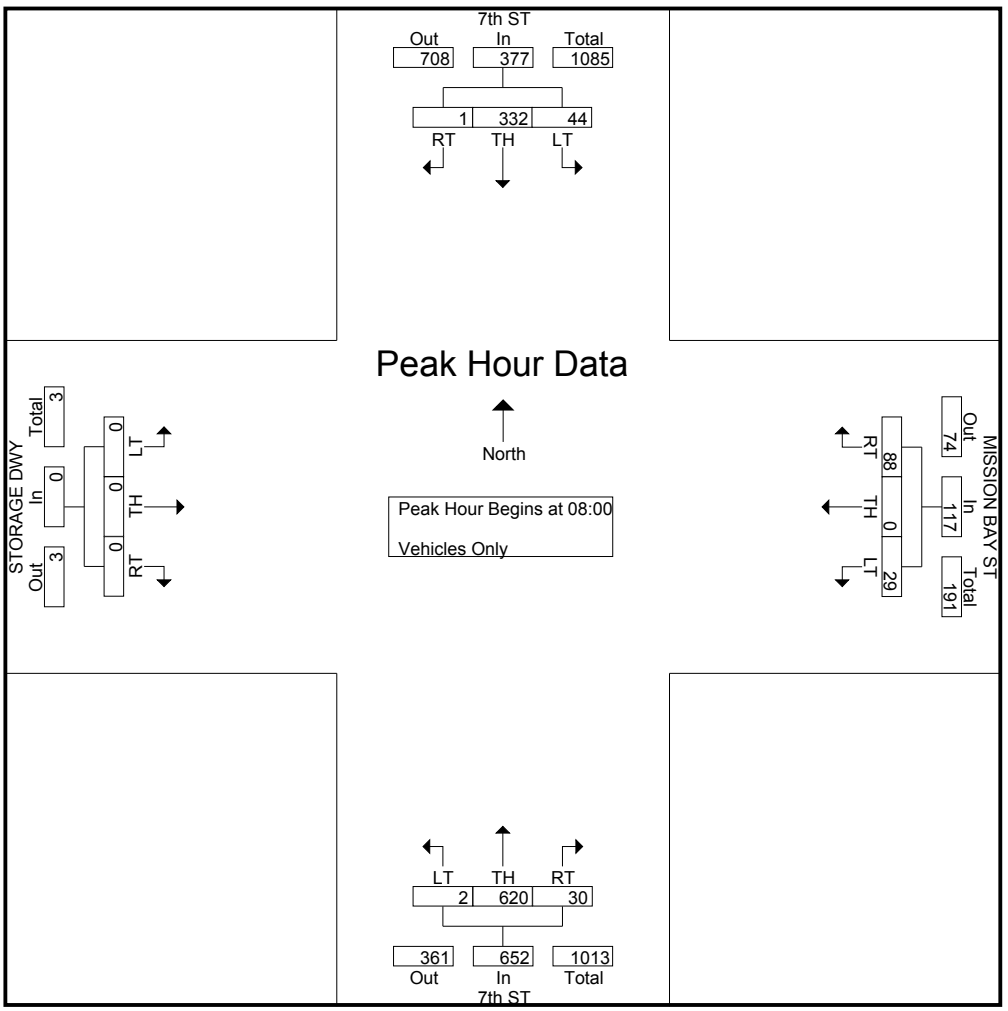
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 7-mission bay-a
Site Code : 7
Start Date : 5/9/2013
Page No : 1

Groups Printed- Vehicles Only

	7th ST Southbound				MISSION BAY ST Westbound				7th ST Northbound				STORAGE DWY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	40	4	44	18	0	2	20	4	52	2	58	0	0	0	0	122
07:15	0	68	8	76	12	0	6	18	1	108	1	110	0	0	0	0	204
07:30	5	62	3	70	12	0	4	16	3	134	0	137	0	0	0	0	223
07:45	2	75	6	83	20	0	4	24	2	158	2	162	0	0	0	0	269
Total	7	245	21	273	62	0	16	78	10	452	5	467	0	0	0	0	818
08:00	0	90	11	101	22	0	3	25	4	153	0	157	0	0	0	0	283
08:15	0	78	10	88	28	0	6	34	7	150	1	158	0	0	0	0	280
08:30	1	88	12	101	19	0	12	31	7	159	1	167	0	0	0	0	299
08:45	0	76	11	87	19	0	8	27	12	158	0	170	0	0	0	0	284
Total	1	332	44	377	88	0	29	117	30	620	2	652	0	0	0	0	1146
Grand Total	8	577	65	650	150	0	45	195	40	1072	7	1119	0	0	0	0	1964
Apprch %	1.2	88.8	10		76.9	0	23.1		3.6	95.8	0.6		0	0	0		
Total %	0.4	29.4	3.3	33.1	7.6	0	2.3	9.9	2	54.6	0.4	57	0	0	0	0	

	7th ST Southbound				MISSION BAY ST Westbound				7th ST Northbound				STORAGE DWY Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	**90**	11	**101**	22	0	3	25	4	153	0	157	0	0	0	0	283
08:15	0	78	10	88	**28**	0	6	**34**	7	150	**1**	158	0	0	0	0	280
08:30	**1**	88	**12**	101	19	0	**12**	31	7	**159**	1	167	0	0	0	0	**299**
08:45	0	76	11	87	19	0	8	27	**12**	158	0	**170**	0	0	0	0	284
Total Volume	1	332	44	377	88	0	29	117	30	620	2	652	0	0	0	0	1146
% App. Total	0.3	88.1	11.7		75.2	0	24.8		4.6	95.1	0.3		0	0	0		
PHF	.250	.922	.917	.933	.786	.000	.604	.860	.625	.975	.500	.959	.000	.000	.000	.000	.958



MARKS TRAFFIC DATA
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CITY OF SAN FRANCISCO

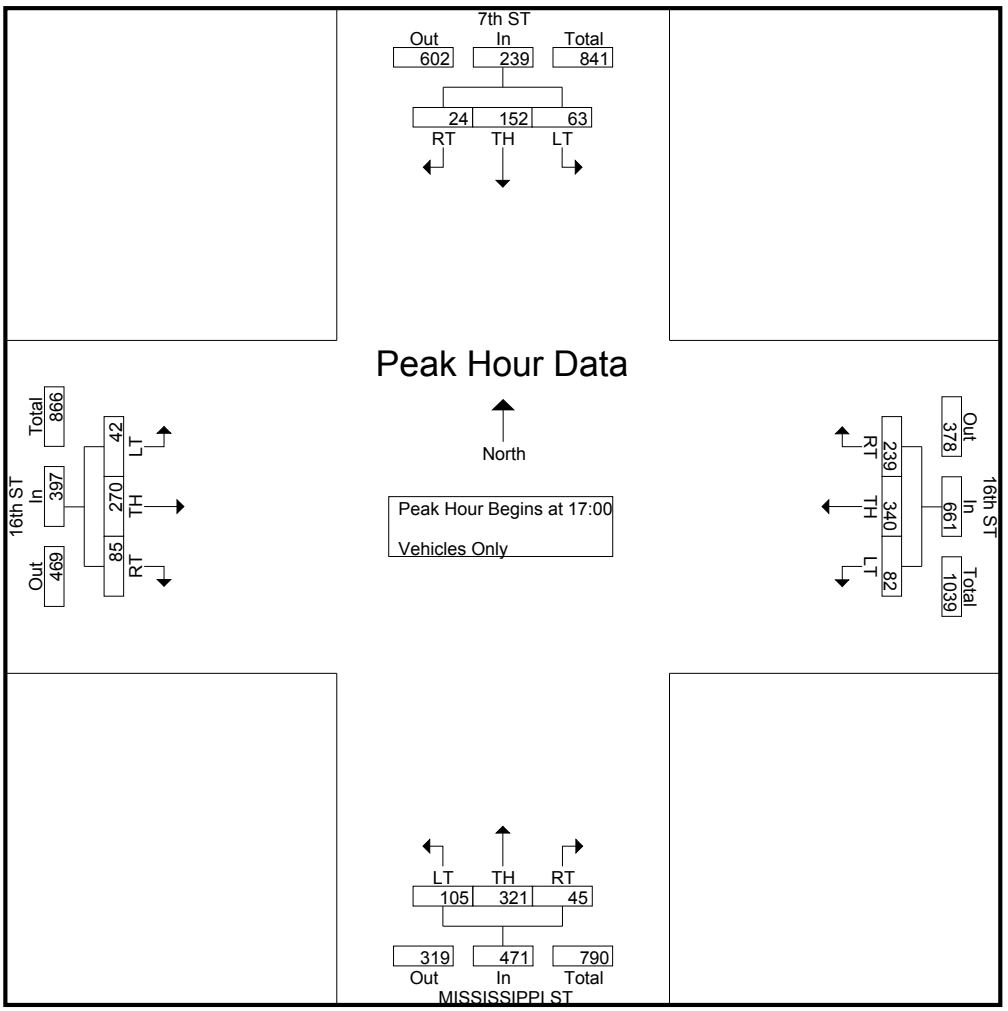
File Name : 7th-16-p
Site Code : 28
Start Date : 11/9/2011
Page No : 1

fp

Groups Printed- Vehicles Only

	7th ST Southbound				16th ST Westbound				MISSISSIPPI ST Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	3	25	18	46	38	49	11	98	14	62	18	94	15	52	6	73	311
16:15	7	31	25	63	42	56	15	113	18	73	19	110	18	61	8	87	373
16:30	5	38	22	65	48	62	13	123	12	77	16	105	24	53	8	85	378
16:45	8	33	16	57	53	71	16	140	12	81	21	114	21	59	13	93	404
Total	23	127	81	231	181	238	55	474	56	293	74	423	78	225	35	338	1466
17:00	6	36	18	60	58	78	19	155	10	86	22	118	28	70	10	108	441
17:15	7	42	15	64	66	86	20	172	15	72	24	111	23	72	11	106	453
17:30	5	43	19	67	61	84	25	170	11	78	30	119	16	63	9	88	444
17:45	6	31	11	48	54	92	18	164	9	85	29	123	18	65	12	95	430
Total	24	152	63	239	239	340	82	661	45	321	105	471	85	270	42	397	1768
Grand Total	47	279	144	470	420	578	137	1135	101	614	179	894	163	495	77	735	3234
Apprch %	10	59.4	30.6		37	50.9	12.1		11.3	68.7	20		22.2	67.3	10.5		
Total %	1.5	8.6	4.5	14.5	13	17.9	4.2	35.1	3.1	19	5.5	27.6	5	15.3	2.4	22.7	

	7th ST Southbound				16th ST Westbound				MISSISSIPPI ST Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	6	36	18	60	58	78	19	155	10	**86**	22	118	**28**	70	10	**108**	441
17:15	**7**	42	15	64	**66**	86	20	**172**	**15**	72	24	111	23	**72**	11	106	**453**
17:30	5	**43**	**19**	**67**	61	84	**25**	170	11	78	**30**	119	16	63	9	88	444
17:45	6	31	11	48	54	**92**	18	164	9	85	29	**123**	18	65	**12**	95	430
Total Volume	24	152	63	239	239	340	82	661	45	321	105	471	85	270	42	397	1768
% App. Total	10	63.6	26.4		36.2	51.4	12.4		9.6	68.2	22.3		21.4	68	10.6		
PHF	.857	.884	.829	.892	.905	.924	.820	.961	.750	.933	.875	.957	.759	.938	.875	.919	.976



MARKS TRAFFIC DATA

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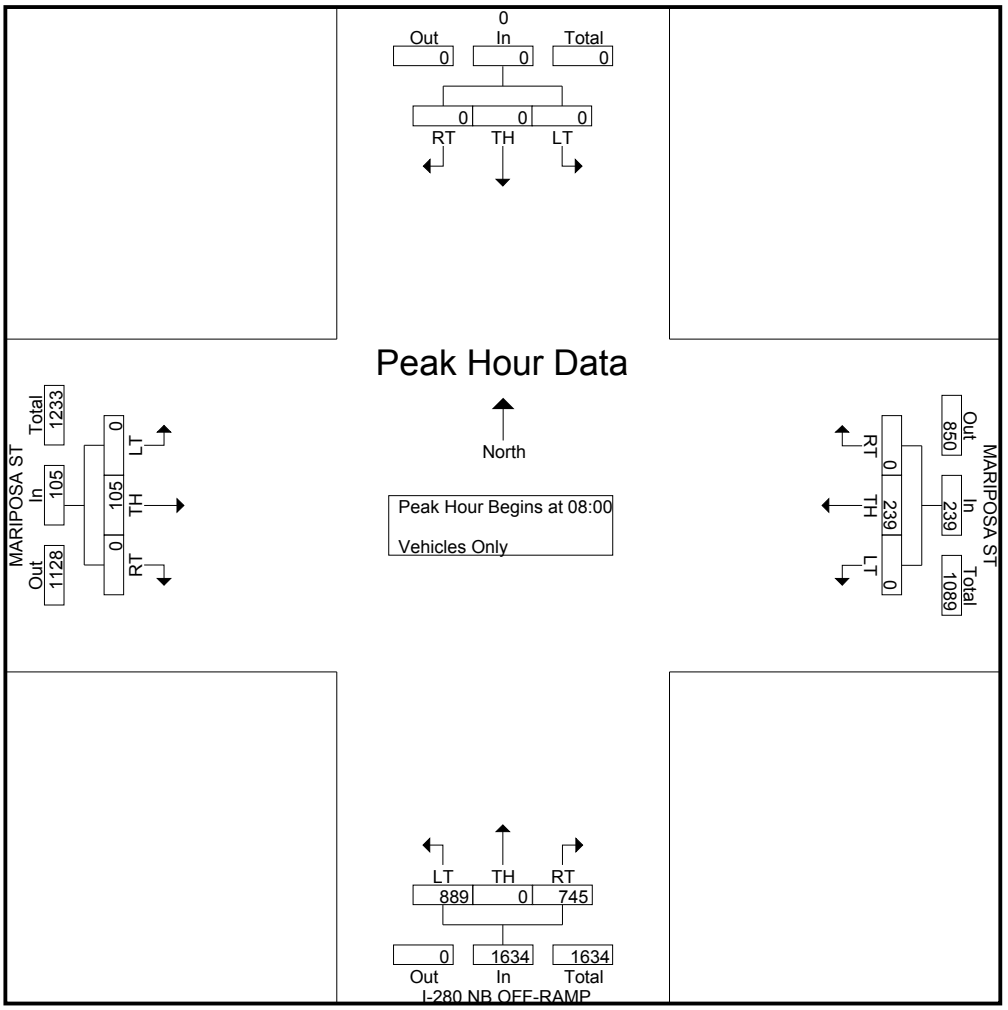
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 280nb-mariposa-a
Site Code : 18
Start Date : 5/9/2013
Page No : 1

Groups Printed- Vehicles Only

	0 Southbound				MARIPOSA ST Westbound				I-280 NB OFF-RAMP Northbound				MARIPOSA ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	0	0	0	0	48	0	48	78	0	111	189	0	22	0	22	259
07:15	0	0	0	0	0	38	0	38	143	0	166	309	0	14	0	14	361
07:30	0	0	0	0	0	56	0	56	149	0	208	357	0	20	0	20	433
07:45	0	0	0	0	0	42	0	42	184	0	228	412	0	38	0	38	492
Total	0	0	0	0	0	184	0	184	554	0	713	1267	0	94	0	94	1545
08:00	0	0	0	0	0	43	0	43	190	0	220	410	0	21	0	21	474
08:15	0	0	0	0	0	65	0	65	175	0	218	393	0	27	0	27	485
08:30	0	0	0	0	0	67	0	67	192	0	220	412	0	34	0	34	513
08:45	0	0	0	0	0	64	0	64	188	0	231	419	0	23	0	23	506
Total	0	0	0	0	0	239	0	239	745	0	889	1634	0	105	0	105	1978
Grand Total	0	0	0	0	0	423	0	423	1299	0	1602	2901	0	199	0	199	3523
Apprch %	0	0	0		0	100	0		44.8	0	55.2		0	100	0		
Total %	0	0	0	0	0	12	0	12	36.9	0	45.5	82.3	0	5.6	0	5.6	

	0 Southbound				MARIPOSA ST Westbound				I-280 NB OFF-RAMP Northbound				MARIPOSA ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	0	0	0	43	0	43	190	0	220	410	0	21	0	21	474
08:15	0	0	0	0	0	65	0	65	175	0	218	393	0	27	0	27	485
08:30	0	0	0	0	0	**67**	0	**67**	**192**	0	220	412	0	**34**	0	**34**	**513**
08:45	0	0	0	0	0	64	0	64	188	0	**231**	**419**	0	23	0	23	506
Total Volume	0	0	0	0	0	239	0	239	745	0	889	1634	0	105	0	105	1978
% App. Total	0	0	0		0	100	0		45.6	0	54.4		0	100	0		
PHF	.000	.000	.000	.000	.000	.892	.000	.892	.970	.000	.962	.975	.000	.772	.000	.772	.964



MARKS TRAFFIC DATA

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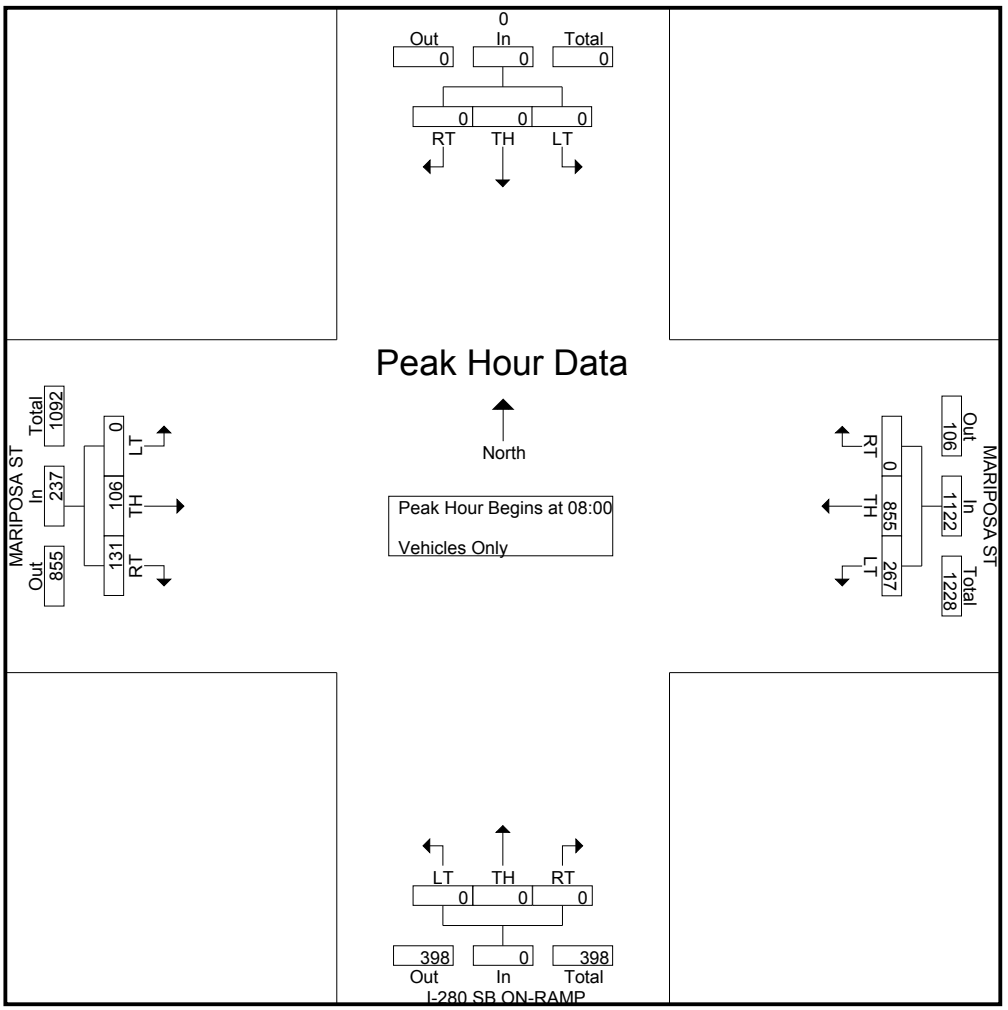
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : 280sb-mariposa-a
Site Code : 19
Start Date : 5/9/2013
Page No : 1

Groups Printed- Vehicles Only

	0 Southbound				MARIPOSA ST Westbound				I-280 SB ON-RAMP Northbound				MARIPOSA ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	0	0	0	0	107	51	158	0	0	0	0	19	21	0	40	198
07:15	0	0	0	0	0	152	51	203	0	0	0	0	31	15	0	46	249
07:30	0	0	0	0	0	205	61	266	0	0	0	0	37	20	0	57	323
07:45	0	0	0	0	0	214	55	269	0	0	0	0	25	39	0	64	333
Total	0	0	0	0	0	678	218	896	0	0	0	0	112	95	0	207	1103
08:00	0	0	0	0	0	200	63	263	0	0	0	0	30	22	0	52	315
08:15	0	0	0	0	0	203	79	282	0	0	0	0	33	29	0	62	344
08:30	0	0	0	0	0	224	62	286	0	0	0	0	35	34	0	69	355
08:45	0	0	0	0	0	228	63	291	0	0	0	0	33	21	0	54	345
Total	0	0	0	0	0	855	267	1122	0	0	0	0	131	106	0	237	1359
Grand Total	0	0	0	0	0	1533	485	2018	0	0	0	0	243	201	0	444	2462
Apprch %	0	0	0		0	76	24		0	0	0		54.7	45.3	0		
Total %	0	0	0	0	0	62.3	19.7	82	0	0	0	0	9.9	8.2	0	18	

	0 Southbound				MARIPOSA ST Westbound				I-280 SB ON-RAMP Northbound				MARIPOSA ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	0	0	0	200	63	263	0	0	0	0	30	22	0	52	315
08:15	0	0	0	0	0	203	**79**	282	0	0	0	0	33	29	0	62	344
08:30	0	0	0	0	0	224	62	286	0	0	0	0	**35**	**34**	0	**69**	**355**
08:45	0	0	0	0	0	**228**	63	**291**	0	0	0	0	33	21	0	54	345
Total Volume	0	0	0	0	0	855	267	1122	0	0	0	0	131	106	0	237	1359
% App. Total	0	0	0		0	76.2	23.8		0	0	0		55.3	44.7	0		
PHF	.000	.000	.000	.000	.000	.938	.845	.964	.000	.000	.000	.000	.936	.779	.000	.859	.957



MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

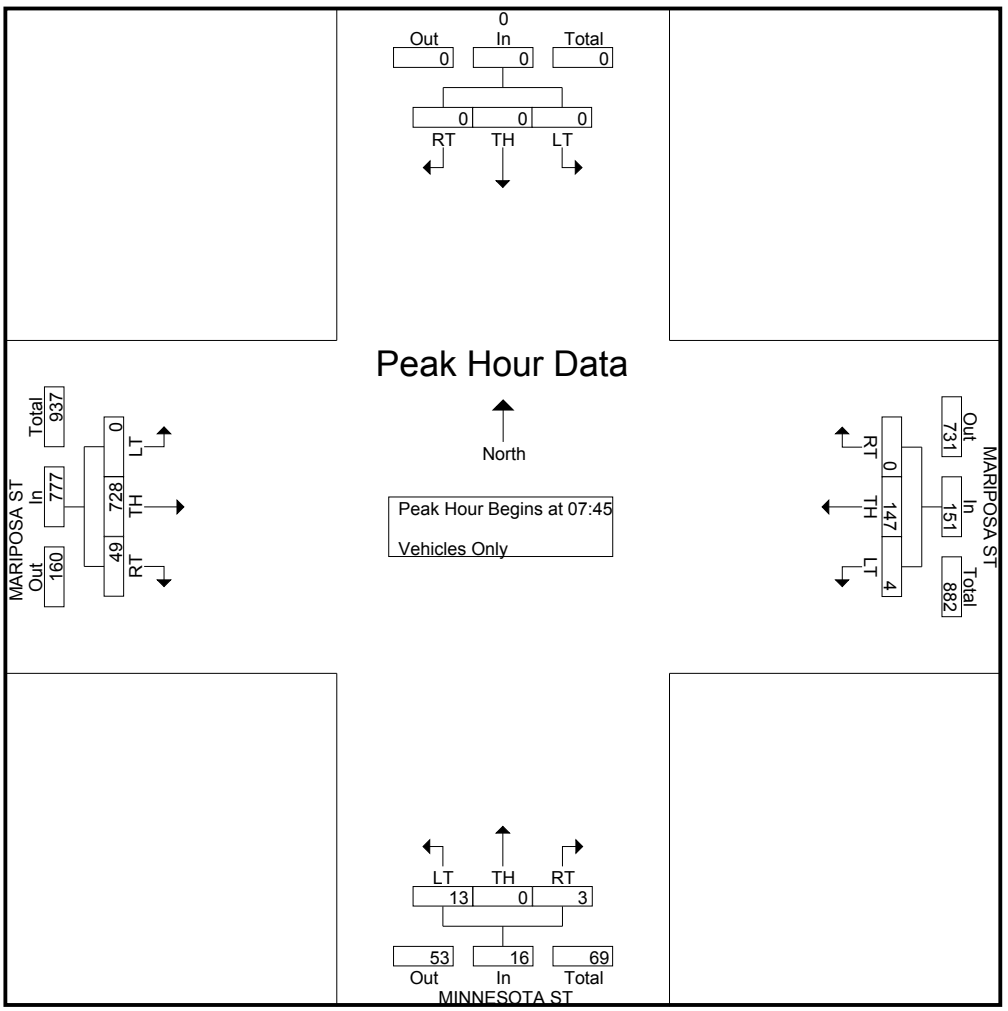
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : minnesota-mariposa-a
Site Code : 17
Start Date : 5/7/2013
Page No : 1

Groups Printed- Vehicles Only

	0 Southbound				MARIPOSA ST Westbound				MINNESOTA ST Northbound				MARIPOSA ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	0	0	0	0	34	1	35	1	0	2	3	4	74	0	78	116
07:15	0	0	0	0	0	25	0	25	1	0	5	6	5	134	0	139	170
07:30	0	0	0	0	0	33	3	36	2	0	3	5	8	152	0	160	201
07:45	0	0	0	0	0	32	0	32	0	0	6	6	7	194	0	201	239
Total	0	0	0	0	0	124	4	128	4	0	16	20	24	554	0	578	726
08:00	0	0	0	0	0	41	0	41	2	0	1	3	14	186	0	200	244
08:15	0	0	0	0	0	35	2	37	1	0	2	3	11	154	0	165	205
08:30	0	0	0	0	0	39	2	41	0	0	4	4	17	194	0	211	256
08:45	0	0	0	0	0	41	2	43	0	0	7	7	9	177	0	186	236
Total	0	0	0	0	0	156	6	162	3	0	14	17	51	711	0	762	941
Grand Total	0	0	0	0	0	280	10	290	7	0	30	37	75	1265	0	1340	1667
Apprch %	0	0	0		0	96.6	3.4		18.9	0	81.1		5.6	94.4	0		
Total %	0	0	0	0	0	16.8	0.6	17.4	0.4	0	1.8	2.2	4.5	75.9	0	80.4	

	0 Southbound				MARIPOSA ST Westbound				MINNESOTA ST Northbound				MARIPOSA ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	0	0	0	32	0	32	0	0	**6**	**6**	7	**194**	0	201	239
08:00	0	0	0	0	0	**41**	0	**41**	**2**	0	1	3	14	186	0	200	244
08:15	0	0	0	0	0	35	**2**	37	1	0	2	3	11	154	0	165	205
08:30	0	0	0	0	0	39	2	41	0	0	4	4	**17**	194	0	**211**	**256**
Total Volume	0	0	0	0	0	147	4	151	3	0	13	16	49	728	0	777	944
% App. Total	0	0	0		0	97.4	2.6		18.8	0	81.2		6.3	93.7	0		
PHF	.000	.000	.000	.000	.000	.896	.500	.921	.375	.000	.542	.667	.721	.938	.000	.921	.922



MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

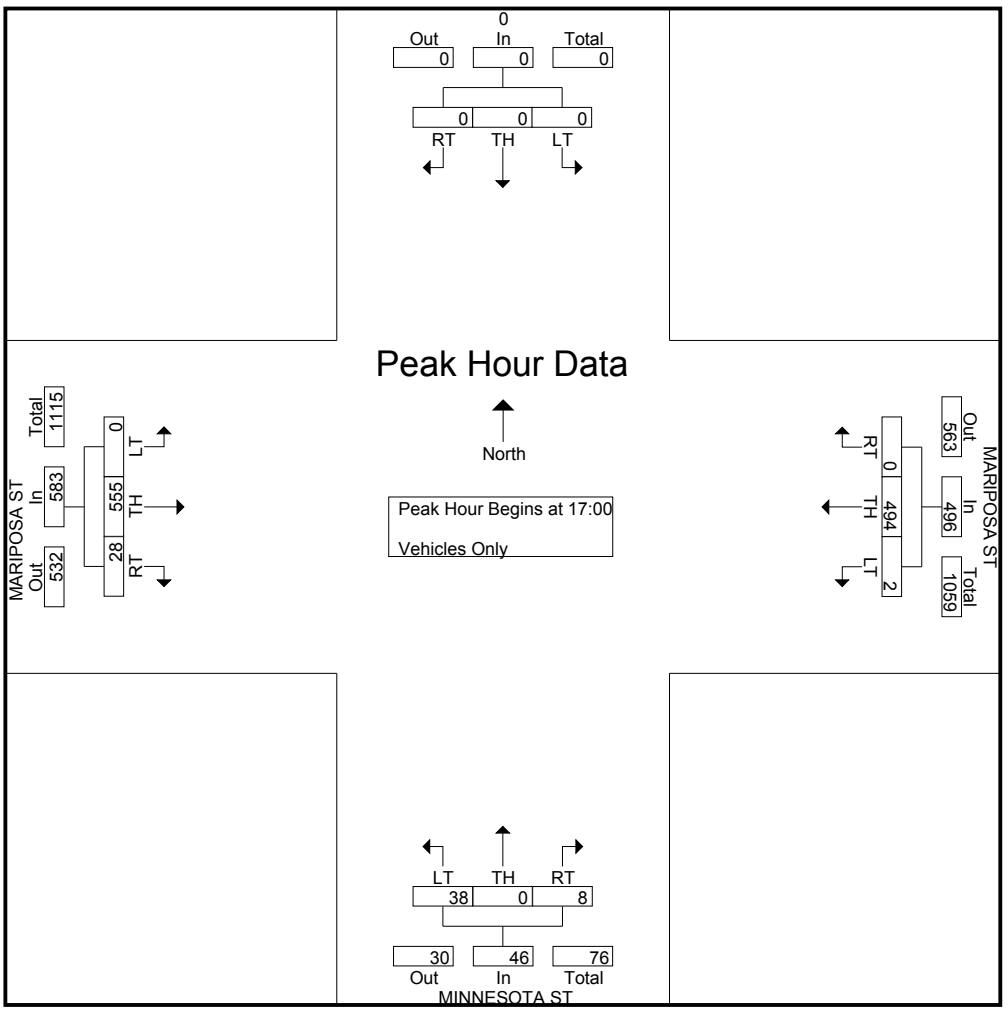
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : minnesota-mariposa-p
Site Code : 17
Start Date : 5/7/2013
Page No : 1

Groups Printed- Vehicles Only

	0 Southbound				MARIPOSA ST Westbound				MINNESOTA ST Northbound				MARIPOSA ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	0	0	0	0	121	1	122	1	0	4	5	10	88	0	98	225
16:15	0	0	0	0	0	91	0	91	1	0	12	13	5	88	0	93	197
16:30	0	0	0	0	0	109	0	109	0	0	8	8	7	79	0	86	203
16:45	0	0	0	0	0	120	0	120	2	0	15	17	7	113	0	120	257
Total	0	0	0	0	0	441	1	442	4	0	39	43	29	368	0	397	882
17:00	0	0	0	0	0	150	0	150	1	0	13	14	5	117	0	122	286
17:15	0	0	0	0	0	112	1	113	4	0	10	14	6	106	0	112	239
17:30	0	0	0	0	0	121	1	122	2	0	8	10	4	157	0	161	293
17:45	0	0	0	0	0	111	0	111	1	0	7	8	13	175	0	188	307
Total	0	0	0	0	0	494	2	496	8	0	38	46	28	555	0	583	1125
Grand Total	0	0	0	0	0	935	3	938	12	0	77	89	57	923	0	980	2007
Apprch %	0	0	0		0	99.7	0.3		13.5	0	86.5		5.8	94.2	0		
Total %	0	0	0	0	0	46.6	0.1	46.7	0.6	0	3.8	4.4	2.8	46	0	48.8	

	0 Southbound				MARIPOSA ST Westbound				MINNESOTA ST Northbound				MARIPOSA ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	**150**	0	**150**	1	0	**13**	**14**	5	117	0	122	286
17:15	0	0	0	0	0	112	**1**	113	**4**	0	10	14	6	106	0	112	239
17:30	0	0	0	0	0	121	1	122	2	0	8	10	4	157	0	161	293
17:45	0	0	0	0	0	111	0	111	1	0	7	8	**13**	**175**	0	**188**	**307**
Total Volume	0	0	0	0	0	494	2	496	8	0	38	46	28	555	0	583	1125
% App. Total	0	0	0		0	99.6	0.4		17.4	0	82.6		4.8	95.2	0		
PHF	.000	.000	.000	.000	.000	.823	.500	.827	.500	.000	.731	.821	.538	.793	.000	.775	.916



MARKS TRAFFIC DATA

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916.806.0250

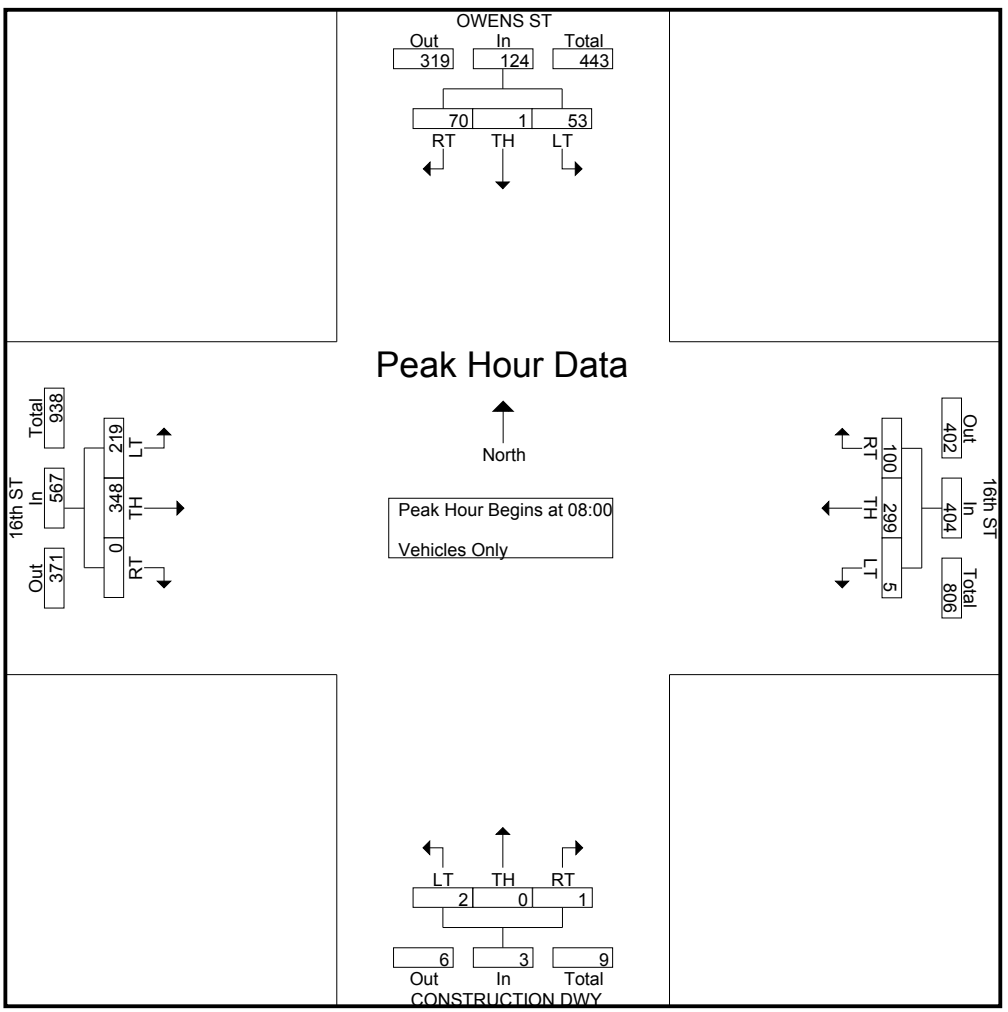
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : owens-16-a
Site Code : 12
Start Date : 5/9/2013
Page No : 1

Groups Printed- Vehicles Only

	OWENS ST Southbound				16th ST Westbound				CONSTRUCTION DWY Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	25	1	9	35	14	42	1	57	0	0	0	0	0	40	22	62	154
07:15	6	0	10	16	15	39	0	54	3	0	0	3	0	69	22	91	164
07:30	14	0	7	21	17	84	3	104	0	0	0	0	0	89	30	119	244
07:45	10	0	6	16	10	65	0	75	1	1	0	2	1	67	57	125	218
Total	55	1	32	88	56	230	4	290	4	1	0	5	1	265	131	397	780
08:00	20	0	6	26	21	75	0	96	0	0	0	0	0	88	37	125	247
08:15	15	1	10	26	23	83	1	107	0	0	2	2	0	79	62	141	276
08:30	14	0	18	32	20	82	0	102	1	0	0	1	0	82	61	143	278
08:45	21	0	19	40	36	59	4	99	0	0	0	0	0	99	59	158	297
Total	70	1	53	124	100	299	5	404	1	0	2	3	0	348	219	567	1098
Grand Total	125	2	85	212	156	529	9	694	5	1	2	8	1	613	350	964	1878
Apprch %	59	0.9	40.1		22.5	76.2	1.3		62.5	12.5	25		0.1	63.6	36.3		
Total %	6.7	0.1	4.5	11.3	8.3	28.2	0.5	37	0.3	0.1	0.1	0.4	0.1	32.6	18.6	51.3	

	OWENS ST Southbound				16th ST Westbound				CONSTRUCTION DWY Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	20	0	6	26	21	75	0	96	0	0	0	0	0	88	37	125	247
08:15	15	**1**	10	26	23	**83**	1	**107**	0	0	**2**	**2**	0	79	**62**	141	276
08:30	14	0	18	32	20	82	0	102	**1**	0	0	1	0	82	61	143	278
08:45	**21**	0	**19**	**40**	**36**	59	**4**	99	0	0	0	0	0	**99**	59	**158**	**297**
Total Volume	70	1	53	124	100	299	5	404	1	0	2	3	0	348	219	567	1098
% App. Total	56.5	0.8	42.7		24.8	74	1.2		33.3	0	66.7		0	61.4	38.6		
PHF	.833	.250	.697	.775	.694	.901	.313	.944	.250	.000	.250	.375	.000	.879	.883	.897	.924



MARKS TRAFFIC DATA

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916.806.0250

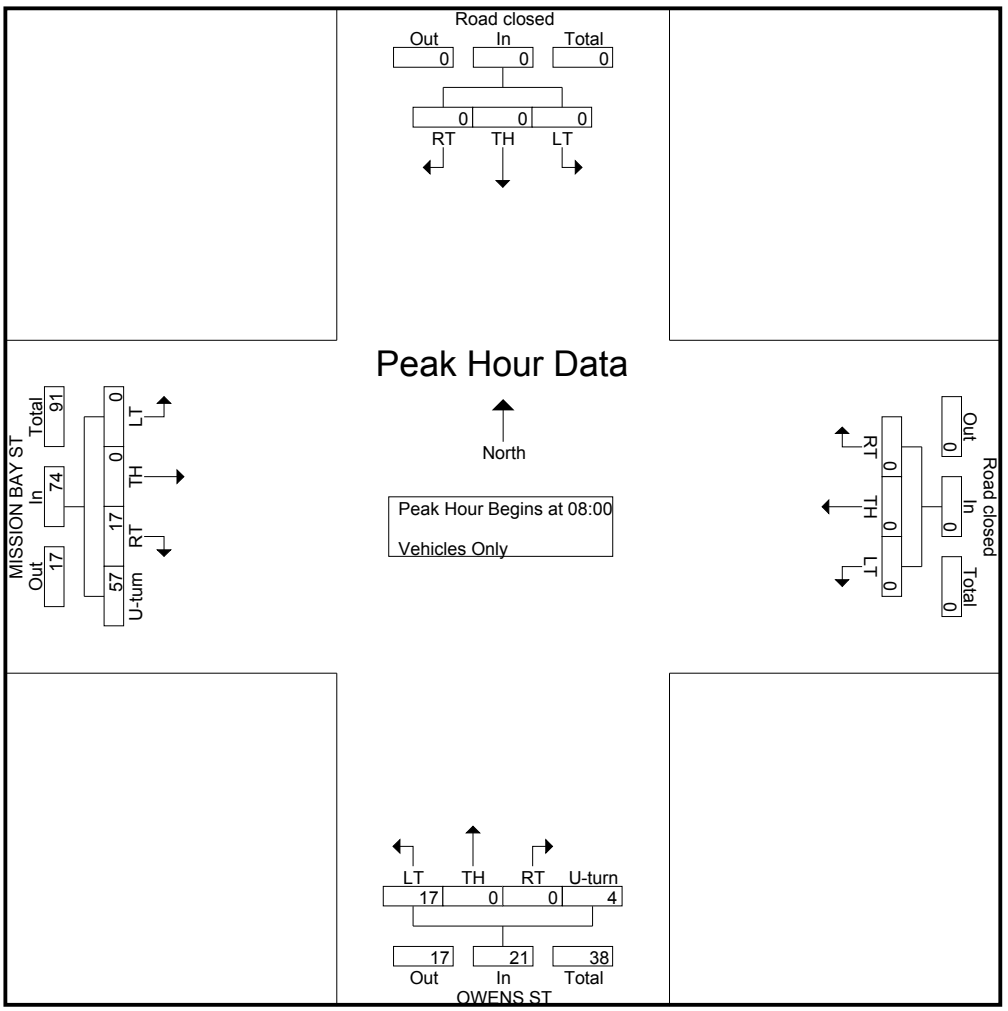
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : owens-mission bay-a
Site Code : 6
Start Date : 5/9/2013
Page No : 1

Groups Printed- Vehicles Only

	Road closed Southbound				Road closed Westbound				OWENS ST Northbound					MISSION BAY ST Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	4	1	5	5	0	0	3	8	13
07:15	0	0	0	0	0	0	0	0	0	0	3	0	3	4	0	0	4	8	11
07:30	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	4	6	8
07:45	0	0	0	0	0	0	0	0	0	0	4	0	4	2	0	0	7	9	13
Total	0	0	0	0	0	0	0	0	0	0	12	2	14	13	0	0	18	31	45
08:00	0	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	13	14	18
08:15	0	0	0	0	0	0	0	0	0	0	3	1	4	5	0	0	15	20	24
08:30	0	0	0	0	0	0	0	0	0	0	4	0	4	5	0	0	11	16	20
08:45	0	0	0	0	0	0	0	0	0	0	6	3	9	6	0	0	18	24	33
Total	0	0	0	0	0	0	0	0	0	0	17	4	21	17	0	0	57	74	95
Grand Total	0	0	0	0	0	0	0	0	0	0	29	6	35	30	0	0	75	105	140
Apprch %	0	0	0		0	0	0		0	0	82.9	17.1		28.6	0	0	71.4		
Total %	0	0	0	0	0	0	0	0	0	0	20.7	4.3	25	21.4	0	0	53.6	75	

	Road closed Southbound				Road closed Westbound				OWENS ST Northbound					MISSION BAY ST Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00																			
08:00	0	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	13	14	18
08:15	0	0	0	0	0	0	0	0	0	0	3	1	4	5	0	0	15	20	24
08:30	0	0	0	0	0	0	0	0	0	0	4	0	4	5	0	0	11	16	20
08:45	0	0	0	0	0	0	0	0	0	0	**6**	**3**	**9**	**6**	0	0	**18**	**24**	**33**
Total Volume	0	0	0	0	0	0	0	0	0	0	17	4	21	17	0	0	57	74	95
% App. Total	0	0	0		0	0	0		0	0	81	19		23	0	0	77		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.708	.333	.583	.708	.000	.000	.792	.771	.720



MARKS TRAFFIC DATA

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916.806.0250

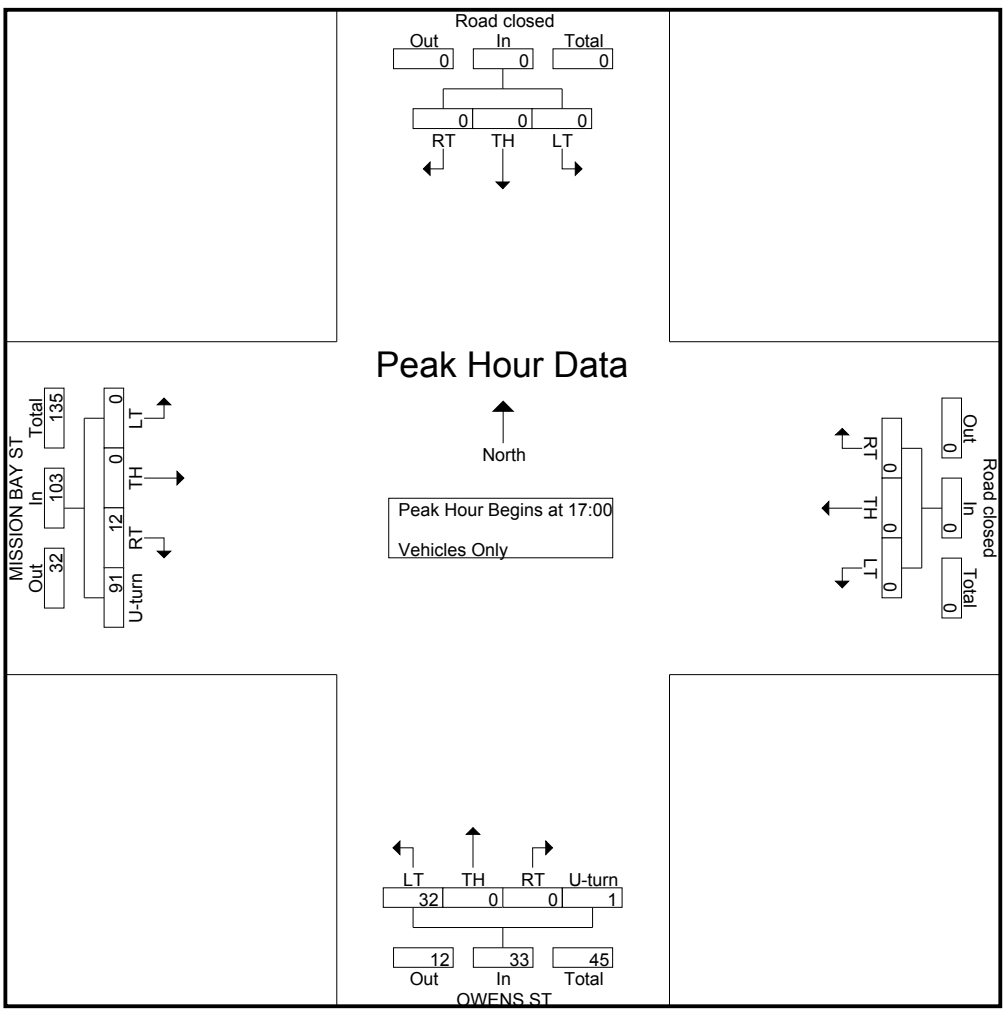
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : owens-mission bay-p
Site Code : 6
Start Date : 5/9/2013
Page No : 1

Groups Printed- Vehicles Only

	Road closed Southbound				Road closed Westbound				OWENS ST Northbound					MISSION BAY ST Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	8	1	9	5	0	0	14	19	28
16:15	0	0	0	0	0	0	0	0	0	0	7	1	8	2	0	0	22	24	32
16:30	0	0	0	0	0	0	0	0	0	0	4	0	4	3	0	0	15	18	22
16:45	0	0	0	0	0	0	0	0	0	0	8	0	8	3	0	0	18	21	29
Total	0	0	0	0	0	0	0	0	0	0	27	2	29	13	0	0	69	82	111
17:00	0	0	0	0	0	0	0	0	0	0	6	0	6	1	0	0	19	20	26
17:15	0	0	0	0	0	0	0	0	0	0	10	0	10	2	0	0	25	27	37
17:30	0	0	0	0	0	0	0	0	0	0	8	1	9	5	0	0	24	29	38
17:45	0	0	0	0	0	0	0	0	0	0	8	0	8	4	0	0	23	27	35
Total	0	0	0	0	0	0	0	0	0	0	32	1	33	12	0	0	91	103	136
Grand Total	0	0	0	0	0	0	0	0	0	0	59	3	62	25	0	0	160	185	247
Apprch %	0	0	0		0	0	0		0	0	95.2	4.8		13.5	0	0	86.5		
Total %	0	0	0	0	0	0	0	0	0	0	23.9	1.2	25.1	10.1	0	0	64.8	74.9	

	Road closed Southbound				Road closed Westbound				OWENS ST Northbound					MISSION BAY ST Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 17:00																			
17:00	0	0	0	0	0	0	0	0	0	0	6	0	6	1	0	0	19	20	26
17:15	0	0	0	0	0	0	0	0	0	0	**10**	0	**10**	2	0	0	**25**	27	37
17:30	0	0	0	0	0	0	0	0	0	0	8	**1**	9	**5**	0	0	24	**29**	**38**
17:45	0	0	0	0	0	0	0	0	0	0	8	0	8	4	0	0	23	27	35
Total Volume	0	0	0	0	0	0	0	0	0	0	32	1	33	12	0	0	91	103	136
% App. Total	0	0	0		0	0	0		0	0	97	3		11.7	0	0	88.3		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.800	.250	.825	.600	.000	.000	.910	.888	.895



MARKS TRAFFIC DATA

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916.806.0250

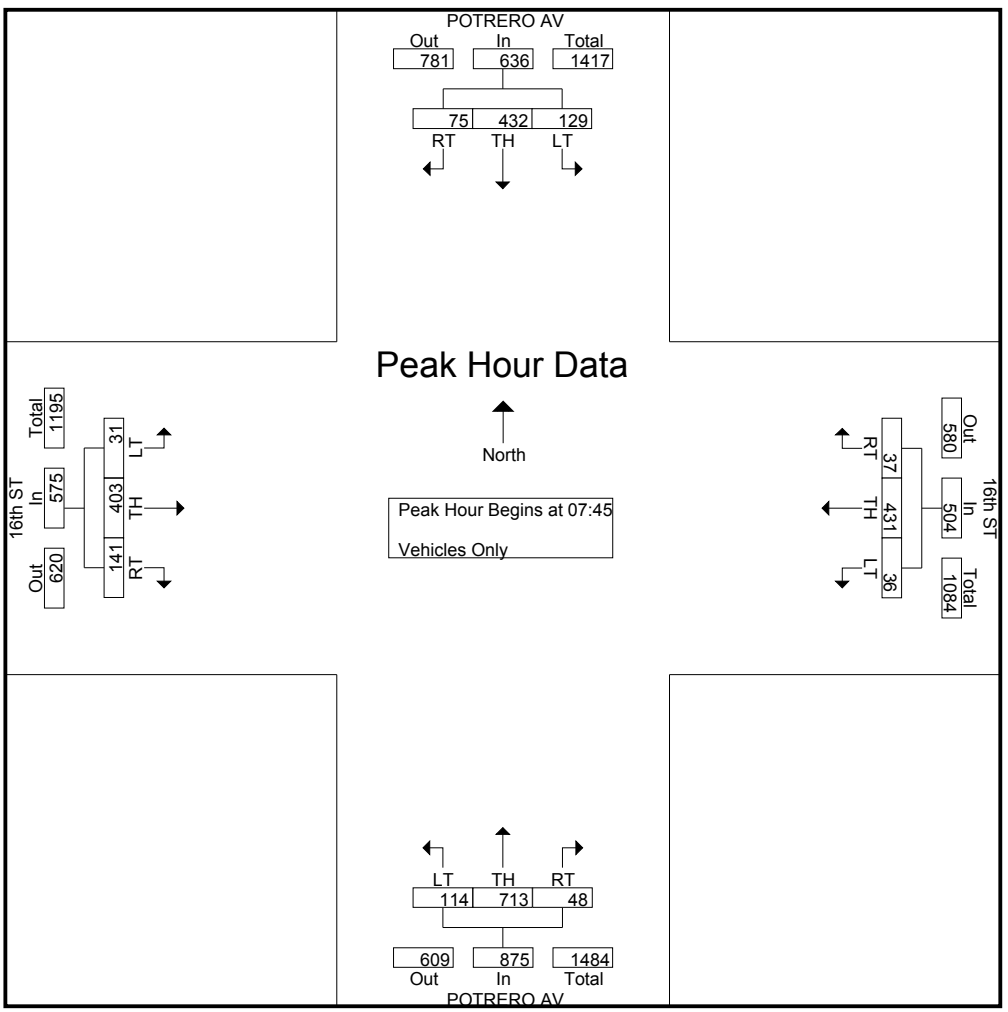
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : potrero-16-a
Site Code : 15
Start Date : 5/7/2013
Page No : 1

Groups Printed- Vehicles Only

	POTRERO AV Southbound				16th ST Westbound				POTRERO AV Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	9	74	16	99	5	93	4	102	6	70	21	97	27	55	6	88	386
07:15	17	82	17	116	9	90	5	104	8	106	24	138	20	62	3	85	443
07:30	21	83	22	126	4	121	5	130	6	160	34	200	23	90	5	118	574
07:45	16	104	26	146	4	98	6	108	12	180	31	223	28	93	8	129	606
Total	63	343	81	487	22	402	20	444	32	516	110	658	98	300	22	420	2009
08:00	17	125	31	173	8	121	14	143	6	167	28	201	40	97	4	141	658
08:15	20	111	36	167	12	97	7	116	14	179	32	225	34	103	11	148	656
08:30	22	92	36	150	13	115	9	137	16	187	23	226	39	110	8	157	670
08:45	24	95	31	150	10	105	7	122	13	192	24	229	36	107	5	148	649
Total	83	423	134	640	43	438	37	518	49	725	107	881	149	417	28	594	2633
Grand Total	146	766	215	1127	65	840	57	962	81	1241	217	1539	247	717	50	1014	4642
Apprch %	13	68	19.1		6.8	87.3	5.9		5.3	80.6	14.1		24.4	70.7	4.9		
Total %	3.1	16.5	4.6	24.3	1.4	18.1	1.2	20.7	1.7	26.7	4.7	33.2	5.3	15.4	1.1	21.8	

	POTRERO AV Southbound				16th ST Westbound				POTRERO AV Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:30 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	16	104	26	146	4	98	6	108	12	180	31	223	28	93	8	129	606
08:00	17	**125**	31	**173**	8	**121**	**14**	**143**	6	167	28	201	**40**	97	4	141	658
08:15	20	111	**36**	167	12	97	7	116	14	179	**32**	225	34	103	**11**	148	656
08:30	**22**	92	36	150	**13**	115	9	137	**16**	**187**	23	**226**	39	**110**	8	**157**	**670**
Total Volume	75	432	129	636	37	431	36	504	48	713	114	875	141	403	31	575	2590
% App. Total	11.8	67.9	20.3		7.3	85.5	7.1		5.5	81.5	13		24.5	70.1	5.4		
PHF	.852	.864	.896	.919	.712	.890	.643	.881	.750	.953	.891	.968	.881	.916	.705	.916	.966



MARKS TRAFFIC DATA

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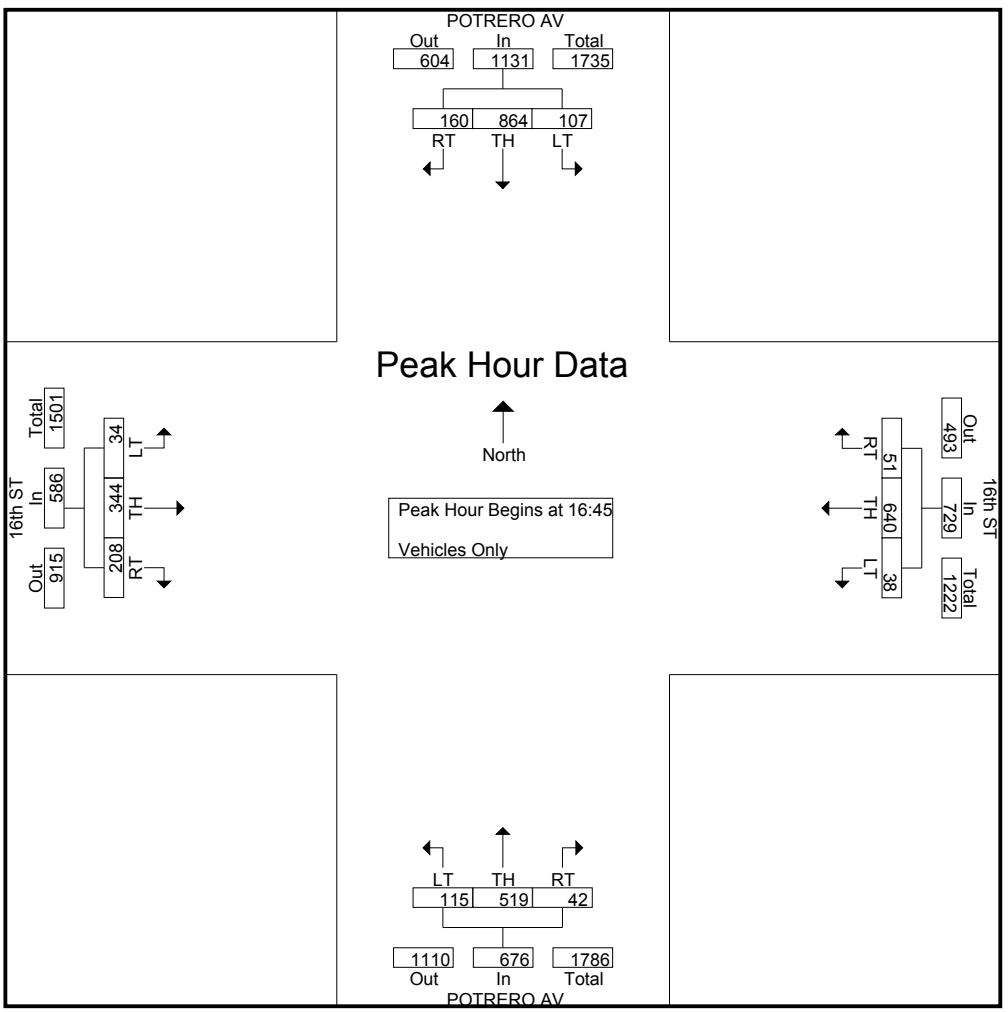
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : potrero-16-p
Site Code : 15
Start Date : 5/7/2013
Page No : 1

Groups Printed- Vehicles Only

	POTRERO AV Southbound				16th ST Westbound				POTRERO AV Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	48	235	22	305	16	140	14	170	14	134	35	183	63	85	9	157	815
16:15	43	173	24	240	12	153	13	178	13	123	28	164	59	81	13	153	735
16:30	47	184	19	250	10	139	16	165	8	129	28	165	54	84	6	144	724
16:45	39	175	26	240	14	152	8	174	9	139	34	182	52	78	6	136	732
Total	177	767	91	1035	52	584	51	687	44	525	125	694	228	328	34	590	3006
17:00	43	235	19	297	19	153	10	182	9	146	35	190	47	83	11	141	810
17:15	40	239	27	306	10	167	9	186	6	126	20	152	56	89	8	153	797
17:30	38	215	35	288	8	168	11	187	18	108	26	152	53	94	9	156	783
17:45	37	184	36	257	13	175	15	203	9	94	31	134	64	81	9	154	748
Total	158	873	117	1148	50	663	45	758	42	474	112	628	220	347	37	604	3138
Grand Total	335	1640	208	2183	102	1247	96	1445	86	999	237	1322	448	675	71	1194	6144
Apprch %	15.3	75.1	9.5		7.1	86.3	6.6		6.5	75.6	17.9		37.5	56.5	5.9		
Total %	5.5	26.7	3.4	35.5	1.7	20.3	1.6	23.5	1.4	16.3	3.9	21.5	7.3	11	1.2	19.4	

	POTRERO AV Southbound				16th ST Westbound				POTRERO AV Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:30 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	39	175	26	240	14	152	8	174	9	139	34	182	52	78	6	136	732
17:00	**43**	235	19	297	**19**	153	10	182	9	**146**	**35**	**190**	47	83	**11**	141	**810**
17:15	40	**239**	27	**306**	10	167	9	186	6	126	20	152	**56**	89	8	153	797
17:30	38	215	**35**	288	8	**168**	**11**	**187**	**18**	108	26	152	53	**94**	9	**156**	783
Total Volume	160	864	107	1131	51	640	38	729	42	519	115	676	208	344	34	586	3122
% App. Total	14.1	76.4	9.5		7	87.8	5.2		6.2	76.8	17		35.5	58.7	5.8		
PHF	.930	.904	.764	.924	.671	.952	.864	.975	.583	.889	.821	.889	.929	.915	.773	.939	.964



MARKS TRAFFIC DATA

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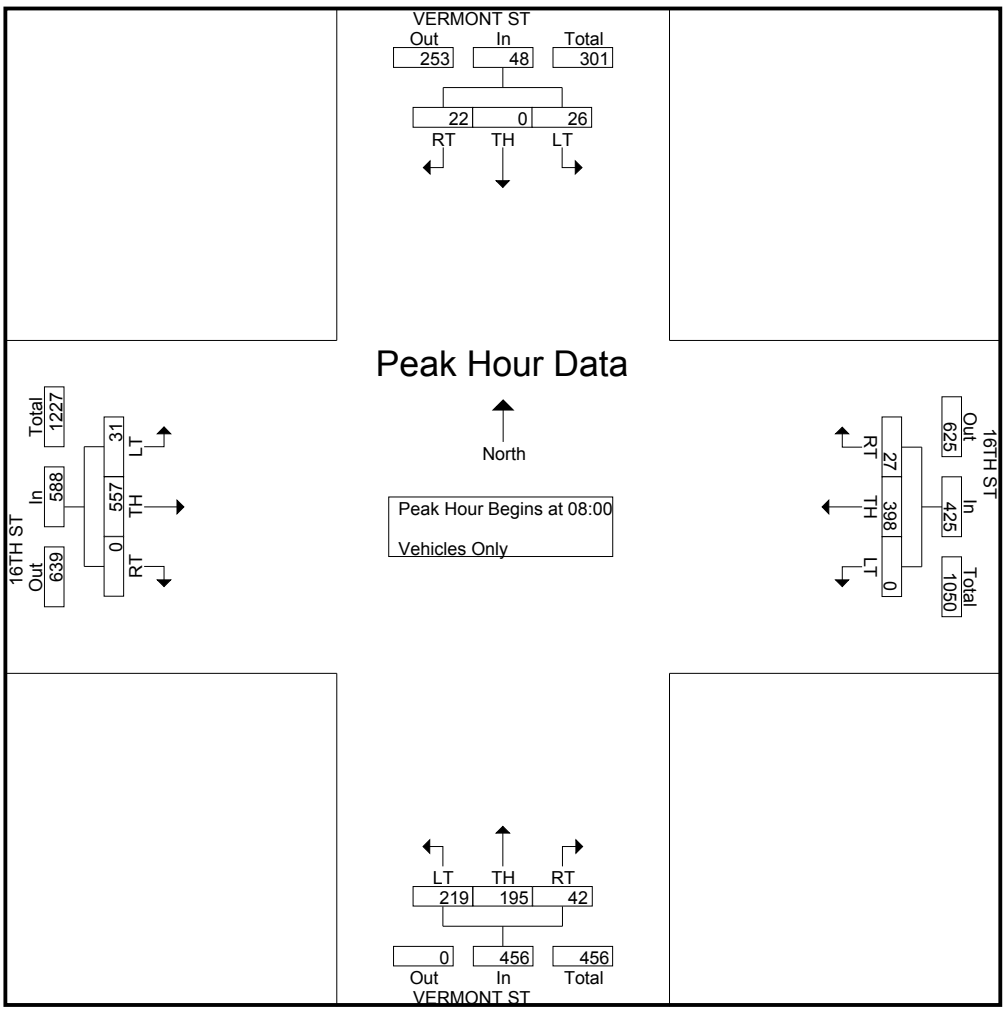
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : vermont-16-a
Site Code : 14
Start Date : 5/7/2013
Page No : 1

Groups Printed- Vehicles Only

	VERMONT ST Southbound				16TH ST Westbound				VERMONT ST Northbound				16TH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	5	0	0	5	1	56	0	57	7	19	54	80	0	78	4	82	224
07:15	5	0	3	8	2	66	0	68	5	36	56	97	0	76	6	82	255
07:30	1	0	0	1	7	74	0	81	3	48	69	120	0	124	3	127	329
07:45	6	0	2	8	5	87	0	92	6	47	53	106	0	99	6	105	311
Total	17	0	5	22	15	283	0	298	21	150	232	403	0	377	19	396	1119
08:00	6	0	5	11	8	105	0	113	8	46	67	121	0	117	4	121	366
08:15	9	0	4	13	5	89	0	94	10	46	50	106	0	150	5	155	368
08:30	6	0	5	11	9	98	0	107	12	46	49	107	0	140	10	150	375
08:45	1	0	12	13	5	106	0	111	12	57	53	122	0	150	12	162	408
Total	22	0	26	48	27	398	0	425	42	195	219	456	0	557	31	588	1517
Grand Total	39	0	31	70	42	681	0	723	63	345	451	859	0	934	50	984	2636
Apprch %	55.7	0	44.3		5.8	94.2	0		7.3	40.2	52.5		0	94.9	5.1		
Total %	1.5	0	1.2	2.7	1.6	25.8	0	27.4	2.4	13.1	17.1	32.6	0	35.4	1.9	37.3	

	VERMONT ST Southbound				16TH ST Westbound				VERMONT ST Northbound				16TH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	6	0	5	11	8	105	0	**113**	8	46	**67**	121	0	117	4	121	366
08:15	**9**	0	4	**13**	5	89	0	94	10	46	50	106	0	**150**	5	155	368
08:30	6	0	5	11	**9**	98	0	107	**12**	46	49	107	0	140	10	150	375
08:45	1	0	**12**	13	5	**106**	0	111	12	**57**	53	**122**	0	150	**12**	**162**	**408**
Total Volume	22	0	26	48	27	398	0	425	42	195	219	456	0	557	31	588	1517
% App. Total	45.8	0	54.2		6.4	93.6	0		9.2	42.8	48		0	94.7	5.3		
PHF	.611	.000	.542	.923	.750	.939	.000	.940	.875	.855	.817	.934	.000	.928	.646	.907	.930



MARKS TRAFFIC DATA

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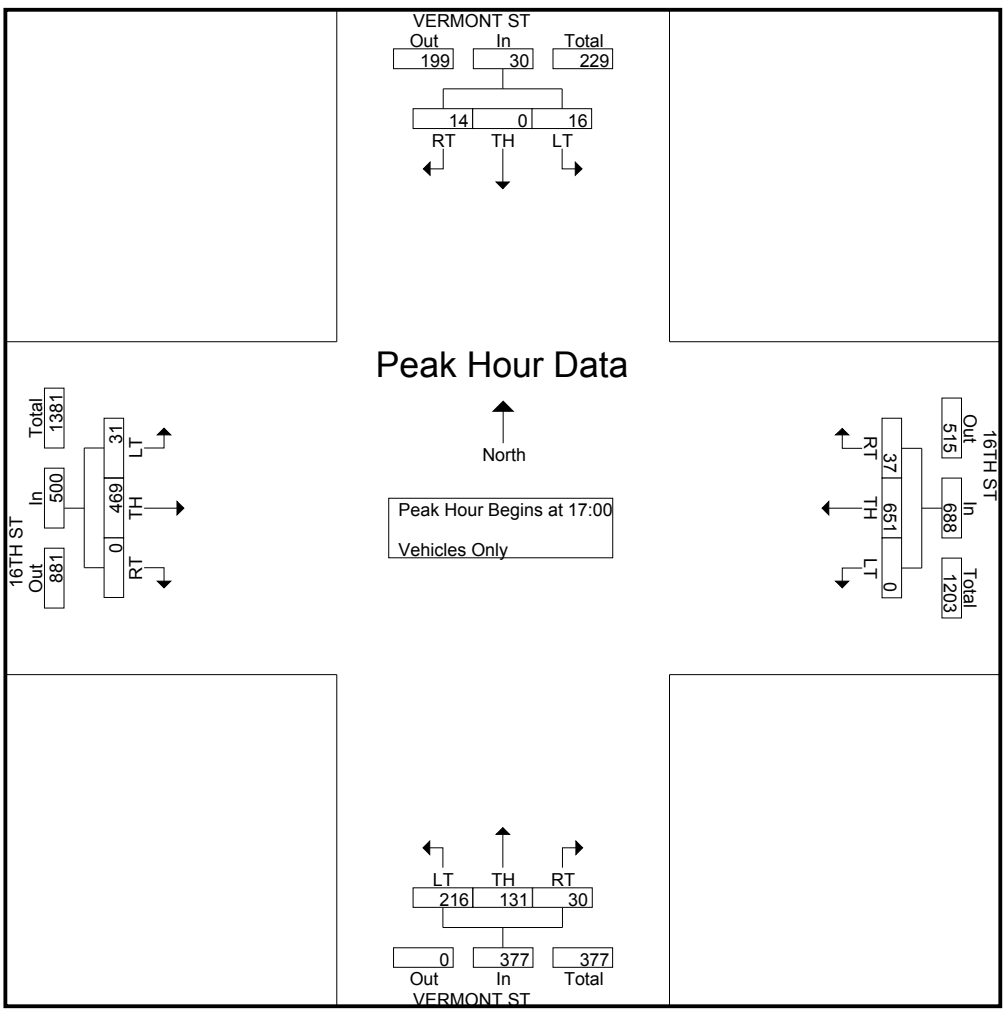
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : vermont-16-p
Site Code : 14
Start Date : 5/7/2013
Page No : 1

Groups Printed- Vehicles Only

	VERMONT ST Southbound				16TH ST Westbound				VERMONT ST Northbound				16TH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	4	0	9	13	5	147	0	152	5	52	59	116	0	113	6	119	400
16:15	0	0	2	2	5	134	0	139	4	47	66	117	0	108	3	111	369
16:30	1	0	4	5	1	137	0	138	7	56	54	117	0	117	4	121	381
16:45	1	0	4	5	4	126	0	130	4	30	41	75	0	103	5	108	318
Total	6	0	19	25	15	544	0	559	20	185	220	425	0	441	18	459	1468
17:00	3	0	0	3	6	151	0	157	3	35	50	88	0	111	8	119	367
17:15	1	0	7	8	8	155	0	163	8	28	51	87	0	111	4	115	373
17:30	4	0	7	11	8	167	0	175	10	30	57	97	0	121	13	134	417
17:45	6	0	2	8	15	178	0	193	9	38	58	105	0	126	6	132	438
Total	14	0	16	30	37	651	0	688	30	131	216	377	0	469	31	500	1595
Grand Total	20	0	35	55	52	1195	0	1247	50	316	436	802	0	910	49	959	3063
Apprch %	36.4	0	63.6		4.2	95.8	0		6.2	39.4	54.4		0	94.9	5.1		
Total %	0.7	0	1.1	1.8	1.7	39	0	40.7	1.6	10.3	14.2	26.2	0	29.7	1.6	31.3	

	VERMONT ST Southbound				16TH ST Westbound				VERMONT ST Northbound				16TH ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	3	0	0	3	6	151	0	157	3	35	50	88	0	111	8	119	367
17:15	1	0	**7**	8	8	155	0	163	8	28	51	87	0	111	4	115	373
17:30	4	0	7	**11**	8	167	0	175	**10**	30	57	97	0	121	**13**	**134**	417
17:45	**6**	0	2	8	**15**	**178**	0	**193**	9	**38**	**58**	**105**	0	**126**	6	132	**438**
Total Volume	14	0	16	30	37	651	0	688	30	131	216	377	0	469	31	500	1595
% App. Total	46.7	0	53.3		5.4	94.6	0		8	34.7	57.3		0	93.8	6.2		
PHF	.583	.000	.571	.682	.617	.914	.000	.891	.750	.862	.931	.898	.000	.931	.596	.933	.910



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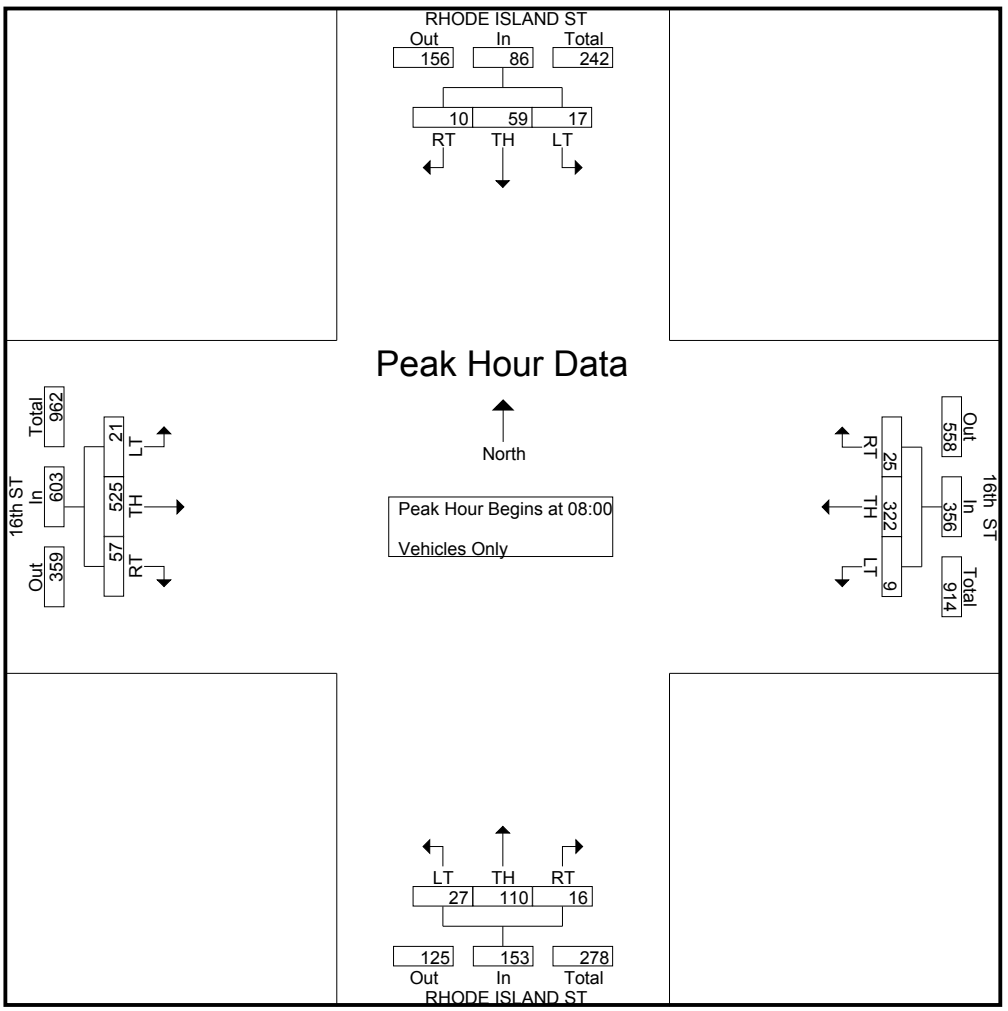
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : rhode island-16-a
Site Code : 00000000
Start Date : 5/29/2013
Page No : 1

Groups Printed- Vehicles Only

	RHODE ISLAND ST Southbound				16th ST Westbound				RHODE ISLAND ST Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	6	1	7	4	51	1	56	2	4	1	7	1	72	1	74	144
07:15	3	9	1	13	10	73	3	86	4	14	5	23	8	78	3	89	211
07:30	2	8	1	11	8	69	1	78	2	11	3	16	7	92	3	102	207
07:45	4	10	1	15	8	76	2	86	7	20	9	36	7	102	3	112	249
Total	9	33	4	46	30	269	7	306	15	49	18	82	23	344	10	377	811
08:00	5	16	5	26	6	87	1	94	4	15	4	23	5	106	3	114	257
08:15	2	13	2	17	3	83	1	87	3	24	7	34	13	143	5	161	299
08:30	2	13	7	22	10	77	2	89	6	38	4	48	20	130	4	154	313
08:45	1	17	3	21	6	75	5	86	3	33	12	48	19	146	9	174	329
Total	10	59	17	86	25	322	9	356	16	110	27	153	57	525	21	603	1198
Grand Total	19	92	21	132	55	591	16	662	31	159	45	235	80	869	31	980	2009
Apprch %	14.4	69.7	15.9		8.3	89.3	2.4		13.2	67.7	19.1		8.2	88.7	3.2		
Total %	0.9	4.6	1	6.6	2.7	29.4	0.8	33	1.5	7.9	2.2	11.7	4	43.3	1.5	48.8	

	RHODE ISLAND ST Southbound				16th ST Westbound				RHODE ISLAND ST Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	**5**	16	5	**26**	6	**87**	1	**94**	4	15	4	23	5	106	3	114	257
08:15	2	13	2	17	3	83	1	87	3	24	7	34	13	143	5	161	299
08:30	2	13	**7**	22	**10**	77	2	89	**6**	**38**	4	**48**	**20**	130	4	154	313
08:45	1	**17**	3	21	6	75	**5**	86	3	33	**12**	48	19	**146**	**9**	**174**	**329**
Total Volume	10	59	17	86	25	322	9	356	16	110	27	153	57	525	21	603	1198
% App. Total	11.6	68.6	19.8		7	90.4	2.5		10.5	71.9	17.6		9.5	87.1	3.5		
PHF	.500	.868	.607	.827	.625	.925	.450	.947	.667	.724	.563	.797	.713	.899	.583	.866	.910



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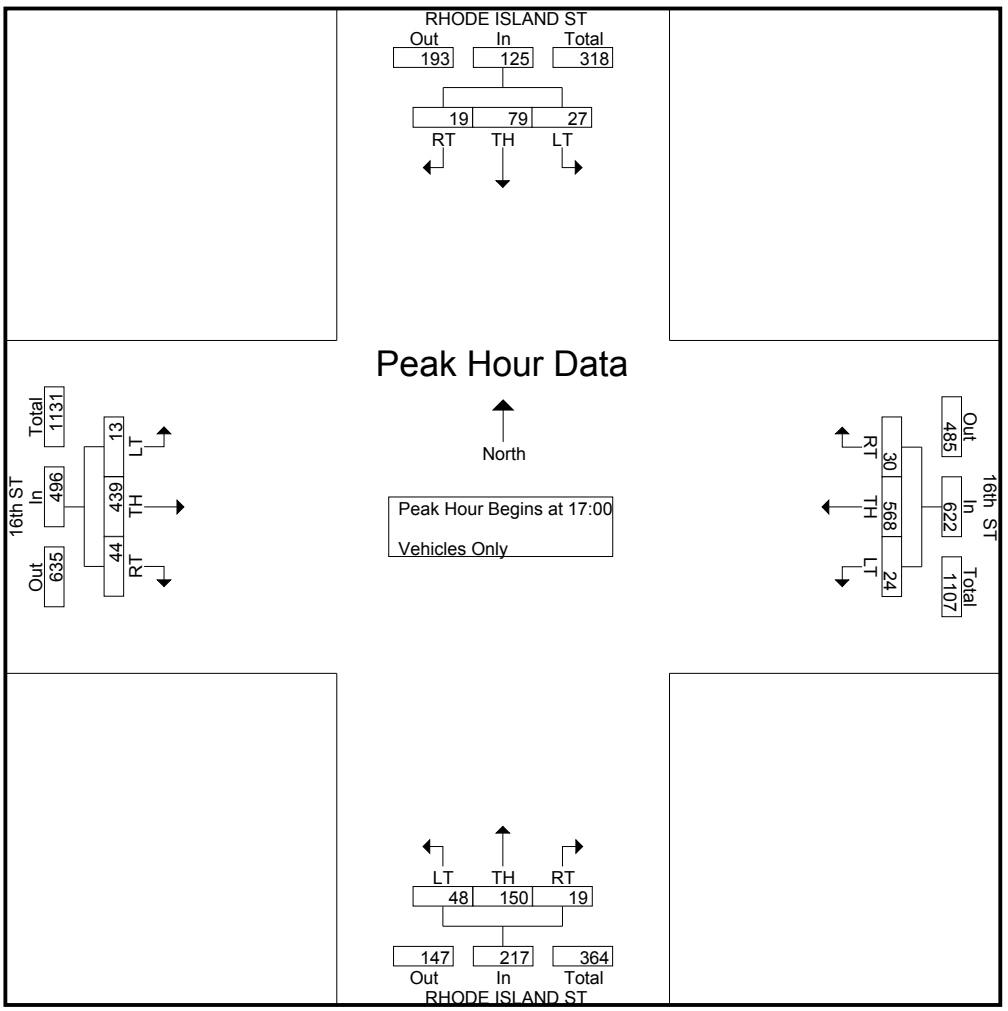
CITY OF SAN FRANCISCO
UCSF Intersections

File Name : rhode island-16-p
Site Code : 00000000
Start Date : 5/29/2013
Page No : 1

Groups Printed- Vehicles Only

	RHODE ISLAND ST Southbound				16th ST Westbound				RHODE ISLAND ST Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	4	14	5	23	4	119	0	123	4	25	10	39	11	86	2	99	284
16:15	4	13	4	21	9	106	3	118	5	27	12	44	4	114	0	118	301
16:30	1	18	4	23	5	107	4	116	6	36	7	49	15	90	2	107	295
16:45	2	18	6	26	8	112	1	121	4	38	15	57	12	88	2	102	306
Total	11	63	19	93	26	444	8	478	19	126	44	189	42	378	6	426	1186
17:00	3	20	6	29	8	137	2	147	7	44	10	61	10	107	1	118	355
17:15	5	23	9	37	6	147	10	163	2	38	12	52	9	106	3	118	370
17:30	4	17	5	26	9	143	8	160	8	38	17	63	12	118	3	133	382
17:45	7	19	7	33	7	141	4	152	2	30	9	41	13	108	6	127	353
Total	19	79	27	125	30	568	24	622	19	150	48	217	44	439	13	496	1460
Grand Total	30	142	46	218	56	1012	32	1100	38	276	92	406	86	817	19	922	2646
Apprch %	13.8	65.1	21.1		5.1	92	2.9		9.4	68	22.7		9.3	88.6	2.1		
Total %	1.1	5.4	1.7	8.2	2.1	38.2	1.2	41.6	1.4	10.4	3.5	15.3	3.3	30.9	0.7	34.8	

	RHODE ISLAND ST Southbound				16th ST Westbound				RHODE ISLAND ST Northbound				16th ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	3	20	6	29	8	137	2	147	7	**44**	10	61	10	107	1	118	355
17:15	5	**23**	**9**	**37**	6	**147**	**10**	**163**	2	38	12	52	9	106	3	118	370
17:30	4	17	5	26	**9**	143	8	160	**8**	38	**17**	**63**	12	**118**	3	**133**	**382**
17:45	**7**	19	7	33	7	141	4	152	2	30	9	41	**13**	108	**6**	127	353
Total Volume	19	79	27	125	30	568	24	622	19	150	48	217	44	439	13	496	1460
% App. Total	15.2	63.2	21.6		4.8	91.3	3.9		8.8	69.1	22.1		8.9	88.5	2.6		
PHF	.679	.859	.750	.845	.833	.966	.600	.954	.594	.852	.706	.861	.846	.930	.542	.932	.955



UCSF LRDP EIR

Weekday PM Peak Hour (4 to 6 PM)

#	Intersection Name	Date of Count	TABLE 1A - INTERSECTION TURNING MOVEMENT VOLUMES																
			Northbound				Southbound				Eastbound				Westbound				Total All
			Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Approaches
EXISTING COUNTS																			
Mission Bay																			
12	King St / Third St	GSW 2013	53	948	255	1,256	0	0	0	0	872	732	12	1,616	130	886	36	1,052	3,924
13	King St / Fourth St	GSW 2013	5	60	61	126	34	250	301	585	151	1,521	25	1,697	24	907	19	950	3,358
14	Fifth St / King St - I-280 ramps	11/15/2012	86	0	8	94	0	0	0	0	0	1,573	138	1,711	0	1,226	0	1,226	3,031
29	Third St / Channel St	GSW 2013	20	768	18	806	12	154	13	179	7	12	50	69	19	10	67	96	1,150
30	Third St / Mission Rock St	GSW 2013	9	804	8	821	11	196	2	209	5	4	7	16	9	6	23	38	1,084
31	Third St / 16th St	GSW 2013	254	556	5	815	18	348	146	512	78	43	257	378	3	71	47	121	1,826
32	Third St / Mariposa St	06/11/2013	38	743	35	816	16	342	234	592	131	69	40	240	19	202	11	232	1,880
33	Fourth St / Channel St	GSW 2013	7	57	4	68	70	110	10	190	19	6	10	35	3	1	30	34	327
34	Owens St / 16th St	GSW 2013	0	0	1	1	102	0	163	265	117	289	0	406	0	486	72	558	1,230
35	Seventh St / Mission Bay Drive	GSW 2013	0	786	29	815	57	215	0	272	0	0	0	0	26	0	67	93	1,180
36	Seventh St / Mississippi / 16th St	06/11/2013	71	329	38	438	68	138	35	241	47	289	75	411	58	320	290	668	1,758
37	Mariposa St / I-280 SB on-ramp	GSW 2013	0	0	0	0	0	0	0	0	0	86	596	682	485	628	0	1,113	1,795
38	Mariposa St / I-280 NB off-ramp	GSW 2013	482	0	180	662	0	0	0	0	0	84	0	84	0	639	0	639	1,385
201	Owens St / Mission Bay Dr	05/09/2013	33	0	0	33	0	0	0	0	91	0	12	103	0	0	0	0	136
202	Third St / Mission Bay Dr North	F and P	6	784	0	790	0	315	2	317	0	0	0	0	0	0	0	0	1,107
203	Third St / Mission Bay Dr South	F and P	0	772	13	785	5	310	0	315	18	2	9	29	0	0	0	0	1,129
204	Fourth St / 16th St	F and P	8	1	35	44	46	1	142	189	82	348	4	434	1	428	44	473	1,140
205	Mariposa St / Minnesota St / Fourth St	05/07/2013	38	0	8	46	0	0	0	0	0	555	28	583	2	494	0	496	1,125
206	Rhode Island St / 16th St	05/29/2013	48	150	19	217	27	79	19	125	13	439	44	496	24	568	30	622	1,460
207	Vermont St / 16th St	05/07/2013	216	131	30	377	16	0	14	30	31	469	0	500	0	651	37	688	1,595
208	Potrero Av / 16th St	05/07/2013	115	519	42	676	107	864	160	1,131	34	344	208	586	38	640	51	729	3,122
209	Seventh St/Brannan St	05/29/2013	44	1,109	98	1,251	0	0	0	0	248	753	154	1,155	66	365	201	632	3,038

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Divisadero St -- Sutter St

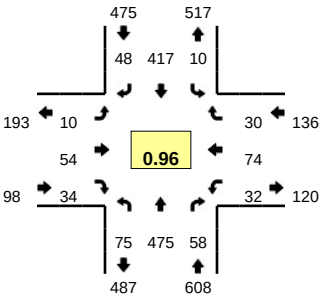
CITY/STATE: San Francisco, CA

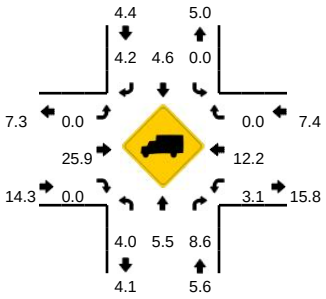
QC JOB #: 10944927

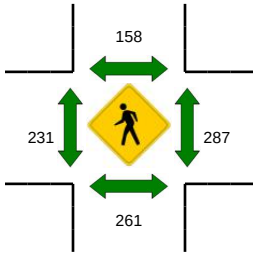
DATE: Wed, May 15 2013

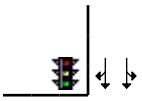
Peak-Hour: 7:45 AM -- 8:45 AM

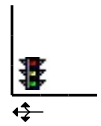
Peak 15-Min: 8:15 AM -- 8:30 AM

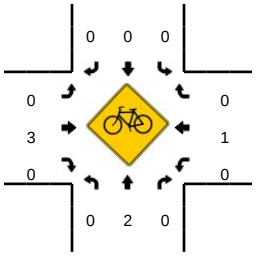


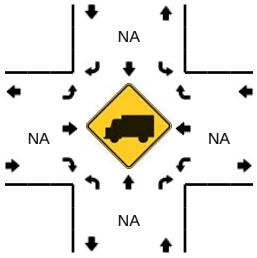


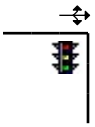


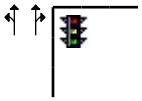


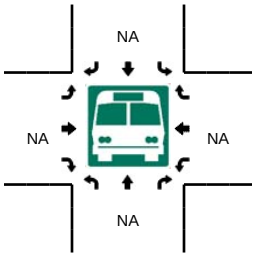












15-Min Count Period Beginning At	Divisadero St (Northbound)				Divisadero St (Southbound)				Sutter St (Eastbound)				Sutter St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	67	8	1	1	66	11	0	1	12	4	0	3	16	6	0	206	
7:15 AM	13	100	12	2	3	74	11	0	1	12	3	0	11	20	9	0	271	
7:30 AM	10	101	19	2	0	102	8	0	0	20	9	0	3	14	8	0	296	
7:45 AM	17	123	19	1	4	109	11	0	2	10	6	0	10	18	8	0	338	1111
8:00 AM	16	100	11	1	0	112	15	2	2	19	11	0	10	18	9	0	326	1231
8:15 AM	24	130	11	1	3	106	10	0	3	13	9	0	7	19	7	0	343	1303
8:30 AM	14	122	17	1	1	90	12	0	3	12	8	0	5	19	6	0	310	1317
8:45 AM	17	122	16	2	1	101	9	0	2	16	5	0	9	23	10	0	333	1312

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	96	520	44	4	12	424	40	0	12	52	36	0	28	76	28	0	1372
Heavy Trucks	8	28	4		0	20	0		0	8	0		0	12	0		80
Pedestrians		264				172				224				308			968
Bicycles	0	0	0		0	0	0		0	3	0		0	0	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Divisadero St -- Sutter St

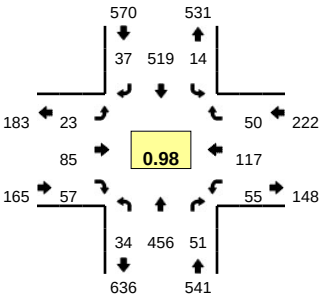
CITY/STATE: San Francisco, CA

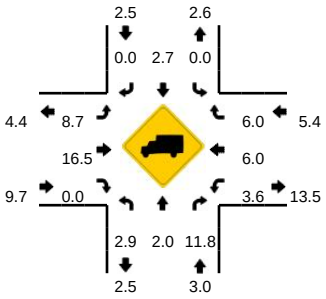
QC JOB #: 10944928

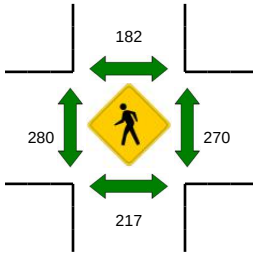
DATE: Wed, May 15 2013

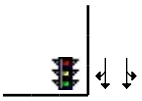
Peak-Hour: 4:15 PM -- 5:15 PM

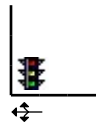
Peak 15-Min: 4:15 PM -- 4:30 PM

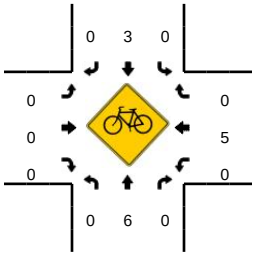


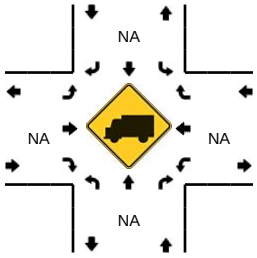


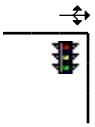


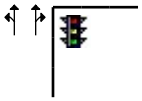


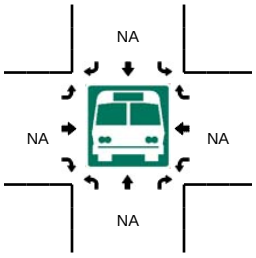












15-Min Count Period Beginning At	Divisadero St (Northbound)				Divisadero St (Southbound)				Sutter St (Eastbound)				Sutter St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	15	119	13	1	3	115	10	0	2	27	21	0	8	27	12	0	373	
4:15 PM	11	106	16	1	5	131	10	0	8	22	19	0	14	22	18	0	383	
4:30 PM	13	113	10	2	5	115	12	1	6	24	11	0	13	35	10	0	370	
4:45 PM	3	112	15	1	2	118	7	1	2	28	9	0	15	39	11	0	363	1489
5:00 PM	2	125	10	1	0	155	8	0	7	11	18	0	13	21	11	0	382	1498
5:15 PM	8	137	17	0	0	117	7	0	5	23	10	0	14	26	9	0	373	1488
5:30 PM	4	116	9	0	3	137	12	0	8	26	15	0	6	25	5	0	366	1484
5:45 PM	2	120	10	2	0	112	9	0	6	16	6	0	12	27	13	0	335	1456

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	424	64	4	20	524	40	0	32	88	76	0	56	88	72	0	1532
Heavy Trucks	0	16	4		0	8	0		0	12	0		4	4	12		60
Pedestrians		260				296				340				296			1192
Bicycles	0	1	0		0	1	0		0	0	0		0	3	0		5
Railroad Stopped Buses																	

Comments:

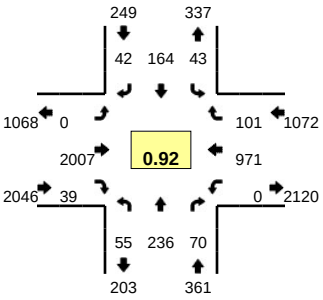
Report generated on 5/30/2013 1:32 PM

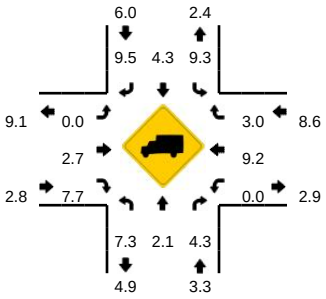
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

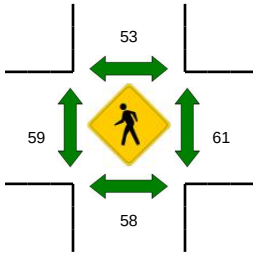
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

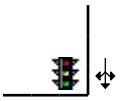
LOCATION: Scott St -- Geary Blvd | **QC JOB #:** 10944929
CITY/STATE: San Francisco, CA | **DATE:** Wed, May 15 2013

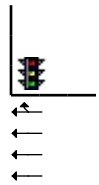
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

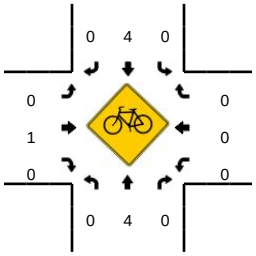


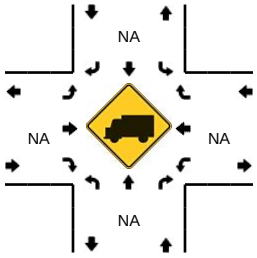


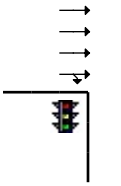


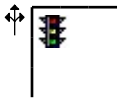


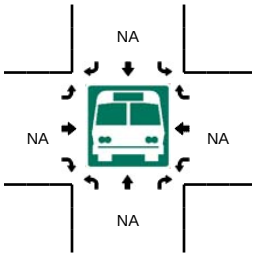












15-Min Count Period Beginning At	Scott St (Northbound)				Scott St (Southbound)				Geary Blvd (Eastbound)				Geary Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	21	13	0	5	20	8	0	0	261	5	0	0	154	22	0	515	
7:15 AM	7	37	22	0	11	20	7	0	0	346	8	0	1	154	23	0	636	
7:30 AM	15	41	21	0	11	25	11	0	0	485	9	0	0	180	18	0	816	
7:45 AM	12	65	14	0	11	37	7	0	0	572	14	0	0	257	23	0	1012	2979
8:00 AM	12	61	13	0	10	41	11	0	0	460	3	0	0	222	28	0	861	3325
8:15 AM	14	62	21	0	10	42	9	0	0	480	8	0	0	247	25	0	918	3607
8:30 AM	17	48	22	0	12	44	15	0	0	495	14	0	0	245	25	0	937	3728
8:45 AM	29	76	25	0	8	34	16	0	0	506	14	0	0	221	21	0	950	3666

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	48	260	56	0	44	148	28	0	0	2288	56	0	0	1028	92	0	4048
Heavy Trucks	4	4	0		0	8	4		0	80	4		0	104	0		208
Pedestrians		40				44				64				60			208
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

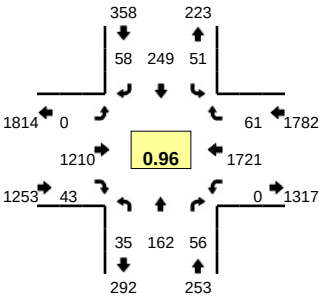
Type of peak hour being reported: Intersection Peak

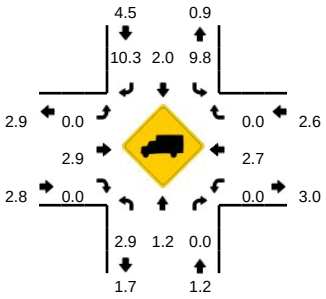
Method for determining peak hour: Total Entering Volume

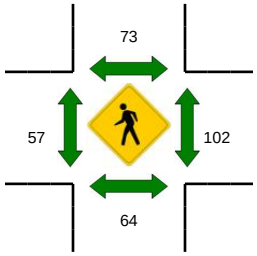
LOCATION: Scott St -- Geary Blvd
CITY/STATE: San Francisco, CA

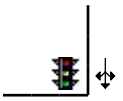
QC JOB #: 10944930
DATE: Wed, May 15 2013

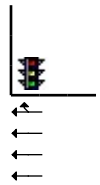
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

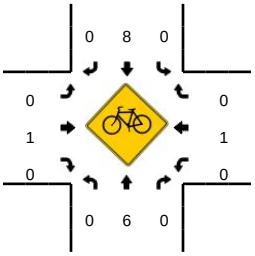


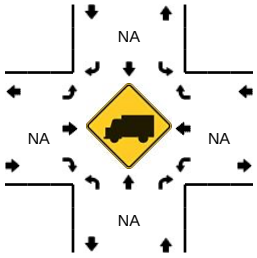


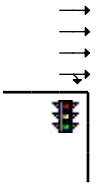


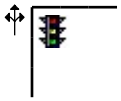


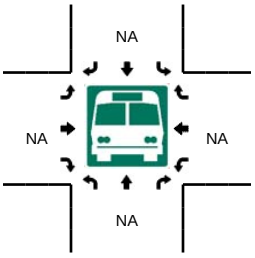












15-Min Count Period Beginning At	Scott St (Northbound)				Scott St (Southbound)				Geary Blvd (Eastbound)				Geary Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	14	29	12	0	10	55	23	0	0	274	10	0	0	390	16	0	833	
4:15 PM	6	49	19	0	14	44	15	0	0	273	17	0	0	376	16	1	830	
4:30 PM	17	46	15	0	11	58	16	0	0	278	14	0	0	352	31	0	838	
4:45 PM	9	45	16	0	11	53	16	0	0	307	10	0	0	375	13	0	855	3356
5:00 PM	9	45	17	0	13	56	18	0	0	285	13	0	0	409	12	0	877	3400
5:15 PM	10	36	17	0	12	70	19	0	0	305	14	0	0	421	18	0	922	3492
5:30 PM	4	50	14	0	14	65	9	0	0	333	8	0	0	435	17	0	949	3603
5:45 PM	12	31	8	0	12	58	12	0	0	287	8	0	0	456	14	0	898	3646

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	200	56	0	56	260	36	0	0	1332	32	0	0	1740	68	0	3796
Heavy Trucks	0	0	0		0	12	4		0	44	0		0	60	0		120
Pedestrians		56				84				52				116			308
Bicycles	0	1	0		0	2	0		0	0	0		0	0	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

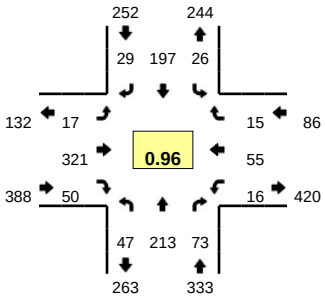
Type of peak hour being reported: Intersection Peak

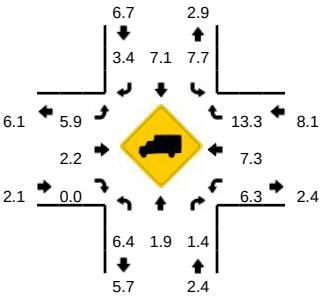
Method for determining peak hour: Total Entering Volume

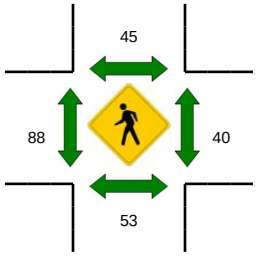
LOCATION: Scott St -- Post St
CITY/STATE: San Francisco, CA

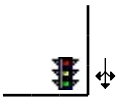
QC JOB #: 10944931
DATE: Wed, May 15 2013

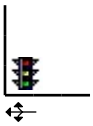
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

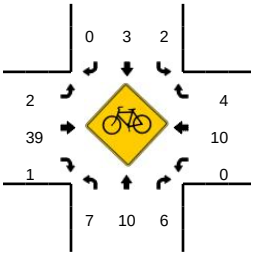


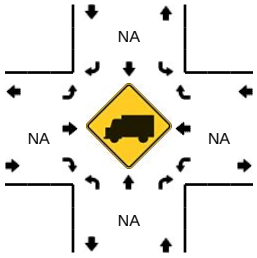


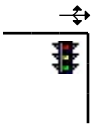


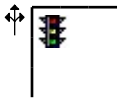


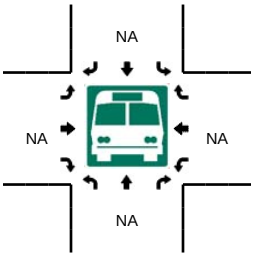












15-Min Count Period Beginning At	Scott St (Northbound)				Scott St (Southbound)				Post St (Eastbound)				Post St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	25	9	0	2	19	6	0	0	36	7	0	5	8	3	0	130	
7:15 AM	7	31	17	0	4	22	4	0	3	46	9	0	8	8	2	0	161	
7:30 AM	8	33	14	0	3	38	7	0	3	59	5	0	0	12	5	0	187	
7:45 AM	12	57	16	0	12	40	4	0	3	80	8	0	7	7	2	0	248	726
8:00 AM	10	60	13	0	5	54	8	0	3	83	13	1	4	11	4	0	269	865
8:15 AM	12	45	24	0	4	44	9	0	3	79	9	0	4	16	2	0	251	955
8:30 AM	11	51	11	0	11	53	8	0	8	84	17	0	3	13	7	0	277	1045
8:45 AM	14	57	25	0	6	46	4	0	2	75	11	0	5	15	2	0	262	1059

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	204	44	0	44	212	32	0	32	336	68	0	12	52	28	0	1108
Heavy Trucks	4	4	4		4	20	0		0	4	0		0	0	4		44
Pedestrians		68				44				68				40			220
Bicycles	1	1	1		0	1	0		1	10	0		0	2	3		20
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

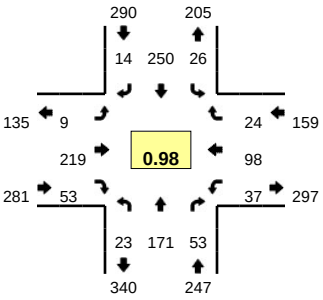
Type of peak hour being reported: Intersection Peak

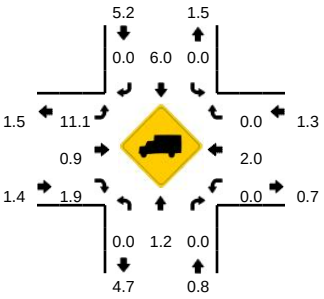
Method for determining peak hour: Total Entering Volume

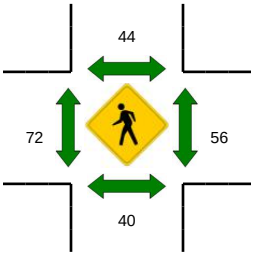
LOCATION: Scott St -- Post St
CITY/STATE: San Francisco, CA

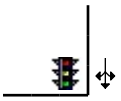
QC JOB #: 10944932
DATE: Wed, May 15 2013

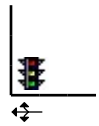
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

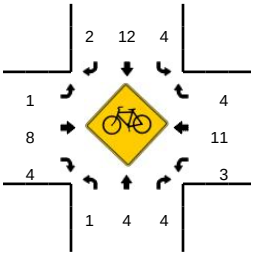


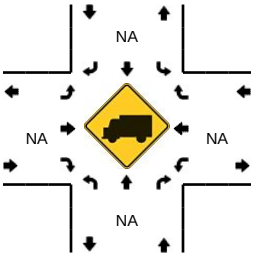


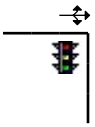


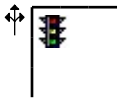


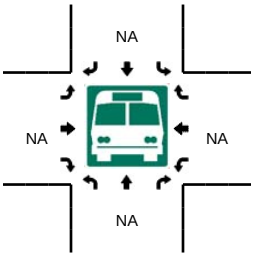












15-Min Count Period Beginning At	Scott St (Northbound)				Scott St (Southbound)				Post St (Eastbound)				Post St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	33	4	0	6	59	9	0	5	61	19	1	6	17	4	0	233	
4:15 PM	7	45	9	0	2	63	6	0	6	57	10	0	6	17	6	1	235	
4:30 PM	8	48	17	0	2	56	7	0	2	57	16	1	5	20	5	0	244	
4:45 PM	4	43	14	0	5	55	2	0	3	57	14	0	11	31	9	0	248	960
5:00 PM	1	43	16	0	5	66	7	0	2	58	13	0	8	25	5	0	249	976
5:15 PM	10	35	11	0	7	71	3	1	1	46	14	0	10	18	7	0	234	975
5:30 PM	8	50	12	0	8	58	2	0	3	58	12	0	8	24	3	0	246	977
5:45 PM	6	26	7	0	3	60	6	0	1	46	8	0	10	24	4	0	201	930

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	172	64	0	20	264	28	0	8	232	52	0	32	100	20	0	996
Heavy Trucks	0	0	0		0	16	0		0	0	0		0	0	0		16
Pedestrians		24				28				76				68			196
Bicycles	0	2	1		1	4	0		0	2	2		1	6	0		19
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

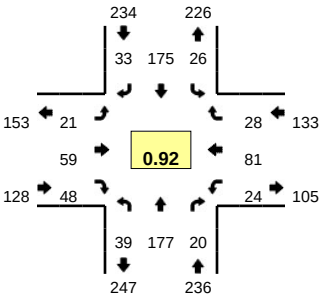
Type of peak hour being reported: Intersection Peak

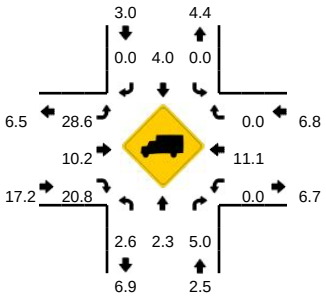
Method for determining peak hour: Total Entering Volume

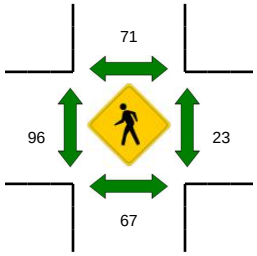
LOCATION: Scott St -- Sutter St
CITY/STATE: San Francisco, CA

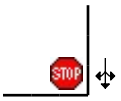
QC JOB #: 10944933
DATE: Wed, May 15 2013

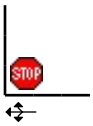
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

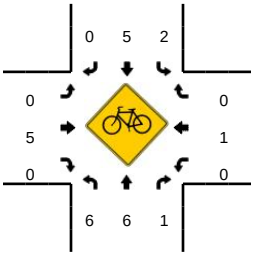


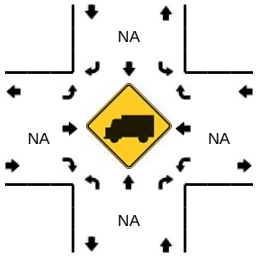


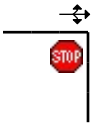


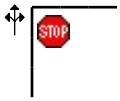


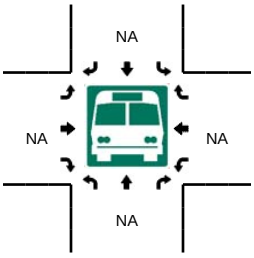












15-Min Count Period Beginning At	Scott St (Northbound)				Scott St (Southbound)				Sutter St (Eastbound)				Sutter St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	22	1	0	2	24	3	0	0	11	5	0	1	17	0	0	90	
7:15 AM	11	22	2	0	3	21	5	0	5	12	8	0	1	21	6	0	117	
7:30 AM	3	35	5	0	4	34	6	0	4	16	10	1	3	13	2	0	136	
7:45 AM	8	48	7	0	5	41	7	0	5	9	13	0	4	20	6	0	173	516
8:00 AM	10	53	3	0	2	48	2	0	6	13	11	0	5	24	6	0	183	609
8:15 AM	6	29	6	0	8	41	9	0	3	17	9	0	6	20	8	0	162	654
8:30 AM	10	51	5	0	6	53	7	0	6	12	12	0	4	19	2	0	187	705
8:45 AM	13	44	6	0	10	33	15	0	6	17	16	0	9	18	12	0	199	731

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	176	24	0	40	132	60	0	24	68	64	0	36	72	48	0	796
Heavy Trucks	4	4	0		0	0	0		4	12	12		0	12	0		48
Pedestrians		84				80				80				16			260
Bicycles	3	1	0		1	1	0		0	1	0		0	0	0		7
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

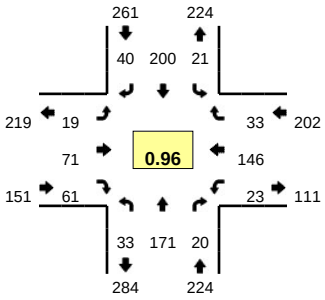
Type of peak hour being reported: Intersection Peak

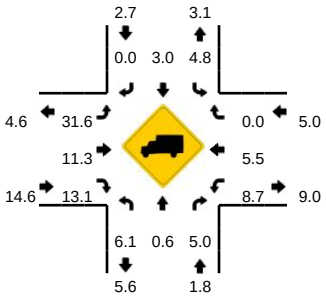
Method for determining peak hour: Total Entering Volume

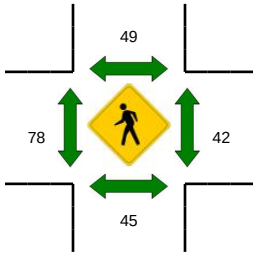
LOCATION: Scott St -- Sutter St
CITY/STATE: San Francisco, CA

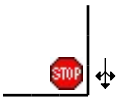
QC JOB #: 10944934
DATE: Wed, May 15 2013

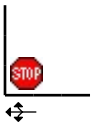
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

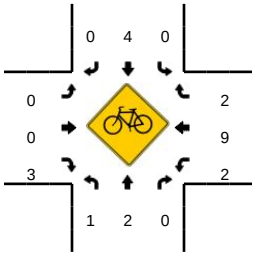


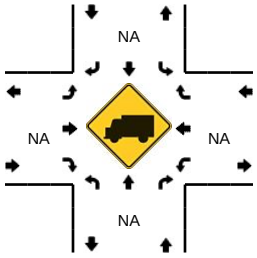


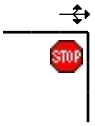


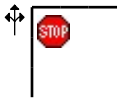


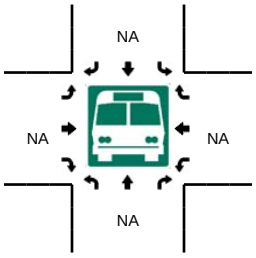












15-Min Count Period Beginning At	Scott St (Northbound)				Scott St (Southbound)				Sutter St (Eastbound)				Sutter St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	29	5	0	3	52	14	0	8	21	16	0	4	28	7	1	196	
4:15 PM	10	42	6	0	4	51	11	0	7	17	15	0	5	36	9	0	213	
4:30 PM	8	39	6	0	4	45	7	1	7	19	15	0	6	44	8	0	209	
4:45 PM	6	49	3	0	6	44	13	0	5	24	16	0	4	40	9	0	219	837
5:00 PM	9	41	5	0	6	60	9	0	0	11	15	0	8	26	7	0	197	838
5:15 PM	8	32	1	0	1	62	8	0	4	26	11	0	10	30	6	0	199	824
5:30 PM	5	45	2	0	6	56	7	0	9	15	9	0	3	28	8	0	193	808
5:45 PM	3	25	3	0	7	55	11	0	4	17	8	0	4	34	9	1	181	770

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	196	12	0	24	176	52	0	20	96	64	0	16	160	36	0	876
Heavy Trucks	0	4	0		0	4	0		8	12	8		4	4	0		44
Pedestrians		68				28				48				44			188
Bicycles	0	0	0		0	0	0		0	0	0		1	1	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Divisadero St -- Pine St

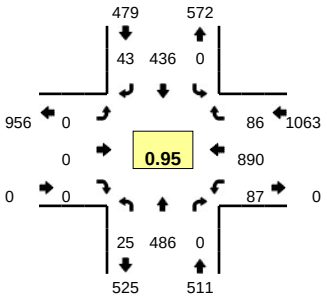
CITY/STATE: San Francisco, CA

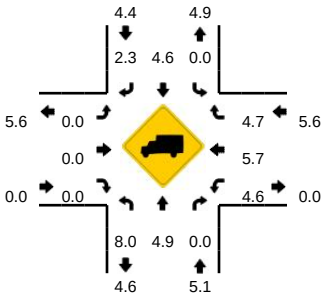
QC JOB #: 10944935

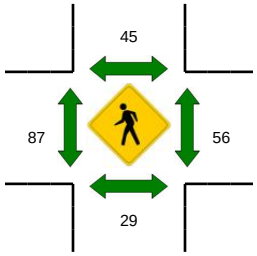
DATE: Wed, May 15 2013

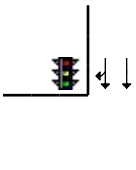
Peak-Hour: 7:45 AM -- 8:45 AM

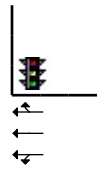
Peak 15-Min: 8:00 AM -- 8:15 AM

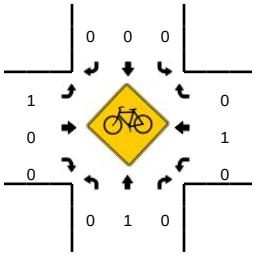


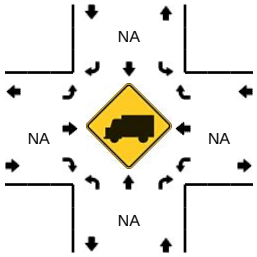


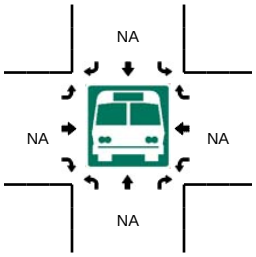












15-Min Count Period Beginning At	Divisadero St (Northbound)				Divisadero St (Southbound)				Pine St (Eastbound)				Pine St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	61	0	0	0	83	6	0	0	0	0	0	13	138	3	0	308	
7:15 AM	4	89	0	3	0	86	8	0	1	0	0	0	11	133	9	0	344	
7:30 AM	5	98	0	0	0	110	6	0	0	0	0	0	16	194	11	0	440	
7:45 AM	7	134	0	1	0	121	11	0	0	0	0	0	20	213	13	0	520	1612
8:00 AM	7	108	0	1	0	121	12	0	0	0	0	0	21	255	16	0	541	1845
8:15 AM	3	127	0	0	0	100	13	0	0	0	0	0	22	219	26	0	510	2011
8:30 AM	6	117	0	0	0	94	7	0	0	0	0	0	24	203	31	0	482	2053
8:45 AM	8	113	0	1	0	98	12	0	0	0	0	0	26	227	20	0	505	2038

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	432	0	4	0	484	48	0	0	0	0	0	84	1020	64	0	2164
Heavy Trucks	4	20	0		0	24	0		0	0	0		8	52	0		108
Pedestrians		52				44				100				40			236
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Divisadero St -- Pine St

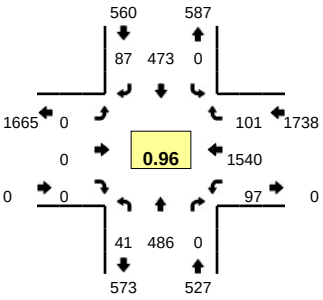
CITY/STATE: San Francisco, CA

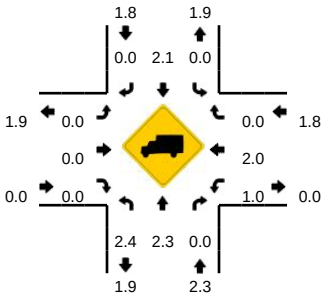
QC JOB #: 10944936

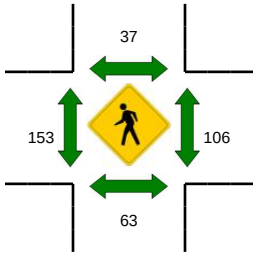
DATE: Wed, May 15 2013

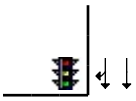
Peak-Hour: 5:00 PM -- 6:00 PM

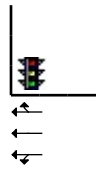
Peak 15-Min: 5:30 PM -- 5:45 PM

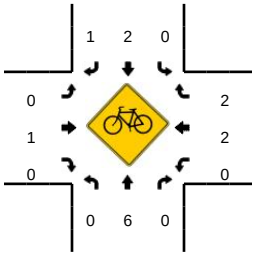


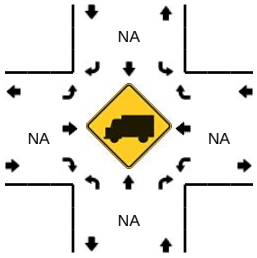


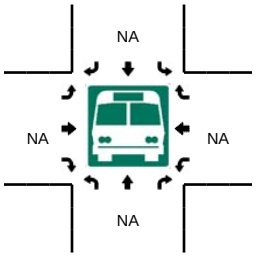












15-Min Count Period Beginning At	Divisadero St (Northbound)				Divisadero St (Southbound)				Pine St (Eastbound)				Pine St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	107	0	0	0	111	25	0	0	0	0	0	21	330	23	0	629	
4:15 PM	11	119	0	0	0	118	14	0	0	0	0	0	19	379	21	0	681	
4:30 PM	14	118	0	1	0	104	15	0	0	0	0	0	17	323	13	0	605	
4:45 PM	9	130	0	2	0	101	17	0	0	0	0	0	20	341	16	0	636	2551
5:00 PM	10	116	0	3	0	139	18	0	0	0	0	0	21	369	23	0	699	2621
5:15 PM	12	130	0	0	0	97	31	0	0	0	0	0	25	405	19	0	719	2659
5:30 PM	6	126	0	0	0	132	23	0	0	0	0	0	22	406	23	0	738	2792
5:45 PM	10	114	0	0	0	105	15	0	0	0	0	0	29	360	36	0	669	2825

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	504	0	0	0	528	92	0	0	0	0	0	88	1624	92	0	2952
Heavy Trucks	0	8	0		0	8	0		0	0	0		4	36	0		56
Pedestrians		68				36				144				64			312
Bicycles	0	1	0		0	0	1		0	0	0		0	1	1		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Divisadero St -- Bush St

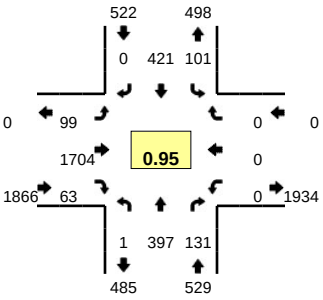
QC JOB #: 10944937

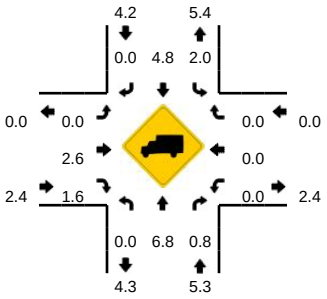
CITY/STATE: San Francisco, CA

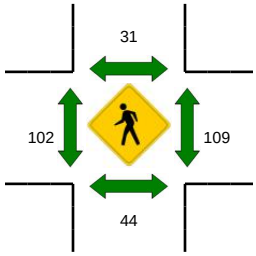
DATE: Wed, May 15 2013

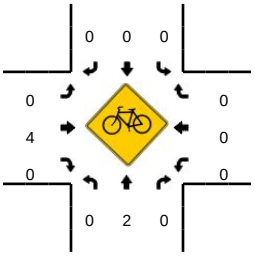
Peak-Hour: 7:45 AM -- 8:45 AM

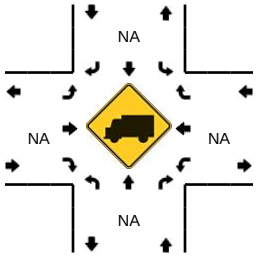
Peak 15-Min: 7:45 AM -- 8:00 AM

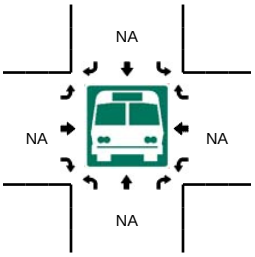












15-Min Count Period Beginning At	Divisadero St (Northbound)				Divisadero St (Southbound)				Bush St (Eastbound)				Bush St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	56	18	0	30	66	0	0	12	223	14	0	0	0	0	0	419	
7:15 AM	0	84	29	0	17	83	1	1	15	318	8	0	0	0	0	0	556	
7:30 AM	0	92	28	0	24	107	0	1	14	392	12	0	0	0	0	0	670	
7:45 AM	0	110	29	0	30	111	0	1	26	447	16	0	0	0	0	0	770	2415
8:00 AM	0	86	33	0	21	119	0	1	29	441	11	0	0	0	0	0	741	2737
8:15 AM	0	100	31	1	24	99	0	0	31	404	20	0	0	0	0	0	710	2891
8:30 AM	0	101	38	0	24	92	0	0	13	412	16	0	0	0	0	0	696	2917
8:45 AM	0	102	42	0	21	104	0	0	20	390	15	0	0	0	0	0	694	2841

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	440	116	0	120	444	0	4	104	1788	64	0	0	0	0	0	3080
Heavy Trucks	0	16	0		4	16	0		0	52	4		0	0	0		92
Pedestrians		44				32				60				72			208
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

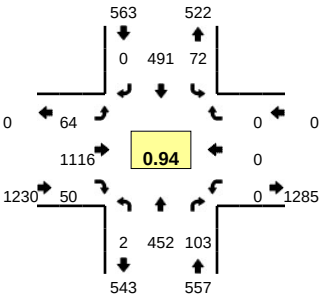
Method for determining peak hour: Total Entering Volume

LOCATION: Divisadero St -- Bush St

QC JOB #: 10944938

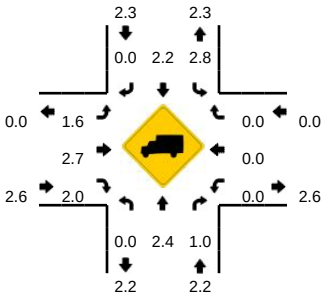
CITY/STATE: San Francisco, CA

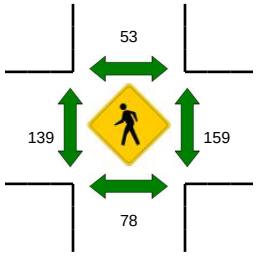
DATE: Wed, May 15 2013

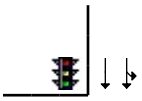


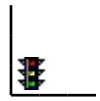
Peak-Hour: 5:00 PM -- 6:00 PM

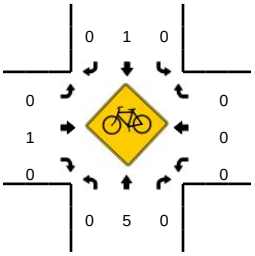
Peak 15-Min: 5:30 PM -- 5:45 PM

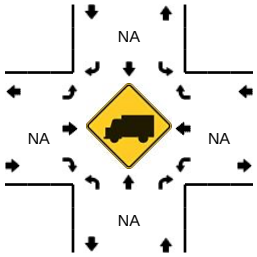


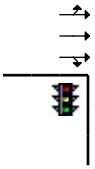


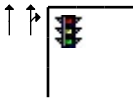


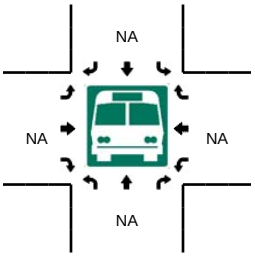












15-Min Count Period Beginning At	Divisadero St (Northbound)				Divisadero St (Southbound)				Bush St (Eastbound)				Bush St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	102	34	0	16	112	0	0	17	210	11	0	0	0	0	0	502	
4:15 PM	0	111	25	0	18	117	0	1	15	230	23	0	0	0	0	0	540	
4:30 PM	0	106	23	0	16	109	0	0	34	246	22	0	0	0	0	0	556	
4:45 PM	0	104	23	1	19	105	0	0	29	240	18	0	0	0	0	0	539	2137
5:00 PM	0	109	25	0	15	141	0	2	20	268	16	0	0	0	0	0	596	2231
5:15 PM	0	125	23	1	13	103	0	0	10	282	11	0	0	0	0	0	568	2259
5:30 PM	0	111	26	0	20	135	0	1	17	304	13	0	0	0	0	0	627	2330
5:45 PM	0	107	29	1	18	112	0	3	17	262	10	0	0	0	0	0	559	2350

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	444	104	0	80	540	0	4	68	1216	52	0	0	0	0	0	2508
Heavy Trucks	0	12	0		4	12	0		0	20	0		0	0	0		48
Pedestrians		68				48				124				148			388
Bicycles	0	2	0		0	0	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Divisadero St -- Post St

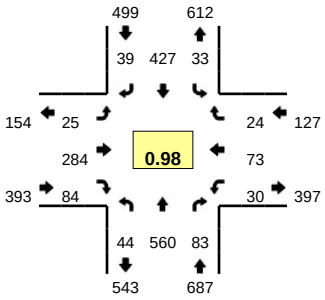
CITY/STATE: San Francisco, CA

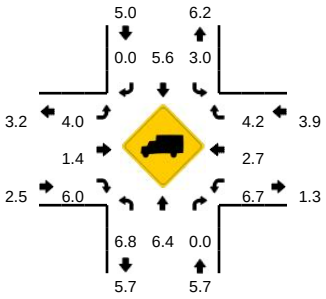
QC JOB #: 10944939

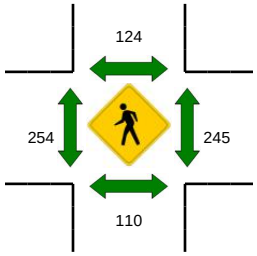
DATE: Wed, May 15 2013

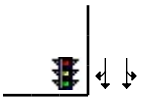
Peak-Hour: 7:45 AM -- 8:45 AM

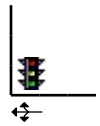
Peak 15-Min: 8:30 AM -- 8:45 AM

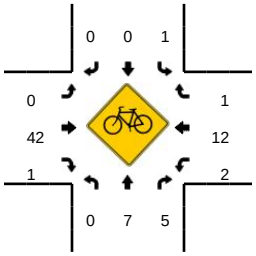


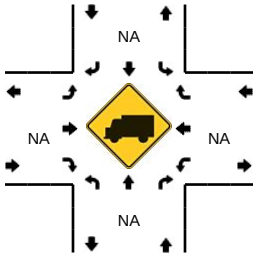


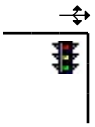


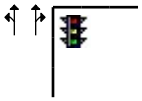


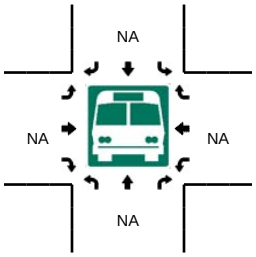












15-Min Count Period Beginning At	Divisadero St (Northbound)				Divisadero St (Southbound)				Post St (Eastbound)				Post St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	76	14	1	7	56	8	0	2	24	4	0	6	11	3	0	219	
7:15 AM	7	112	8	0	3	74	9	0	4	41	12	0	2	11	2	0	285	
7:30 AM	11	126	14	0	3	92	10	0	3	52	14	0	7	15	5	0	352	
7:45 AM	13	145	14	0	11	114	6	1	6	62	16	0	7	16	4	0	415	1271
8:00 AM	11	128	19	0	9	110	13	0	1	77	25	0	9	18	4	0	424	1476
8:15 AM	10	138	28	1	5	100	12	1	7	65	24	0	9	23	8	0	431	1622
8:30 AM	8	149	22	1	5	103	8	1	11	80	19	0	5	16	8	0	436	1706
8:45 AM	14	138	22	0	11	89	16	0	2	60	27	0	8	14	13	0	414	1705

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	596	88	4	20	412	32	4	44	320	76	0	20	64	32	0	1744
Heavy Trucks	0	36	0		0	20	0		0	4	4		0	0	4		68
Pedestrians		100				112				300				244			756
Bicycles	0	1	2		0	0	0		0	9	0		1	3	0		16
Railroad Stopped Buses																	

Comments:

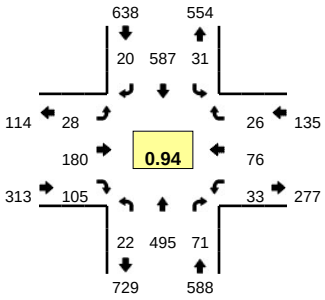
Report generated on 5/30/2013 1:32 PM

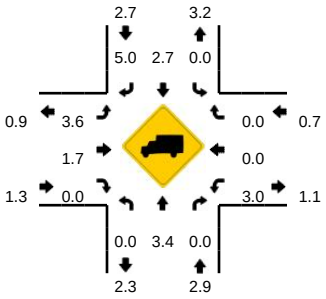
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

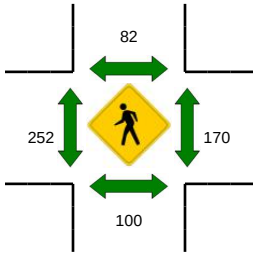
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

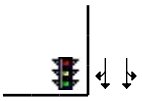
LOCATION: Divisadero St -- Post St | **QC JOB #:** 10944940
CITY/STATE: San Francisco, CA | **DATE:** Wed, May 15 2013

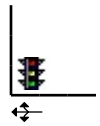
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

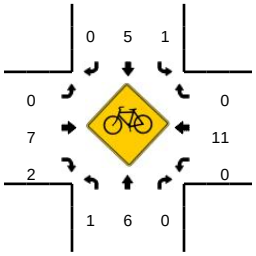


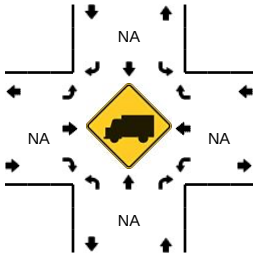


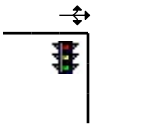


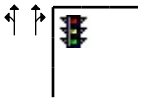


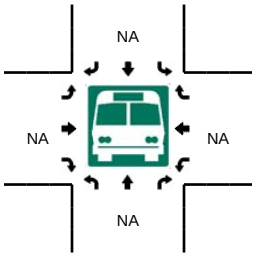












15-Min Count Period Beginning At	Divisadero St (Northbound)				Divisadero St (Southbound)				Post St (Eastbound)				Post St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	129	31	1	13	115	11	0	7	44	31	0	13	17	10	0	429	
4:15 PM	6	111	22	0	7	147	5	4	8	35	37	0	8	13	11	0	414	
4:30 PM	3	116	16	1	6	126	6	3	7	46	37	0	10	14	10	0	401	
4:45 PM	3	119	16	0	8	133	4	2	6	50	32	0	5	23	7	0	408	1652
5:00 PM	6	116	19	1	9	167	9	1	5	44	33	0	7	25	4	0	446	1669
5:15 PM	1	137	20	1	4	134	4	1	9	43	24	0	11	17	6	0	412	1667
5:30 PM	8	123	16	2	5	153	3	1	8	43	16	0	10	11	9	0	408	1674
5:45 PM	5	119	10	0	7	125	1	0	5	43	18	0	10	20	5	0	368	1634

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	464	76	4	36	668	36	4	20	176	132	0	28	100	16	0	1784
Heavy Trucks	0	12	0		0	20	0		0	4	0		0	0	0		36
Pedestrians		104				96				324				224			748
Bicycles	0	0	0		0	1	0		0	2	1		0	4	0		8
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Divisadero St -- Geary Blvd

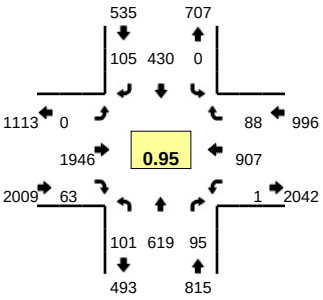
CITY/STATE: San Francisco, CA

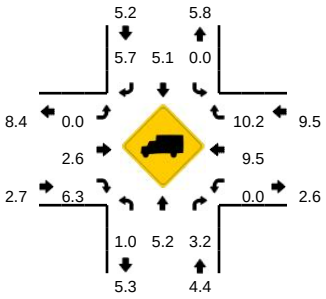
QC JOB #: 10944941

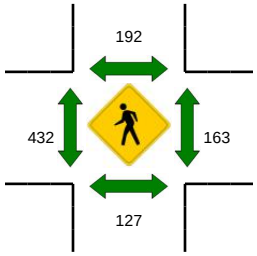
DATE: Wed, May 15 2013

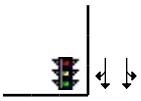
Peak-Hour: 7:45 AM -- 8:45 AM

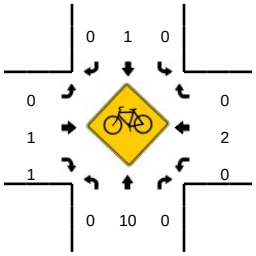
Peak 15-Min: 7:45 AM -- 8:00 AM

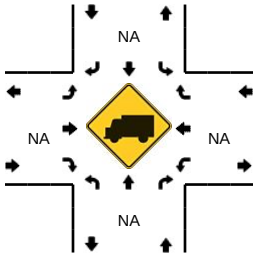


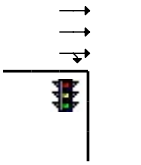


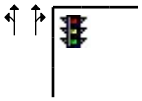


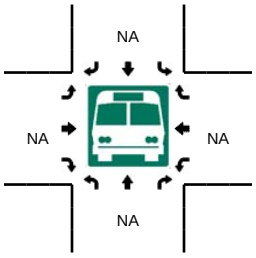












15-Min Count Period Beginning At	Divisadero St (Northbound)				Divisadero St (Southbound)				Geary Blvd (Eastbound)				Geary Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	16	89	9	0	1	61	7	0	0	257	12	0	0	142	15	0	609	
7:15 AM	17	121	13	0	0	88	9	0	0	342	8	0	0	144	14	0	756	
7:30 AM	16	137	13	0	0	93	28	0	0	475	12	0	0	166	11	0	951	
7:45 AM	23	149	27	0	0	105	18	0	0	562	11	0	0	228	26	0	1149	3465
8:00 AM	29	139	13	0	0	125	21	0	0	442	15	0	0	211	19	0	1014	3870
8:15 AM	23	164	26	0	0	111	28	0	0	465	17	0	0	234	22	1	1091	4205
8:30 AM	26	167	29	0	0	89	38	0	0	477	20	0	0	234	21	0	1101	4355
8:45 AM	26	160	20	0	0	82	40	0	0	508	24	0	0	233	18	0	1111	4317

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	92	596	108	0	0	420	72	0	0	2248	44	0	0	912	104	0	4596
Heavy Trucks	0	16	8		0	16	4		0	68	0		0	88	8		208
Pedestrians		148				220				356				168			892
Bicycles	0	3	0		0	0	0		0	0	1		0	1	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Divisadero St -- Geary Blvd

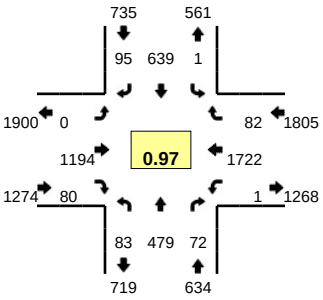
CITY/STATE: San Francisco, CA

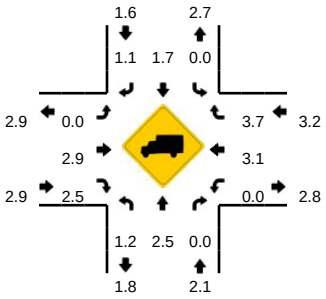
QC JOB #: 10944942

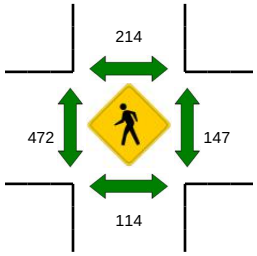
DATE: Wed, May 15 2013

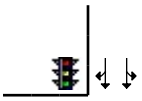
Peak-Hour: 5:00 PM -- 6:00 PM

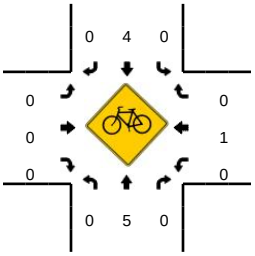
Peak 15-Min: 5:15 PM -- 5:30 PM

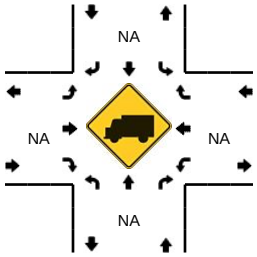


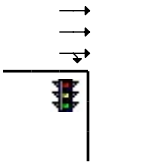


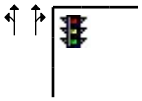


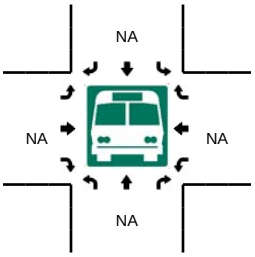












15-Min Count Period Beginning At	Divisadero St (Northbound)				Divisadero St (Southbound)				Geary Blvd (Eastbound)				Geary Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	24	124	25	1	2	137	24	0	0	275	13	0	0	385	36	0	1046	
4:15 PM	24	118	12	0	0	170	22	0	0	279	27	0	0	365	18	0	1035	
4:30 PM	31	109	16	0	1	152	26	0	0	270	17	0	0	361	23	0	1006	
4:45 PM	30	110	25	0	0	139	30	0	0	291	18	0	0	382	22	0	1047	4134
5:00 PM	11	126	16	0	0	182	33	0	0	286	21	0	0	414	21	0	1110	4198
5:15 PM	25	135	19	0	0	157	18	0	0	309	28	0	0	438	19	0	1148	4311
5:30 PM	25	105	22	0	1	158	24	0	0	326	18	0	0	425	20	1	1125	4430
5:45 PM	22	113	15	0	0	142	20	0	0	273	13	0	0	445	22	0	1065	4448

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	100	540	76	0	0	628	72	0	0	1236	112	0	0	1752	76	0	4592
Heavy Trucks	0	16	0		0	16	0		0	36	4		0	48	4		124
Pedestrians		96				232				496				128			952
Bicycles	0	0	0		0	2	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Broderick St -- Geary Blvd

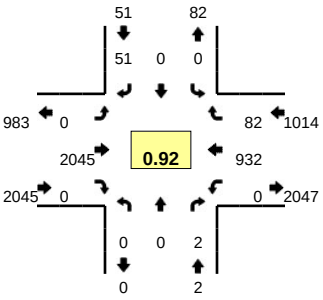
CITY/STATE: San Francisco, CA

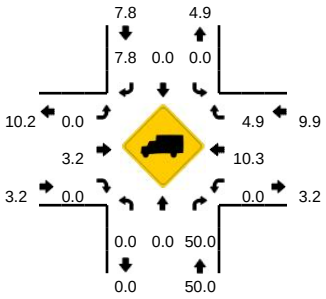
QC JOB #: 10944943

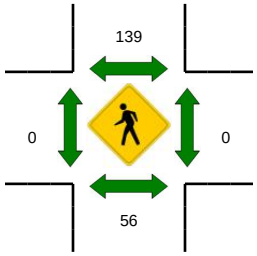
DATE: Wed, May 15 2013

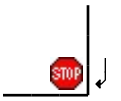
Peak-Hour: 7:45 AM -- 8:45 AM

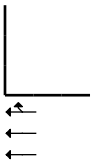
Peak 15-Min: 7:45 AM -- 8:00 AM

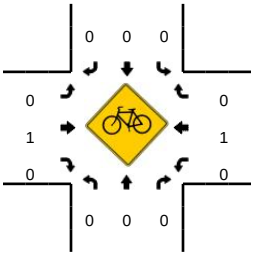


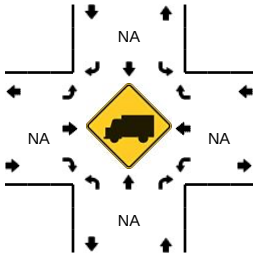


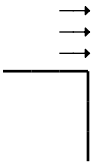


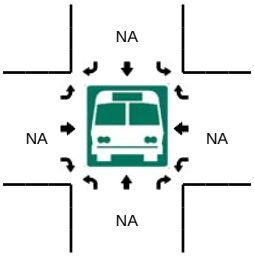












15-Min Count Period Beginning At	Broderick St (Northbound)				Broderick St (Southbound)				Geary Blvd (Eastbound)				Geary Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	1	0	0	0	3	0	0	278	0	0	0	157	10	0	449	
7:15 AM	0	0	0	0	0	0	5	0	0	365	1	0	0	153	11	0	535	
7:30 AM	0	0	1	0	0	0	7	0	0	482	0	0	0	176	12	0	678	
7:45 AM	0	0	1	0	0	0	6	0	0	585	0	0	0	239	17	0	848	2510
8:00 AM	0	0	1	0	0	0	11	0	0	473	0	0	0	215	20	0	720	2781
8:15 AM	0	0	0	0	0	0	17	0	0	484	0	0	0	226	20	0	747	2993
8:30 AM	0	0	0	0	0	0	17	0	0	503	0	0	0	252	25	0	797	3112
8:45 AM	0	0	0	0	0	0	11	0	0	514	0	0	0	215	25	0	765	3029

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	4	0	0	0	24	0	0	2340	0	0	0	956	68	0	3392
Heavy Trucks	0	0	0		0	0	4		0	84	0		0	104	4		196
Pedestrians		60				120				0				0			180
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Broderick St -- Geary Blvd

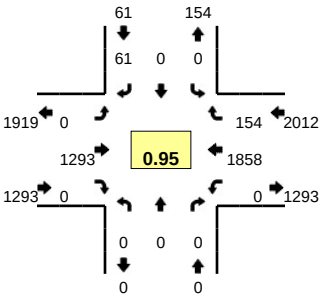
CITY/STATE: San Francisco, CA

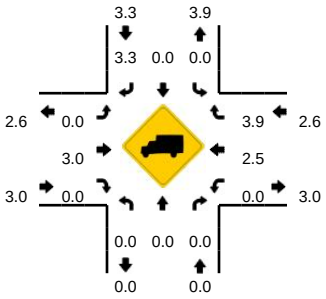
QC JOB #: 10944944

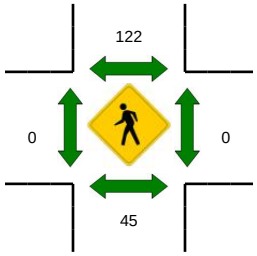
DATE: Wed, May 15 2013

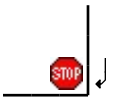
Peak-Hour: 4:45 PM -- 5:45 PM

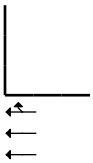
Peak 15-Min: 5:30 PM -- 5:45 PM

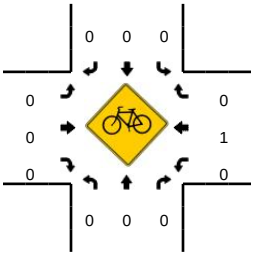


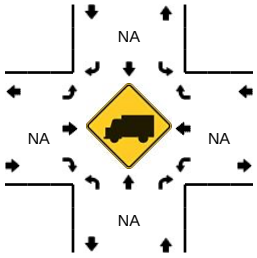


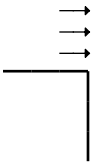


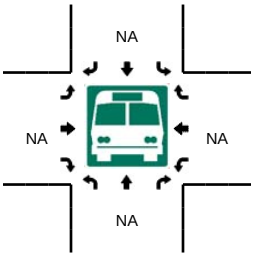












15-Min Count Period Beginning At	Broderick St (Northbound)				Broderick St (Southbound)				Geary Blvd (Eastbound)				Geary Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	7	0	0	293	0	0	0	402	33	0	735	
4:15 PM	0	0	0	0	0	0	18	0	0	312	0	0	0	407	47	0	784	
4:30 PM	0	0	0	0	0	0	15	0	0	288	0	0	0	404	45	0	752	
4:45 PM	0	0	0	0	0	0	18	0	0	311	0	0	0	432	44	0	805	3076
5:00 PM	0	0	0	0	0	0	15	0	0	307	0	0	0	440	43	0	805	3146
5:15 PM	0	0	0	0	0	0	10	0	0	334	0	0	0	494	34	0	872	3234
5:30 PM	0	0	0	0	0	0	18	0	0	341	0	0	0	492	33	0	884	3366
5:45 PM	0	0	0	0	0	0	12	0	0	285	0	0	0	471	32	0	800	3361

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	72	0	0	1364	0	0	0	1968	132	0	3536
Heavy Trucks	0	0	0		0	0	4		0	40	0		0	52	12		108
Pedestrians		28				148				0				0			176
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

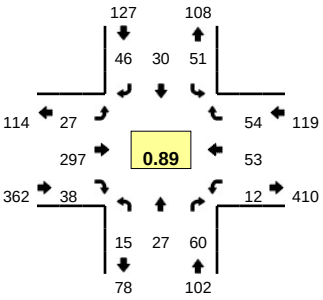
Type of peak hour being reported: Intersection Peak

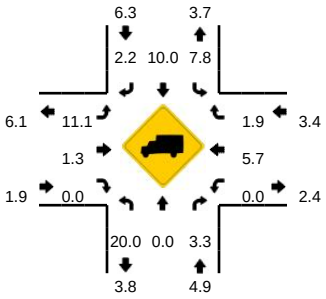
Method for determining peak hour: Total Entering Volume

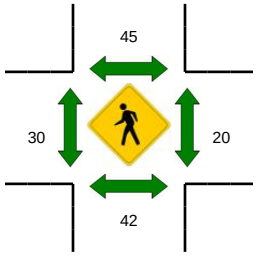
LOCATION: Broderick St -- Post St
CITY/STATE: San Francisco, CA

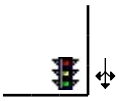
QC JOB #: 10944945
DATE: Wed, May 15 2013

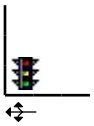
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

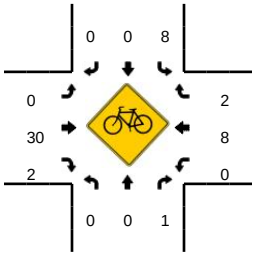


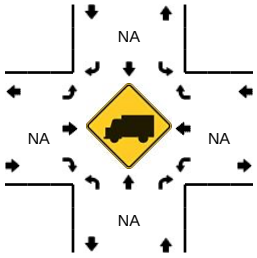


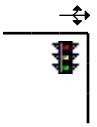


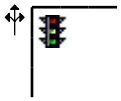


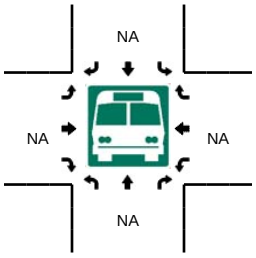












15-Min Count Period Beginning At	Broderick St (Northbound)				Broderick St (Southbound)				Post St (Eastbound)				Post St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	3	5	0	2	2	13	0	3	24	2	0	1	9	6	0	71	
7:15 AM	3	2	9	0	10	4	22	1	7	49	3	0	4	6	8	0	128	
7:30 AM	1	4	5	0	5	3	7	0	4	60	4	0	2	10	10	0	115	
7:45 AM	3	4	10	0	11	3	6	0	4	72	5	0	0	8	9	1	136	450
8:00 AM	3	6	13	0	17	9	7	0	3	72	7	0	3	13	11	1	165	544
8:15 AM	2	7	12	0	10	7	5	0	9	76	11	0	4	12	18	1	174	590
8:30 AM	4	7	19	0	11	10	17	0	7	87	13	0	0	15	9	0	199	674
8:45 AM	6	7	16	0	13	4	17	0	8	62	7	0	3	13	16	0	172	710

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	28	76	0	44	40	68	0	28	348	52	0	0	60	36	0	796
Heavy Trucks	4	0	0		4	4	0		8	8	0		0	0	0		28
Pedestrians		44				40				48				16			148
Bicycles	0	0	1		0	0	0		0	9	0		0	1	2		13
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Broderick St -- Post St

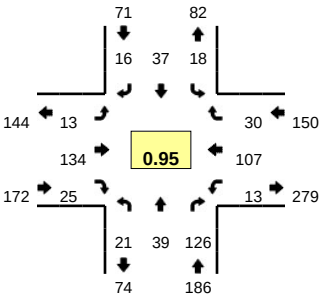
CITY/STATE: San Francisco, CA

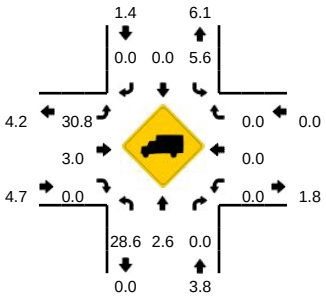
QC JOB #: 10944946

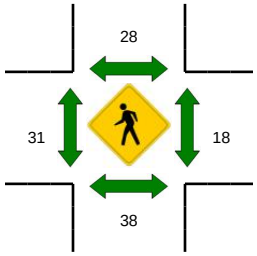
DATE: Wed, May 15 2013

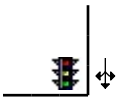
Peak-Hour: 4:15 PM -- 5:15 PM

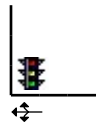
Peak 15-Min: 5:00 PM -- 5:15 PM

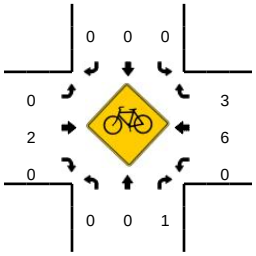


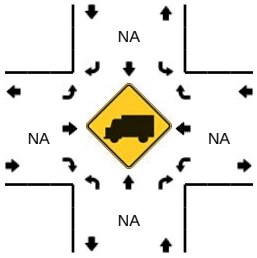


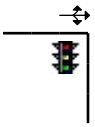


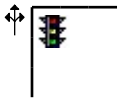


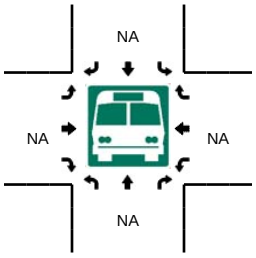












15-Min Count Period Beginning At	Broderick St (Northbound)				Broderick St (Southbound)				Post St (Eastbound)				Post St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	10	24	0	7	5	5	0	3	32	4	0	6	30	12	2	143	
4:15 PM	4	13	32	0	7	12	5	0	2	29	8	0	3	14	13	1	143	
4:30 PM	5	5	37	0	7	9	1	0	5	37	5	0	1	27	6	0	145	
4:45 PM	4	9	30	0	1	11	3	0	5	34	8	0	1	28	5	0	139	570
5:00 PM	8	12	27	0	3	5	7	0	1	34	4	0	7	38	6	0	152	579
5:15 PM	6	5	19	0	6	7	5	0	2	35	4	0	3	15	13	0	120	556
5:30 PM	7	8	15	0	2	1	1	0	1	34	8	0	5	23	6	0	111	522
5:45 PM	3	10	15	0	0	7	2	0	2	36	0	0	3	20	5	0	103	486

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	48	108	0	12	20	28	0	4	136	16	0	28	152	24	0	608
Heavy Trucks	8	4	0		0	0	0		0	0	0		0	0	0		12
Pedestrians		28				24				24				24			100
Bicycles	0	0	1		0	0	0		0	1	0		0	3	2		7
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Broderick St -- Bush St

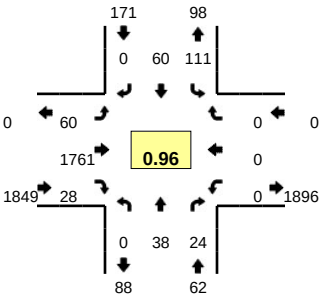
CITY/STATE: San Francisco, CA

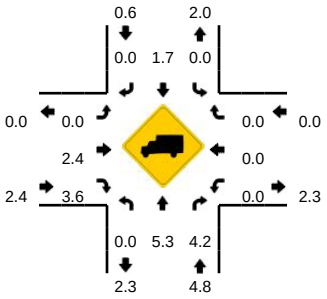
QC JOB #: 10944947

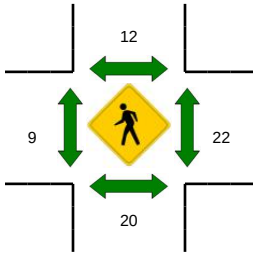
DATE: Wed, May 15 2013

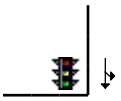
Peak-Hour: 7:45 AM -- 8:45 AM

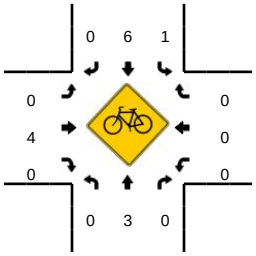
Peak 15-Min: 8:00 AM -- 8:15 AM

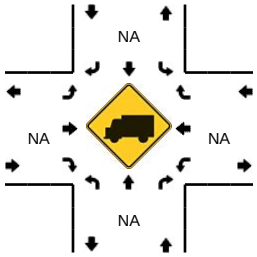


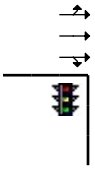


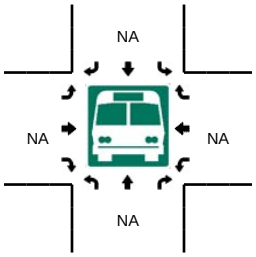












15-Min Count Period Beginning At	Broderick St (Northbound)				Broderick St (Southbound)				Bush St (Eastbound)				Bush St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	4	7	0	17	5	0	0	5	232	5	0	0	0	0	0	275	
7:15 AM	0	3	6	0	11	10	0	0	6	329	3	0	0	0	0	0	368	
7:30 AM	0	8	6	0	20	10	0	0	13	385	3	0	0	0	0	0	445	
7:45 AM	0	8	5	0	30	11	0	0	19	460	9	0	0	0	0	0	542	1630
8:00 AM	0	12	10	0	37	23	0	0	13	443	5	0	0	0	0	0	543	1898
8:15 AM	0	8	4	0	23	13	0	0	17	431	9	0	0	0	0	0	505	2035
8:30 AM	0	10	5	0	21	13	0	0	11	427	5	0	0	0	0	0	492	2082
8:45 AM	0	10	9	0	14	8	0	0	9	398	15	0	0	0	0	0	463	2003

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	48	40	0	148	92	0	0	52	1772	20	0	0	0	0	0	2172
Heavy Trucks	0	4	0		0	0	0		0	44	0		0	0	0		48
Pedestrians		24				24				8				20			76
Bicycles	0	0	0		0	2	0		0	2	0		0	0	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

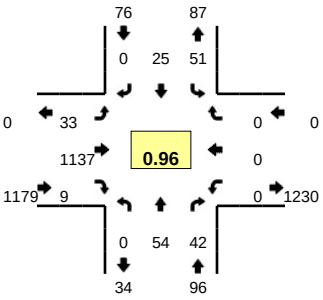
LOCATION: Broderick St -- Bush St

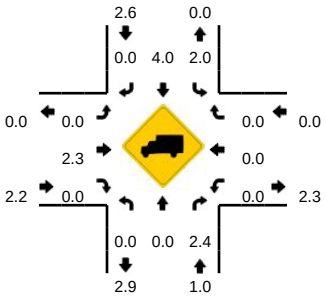
QC JOB #: 10944948

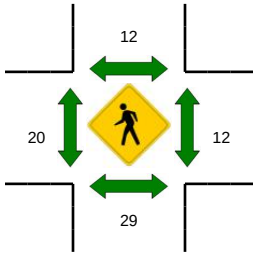
CITY/STATE: San Francisco, CA

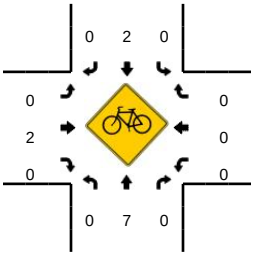
DATE: Wed, May 15 2013

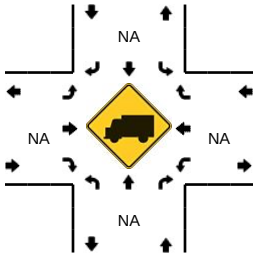
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

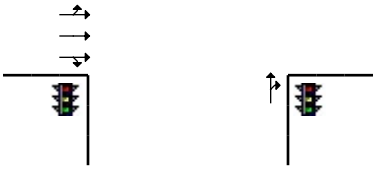


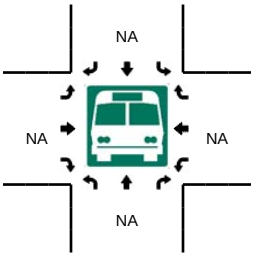












15-Min Count Period Beginning At	Broderick St (Northbound)				Broderick St (Southbound)				Bush St (Eastbound)				Bush St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	9	13	0	7	15	0	0	7	224	1	0	0	0	0	0	276	
4:15 PM	0	16	10	0	14	11	0	0	11	257	3	0	0	0	0	0	322	
4:30 PM	0	10	8	0	18	6	0	0	11	263	5	0	0	0	0	0	321	
4:45 PM	0	13	7	0	12	6	0	0	10	276	3	0	0	0	0	0	327	1246
5:00 PM	0	18	13	0	9	8	0	0	7	277	3	0	0	0	0	0	335	1305
5:15 PM	0	14	11	0	12	7	0	0	9	281	3	0	0	0	0	0	337	1320
5:30 PM	0	9	11	0	18	4	0	0	7	303	0	0	0	0	0	0	352	1351
5:45 PM	0	11	8	0	15	10	0	0	4	270	3	0	0	0	0	0	321	1345

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	36	44	0	72	16	0	0	28	1212	0	0	0	0	0	0	1408
Heavy Trucks	0	0	0		0	0	0		0	20	0		0	0	0		20
Pedestrians		32				20				32				24			108
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Broderick St -- Sutter St

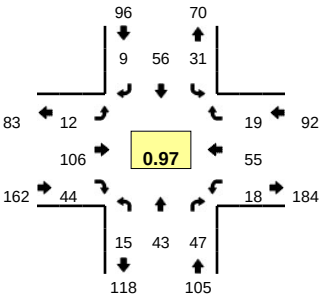
CITY/STATE: San Francisco, CA

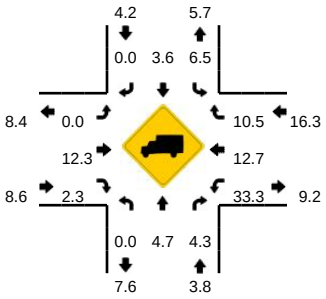
QC JOB #: 10944949

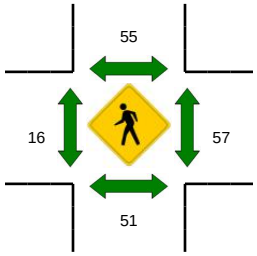
DATE: Wed, May 15 2013

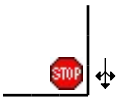
Peak-Hour: 8:00 AM -- 9:00 AM

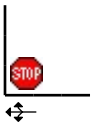
Peak 15-Min: 8:15 AM -- 8:30 AM

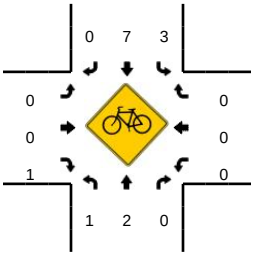


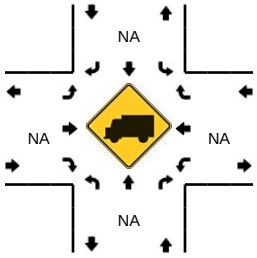


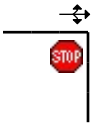


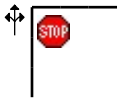


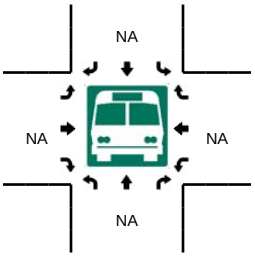












15-Min Count Period Beginning At	Broderick St (Northbound)				Broderick St (Southbound)				Sutter St (Eastbound)				Sutter St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	4	4	0	8	2	1	0	3	18	11	1	3	11	3	1	73	
7:15 AM	4	4	4	1	3	10	0	0	4	17	19	0	7	12	2	1	88	
7:30 AM	1	7	12	0	6	6	1	0	1	27	10	0	1	10	5	0	87	
7:45 AM	2	7	5	0	5	8	7	0	7	24	5	0	4	13	4	0	91	339
8:00 AM	1	8	12	0	9	20	1	0	4	30	7	0	5	11	6	0	114	380
8:15 AM	3	12	12	0	11	12	2	0	1	35	5	2	3	16	3	0	117	409
8:30 AM	4	9	13	0	4	12	3	0	2	20	20	0	7	12	4	0	110	432
8:45 AM	7	14	10	0	7	12	3	0	1	21	12	2	3	16	6	0	114	455

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	48	48	0	44	48	8	0	4	140	20	8	12	64	12	0	468
Heavy Trucks	0	0	0		0	0	0		0	8	0		8	12	0		28
Pedestrians		52				40				12				72			176
Bicycles	0	0	0		2	2	0		0	0	0		0	0	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Broderick St -- Sutter St

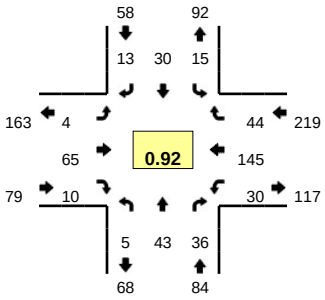
QC JOB #: 10944950

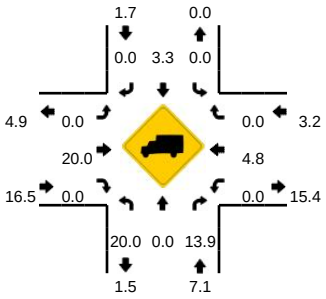
CITY/STATE: San Francisco, CA

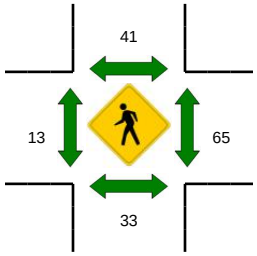
DATE: Wed, May 15 2013

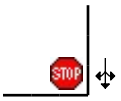
Peak-Hour: 4:00 PM -- 5:00 PM

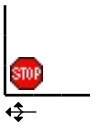
Peak 15-Min: 4:00 PM -- 4:15 PM

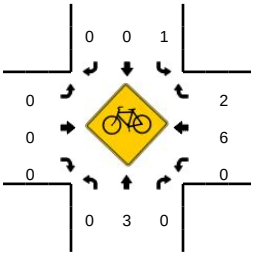


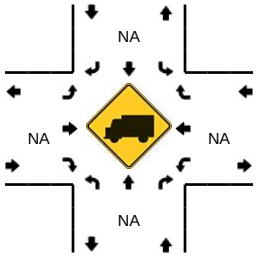


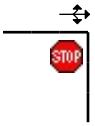


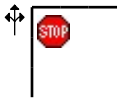


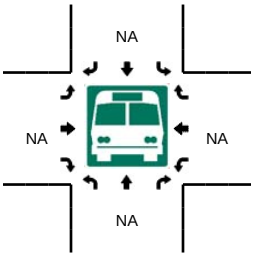












15-Min Count Period Beginning At	Broderick St (Northbound)				Broderick St (Southbound)				Sutter St (Eastbound)				Sutter St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	10	15	0	5	11	5	0	0	19	3	0	3	36	12	0	119	
4:15 PM	2	15	7	0	2	8	4	0	2	16	5	0	10	28	9	2	110	
4:30 PM	1	6	10	0	4	9	1	0	1	14	0	0	7	46	13	0	112	
4:45 PM	2	12	4	0	3	2	3	1	1	16	2	0	8	35	10	0	99	440
5:00 PM	1	14	3	0	3	6	3	1	1	9	0	0	5	32	12	1	91	412
5:15 PM	4	11	4	0	2	7	4	0	1	12	0	0	11	31	12	0	99	401
5:30 PM	1	11	3	0	4	1	0	0	0	18	2	0	1	34	12	0	87	376
5:45 PM	4	7	3	0	3	4	5	0	1	13	2	0	4	32	9	0	87	364

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	40	60	0	20	44	20	0	0	76	12	0	12	144	48	0	476
Heavy Trucks	0	0	8		0	4	0		0	20	0		0	12	0		44
Pedestrians		24				60				28				76			188
Bicycles	0	2	0		0	0	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

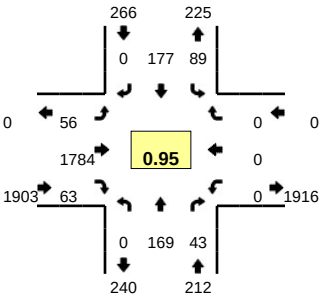
Type of peak hour being reported: Intersection Peak

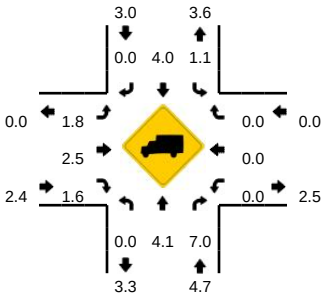
Method for determining peak hour: Total Entering Volume

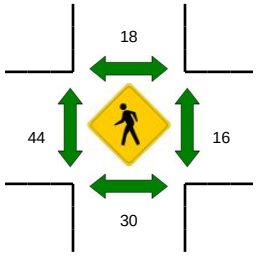
LOCATION: Scott St -- Bush St
CITY/STATE: San Francisco, CA

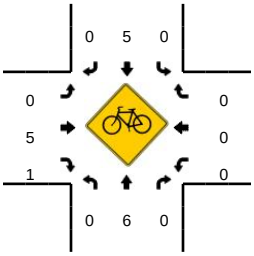
QC JOB #: 10944955
DATE: Wed, May 15 2013

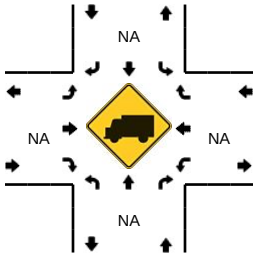
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

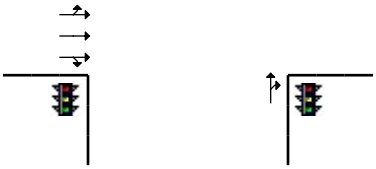


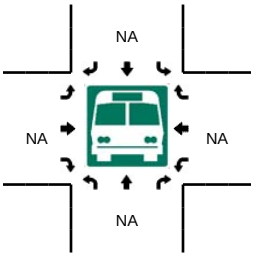












15-Min Count Period Beginning At	Scott St (Northbound)				Scott St (Southbound)				Bush St (Eastbound)				Bush St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	19	4	0	16	13	0	0	3	236	11	0	0	0	0	0	302	
7:15 AM	0	25	9	0	11	16	0	0	6	324	17	0	0	0	0	0	408	
7:30 AM	0	31	6	0	21	29	0	0	10	401	15	0	0	0	0	0	513	
7:45 AM	0	47	11	0	28	39	0	0	7	461	19	0	0	0	0	0	612	1835
8:00 AM	0	45	9	0	21	34	0	0	16	485	19	0	0	0	0	0	629	2162
8:15 AM	0	30	14	0	19	49	0	0	16	414	14	0	0	0	0	0	556	2310
8:30 AM	0	47	9	0	21	55	0	0	17	424	11	0	0	0	0	0	584	2381
8:45 AM	0	42	14	0	15	40	0	0	7	444	15	0	0	0	0	0	577	2346

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	180	36	0	84	136	0	0	64	1940	76	0	0	0	0	0	2516
Heavy Trucks	0	8	0		0	4	0		4	48	4		0	0	0		68
Pedestrians		24				12				24				8			68
Bicycles	0	2	0		0	3	0		0	1	0		0	0	0		6
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

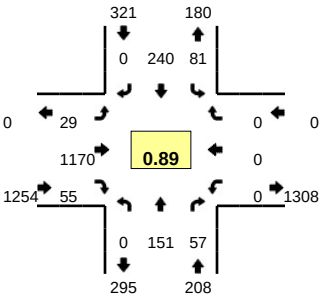
Type of peak hour being reported: Intersection Peak

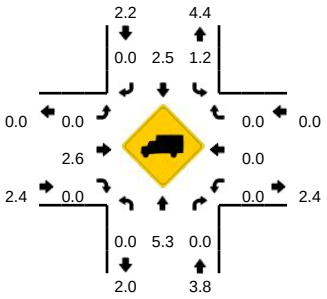
Method for determining peak hour: Total Entering Volume

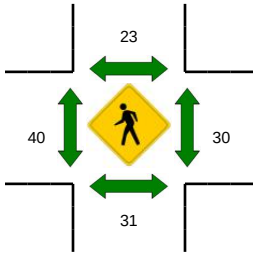
LOCATION: Scott St -- Bush St
CITY/STATE: San Francisco, CA

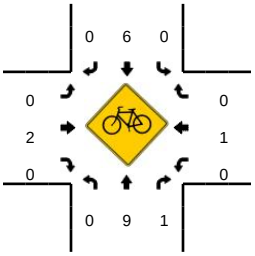
QC JOB #: 10944956
DATE: Wed, May 15 2013

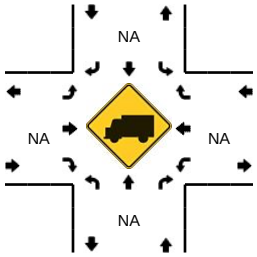
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

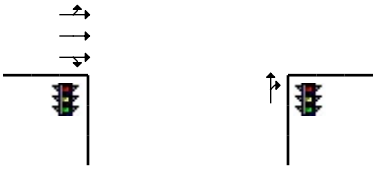


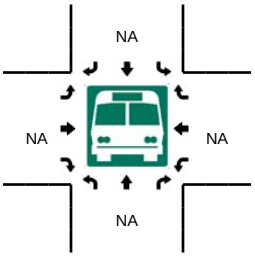












15-Min Count Period Beginning At	Scott St (Northbound)				Scott St (Southbound)				Bush St (Eastbound)				Bush St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	34	12	0	20	49	0	0	9	218	25	0	0	0	0	0	367	
4:15 PM	0	56	18	0	12	58	0	0	9	232	11	0	0	0	0	0	396	
4:30 PM	0	41	16	0	9	46	0	0	11	265	16	0	0	0	0	0	404	
4:45 PM	0	47	17	0	9	40	0	0	4	265	15	0	0	0	0	0	397	1564
5:00 PM	0	38	13	0	22	46	0	0	3	277	17	0	0	0	0	0	416	1613
5:15 PM	0	42	9	0	14	63	0	0	3	287	13	0	0	0	0	0	431	1648
5:30 PM	0	35	24	0	26	64	0	0	15	328	9	0	0	0	0	0	501	1745
5:45 PM	0	36	11	0	19	67	0	0	8	278	16	0	0	0	0	0	435	1783

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	140	96	0	104	256	0	0	60	1312	36	0	0	0	0	0	2004
Heavy Trucks	0	8	0		0	12	0		0	24	0		0	0	0		44
Pedestrians		16				28				48				20			112
Bicycles	0	1	0		0	2	0		0	0	0		0	0	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

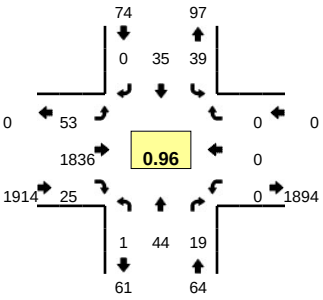
Type of peak hour being reported: Intersection Peak

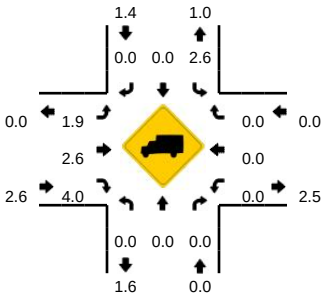
Method for determining peak hour: Total Entering Volume

LOCATION: Pierce St -- Bush St
CITY/STATE: San Francisco, CA

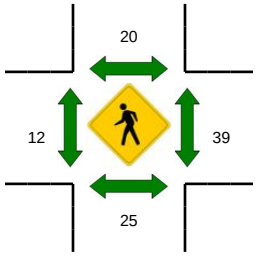
QC JOB #: 10944957
DATE: Wed, May 15 2013

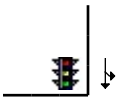
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

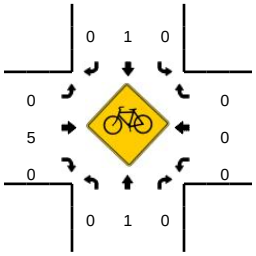


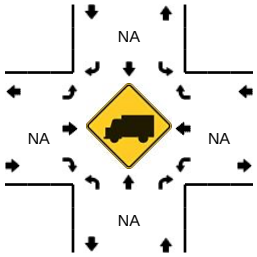


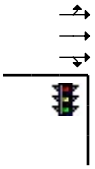
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

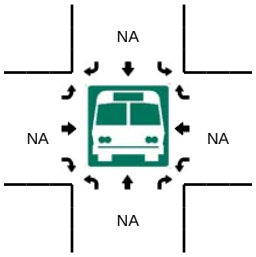












15-Min Count Period Beginning At	Pierce St (Northbound)				Pierce St (Southbound)				Bush St (Eastbound)				Bush St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	4	4	0	5	0	0	0	2	261	2	0	0	0	0	0	278	
7:15 AM	0	2	3	0	6	2	0	0	5	340	5	0	0	0	0	0	363	
7:30 AM	0	4	6	0	10	4	0	0	8	429	1	0	0	0	0	0	462	
7:45 AM	0	8	9	0	8	4	0	0	16	489	3	0	0	0	0	0	537	1640
8:00 AM	0	13	1	0	15	11	0	0	13	478	6	0	0	0	0	0	537	1899
8:15 AM	0	12	5	1	9	11	0	0	17	426	11	0	0	0	0	0	492	2028
8:30 AM	0	11	4	0	7	9	0	0	7	443	5	0	0	0	0	0	486	2052
8:45 AM	0	6	7	0	6	8	0	0	9	434	11	0	0	0	0	0	481	1996

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	32	36	0	32	16	0	0	64	1956	12	0	0	0	0	0	2148
Heavy Trucks	0	0	0		0	0	0		4	56	0		0	0	0		60
Pedestrians		32				12				12				32			88
Bicycles	0	1	0		0	0	0		0	1	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

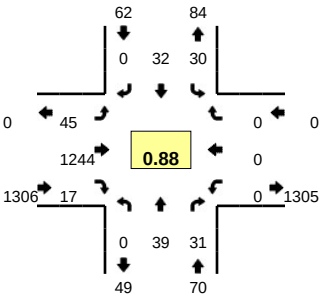
Type of peak hour being reported: Intersection Peak

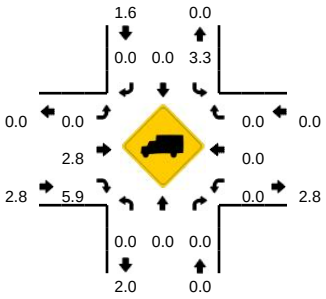
Method for determining peak hour: Total Entering Volume

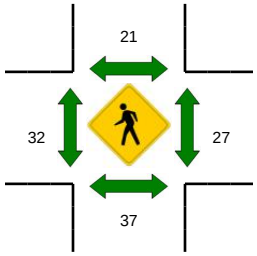
LOCATION: Pierce St -- Bush St
CITY/STATE: San Francisco, CA

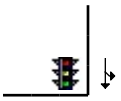
QC JOB #: 10944958
DATE: Wed, May 15 2013

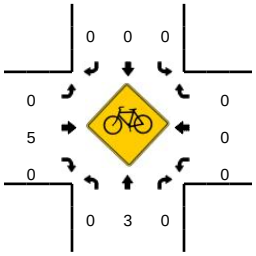
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

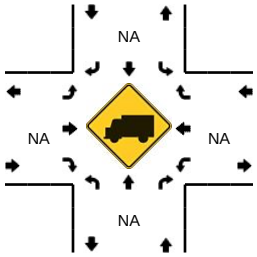


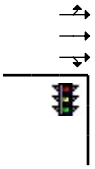


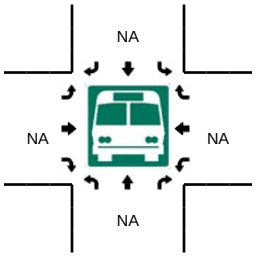












15-Min Count Period Beginning At	Pierce St (Northbound)				Pierce St (Southbound)				Bush St (Eastbound)				Bush St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	13	11	0	11	5	0	0	7	242	9	0	0	0	0	0	298	
4:15 PM	0	7	4	0	6	9	0	0	6	250	8	0	0	0	0	0	290	
4:30 PM	0	6	7	0	9	5	0	0	4	269	11	0	0	0	0	0	311	
4:45 PM	0	14	5	0	5	15	0	0	9	273	10	0	0	0	0	0	331	1230
5:00 PM	0	14	0	0	7	8	0	0	5	304	7	0	0	0	0	0	345	1277
5:15 PM	0	9	9	0	10	9	0	0	15	289	4	0	0	0	0	0	345	1332
5:30 PM	0	8	9	0	8	12	0	0	20	349	2	0	0	0	0	0	408	1429
5:45 PM	0	8	13	0	5	3	0	0	5	302	4	0	0	0	0	0	340	1438

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	32	36	0	32	48	0	0	80	1396	8	0	0	0	0	0	1632
Heavy Trucks	0	0	0		0	0	0		0	20	0		0	0	0		20
Pedestrians		32				28				36				28			124
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Pierce St -- Sutter St

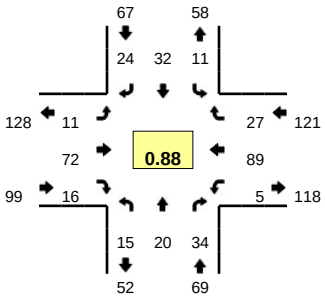
CITY/STATE: San Francisco, CA

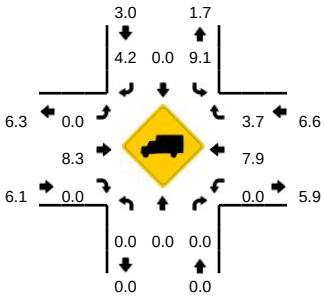
QC JOB #: 10944959

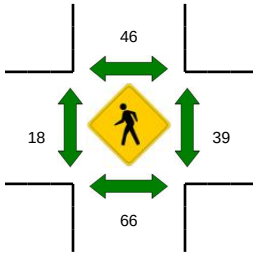
DATE: Wed, May 15 2013

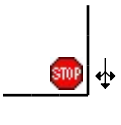
Peak-Hour: 8:00 AM -- 9:00 AM

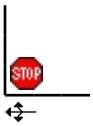
Peak 15-Min: 8:15 AM -- 8:30 AM

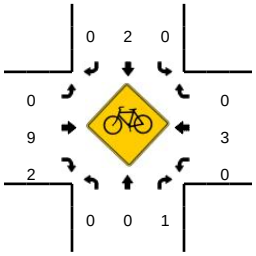


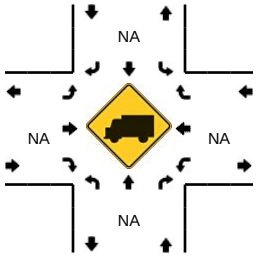


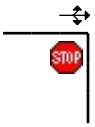


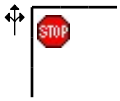


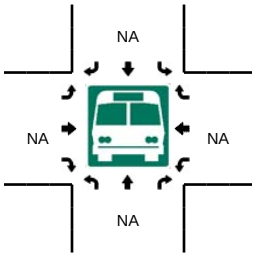












15-Min Count Period Beginning At	Pierce St (Northbound)				Pierce St (Southbound)				Sutter St (Eastbound)				Sutter St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	0	1	0	0	2	0	0	2	14	1	0	1	15	6	1	46	
7:15 AM	0	5	8	0	2	1	3	0	0	11	1	0	3	23	0	0	57	
7:30 AM	2	2	8	0	2	1	1	0	2	16	3	0	7	17	4	1	66	
7:45 AM	0	5	3	0	2	1	3	0	5	13	1	1	1	25	6	0	66	235
8:00 AM	1	4	6	0	4	6	3	0	3	13	2	0	2	31	5	0	80	269
8:15 AM	3	5	13	0	5	11	8	0	5	16	4	0	1	20	10	0	101	313
8:30 AM	5	3	11	0	1	10	2	0	3	17	7	0	1	16	7	1	84	331
8:45 AM	6	8	4	0	1	5	11	0	0	26	3	0	0	22	5	0	91	356

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	20	52	0	20	44	32	0	20	64	16	0	4	80	40	0	404
Heavy Trucks	0	0	0		0	0	4		0	4	0		0	8	0		16
Pedestrians		88				60				20				40			208
Bicycles	0	0	0		0	0	0		0	6	2		0	2	0		10
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

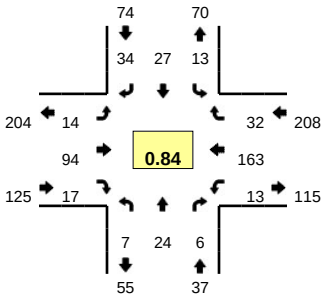
Type of peak hour being reported: Intersection Peak

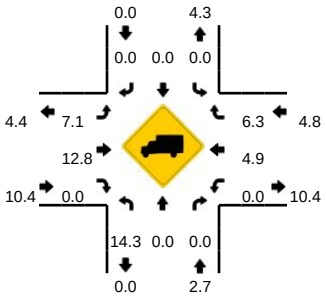
Method for determining peak hour: Total Entering Volume

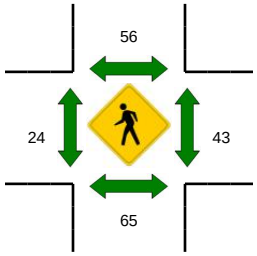
LOCATION: Pierce St -- Sutter St
CITY/STATE: San Francisco, CA

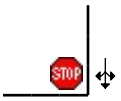
QC JOB #: 10944960
DATE: Wed, May 15 2013

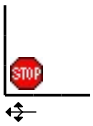
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

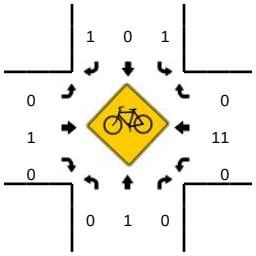


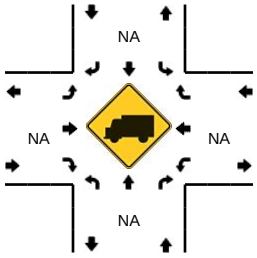


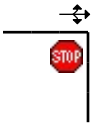


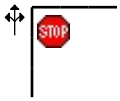


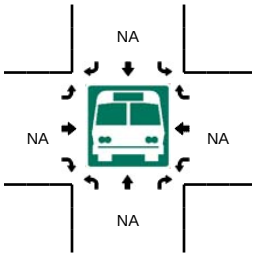












15-Min Count Period Beginning At	Pierce St (Northbound)				Pierce St (Southbound)				Sutter St (Eastbound)				Sutter St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	10	2	0	3	3	10	0	5	22	5	0	3	32	10	1	109	
4:15 PM	2	1	1	0	3	8	4	0	4	19	3	0	4	42	4	1	96	
4:30 PM	1	4	1	0	2	4	10	0	2	25	5	0	3	42	8	0	107	
4:45 PM	1	9	2	0	5	12	10	0	3	28	4	0	1	47	10	0	132	444
5:00 PM	2	10	2	0	1	7	7	0	1	16	7	0	3	28	4	1	89	424
5:15 PM	2	4	3	0	3	4	6	0	3	23	2	0	3	44	9	0	106	434
5:30 PM	0	8	5	1	4	6	7	0	1	24	4	1	5	37	6	1	110	437
5:45 PM	2	4	7	0	3	1	5	0	4	19	4	1	5	39	16	0	110	415

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	36	8	0	20	48	40	0	12	112	16	0	4	188	40	0	528
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	8	0		20
Pedestrians		92				48				40				52			232
Bicycles	0	0	0		1	0	0		0	1	0		0	2	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

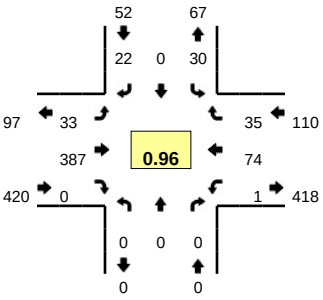
Type of peak hour being reported: Intersection Peak

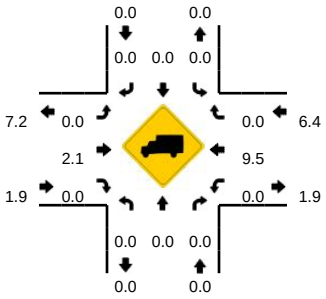
Method for determining peak hour: Total Entering Volume

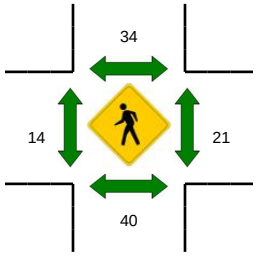
LOCATION: Pierce St -- Post St
CITY/STATE: San Francisco, CA

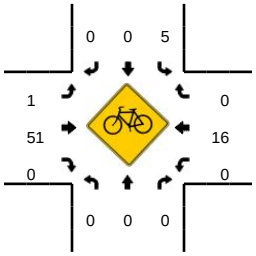
QC JOB #: 10944961
DATE: Wed, May 15 2013

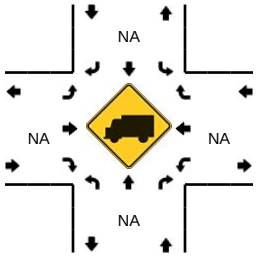
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

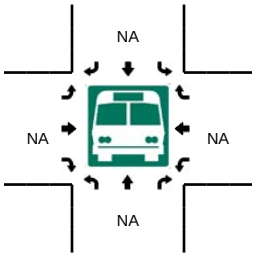












15-Min Count Period Beginning At	Pierce St (Northbound)				Pierce St (Southbound)				Post St (Eastbound)				Post St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	2	0	3	0	0	40	0	0	0	21	4	0	70	
7:15 AM	0	0	0	0	3	0	1	0	3	62	0	0	0	19	8	0	96	
7:30 AM	0	0	0	0	12	0	0	0	7	66	0	1	0	19	4	0	109	
7:45 AM	0	0	0	0	4	0	1	1	5	95	0	0	0	12	3	0	121	396
8:00 AM	0	0	0	0	6	0	4	0	4	96	0	0	0	19	7	1	137	463
8:15 AM	0	0	0	0	9	0	4	0	9	92	0	0	0	19	12	0	145	512
8:30 AM	0	0	0	0	9	0	10	0	7	96	0	1	0	13	12	0	148	551
8:45 AM	0	0	0	0	6	0	4	0	12	103	0	0	0	23	4	0	152	582

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	24	0	16	0	48	412	0	0	0	92	16	0	608
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	8	0		16
Pedestrians		60				20				16				44			140
Bicycles	0	0	0		1	0	0		0	16	0		0	3	0		20
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

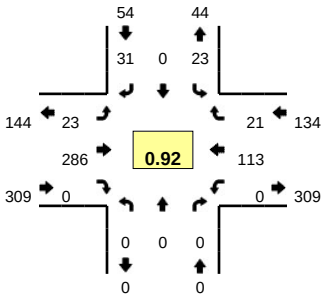
Type of peak hour being reported: Intersection Peak

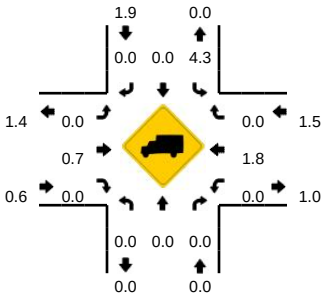
Method for determining peak hour: Total Entering Volume

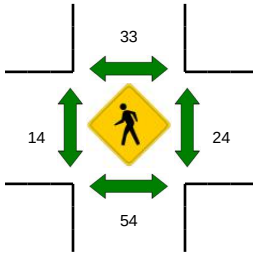
LOCATION: Pierce St -- Post St
CITY/STATE: San Francisco, CA

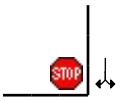
QC JOB #: 10944962
DATE: Wed, May 15 2013

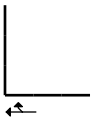
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

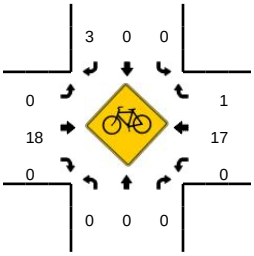


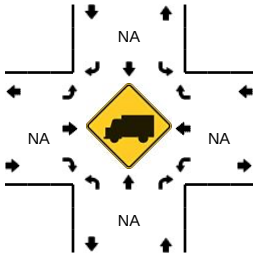


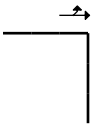


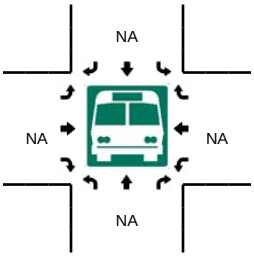












15-Min Count Period Beginning At	Pierce St (Northbound)				Pierce St (Southbound)				Post St (Eastbound)				Post St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	4	0	5	0	6	77	0	1	0	20	9	0	122	
4:15 PM	0	0	0	0	7	0	9	0	1	66	0	0	0	18	2	0	103	
4:30 PM	0	0	0	0	3	0	8	0	3	76	0	0	0	25	1	0	116	
4:45 PM	0	0	0	0	6	0	10	0	5	82	0	0	0	29	3	0	135	476
5:00 PM	0	0	0	0	8	0	9	0	8	73	0	0	0	29	5	0	132	486
5:15 PM	0	0	0	0	4	0	5	0	3	63	0	0	0	27	6	0	108	491
5:30 PM	0	0	0	0	5	0	7	0	7	68	0	0	0	28	7	0	122	497
5:45 PM	0	0	0	0	5	0	6	0	8	51	0	0	0	25	4	0	99	461

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	24	0	40	0	20	328	0	0	0	116	12	0	540
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Pedestrians		68				56				36				8			168
Bicycles	0	0	0		0	0	0		0	6	0		0	3	0		9
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

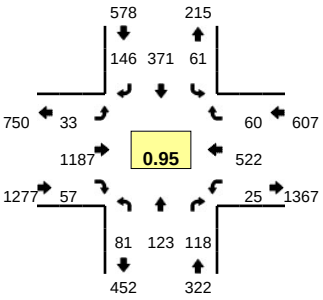
LOCATION: Harrison St -- Division St

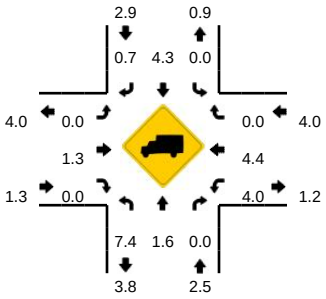
CITY/STATE: San Francisco, CA

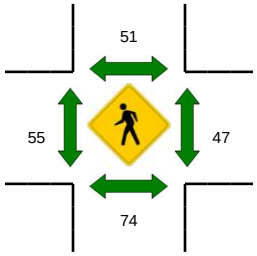
QC JOB #: 10944903

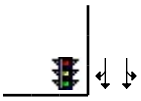
DATE: Wed, May 15 2013

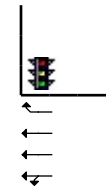
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

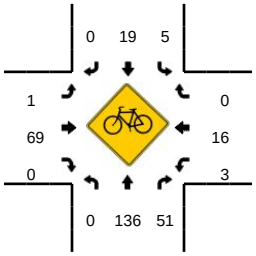


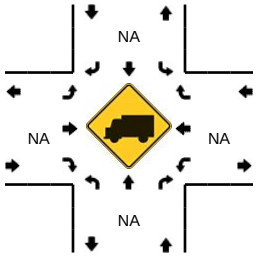


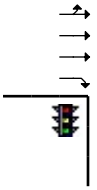


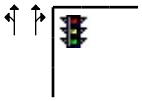


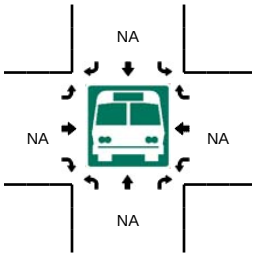












15-Min Count Period Beginning At	Harrison St (Northbound)				Harrison St (Southbound)				Division St (Eastbound)				Division St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	20	18	0	10	70	28	0	0	132	13	0	3	65	5	2	376	
7:15 AM	15	28	15	0	9	94	25	0	3	199	12	0	2	82	13	2	499	
7:30 AM	23	16	23	0	19	100	23	0	8	204	21	1	7	101	9	1	556	
7:45 AM	19	28	29	0	12	90	21	1	6	253	20	0	7	89	6	1	582	2013
8:00 AM	18	27	27	0	12	91	28	0	4	258	16	0	7	140	10	1	639	2276
8:15 AM	22	31	34	0	19	85	40	0	9	281	8	0	8	130	18	0	685	2462
8:30 AM	20	40	25	0	15	102	35	0	7	319	17	1	7	124	22	0	734	2640
8:45 AM	21	25	32	0	15	93	43	0	12	329	16	0	2	128	10	0	726	2784

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	160	100	0	60	408	140	0	28	1276	68	4	28	496	88	0	2936
Heavy Trucks	4	4	0		0	24	0		0	20	0		4	28	0		84
Pedestrians		72				56				60				32			220
Bicycles	0	38	16		0	7	0		0	15	0		1	5	0		82
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Harrison St -- Division St

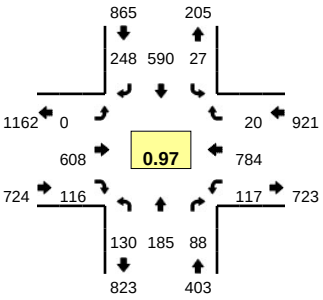
CITY/STATE: San Francisco, CA

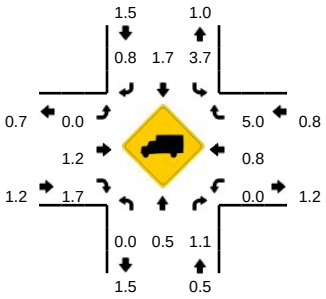
QC JOB #: 10944904

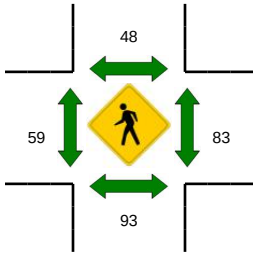
DATE: Wed, May 15 2013

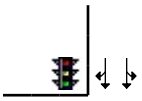
Peak-Hour: 5:00 PM -- 6:00 PM

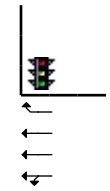
Peak 15-Min: 5:15 PM -- 5:30 PM

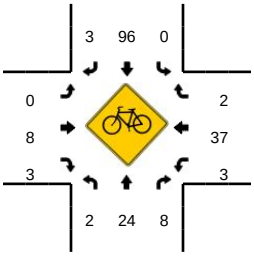


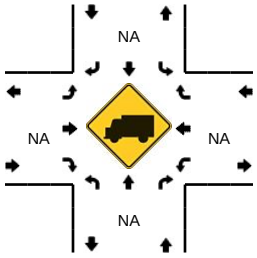


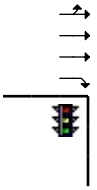


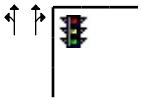


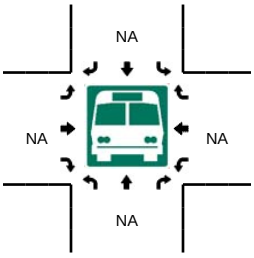












15-Min Count Period Beginning At	Harrison St (Northbound)				Harrison St (Southbound)				Division St (Eastbound)				Division St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	33	48	34	0	10	113	58	0	0	171	24	0	29	163	7	2	692	
4:15 PM	28	43	18	0	10	131	42	0	0	168	28	1	24	187	5	0	685	
4:30 PM	30	50	26	0	5	140	60	0	0	152	28	0	24	182	8	1	706	
4:45 PM	36	36	26	0	10	136	59	0	0	150	26	1	18	184	8	0	690	2773
5:00 PM	32	48	18	0	3	140	63	0	0	169	24	0	25	182	5	0	709	2790
5:15 PM	34	51	17	0	11	144	64	0	0	160	25	0	42	201	2	0	751	2856
5:30 PM	27	47	27	0	5	152	58	0	0	129	33	0	19	213	6	0	716	2866
5:45 PM	37	39	26	0	8	154	63	0	0	150	34	0	31	188	7	0	737	2913

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	136	204	68	0	44	576	256	0	0	640	100	0	168	804	8	0	3004
Heavy Trucks	0	0	0		4	12	8		0	4	0		0	8	4		40
Pedestrians		80				44				60				92			276
Bicycles	0	7	2		0	34	0		0	1	1		2	11	1		59
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Folsom St -- Division St

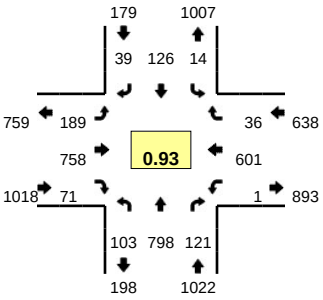
CITY/STATE: San Francisco, CA

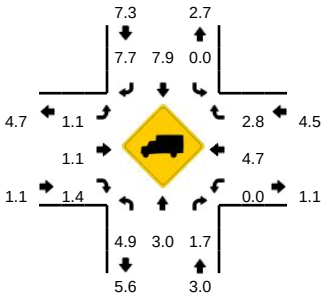
QC JOB #: 10944905

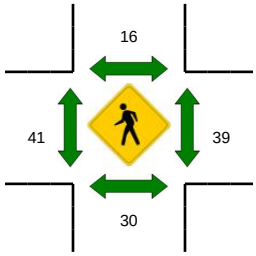
DATE: Wed, May 15 2013

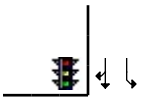
Peak-Hour: 8:00 AM -- 9:00 AM

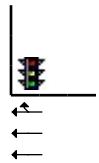
Peak 15-Min: 8:45 AM -- 9:00 AM

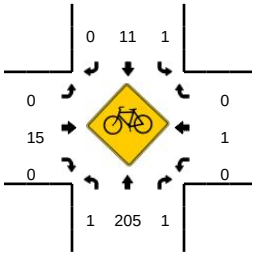


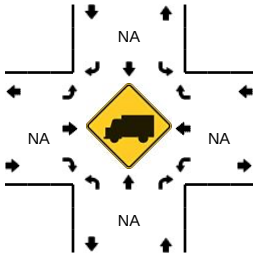


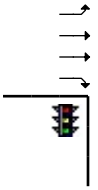


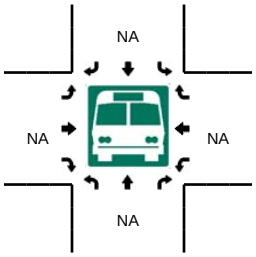












15-Min Count Period Beginning At	Folsom St (Northbound)				Folsom St (Southbound)				Division St (Eastbound)				Division St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	22	79	17	0	4	19	13	0	18	88	7	2	0	71	6	0	346	
7:15 AM	23	92	19	0	1	9	10	0	26	135	14	4	0	95	3	0	431	
7:30 AM	32	166	18	0	4	34	6	0	21	132	21	4	0	115	11	0	564	
7:45 AM	28	159	25	0	3	23	9	0	43	153	11	1	0	114	6	0	575	1916
8:00 AM	34	195	22	0	2	27	7	0	31	153	18	2	0	146	10	0	647	2217
8:15 AM	22	181	24	0	4	37	7	0	44	181	13	4	1	161	7	0	686	2472
8:30 AM	25	212	32	0	3	26	12	0	48	208	25	5	0	150	10	0	756	2664
8:45 AM	22	210	43	0	5	36	13	0	50	216	15	5	0	144	9	0	768	2857

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	88	840	172	0	20	144	52	0	200	864	60	20	0	576	36	0	3072
Heavy Trucks	8	16	0		0	16	4		4	4	0		0	4	0		56
Pedestrians		36				24				52				40			152
Bicycles	0	72	1		1	5	0		0	5	0		0	1	0		85
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Folsom St -- Division St

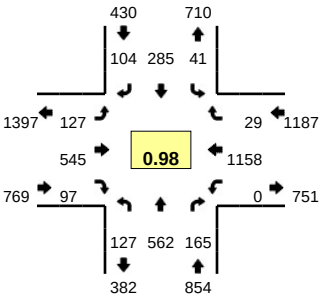
CITY/STATE: San Francisco, CA

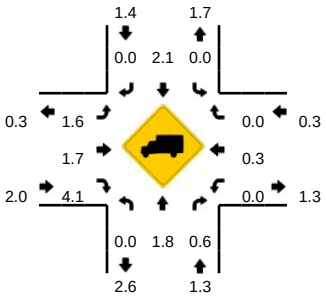
QC JOB #: 10944906

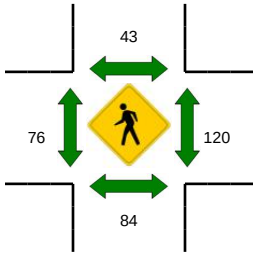
DATE: Wed, May 15 2013

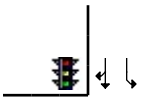
Peak-Hour: 4:45 PM -- 5:45 PM

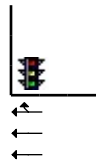
Peak 15-Min: 5:30 PM -- 5:45 PM

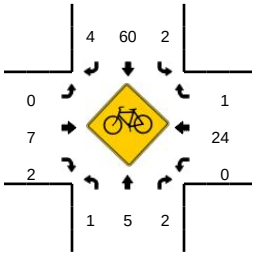


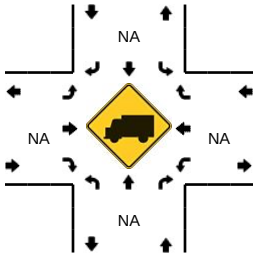


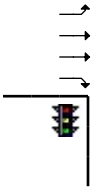


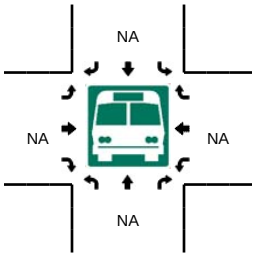












15-Min Count Period Beginning At	Folsom St (Northbound)				Folsom St (Southbound)				Division St (Eastbound)				Division St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	42	168	45	0	7	57	35	0	36	160	31	2	0	248	10	0	841	
4:15 PM	35	154	37	0	5	51	25	1	35	156	27	3	0	242	18	0	789	
4:30 PM	43	146	30	0	14	58	21	0	39	143	32	4	0	259	4	0	793	
4:45 PM	30	138	42	0	10	65	23	0	34	131	16	3	0	289	12	0	793	3216
5:00 PM	40	149	39	0	14	60	28	0	30	152	23	2	0	267	6	0	810	3185
5:15 PM	26	136	43	0	7	82	28	0	28	132	26	1	0	295	6	0	810	3206
5:30 PM	31	139	41	0	10	78	25	0	27	130	32	2	0	307	5	0	827	3240
5:45 PM	22	146	36	0	8	71	31	0	26	123	22	4	0	285	12	1	787	3234

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	124	556	164	0	40	312	100	0	108	520	128	8	0	1228	20	0	3308
Heavy Trucks	0	8	0		0	8	0		0	0	8		0	8	0		32
Pedestrians		80				16				84				140			320
Bicycles	0	2	1		2	23	1		0	4	0		0	8	0		41
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

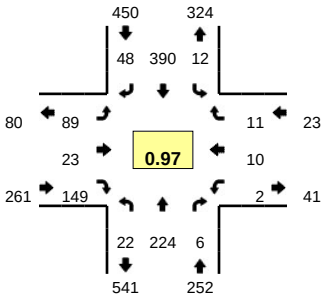
Type of peak hour being reported: Intersection Peak

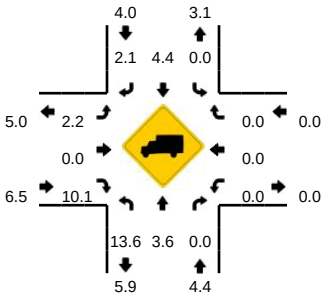
Method for determining peak hour: Total Entering Volume

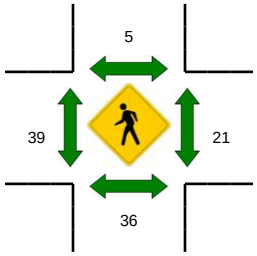
LOCATION: Harrison St -- 14th St
CITY/STATE: San Francisco, CA

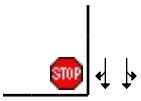
QC JOB #: 10944907
DATE: Wed, May 15 2013

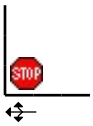
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

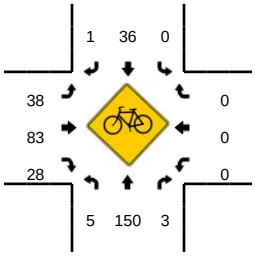


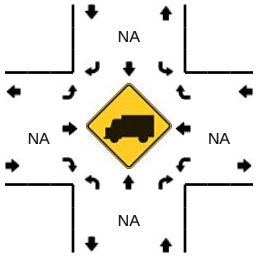


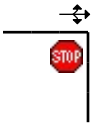


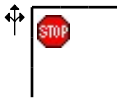


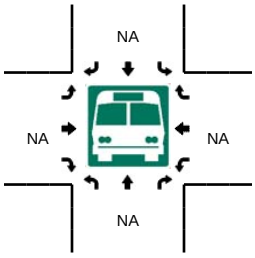












15-Min Count Period Beginning At	Harrison St (Northbound)				Harrison St (Southbound)				14th St (Eastbound)				14th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	37	0	0	3	76	9	1	11	1	21	0	1	1	1	0	165	
7:15 AM	2	39	0	0	4	92	10	0	17	6	20	0	0	2	1	0	193	
7:30 AM	3	48	1	0	3	114	12	0	15	7	21	0	0	0	0	0	224	
7:45 AM	0	54	2	0	5	104	6	0	22	11	39	0	2	0	2	0	247	829
8:00 AM	4	44	2	0	4	103	6	0	23	7	35	0	0	2	5	0	235	899
8:15 AM	7	62	0	0	4	82	18	0	24	5	42	0	0	1	1	0	246	952
8:30 AM	5	65	0	0	1	103	14	0	20	6	36	0	0	0	2	0	252	980
8:45 AM	6	53	4	0	3	102	10	0	22	5	36	0	2	7	3	0	253	986

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	212	16	0	12	408	40	0	88	20	144	0	8	28	12	0	1012
Heavy Trucks	0	4	0		0	24	0		8	0	16		0	0	0		52
Pedestrians		32				4				52				28			116
Bicycles	2	45	1		0	9	0		14	23	13		0	0	0		107
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

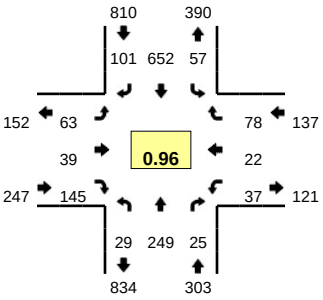
Type of peak hour being reported: Intersection Peak

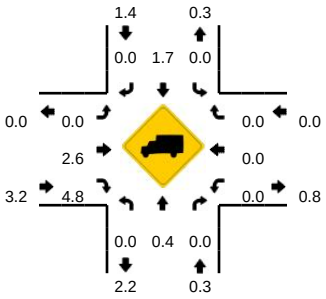
Method for determining peak hour: Total Entering Volume

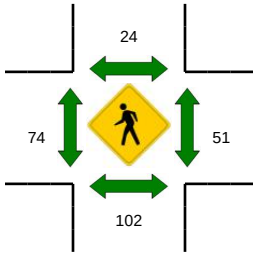
LOCATION: Harrison St -- 14th St
CITY/STATE: San Francisco, CA

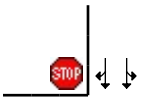
QC JOB #: 10944908
DATE: Wed, May 15 2013

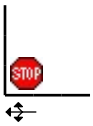
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

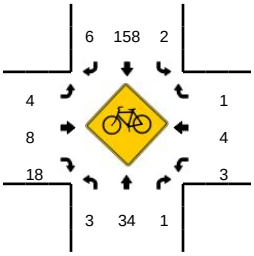


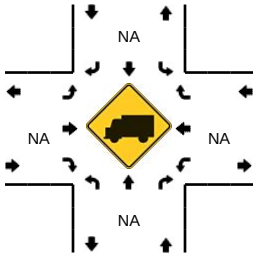


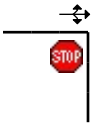


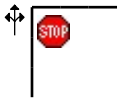


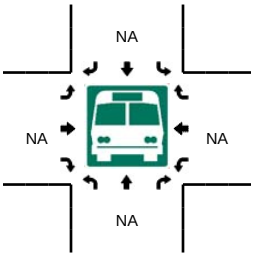












15-Min Count Period Beginning At	Harrison St (Northbound)				Harrison St (Southbound)				14th St (Eastbound)				14th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	76	8	0	15	122	28	0	20	11	32	0	10	7	17	0	351	
4:15 PM	8	63	5	0	12	136	26	1	15	6	36	0	7	3	9	0	327	
4:30 PM	3	63	2	1	24	149	25	0	19	6	36	0	11	7	22	0	368	
4:45 PM	8	67	10	0	16	144	28	0	23	11	37	0	9	7	11	0	371	1417
5:00 PM	5	57	7	0	14	150	25	0	13	10	47	0	14	4	25	0	371	1437
5:15 PM	5	64	5	0	15	164	30	0	16	13	32	0	8	6	15	0	373	1483
5:30 PM	11	61	6	0	16	149	27	0	18	9	32	0	6	7	21	0	363	1478
5:45 PM	8	67	7	0	12	189	19	0	16	7	34	0	9	5	17	0	390	1497

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	268	28	0	48	756	76	0	64	28	136	0	36	20	68	0	1560
Heavy Trucks	0	0	0		0	16	0		0	0	4		0	0	0		20
Pedestrians		108				32				92				44			276
Bicycles	0	10	0		0	48	3		1	3	1		1	2	0		69
Railroad Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

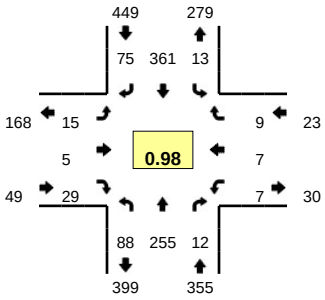
Type of peak hour being reported: Intersection Peak

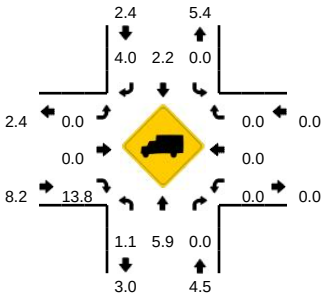
Method for determining peak hour: Total Entering Volume

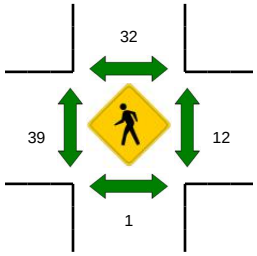
LOCATION: Harrison St -- 15th St
CITY/STATE: San Francisco, CA

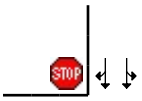
QC JOB #: 10944909
DATE: Wed, May 15 2013

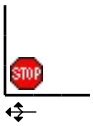
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

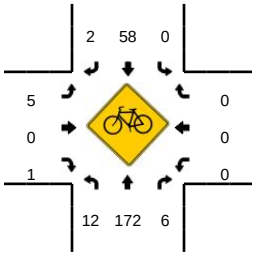


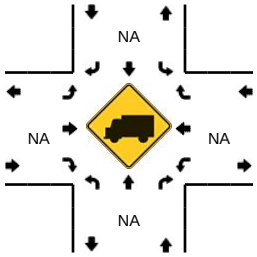


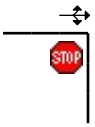


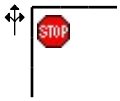


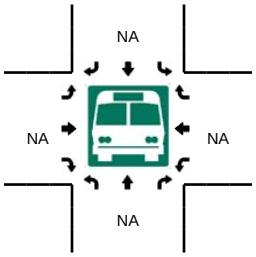












15-Min Count Period Beginning At	Harrison St (Northbound)				Harrison St (Southbound)				15th St (Eastbound)				15th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	32	0	0	2	69	10	0	3	0	5	0	0	0	0	0	129	
7:15 AM	11	37	1	0	2	74	12	0	1	0	4	0	0	2	0	0	144	
7:30 AM	12	44	1	0	4	89	14	0	1	1	6	0	1	0	1	0	174	
7:45 AM	11	52	1	0	2	97	15	0	3	3	9	0	0	3	2	0	198	645
8:00 AM	26	55	2	1	4	94	17	0	3	4	9	0	2	4	2	0	223	739
8:15 AM	20	73	4	1	4	83	18	0	2	0	7	0	4	0	2	0	218	813
8:30 AM	26	63	2	0	3	89	21	0	6	0	7	0	0	3	2	0	222	861
8:45 AM	14	64	4	0	2	95	19	0	4	1	6	0	1	0	3	0	213	876

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	104	220	8	4	16	376	68	0	12	16	36	0	8	16	8	0	892
Heavy Trucks	4	16	0		0	0	4		0	0	4		0	0	0		28
Pedestrians		0				52				40				24			116
Bicycles	2	23	0		0	12	1		1	0	0		0	0	0		39
Railroad Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

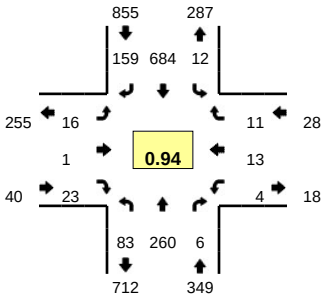
Type of peak hour being reported: Intersection Peak

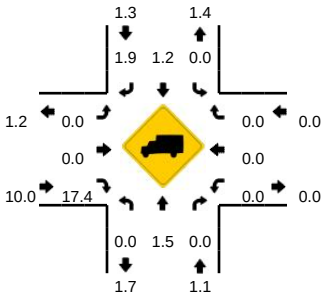
Method for determining peak hour: Total Entering Volume

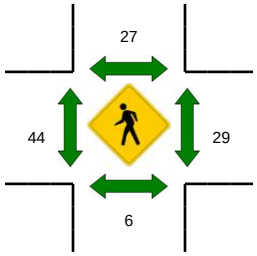
LOCATION: Harrison St -- 15th St
CITY/STATE: San Francisco, CA

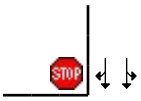
QC JOB #: 10944910
DATE: Wed, May 15 2013

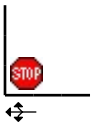
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

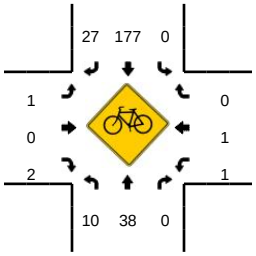


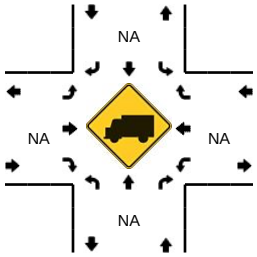


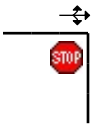


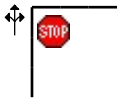


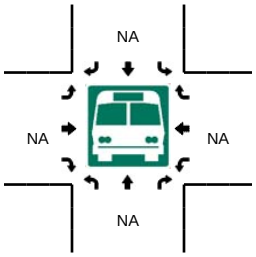












15-Min Count Period Beginning At	Harrison St (Northbound)				Harrison St (Southbound)				15th St (Eastbound)				15th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	23	64	0	0	2	149	29	0	14	1	9	0	1	4	8	0	304	
4:15 PM	20	63	0	0	2	138	38	0	1	0	8	0	4	0	2	0	276	
4:30 PM	16	57	1	0	3	162	30	0	2	0	6	1	1	7	4	0	290	
4:45 PM	16	66	0	0	2	170	30	0	5	2	9	0	0	5	3	0	308	1178
5:00 PM	11	69	2	1	1	176	40	0	2	0	6	0	1	1	2	0	312	1186
5:15 PM	23	62	3	0	4	161	40	0	5	0	5	1	1	1	5	0	311	1221
5:30 PM	30	66	0	0	1	163	32	0	5	0	5	0	2	2	4	0	310	1241
5:45 PM	18	63	1	0	5	184	47	1	3	1	7	0	0	9	0	0	339	1272

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	252	4	0	20	736	188	4	12	4	28	0	0	36	0	0	1356
Heavy Trucks	0	4	0		0	12	4		0	0	0		0	0	0		20
Pedestrians		8				24				36				44			112
Bicycles	3	10	0		0	52	10		0	0	0		1	1	0		77
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

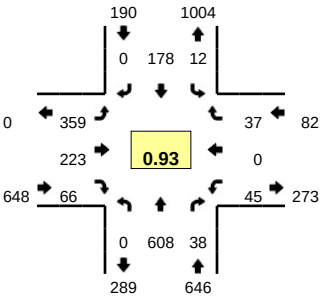
Type of peak hour being reported: Intersection Peak

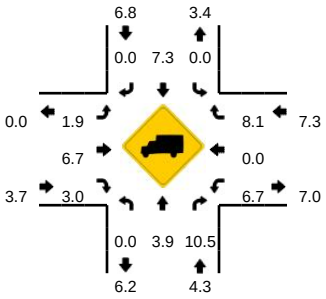
Method for determining peak hour: Total Entering Volume

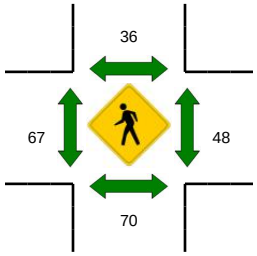
LOCATION: Folsom St -- 14th St
CITY/STATE: San Francisco, CA

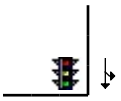
QC JOB #: 10944911
DATE: Wed, May 15 2013

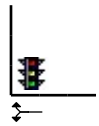
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

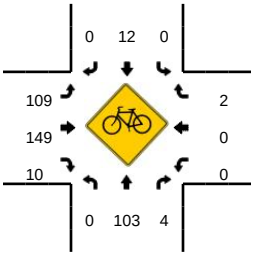


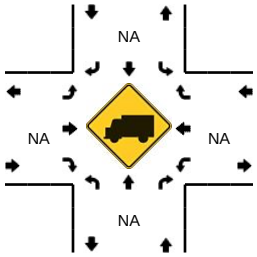


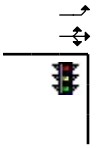


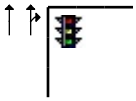


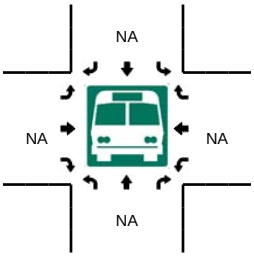












15-Min Count Period Beginning At	Folsom St (Northbound)				Folsom St (Southbound)				14th St (Eastbound)				14th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	66	4	0	2	23	0	0	47	28	9	0	5	0	6	0	190	
7:15 AM	0	88	5	0	1	23	0	0	48	35	11	0	7	0	6	0	224	
7:30 AM	0	132	4	0	2	53	0	0	76	40	7	0	4	0	7	0	325	
7:45 AM	0	138	11	0	2	30	0	0	73	63	16	0	6	0	3	0	342	1081
8:00 AM	0	139	8	0	4	38	0	0	90	58	13	0	7	0	5	0	362	1253
8:15 AM	0	145	7	0	1	51	0	0	80	64	16	0	10	0	10	0	384	1413
8:30 AM	0	162	12	0	1	44	0	0	92	50	18	0	13	0	9	0	401	1489
8:45 AM	0	162	11	0	6	45	0	0	97	51	19	0	15	0	13	0	419	1566

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	648	44	0	24	180	0	0	388	204	76	0	60	0	52	0	1676
Heavy Trucks	0	12	4		0	16	0		4	20	0		0	0	4		60
Pedestrians		72				52				56				56			236
Bicycles	0	35	0		0	6	0		38	46	4		0	0	1		130
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

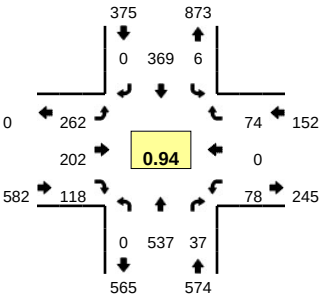
Type of peak hour being reported: Intersection Peak

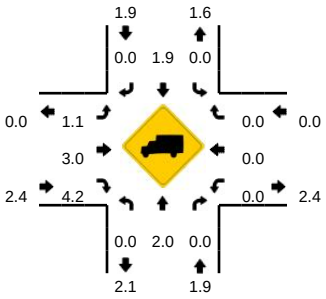
Method for determining peak hour: Total Entering Volume

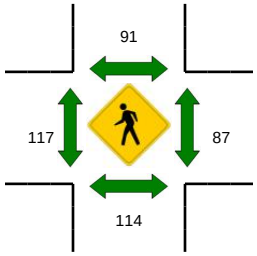
LOCATION: Folsom St -- 14th St
CITY/STATE: San Francisco, CA

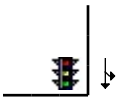
QC JOB #: 10944912
DATE: Wed, May 15 2013

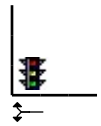
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

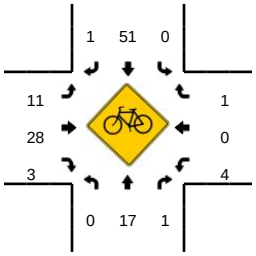


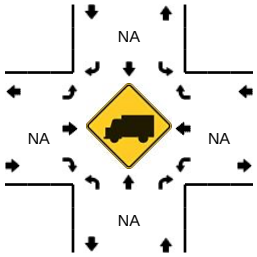


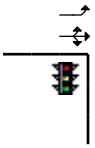


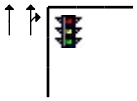


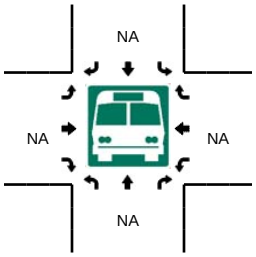












15-Min Count Period Beginning At	Folsom St (Northbound)				Folsom St (Southbound)				14th St (Eastbound)				14th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	158	6	0	1	93	0	1	74	55	18	0	25	0	21	0	452	
4:15 PM	0	128	9	0	1	82	0	0	68	40	33	0	11	0	22	0	394	
4:30 PM	0	136	11	0	3	91	0	0	70	43	27	0	21	0	13	0	415	
4:45 PM	0	115	8	0	2	79	0	0	73	52	24	0	14	0	21	0	388	1649
5:00 PM	0	140	13	0	1	86	0	0	58	55	34	0	23	0	22	0	432	1629
5:15 PM	0	146	5	0	0	113	0	0	61	52	33	0	20	0	18	0	448	1683
5:30 PM	0	123	4	0	2	103	0	1	52	53	25	0	16	0	25	0	404	1672
5:45 PM	0	109	8	0	3	94	0	0	63	27	17	0	20	0	22	0	363	1647

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	584	20	0	0	452	0	0	244	208	132	0	80	0	72	0	1792
Heavy Trucks	0	4	0		0	4	0		4	4	4		0	0	0		20
Pedestrians		112				132				164				72			480
Bicycles	0	4	0		0	17	0		4	8	0		1	0	0		34
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

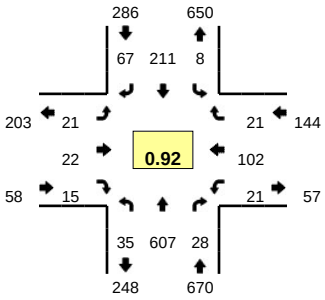
Type of peak hour being reported: Intersection Peak

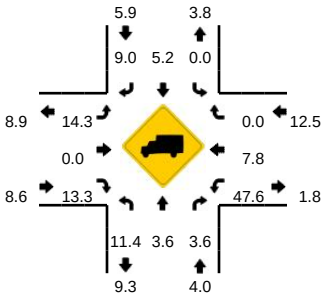
Method for determining peak hour: Total Entering Volume

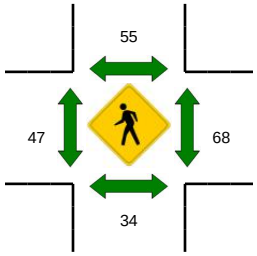
LOCATION: Folsom St -- 15th St
CITY/STATE: San Francisco, CA

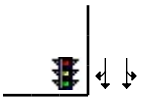
QC JOB #: 10944913
DATE: Wed, May 15 2013

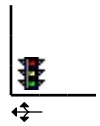
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

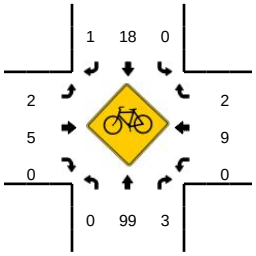


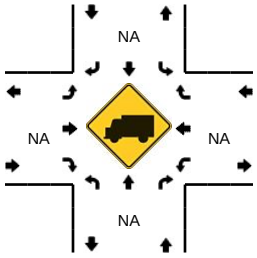


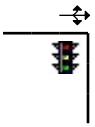


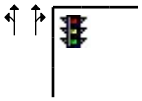


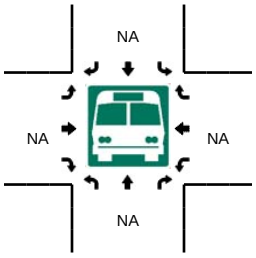












15-Min Count Period Beginning At	Folsom St (Northbound)				Folsom St (Southbound)				15th St (Eastbound)				15th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	65	5	0	1	30	2	0	1	0	2	0	5	13	4	0	134	
7:15 AM	9	77	3	0	2	27	8	1	2	1	0	0	3	10	3	0	146	
7:30 AM	12	139	6	0	0	48	14	0	4	1	4	0	6	19	3	0	256	
7:45 AM	11	137	11	0	1	39	10	0	5	2	6	0	3	21	10	0	256	792
8:00 AM	6	139	7	0	2	48	12	0	6	8	3	0	4	29	6	0	270	928
8:15 AM	10	144	6	0	1	49	16	0	5	5	3	0	4	23	4	0	270	1052
8:30 AM	7	162	5	1	4	53	15	1	6	4	4	0	8	30	4	0	304	1100
8:45 AM	11	162	10	0	0	61	24	0	4	5	5	0	5	20	7	0	314	1158

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	648	40	0	0	244	96	0	16	20	20	0	20	80	28	0	1256
Heavy Trucks	4	8	0		0	16	4		4	0	4		8	8	0		56
Pedestrians		20				52				36				60			168
Bicycles	0	34	0		0	11	0		0	2	0		0	2	1		50
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

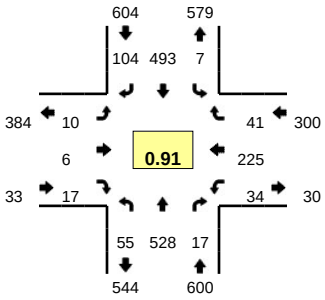
Type of peak hour being reported: Intersection Peak

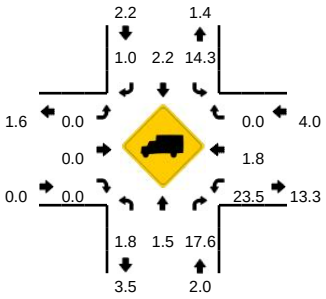
Method for determining peak hour: Total Entering Volume

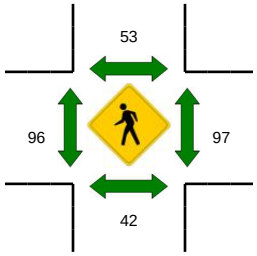
LOCATION: Folsom St -- 15th St
CITY/STATE: San Francisco, CA

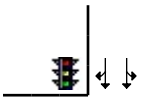
QC JOB #: 10944914
DATE: Wed, May 15 2013

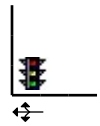
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

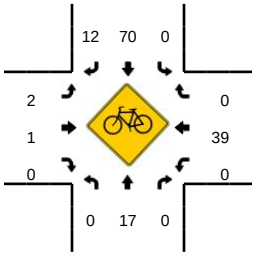


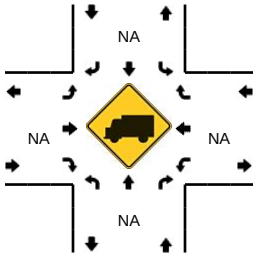


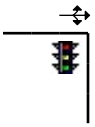


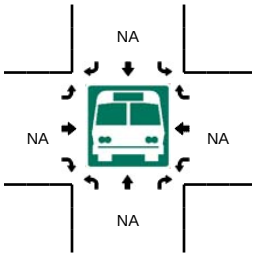












15-Min Count Period Beginning At	Folsom St (Northbound)				Folsom St (Southbound)				15th St (Eastbound)				15th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	149	6	1	3	108	29	0	2	2	6	0	10	31	23	0	383	
4:15 PM	11	122	7	0	1	116	18	0	8	1	1	0	7	45	12	0	349	
4:30 PM	8	125	2	0	2	103	34	0	1	4	7	0	6	45	14	0	351	
4:45 PM	15	107	2	0	5	118	28	0	1	4	5	0	7	45	8	0	345	1428
5:00 PM	16	143	4	0	1	109	27	0	4	0	5	0	6	53	10	0	378	1423
5:15 PM	15	137	6	0	2	145	22	0	3	2	5	0	9	65	10	0	421	1495
5:30 PM	13	129	3	0	2	131	27	0	0	0	2	0	8	48	11	0	374	1518
5:45 PM	11	119	4	0	2	108	28	0	3	4	5	0	11	59	10	0	364	1537

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	548	24	0	8	580	88	0	12	8	20	0	36	260	40	0	1684
Heavy Trucks	4	4	4		4	12	0		0	0	0		8	4	0		40
Pedestrians		16				40				100				88			244
Bicycles	0	3	0		0	17	3		0	0	0		0	13	0		36
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

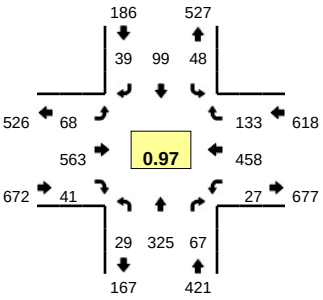
Type of peak hour being reported: Intersection Peak

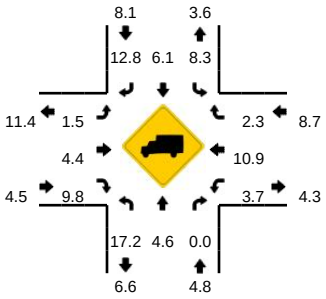
Method for determining peak hour: Total Entering Volume

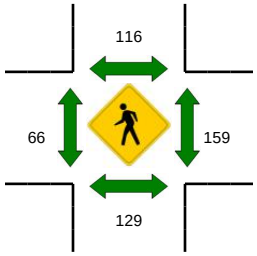
LOCATION: Bryant St -- 16th St
CITY/STATE: San Francisco, CA

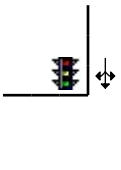
QC JOB #: 10944915
DATE: Wed, May 15 2013

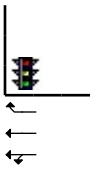
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

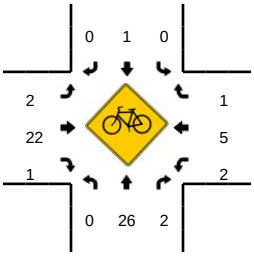


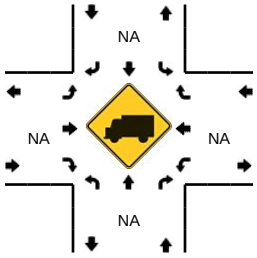


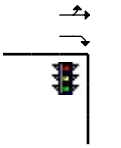


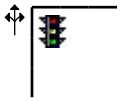


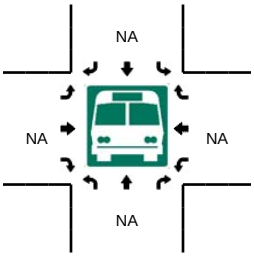












15-Min Count Period Beginning At	Bryant St (Northbound)				Bryant St (Southbound)				16th St (Eastbound)				16th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	28	14	0	10	11	7	0	11	80	3	0	6	81	23	0	281	
7:15 AM	11	32	10	0	9	13	7	0	12	89	4	0	9	92	23	0	311	
7:30 AM	3	60	16	0	14	17	9	0	18	101	7	0	8	99	22	0	374	
7:45 AM	6	70	16	0	10	22	9	0	21	107	5	1	8	125	34	0	434	1400
8:00 AM	10	76	21	0	11	18	13	0	14	120	10	0	9	115	33	0	450	1569
8:15 AM	3	78	17	0	12	23	5	1	16	162	13	0	4	117	34	0	485	1743
8:30 AM	8	88	19	0	12	30	8	0	21	136	7	0	4	120	36	0	489	1858
8:45 AM	8	83	10	0	12	28	13	0	17	145	11	0	10	106	30	0	473	1897

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	352	76	0	48	120	32	0	84	544	28	0	16	480	144	0	1956
Heavy Trucks	4	20	0		8	8	0		0	32	0		0	56	0		128
Pedestrians		208				128				80				144			560
Bicycles	0	5	1		0	0	0		0	4	0		0	1	0		11
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

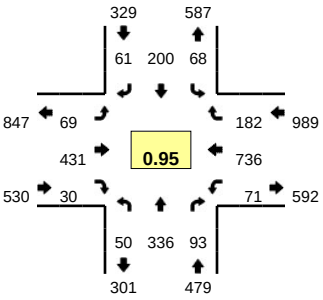
Type of peak hour being reported: Intersection Peak

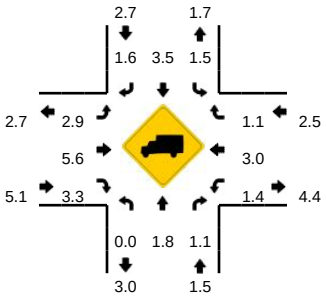
Method for determining peak hour: Total Entering Volume

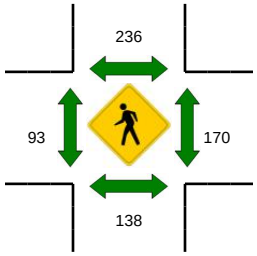
LOCATION: Bryant St -- 16th St
CITY/STATE: San Francisco, CA

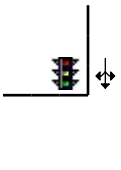
QC JOB #: 10944916
DATE: Wed, May 15 2013

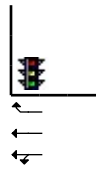
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

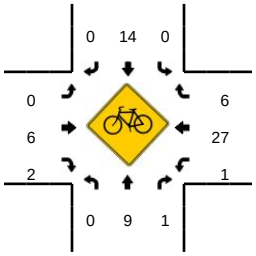


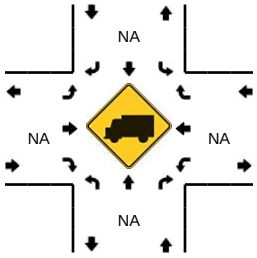


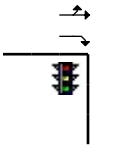


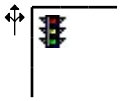


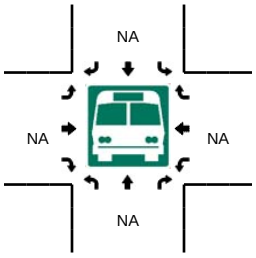












15-Min Count Period Beginning At	Bryant St (Northbound)				Bryant St (Southbound)				16th St (Eastbound)				16th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	106	25	0	14	27	11	0	21	135	10	0	14	137	38	0	544	
4:15 PM	14	89	19	1	19	48	13	0	15	120	9	0	15	135	49	0	546	
4:30 PM	11	70	23	0	16	47	14	0	18	115	4	0	12	134	38	0	502	
4:45 PM	8	77	22	0	16	53	17	0	24	108	7	0	14	165	37	0	548	2140
5:00 PM	8	74	28	0	14	45	11	0	17	98	9	0	15	174	41	0	534	2130
5:15 PM	13	101	22	0	17	49	18	0	19	104	11	0	11	175	44	0	584	2168
5:30 PM	21	82	22	0	16	56	20	0	20	119	4	0	23	180	50	0	613	2279
5:45 PM	8	79	21	0	21	50	12	0	13	110	6	0	22	207	47	0	596	2327

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	84	328	88	0	64	224	80	0	80	476	16	0	92	720	200	0	2452
Heavy Trucks	0	4	4		0	4	0		0	32	0		0	20	0		64
Pedestrians		236				320				84				208			848
Bicycles	0	1	1		0	5	0		0	0	0		0	10	1		18
Railroad Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

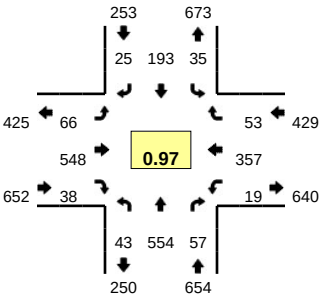
Type of peak hour being reported: Intersection Peak

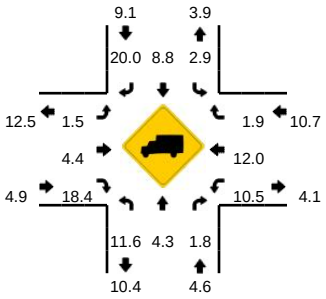
Method for determining peak hour: Total Entering Volume

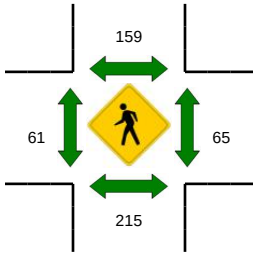
LOCATION: Folsom St -- 16th St
CITY/STATE: San Francisco, CA

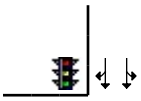
QC JOB #: 10944919
DATE: Wed, May 15 2013

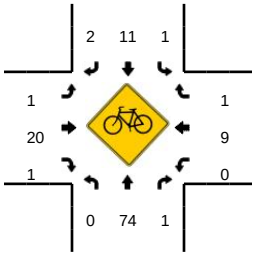
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

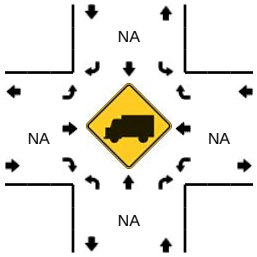


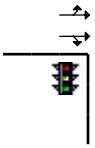


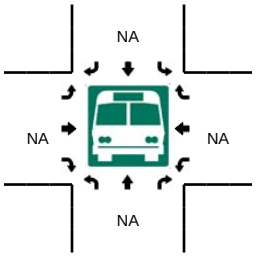












15-Min Count Period Beginning At	Folsom St (Northbound)				Folsom St (Southbound)				16th St (Eastbound)				16th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	65	7	0	7	22	5	0	7	68	7	0	5	52	10	0	257	
7:15 AM	4	75	10	0	6	19	5	0	7	75	4	0	4	62	10	0	281	
7:30 AM	11	124	16	0	9	40	9	0	16	120	8	0	4	65	12	0	434	
7:45 AM	8	139	12	0	8	33	5	0	10	99	12	0	4	97	16	0	443	1415
8:00 AM	15	130	18	0	10	43	3	0	15	127	10	0	4	99	11	0	485	1643
8:15 AM	11	135	21	0	5	48	6	0	16	142	10	0	5	83	8	0	490	1852
8:30 AM	7	145	9	0	9	50	7	0	17	149	8	0	3	92	15	0	511	1929
8:45 AM	10	144	9	0	11	52	9	0	18	130	10	0	7	83	19	0	502	1988

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	580	36	0	36	200	28	0	68	596	32	0	12	368	60	0	2044
Heavy Trucks	4	32	4		0	24	4		0	24	8		0	48	0		148
Pedestrians		216				144				52				48			460
Bicycles	0	24	0		0	1	1		0	3	1		0	1	1		32
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

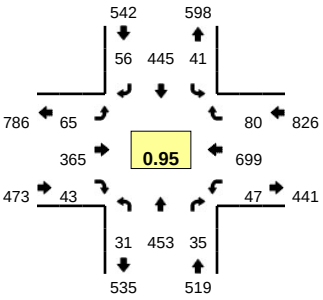
Type of peak hour being reported: Intersection Peak

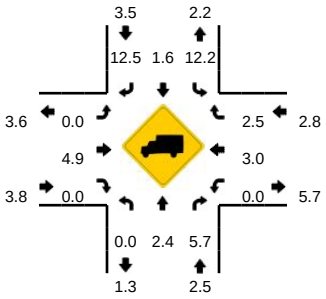
Method for determining peak hour: Total Entering Volume

LOCATION: Folsom St -- 16th St
CITY/STATE: San Francisco, CA

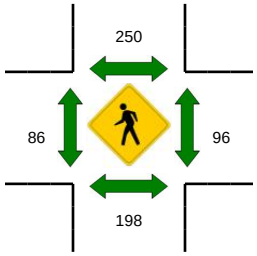
QC JOB #: 10944920
DATE: Wed, May 15 2013

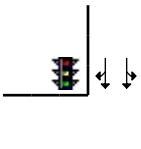
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

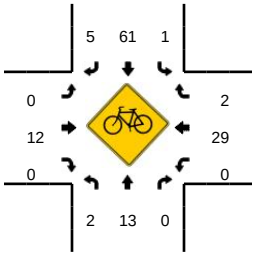


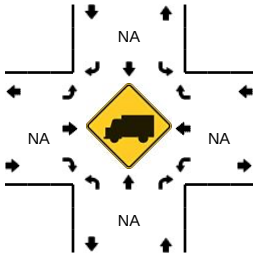


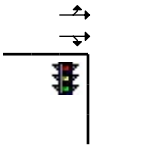
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

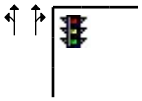


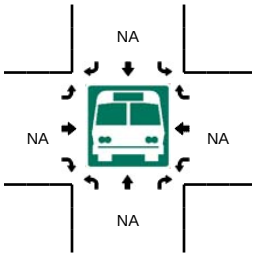












15-Min Count Period Beginning At	Folsom St (Northbound)				Folsom St (Southbound)				16th St (Eastbound)				16th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	145	13	0	11	87	20	0	14	92	21	0	14	134	14	0	570	
4:15 PM	8	95	15	0	15	95	13	0	18	95	18	0	4	147	16	0	539	
4:30 PM	7	96	18	0	10	93	15	0	17	93	9	0	11	128	19	0	516	
4:45 PM	7	113	13	0	9	109	11	0	10	92	10	0	17	160	16	0	567	2192
5:00 PM	5	110	10	0	8	100	11	0	15	80	12	0	13	149	22	0	535	2157
5:15 PM	7	126	11	0	18	113	20	0	21	84	10	0	7	175	26	0	618	2236
5:30 PM	9	116	5	0	5	128	13	0	12	112	8	0	12	182	17	0	619	2339
5:45 PM	10	101	9	0	10	104	12	0	17	89	13	0	15	193	15	0	588	2360

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	464	20	0	20	512	52	0	48	448	32	0	48	728	68	0	2476
Heavy Trucks	0	8	0		4	4	8		0	16	0		0	16	4		60
Pedestrians		212				328				100				80			720
Bicycles	0	1	0		1	14	1		0	1	0		0	10	0		28
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

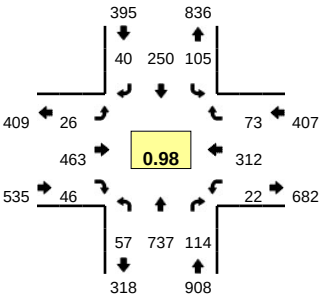
LOCATION: S Van Ness Ave -- 16th St

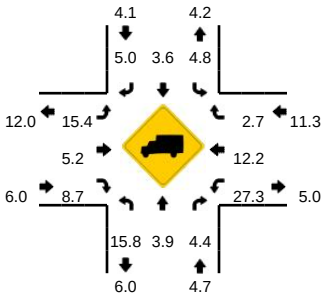
QC JOB #: 10944921

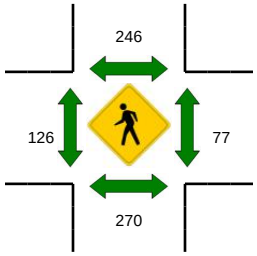
CITY/STATE: San Francisco, CA

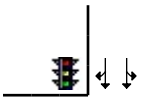
DATE: Wed, May 15 2013

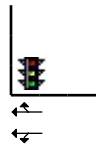
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

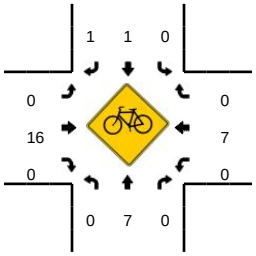


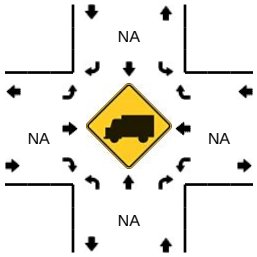


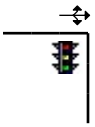


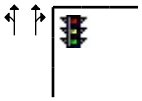


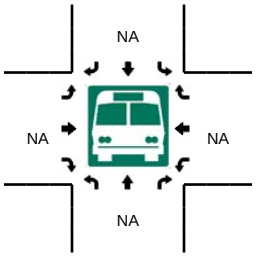












15-Min Count Period Beginning At	S Van Ness Ave (Northbound)				S Van Ness Ave (Southbound)				16th St (Eastbound)				16th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	66	5	0	14	36	2	0	3	66	7	0	2	48	7	0	262	
7:15 AM	13	119	9	0	8	54	8	0	2	67	9	0	5	54	10	0	358	
7:30 AM	16	148	24	0	20	77	4	0	7	89	10	0	5	59	9	0	468	
7:45 AM	19	174	19	0	17	41	7	0	5	89	0	0	2	91	16	0	480	1568
8:00 AM	21	176	31	0	24	48	11	0	7	106	13	0	9	80	16	0	542	1848
8:15 AM	15	194	25	0	22	61	16	0	5	116	9	0	1	73	23	0	560	2050
8:30 AM	15	175	33	0	28	70	11	0	6	122	12	0	4	78	21	0	575	2157
8:45 AM	6	192	25	0	31	71	2	0	8	119	12	0	8	81	13	0	568	2245

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	700	132	0	112	280	44	0	24	488	48	0	16	312	84	0	2300
Heavy Trucks	4	40	12		4	12	4		4	20	8		4	48	4		164
Pedestrians		268				276				160				88			792
Bicycles	0	2	0		0	0	0		0	2	0		0	2	0		6
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Van Ness Ave -- 16th St

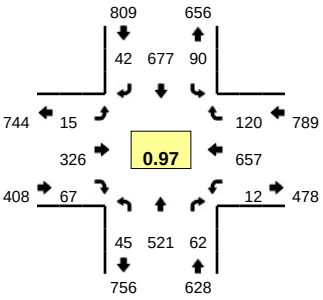
QC JOB #: 10944922

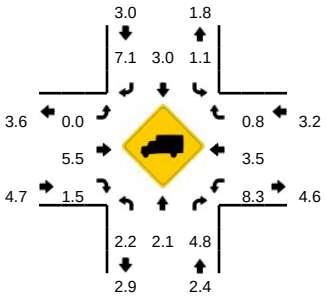
CITY/STATE: San Francisco, CA

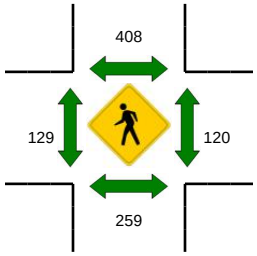
DATE: Wed, May 15 2013

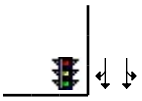
Peak-Hour: 5:00 PM -- 6:00 PM

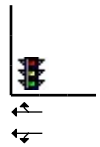
Peak 15-Min: 5:30 PM -- 5:45 PM

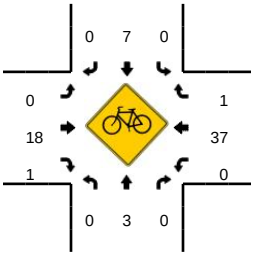


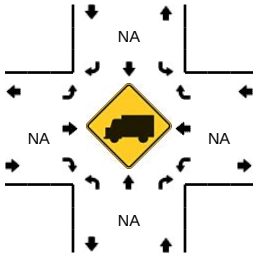


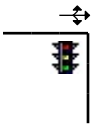


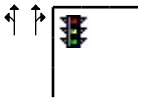


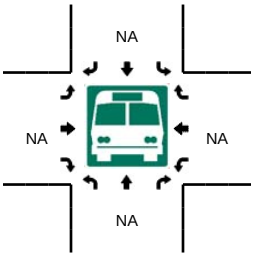












15-Min Count Period Beginning At	S Van Ness Ave (Northbound)				S Van Ness Ave (Southbound)				16th St (Eastbound)				16th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	156	24	0	22	166	9	0	2	86	17	0	6	147	20	0	667	
4:15 PM	12	149	32	0	17	163	10	0	0	75	19	0	2	148	19	0	646	
4:30 PM	13	128	22	0	25	174	11	0	1	74	14	0	2	115	31	0	610	
4:45 PM	11	139	16	0	27	183	7	0	1	74	12	0	1	140	35	0	646	2569
5:00 PM	13	139	17	0	19	186	8	0	4	80	16	0	5	146	29	0	662	2564
5:15 PM	12	133	16	0	12	169	6	0	5	77	11	0	0	169	36	0	646	2564
5:30 PM	12	138	15	0	26	156	12	0	1	91	27	0	2	173	25	0	678	2632
5:45 PM	8	111	14	0	33	166	16	0	5	78	13	0	5	169	30	0	648	2634

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	48	552	60	0	104	624	48	0	4	364	108	0	8	692	100	0	2712
Heavy Trucks	0	20	0		0	16	4		0	12	4		0	28	4		88
Pedestrians		280				452				144				116			992
Bicycles	0	1	0		0	0	0		0	1	1		0	8	1		12
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Van Ness Ave -- 15th St

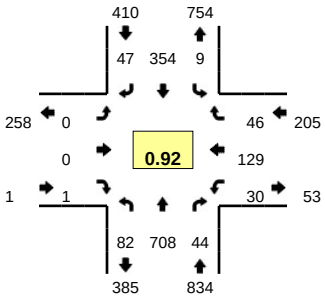
CITY/STATE: San Francisco, CA

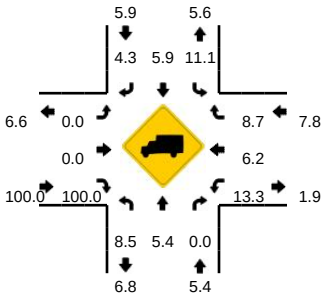
QC JOB #: 10944923

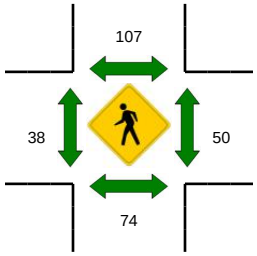
DATE: Wed, May 15 2013

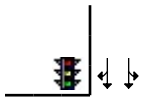
Peak-Hour: 8:00 AM -- 9:00 AM

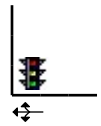
Peak 15-Min: 8:30 AM -- 8:45 AM

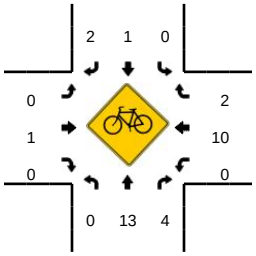


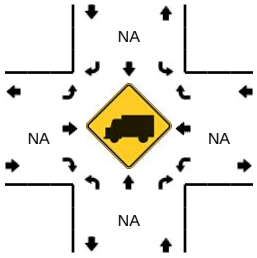


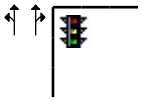


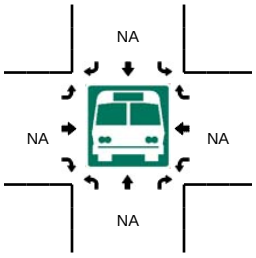












15-Min Count Period Beginning At	S Van Ness Ave (Northbound)				S Van Ness Ave (Southbound)				15th St (Eastbound)				15th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	74	0	0	0	52	6	0	0	0	0	0	2	16	3	0	160	
7:15 AM	16	115	2	0	0	71	2	0	0	0	0	0	3	21	6	0	236	
7:30 AM	10	156	0	0	1	104	10	0	0	0	0	0	4	36	6	0	327	
7:45 AM	20	163	10	0	0	58	11	0	0	0	0	0	3	26	7	0	298	1021
8:00 AM	22	157	12	0	1	74	13	0	0	0	0	0	8	31	8	0	326	1187
8:15 AM	18	189	6	0	2	82	7	0	0	0	0	0	13	16	12	0	345	1296
8:30 AM	22	182	18	0	2	97	12	0	0	0	1	0	4	42	12	0	392	1361
8:45 AM	20	180	8	0	4	101	15	0	0	0	0	0	5	40	14	0	387	1450

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	88	728	72	0	8	388	48	0	0	0	4	0	16	168	48	0	1568
Heavy Trucks	12	52	0		0	28	0		0	0	4		0	8	0		104
Pedestrians		108				144				52				60			364
Bicycles	0	3	0		0	0	0		0	0	0		0	2	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

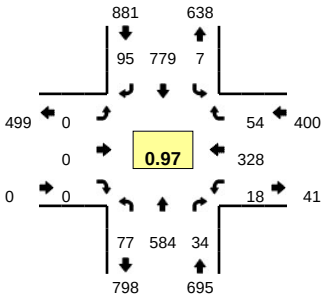
Type of peak hour being reported: Intersection Peak

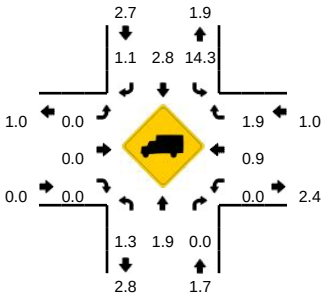
Method for determining peak hour: Total Entering Volume

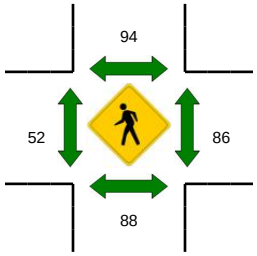
LOCATION: S Van Ness Ave -- 15th St
CITY/STATE: San Francisco, CA

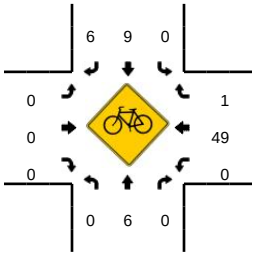
QC JOB #: 10944924
DATE: Wed, May 15 2013

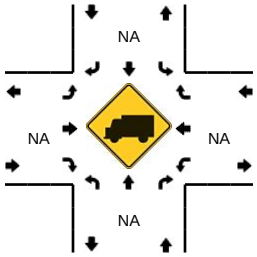
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

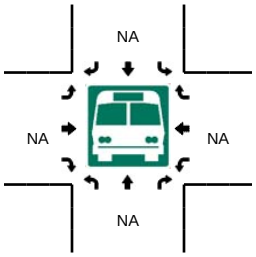












15-Min Count Period Beginning At	S Van Ness Ave (Northbound)				S Van Ness Ave (Southbound)				15th St (Eastbound)				15th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	19	153	4	0	1	193	27	1	0	0	0	0	3	69	9	0	479	
4:15 PM	16	142	8	0	5	184	22	0	0	0	0	0	5	64	3	0	449	
4:30 PM	12	147	4	0	2	189	24	0	0	0	0	0	4	72	23	0	477	
4:45 PM	26	138	12	0	1	215	18	0	0	0	0	0	2	77	14	0	503	1908
5:00 PM	19	152	13	0	1	199	22	0	0	0	0	0	6	86	10	0	508	1937
5:15 PM	19	147	5	1	3	176	31	0	0	0	0	0	6	93	7	0	488	1976
5:30 PM	25	134	5	0	2	179	32	2	0	0	0	0	7	79	12	0	477	1976
5:45 PM	11	130	3	0	4	219	19	0	0	0	0	0	5	87	11	0	489	1962

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	76	608	52	0	4	796	88	0	0	0	0	0	24	344	40	0	2032
Heavy Trucks	0	16	0		4	28	0		0	0	0		0	4	0		52
Pedestrians		120				108				52				116			396
Bicycles	0	3	0		0	3	1		0	0	0		0	11	0		18
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

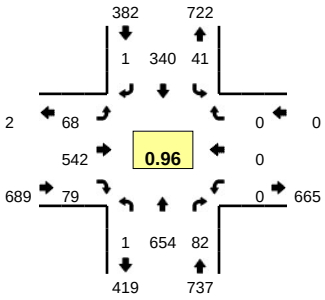
LOCATION: S Van Ness Ave -- 14th St

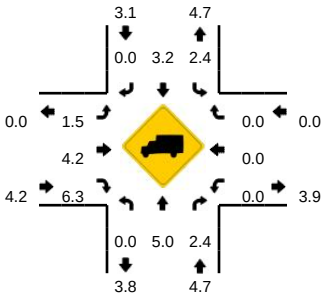
QC JOB #: 10944925

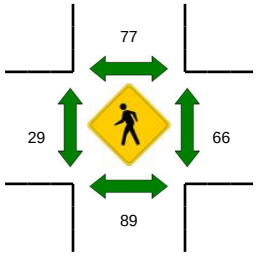
CITY/STATE: San Francisco, CA

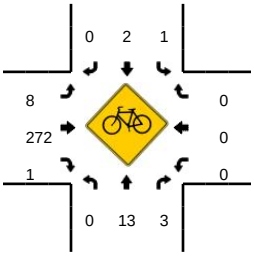
DATE: Wed, May 15 2013

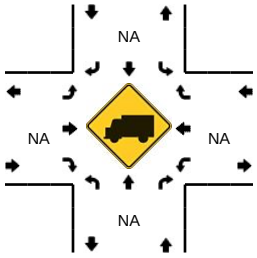
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

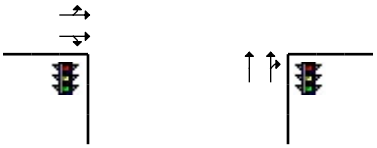


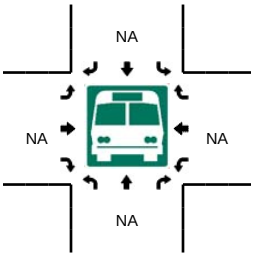












15-Min Count Period Beginning At	S Van Ness Ave (Northbound)				S Van Ness Ave (Southbound)				14th St (Eastbound)				14th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	71	7	1	4	45	0	0	7	70	10	0	0	0	0	0	215	
7:15 AM	0	109	11	0	9	59	1	0	12	80	13	0	1	0	0	0	295	
7:30 AM	0	157	8	0	3	94	0	0	16	104	18	0	0	0	0	0	400	
7:45 AM	0	157	9	0	8	62	0	0	10	136	9	0	0	0	0	0	391	1301
8:00 AM	0	145	16	0	6	71	0	0	14	144	15	0	0	0	0	0	411	1497
8:15 AM	0	172	23	0	6	81	1	0	24	137	10	0	0	0	0	0	454	1656
8:30 AM	0	173	20	0	20	90	0	0	11	134	25	0	0	0	0	0	473	1729
8:45 AM	1	164	23	0	9	98	0	0	19	127	29	0	0	0	0	0	470	1808

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	692	80	0	80	360	0	0	44	536	100	0	0	0	0	0	1892
Heavy Trucks	0	40	4		4	16	0		0	24	4		0	0	0		92
Pedestrians		100				80				32				96			308
Bicycles	0	3	1		0	0	0		3	84	0		0	0	0		91
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

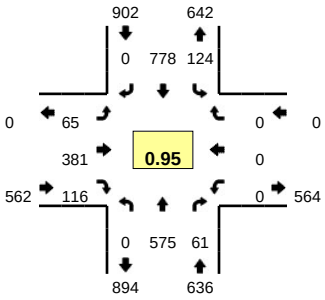
Method for determining peak hour: Total Entering Volume

LOCATION: S Van Ness Ave -- 14th St

QC JOB #: 10944926

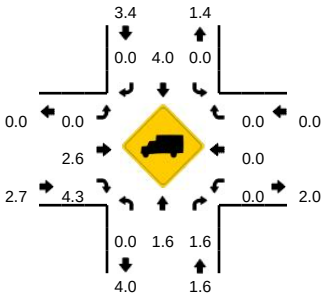
CITY/STATE: San Francisco, CA

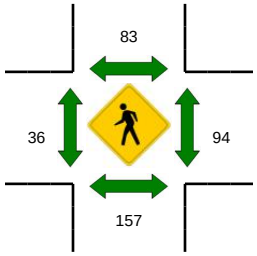
DATE: Wed, May 15 2013

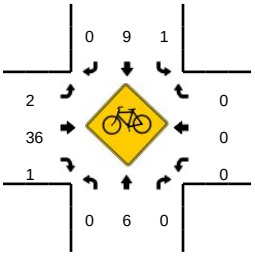


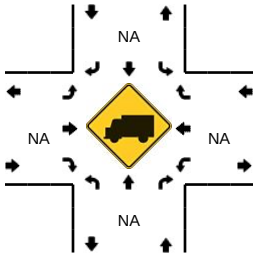
Peak-Hour: 4:00 PM -- 5:00 PM

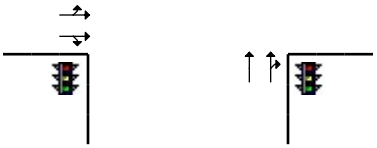
Peak 15-Min: 4:00 PM -- 4:15 PM

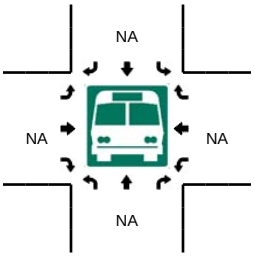












15-Min Count Period Beginning At	S Van Ness Ave (Northbound)				S Van Ness Ave (Southbound)				14th St (Eastbound)				14th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	156	16	0	31	204	0	1	18	92	32	0	0	0	0	0	550	
4:15 PM	0	131	16	0	26	184	0	0	15	96	35	0	0	0	0	0	503	
4:30 PM	0	154	15	0	30	193	0	1	20	91	25	0	0	0	0	0	529	
4:45 PM	0	134	14	0	35	197	0	0	12	102	24	0	0	0	0	0	518	2100
5:00 PM	0	146	18	0	34	202	0	0	11	94	34	0	0	0	0	0	539	2089
5:15 PM	0	147	12	0	29	181	0	0	3	96	22	0	0	0	0	0	490	2076
5:30 PM	0	123	17	0	19	194	0	0	5	84	27	0	0	0	0	0	469	2016
5:45 PM	0	133	11	0	30	224	0	0	9	65	18	0	0	0	0	0	490	1988

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	624	64	0	124	816	0	4	72	368	128	0	0	0	0	0	2200
Heavy Trucks	0	16	4		0	40	0		0	12	8		0	0	0		80
Pedestrians		132				92				36				92			352
Bicycles	0	2	0		0	2	0		1	8	0		0	0	0		13
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

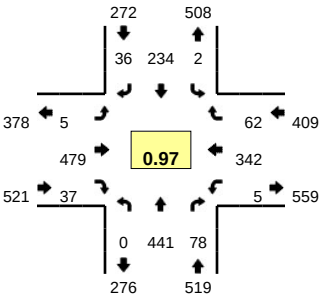
Type of peak hour being reported: Intersection Peak

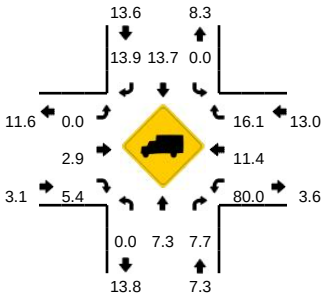
Method for determining peak hour: Total Entering Volume

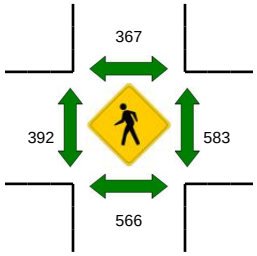
LOCATION: Mission St -- 16th St
CITY/STATE: San Francisco, CA

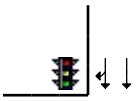
QC JOB #: 10944951
DATE: Wed, May 15 2013

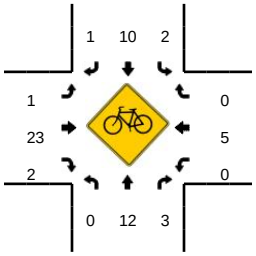
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

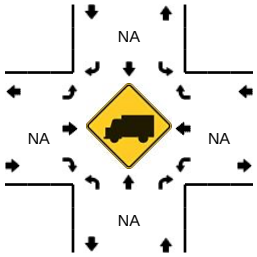


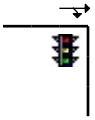


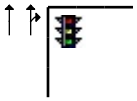


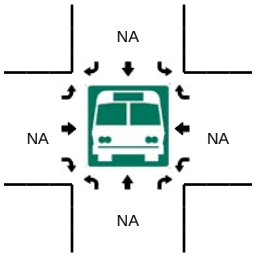












15-Min Count Period Beginning At	Mission St (Northbound)				Mission St (Southbound)				16th St (Eastbound)				16th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	66	9	0	1	32	7	0	0	69	5	0	1	48	8	0	247	
7:15 AM	1	91	6	0	0	49	8	0	0	78	13	0	2	55	13	0	316	
7:30 AM	1	109	12	0	0	66	8	0	0	110	4	0	1	66	3	0	380	
7:45 AM	0	96	7	0	0	64	11	0	0	94	5	0	1	89	12	0	379	1322
8:00 AM	0	123	26	0	0	61	6	0	2	114	7	0	1	91	14	0	445	1520
8:15 AM	0	114	17	0	0	55	10	0	0	126	10	0	1	86	12	0	431	1635
8:30 AM	0	103	16	0	1	54	8	0	1	112	15	0	2	86	23	0	421	1676
8:45 AM	0	101	19	0	1	64	12	0	2	127	5	0	1	79	13	0	424	1721

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	492	104	0	0	244	24	0	8	456	28	0	4	364	56	0	1780
Heavy Trucks	0	40	12		0	32	4		0	16	4		4	40	8		160
Pedestrians		416				272				336				412			1436
Bicycles	0	4	2		0	2	0		0	4	2		0	0	0		14
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

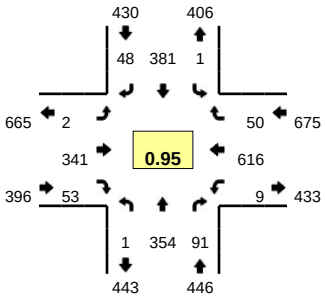
Type of peak hour being reported: Intersection Peak

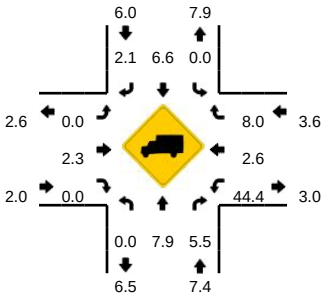
Method for determining peak hour: Total Entering Volume

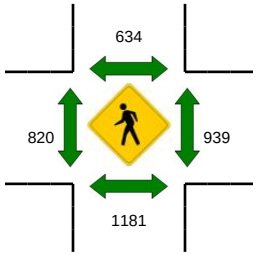
LOCATION: Mission St -- 16th St
CITY/STATE: San Francisco, CA

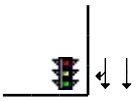
QC JOB #: 10944952
DATE: Wed, May 15 2013

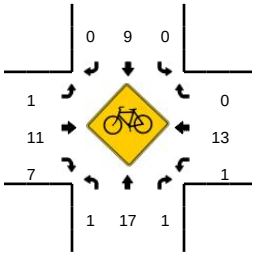
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

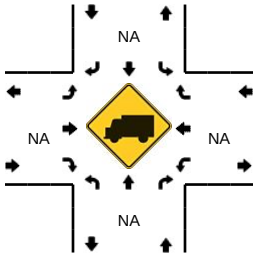


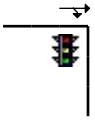


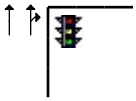


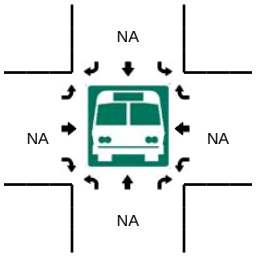












15-Min Count Period Beginning At	Mission St (Northbound)				Mission St (Southbound)				16th St (Eastbound)				16th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	72	12	0	0	63	13	0	0	62	5	0	1	102	9	0	339	
4:15 PM	0	93	13	0	0	87	18	0	0	83	12	0	2	134	12	0	454	
4:30 PM	0	106	15	0	0	99	10	0	0	83	11	0	2	116	7	0	449	
4:45 PM	0	98	23	0	0	106	9	0	1	79	16	0	2	129	10	0	473	1715
5:00 PM	0	90	22	0	0	96	21	0	0	79	10	0	2	151	15	0	486	1862
5:15 PM	0	92	19	0	1	83	8	0	0	74	14	0	4	174	8	0	477	1885
5:30 PM	1	74	27	0	0	96	10	0	1	109	13	0	1	162	17	0	511	1947
5:45 PM	1	67	19	0	0	105	8	0	1	82	18	0	1	156	11	0	469	1943

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	296	108	0	0	384	40	0	4	436	52	0	4	648	68	0	2044
Heavy Trucks	0	32	4		0	24	0		0	4	0		4	20	4		92
Pedestrians		916				580				896				860			3252
Bicycles	0	4	0		0	2	0		0	4	3		1	3	0		17
Railroad Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

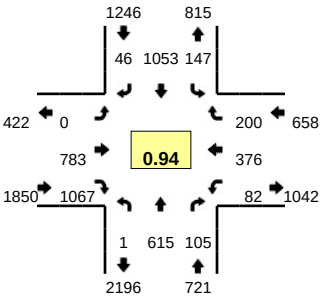
Method for determining peak hour: Total Entering Volume

LOCATION: South Van Ness Ave -- Division St

QC JOB #: 10944953

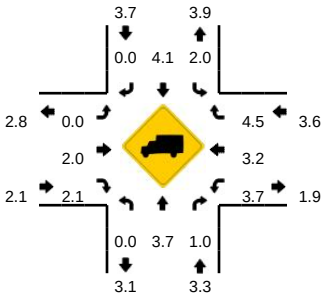
CITY/STATE: San Francisco, CA

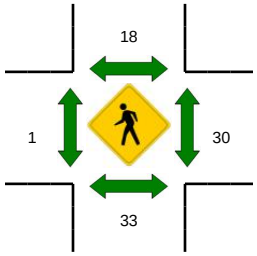
DATE: Tue, May 21 2013

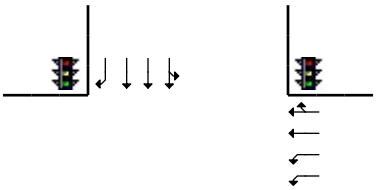


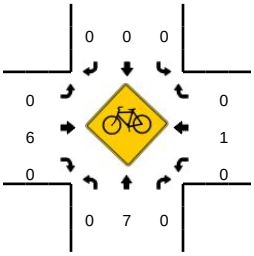
Peak-Hour: 8:00 AM -- 9:00 AM

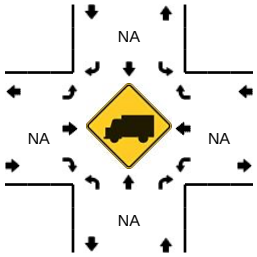
Peak 15-Min: 8:30 AM -- 8:45 AM

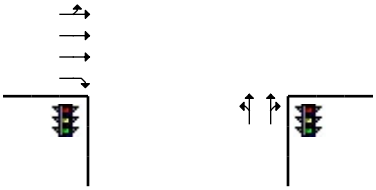


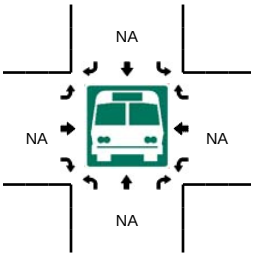












15-Min Count Period Beginning At	South Van Ness Ave (Northbound)				South Van Ness Ave (Southbound)				Division St (Eastbound)				Division St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	62	18	0	23	258	10	0	0	86	326	0	16	51	32	0	882	
7:15 AM	0	100	15	0	29	241	7	0	0	100	344	3	21	61	43	1	965	
7:30 AM	0	101	19	0	23	272	13	0	0	130	255	1	15	108	49	2	988	
7:45 AM	0	150	15	0	35	219	8	0	0	178	158	0	16	102	61	3	945	3780
8:00 AM	0	140	27	0	46	242	10	0	0	216	157	0	20	86	50	1	995	3893
8:15 AM	0	169	23	0	34	265	14	0	0	186	317	0	16	110	44	1	1179	4107
8:30 AM	0	163	38	0	29	294	12	0	0	187	303	0	20	86	54	1	1187	4306
8:45 AM	0	143	17	1	38	252	10	0	0	194	290	0	19	94	52	4	1114	4475

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	652	152	0	116	1176	48	0	0	748	1212	0	80	344	216	4	4748
Heavy Trucks	0	36	4		0	52	0		0	20	36		8	16	8		180
Pedestrians		40				36				0				16			92
Bicycles	0	3	0		0	0	0		0	2	0		0	0	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: South Van Ness Ave -- Division St

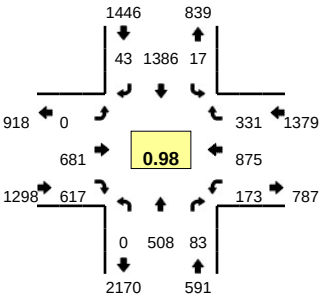
CITY/STATE: San Francisco, CA

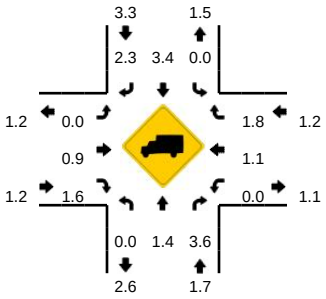
QC JOB #: 10944954

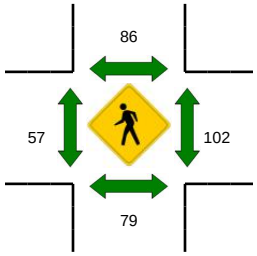
DATE: Tue, May 21 2013

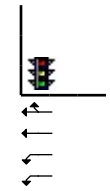
Peak-Hour: 4:45 PM -- 5:45 PM

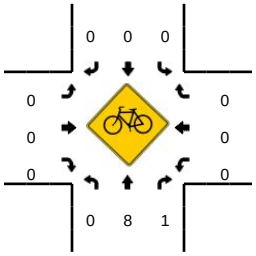
Peak 15-Min: 5:30 PM -- 5:45 PM

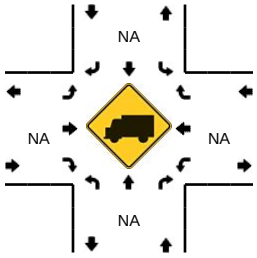


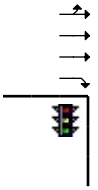


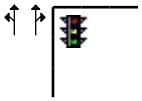


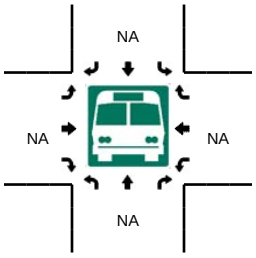












15-Min Count Period Beginning At	South Van Ness Ave (Northbound)				South Van Ness Ave (Southbound)				Division St (Eastbound)				Division St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	125	34	0	10	340	25	0	0	172	170	0	45	170	83	1	1175	
4:15 PM	0	115	12	0	4	354	5	0	0	170	155	0	38	170	76	0	1099	
4:30 PM	0	135	20	0	5	328	12	0	0	143	151	0	42	206	66	4	1112	
4:45 PM	0	154	18	0	6	323	13	0	0	172	168	0	36	208	69	1	1168	4554
5:00 PM	0	113	22	0	3	351	13	0	0	174	165	0	36	206	82	3	1168	4547
5:15 PM	0	125	18	0	3	349	7	0	0	147	142	0	53	241	83	2	1170	4618
5:30 PM	0	116	25	0	5	363	10	0	0	188	142	0	42	220	97	0	1208	4714
5:45 PM	0	105	30	0	8	357	18	0	0	137	147	0	35	225	66	0	1128	4674

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	464	100	0	20	1452	40	0	0	752	568	0	168	880	388	0	4832
Heavy Trucks	0	8	8		0	56	4		0	4	8		0	16	4		108
Pedestrians		88				100				68				84			340
Bicycles	0	1	1		0	0	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/30/2013 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

7409 SW Tech Center Dr, Ste B150
Tigard, OR 97223
503-620-4242
www.qualitycounts.net

Site Code: 10944901/10944902
Location: 10th St/US 101 S On Ramp -- Bryant St
Date: 5/15/2013

	10th St (Southbound)					Bryant St (Westbound)					10th St (Northbound)					US 101 S On Ramp (Northbound)					Bryant St (Eastbound)						
	U-Turns	Right to Bryant St	Thru to 10th St	Thru to US 101 S On Ramp	Left to Bryant St	U-Turns	Right to 10th St	Thru to Bryant St	Left to 10th St	Left to US 101 S On Ramp	U-Turns	Right to US 101 S On Ramp	Right to Bryant St	Thru to 10th St	Left to Bryant St	U-Turns	Right to Bryant St	Thru to 10th St	Left to Bryant St	Left to 10th St	U-Turns	Right to 10th St	Right to US 101 S On Ramp	Thru to Bryant St	Left to 10th St	Interval Totals	Hourly Totals
7:00 AM	0	0	39	72	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	10	0	150	
7:05 AM	0	0	32	65	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	15	0	144	
7:10 AM	0	0	25	65	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21	0	148	
7:15 AM	0	0	34	70	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	152	
7:20 AM	0	0	38	62	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	21	0	159	
7:25 AM	0	0	33	41	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	43	0	159	
7:30 AM	0	0	33	77	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	38	0	202	
7:35 AM	0	0	32	88	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21	0	167	
7:40 AM	0	0	30	81	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	43	0	205	
7:45 AM	0	0	40	75	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	26	0	189	
7:50 AM	0	0	53	58	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	34	0	186	
7:55 AM	0	0	48	75	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	48	0	211	2072
8:00 AM	0	0	58	66	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	28	0	189	2111
8:05 AM	0	0	87	79	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	35	0	250	2217
8:10 AM	0	0	61	43	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	36	0	195	2264
8:15 AM	0	0	69	54	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	36	0	202	2314
8:20 AM	0	0	75	61	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	47	0	240	2395
8:25 AM	0	0	63	54	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	48	0	215	2451
8:30 AM	0	0	53	57	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	37	0	206	2455
8:35 AM	0	0	57	48	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	40	0	211	2499
8:40 AM	0	0	38	57	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9	48	0	208	2502
8:45 AM	0	0	50	49	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	36	0	171	2484
8:50 AM	0	0	64	74	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	43	0	244	2542
8:55 AM	0	0	73	41	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	54	0	222	2553
Totals	0	0	1185	1512	990	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	92	821	0		

	10th St (Southbound)					Bryant St (Westbound)					10th St (Northbound)					US 101 S On Ramp (Northbound)					Bryant St (Eastbound)						
	U-Turns	Right to Bryant St	Thru to 10th St	Thru to US 101 S On Ramp	Left to Bryant St	U-Turns	Right to 10th St	Thru to Bryant St	Left to 10th St	Left to US 101 S On Ramp	U-Turns	Right to US 101 S On Ramp	Right to Bryant St	Thru to 10th St	Left to Bryant St	U-Turns	Right to Bryant St	Thru to 10th St	Left to Bryant St	Left to 10th St	U-Turns	Right to 10th St	Right to US 101 S On Ramp	Thru to Bryant St	Left to 10th St	Interval Totals	Hourly Totals
4:00 PM	0	0	55	67	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	41	0	204	
4:05 PM	0	0	64	59	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	55	0	248	
4:10 PM	0	0	47	53	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	75	0	228	
4:15 PM	0	0	58	54	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	38	0	207	
4:20 PM	0	1	51	62	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	56	0	234	
4:25 PM	0	0	52	45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12	46	0	204	
4:30 PM	0	0	46	55	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	12	37	0	198	
4:35 PM	0	0	66	58	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	44	0	240	
4:40 PM	0	0	39	51	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	6	62	0	197	
4:45 PM	0	0	60	61	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	45	0	222	
4:50 PM	0	0	55	52	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10	36	0	200	
4:55 PM	0	0	62	50	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	67	0	233	2615
5:00 PM	0	0	69	55	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	41	0	215	2626
5:05 PM	0	0	51	53	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14	39	0	207	2585
5:10 PM	0	0	50	45	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13	68	0	229	2586
5:15 PM	0	0	68	62	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9	51	0	250	2629
5:20 PM	0	0	48	56	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	45	0	199	2594
5:25 PM	0	0	52	49	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	51	0	204	2594
5:30 PM	0	0	70	65	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	46	0	244	2640
5:35 PM	0	0	55	56	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9	45	0	207	2607
5:40 PM	0	0	57	63	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	58	0	217	2627
5:45 PM	0	0	65	44	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	15	36	0	200	2605
5:50 PM	0	0	67	45	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	10	41	0	213	2618
5:55 PM	0	0	44	43	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9	49	0	187	2572
Totals	0	1	1351	1303	1054	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	208	1172	0		

7409 SW Tech Center Dr, Ste B150
Tigard, OR 97223
503-620-4242
www.qualitycounts.net

Site Code: 10944917/10944918
Location: Harrison St/Treat Ave -- 16th St
Date: 5/15/2013

	Harrison St (Southbound)					16th St (Westbound)					Harrison St (Northbound)					Treat Ave (Northbound)					16th St (Eastbound)						
	U-Turns	Right to 16th St	Thru to Treat Ave	Thru to Harrison St	Left to 16th St	U-Turns	Right to Harrison St	Thru to 16th St	Left to Treat Ave	Left to Harrison St	U-Turns	Right to 16th St	Thru to Harrison St	Left to 16th St	Left to Treat Ave	U-Turns	Right to Harrison St	Right to 16th St	Thru to Harrison St	Left to 16th St	U-Turns	Right to Treat Ave	Right to Harrison St	Thru to 16th St	Left to Harrison St	Interval Totals	Hourly Totals
7:00 AM	0	1	5	14	6	0	5	20	0	1	0	3	10	2	0	0	0	0	0	0	0	0	2	21	0	90	
7:05 AM	0	1	5	14	3	0	1	18	1	2	0	1	8	3	0	0	0	0	0	0	0	0	2	24	2	85	
7:10 AM	0	1	3	14	5	0	2	21	2	3	0	0	14	0	0	0	0	0	0	0	0	0	0	27	0	92	
7:15 AM	0	1	9	10	6	0	4	15	0	2	0	2	6	0	0	0	0	0	0	0	0	0	0	20	0	75	
7:20 AM	0	1	0	21	4	0	4	29	0	0	0	2	10	3	0	0	0	0	0	0	0	0	1	26	2	103	
7:25 AM	0	3	1	11	6	0	6	19	0	1	0	1	13	2	0	0	0	0	0	0	0	1	2	26	2	94	
7:30 AM	0	6	2	12	2	0	6	16	0	0	0	0	9	2	1	0	0	0	0	0	0	1	3	34	0	94	
7:35 AM	0	1	5	16	11	0	5	27	0	1	0	3	8	4	1	0	0	0	0	0	0	0	3	40	2	127	
7:40 AM	0	2	3	20	8	0	2	18	1	0	0	4	22	3	1	0	0	0	0	0	0	0	3	44	0	131	
7:45 AM	0	0	5	10	5	0	3	32	0	3	0	2	13	5	0	0	0	0	0	0	0	0	3	44	3	128	
7:50 AM	0	4	8	13	10	0	1	24	0	1	0	4	21	1	2	0	0	0	0	0	0	2	2	26	1	120	
7:55 AM	0	8	4	26	9	0	3	31	0	2	0	8	18	1	0	0	0	0	0	0	0	2	1	37	0	150	1289
8:00 AM	0	5	7	24	7	0	6	23	2	1	0	3	18	2	1	0	0	0	0	0	0	1	0	39	1	140	1339
8:05 AM	0	1	5	18	5	0	4	25	0	2	0	2	20	0	1	0	0	0	0	0	0	0	5	44	0	132	1386
8:10 AM	0	4	8	13	6	0	2	33	1	2	0	4	27	1	1	0	0	0	0	0	0	1	0	54	3	160	1454
8:15 AM	0	2	3	14	6	0	8	23	0	2	0	6	25	3	1	0	0	0	0	0	0	1	1	49	4	148	1527
8:20 AM	0	0	6	19	10	0	4	26	3	4	0	5	21	1	0	0	0	0	0	0	0	1	2	57	1	160	1584
8:25 AM	0	1	5	18	6	0	4	34	0	1	0	6	29	3	2	0	0	0	0	0	0	1	1	39	1	151	1641
8:30 AM	0	1	4	21	11	0	5	22	1	1	0	1	21	2	1	0	0	0	0	0	0	3	2	51	1	148	1695
8:35 AM	0	0	5	23	4	0	9	38	1	2	0	7	26	0	0	0	0	0	0	0	0	1	0	55	1	172	1740
8:40 AM	0	4	1	17	5	0	5	27	2	2	0	4	18	1	1	0	0	0	0	0	0	1	5	42	2	137	1746
8:45 AM	0	2	3	23	5	0	1	27	0	0	0	6	15	5	0	0	0	0	0	0	0	4	1	40	1	133	1751
8:50 AM	0	4	3	17	8	0	2	31	0	1	0	7	19	2	1	0	0	0	0	0	0	0	2	43	5	145	1776
8:55 AM	0	3	2	22	8	0	4	28	1	1	0	5	25	1	0	0	0	0	0	0	0	2	2	40	4	148	1774
Totals	0	56	102	410	156	0	96	607	15	35	0	86	416	47	14	0	0	0	0	0	0	22	43	922	36		

	Harrison St (Southbound)					16th St (Westbound)					Harrison St (Northbound)					Treat Ave (Northbound)					16th St (Eastbound)						
	U-Turns	Right to 16th St	Thru to Treat Ave	Thru to Harrison St	Left to 16th St	U-Turns	Right to Harrison St	Thru to 16th St	Left to Treat Ave	Left to Harrison St	U-Turns	Right to 16th St	Thru to Harrison St	Left to 16th St	Left to Treat Ave	U-Turns	Right to Harrison St	Right to 16th St	Thru to Harrison St	Left to 16th St	U-Turns	Right to Treat Ave	Right to Harrison St	Thru to 16th St	Left to Harrison St	Interval Totals	Hourly Totals
4:00 PM	0	3	5	25	12	0	5	56	1	2	0	8	16	3	0	0	0	0	0	0	0	0	0	28	3	167	
4:05 PM	0	6	9	21	7	0	7	41	1	1	0	5	27	3	0	0	0	0	0	0	0	0	2	43	2	175	
4:10 PM	0	5	12	26	15	0	6	43	1	3	0	3	14	3	0	0	0	0	0	0	0	0	1	45	0	177	
4:15 PM	0	6	9	27	5	0	3	39	0	1	0	7	27	3	0	0	0	0	0	0	0	0	2	29	2	160	
4:20 PM	0	8	9	32	8	0	3	41	1	2	0	5	15	3	0	0	0	0	0	0	0	0	2	39	1	169	
4:25 PM	0	7	4	31	5	0	4	50	2	1	0	2	25	3	0	0	0	0	0	0	0	4	4	37	0	179	
4:30 PM	0	3	7	35	6	0	3	36	2	0	0	7	16	3	0	0	0	0	0	0	0	0	2	32	1	153	
4:35 PM	0	11	11	28	7	0	8	52	1	0	0	3	10	4	0	0	0	0	0	0	0	1	4	25	1	166	
4:40 PM	0	3	10	32	7	0	5	46	0	1	0	4	32	2	0	0	0	0	0	0	0	1	4	38	1	186	
4:45 PM	0	5	7	40	9	0	1	57	2	0	0	3	26	3	0	0	0	0	0	0	0	3	2	40	3	201	
4:50 PM	0	6	8	35	8	0	8	44	3	4	0	1	21	1	0	0	0	0	0	0	0	1	1	40	1	182	
4:55 PM	0	9	4	36	13	0	5	52	0	3	0	2	12	5	0	0	0	0	0	0	0	1	5	17	0	164	2079
5:00 PM	0	7	4	20	7	0	3	55	0	2	0	4	15	3	0	0	0	0	0	0	0	1	0	20	1	142	2054
5:05 PM	0	7	10	25	10	0	5	46	2	1	0	1	18	4	0	0	0	0	0	0	0	0	3	36	0	168	2047
5:10 PM	0	5	13	40	7	0	4	57	3	2	0	6	29	2	0	0	0	0	0	0	0	0	1	29	3	201	2071
5:15 PM	0	4	9	51	4	0	6	55	2	0	0	6	24	4	0	0	0	0	0	0	0	0	2	34	1	202	2113
5:20 PM	0	7	13	25	2	0	4	67	1	3	0	5	31	3	0	0	0	0	0	0	0	2	1	27	3	194	2138
5:25 PM	0	4	8	31	7	0	4	59	1	0	0	5	20	5	0	0	0	0	0	0	0	0	2	32	1	179	2138
5:30 PM	0	10	9	33	5	0	2	65	1	6	0	3	30	2	0	0	0	0	0	0	0	0	1	31	2	200	2185
5:35 PM	0	2	7	37	9	0	5	52	0	3	0	4	26	3	0	0	0	0	0	0	0	0	2	40	2	192	2211
5:40 PM	0	5	7	36	7	0	7	64	3	2	0	2	24	4	0	0	0	0	0	0	0	0	1	37	2	201	2226
5:45 PM	0	7	10	39	14	0	1	62	2	1	0	3	19	2	0	0	0	0	0	0	0	1	4	26	1	192	2217
5:50 PM	0	8	9	42	4	0	5	70	0	5	0	3	23	2	0	0	0	0	0	0	0	3	1	36	3	214	2249
5:55 PM	0	7	10	33	4	0	3	54	5	8	0	3	19	3	0	0	0	0	0	0	0	0	0	30	2	181	2266
Totals	0	145	204	780	182	0	107	1263	34	51	0	95	519	73	0	0	0	0	0	0	0	18	47	791	36		

APPENDIX E: ANALYSIS METHODOLOGY

TABLE D1: SIGNALIZED INTERSECTION LOS CRITERIA		
Level of Service	**Description**	**Average Control Delay Per Vehicle (Seconds)**
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0

Source: Highway Capacity Manual – Special Report 209 (Transportation Research Board, 2000).

TABLE D2: UNSIGNALIZED INTERSECTION LOS CRITERIA		
Level of Service	**Description**	**Average Control Delay Per Vehicle (Seconds)**
A	Little or no traffic delays	≤ 10.0
B	Short traffic delays	> 10.0 to 15.0
C	Average traffic delays	> 15.0 to 25.0
D	Long traffic delays	> 25.0 to 35.0
E	Very long traffic delays	> 35.0 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0

Source: Highway Capacity Manual – Special Report 209 (Transportation Research Board, 2000).

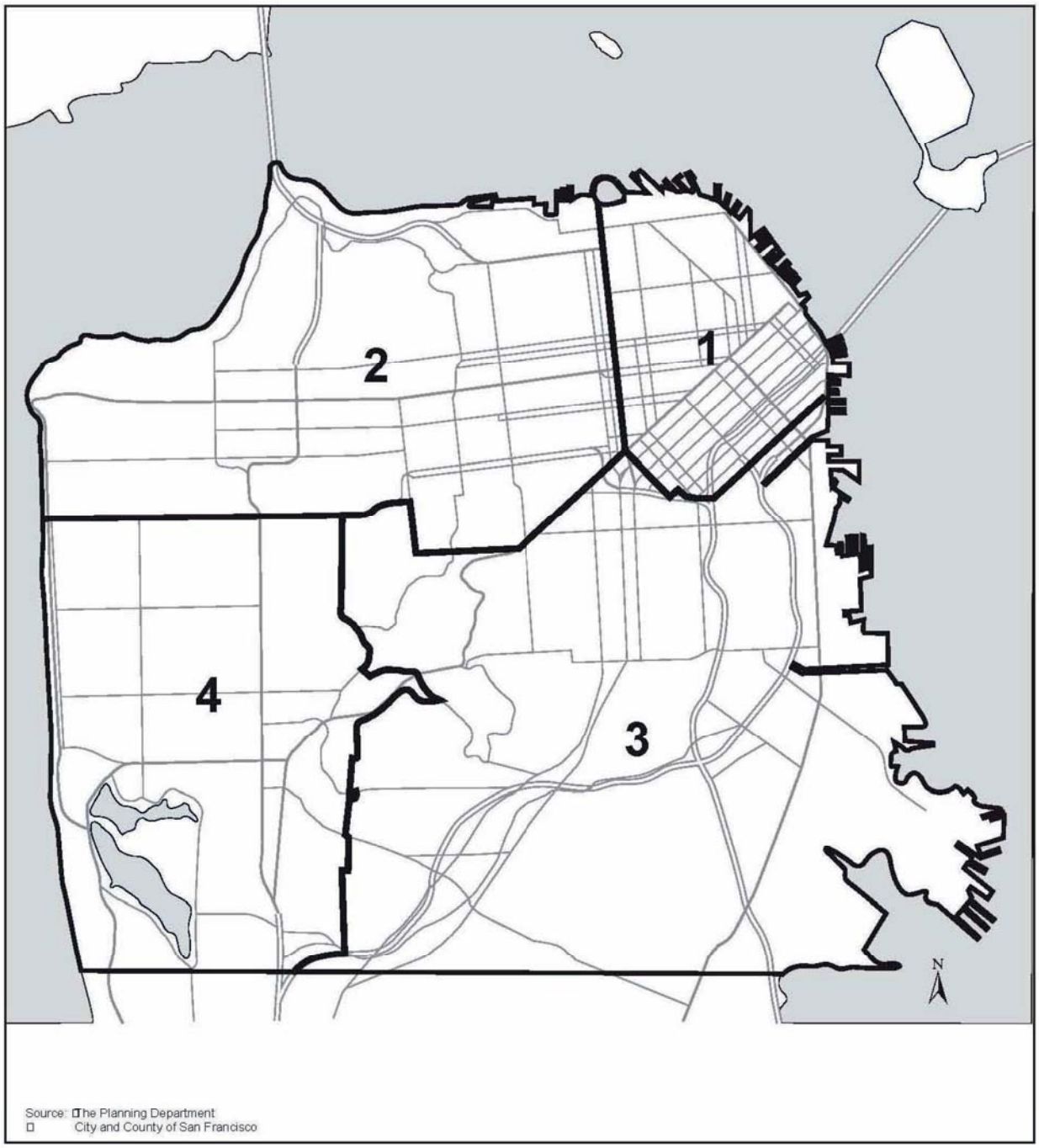


Figure A: Map of San Francisco Showing Superdistrict Boundaries

APPENDIX F: TRAVEL DEMAND CALCULATIONS

APPENDIX F
TRAVEL DEMAND ANALYSIS

1 Transportation Survey Data

1.1 UCSF Employee Commute Survey

1.2 UCSF Residents Survey

2 Trip Generation Calculations

2.1 Parnassus Heights – Existing

2.2 Parnassus Heights – 2035

2.3 Mission Bay – Existing

2.4 Mission Bay – 2015

2.5 Mission Bay – 2040

2.6 Mount Zion – Existing

2.7 Mount Zion – 2035

2.8 Mission Center – Existing

2.9 Mission Center – 2035

3 Vehicle Trip Distribution: AM and PM Peak Hour

3.1 Parnassus Heights – Existing to 2035 Growth

3.2 Mission Bay – Existing to 2015 Growth

3.3 Mission Bay – Existing to 2040 Growth

3.4 Mount Zion – Existing to 2035 Growth

3.5 Mission Center – Existing to 2035 Growth

4 Public Transit Trip Distribution: AM and PM Peak Hour

4.1 Parnassus Heights – Existing to 2035 Growth

4.2 Mission Bay – Existing to 2015 Growth

4.3 Mission Bay – Existing to 2040 Growth

4.4 Mount Zion – Existing to 2035 Growth

4.5 Mission Center – Existing to 2035 Growth

5 Parking Demand Calculations

5.1 Parnassus Heights

5.2 Mission Bay

5.3 Mount Zion

5.4 Mission Center

1. TRANSPORTATION SURVEY DATA

1.1 UCSF EMPLOYEE COMMUTE SURVEY

2013 UCSF Transportation Commute Survey

	PARNASSUS		MISSION BAY		MOUNT ZION		MISSION CENTER	
Which category best represents your position at UCSF?								
Faculty/Physician	201	10.6%	64	11.1%	36	9.3%		0.0%
Fellow	19	1.0%	14	2.4%	3	0.8%	2	1.0%
Nurse/Nurse Practitioner	345	18.3%	9	1.6%	72	18.6%		0.0%
Postdoc	57	3.0%	92	16.0%	6	1.6%	1	0.5%
Resident	48	2.5%		0.0%	5	1.3%		0.0%
Staff	1,088	57.6%	330	57.3%	255	65.9%	188	98.4%
Student	98	5.2%	63	10.9%	2	0.5%		0.0%
Other	32	1.7%	4	0.7%	8	2.1%		0.0%
Total	1,888	100.0%	576	100.0%	387	100.0%	191	100.0%
Faculty/Physician	201	10.6%	64	11.1%	36	9.3%	0	0.0%
Fellow/Resident	67	3.5%	14	2.4%	8	2.1%	2	1.0%
Nurse/Nurse Practitioner	345	18.3%	9	1.6%	72	18.6%	0	0.0%
Postdoc/Student	155	8.2%	155	26.9%	8	2.1%	1	0.5%
Other Staff	1,120	59.3%	334	58.0%	263	68.0%	188	98.4%
Total	1,888	100.0%	576	100.0%	387	100.0%	191	100.0%
From where do you typically commute?								
San Francisco	982	53.0%	347	61.7%	196	52.0%	85	45.0%
Marin	156	8.4%	23	4.1%	24	6.4%	6	3.2%
Napa	3	0.2%		0.0%	2	0.5%	1	0.5%
Sonoma	37	2.0%	6	1.1%	5	1.3%		0.0%
Alameda	178	9.6%	59	10.5%	55	14.6%	30	15.9%
West Contra Costa	30	1.6%	11	2.0%	6	1.6%	7	3.7%
East Contra Costa	102	5.5%	16	2.8%	19	5.0%	17	9.0%
San Mateo	283	15.3%	83	14.8%	59	15.6%	33	17.5%
Santa Clara	26	1.4%	10	1.8%	4	1.1%	3	1.6%
Solano	32	1.7%	4	0.7%	6	1.6%	3	1.6%
East Bay	4	0.2%	1	0.2%	1	0.3%	1	0.5%
Outside Bay Area	19	1.0%	2	0.4%		0.0%	3	1.6%
Total	1,852	100.0%	562	100.0%	377	100.0%	189	100.0%
San Francisco	982	53.0%	347	61.7%	196	52.0%	85	45.0%
East Bay	346	18.7%	91	16.2%	87	23.1%	58	30.7%
North Bay	196	10.6%	29	5.2%	31	8.2%	7	3.7%
South Bay	309	16.7%	93	16.5%	63	16.7%	36	19.0%
Outside Bay Area	19	1.0%	2	0.4%	0	0.0%	3	1.6%
Total	1,852	100.0%	562	100.0%	377	100.0%	189	100.0%
To which campus location do you typically commute?								
Parnassus	1,891	100.0%		0.0%		0.0%		0.0%
Mission Bay		0.0%	576	100.0%		0.0%		0.0%
Mt. Zion		0.0%		0.0%	387	100.0%		0.0%
Laurel Heights		0.0%		0.0%		0.0%		0.0%
Mission Center Building		0.0%		0.0%		0.0%	192	100.0%
San Francisco General Hospital		0.0%		0.0%		0.0%		0.0%
China Basin		0.0%		0.0%		0.0%		0.0%
654 Minnesota		0.0%		0.0%		0.0%		0.0%
2300 Harrison		0.0%		0.0%		0.0%		0.0%
Buchanan Dental Clinic - 100 Buchanan		0.0%		0.0%		0.0%		0.0%
50 Beale Street		0.0%		0.0%		0.0%		0.0%
220 Montgomery Street		0.0%		0.0%		0.0%		0.0%
VA Hospital		0.0%		0.0%		0.0%		0.0%
3330-3360 Geary		0.0%		0.0%		0.0%		0.0%
Oyster Point - 612 Forbes Blvd.		0.0%		0.0%		0.0%		0.0%
Executive Park		0.0%		0.0%		0.0%		0.0%
Fresno		0.0%		0.0%		0.0%		0.0%
1930 Market St - AHC		0.0%		0.0%		0.0%		0.0%
270 Masonic - BSRI		0.0%		0.0%		0.0%		0.0%
2727 Mariposa		0.0%		0.0%		0.0%		0.0%
45 Castro St		0.0%		0.0%		0.0%		0.0%
982 Mission Street		0.0%		0.0%		0.0%		0.0%
Downtown Oakland		0.0%		0.0%		0.0%		0.0%
Lakeshore - 1569 Sloat		0.0%		0.0%		0.0%		0.0%
Multiple sites		0.0%		0.0%		0.0%		0.0%
Richmond (CC County)		0.0%		0.0%		0.0%		0.0%
Other Locations		0.0%		0.0%		0.0%		0.0%
Total	1,891	100.0%	576	100.0%	387	100.0%	192	100.0%

2013 UCSF Transportation Commute Survey

	PARNASSUS		MISSION BAY		MOUNT ZION		MISSION CENTER	
How many days per week do you typically travel to the above campus location?								
Less than 1	32	1.7%	12	2.1%	8	2.1%	5	2.6%
1	28	1.5%	7	1.2%	8	2.1%	4	2.1%
2	76	4.0%	11	1.9%	11	2.9%	3	1.6%
3	324	17.3%	28	4.9%	39	10.2%	3	1.6%
4	225	12.0%	41	7.1%	44	11.5%	23	12.0%
5	1,036	55.2%	350	60.9%	254	66.5%	145	75.9%
More Than 5	156	8.3%	126	21.9%	18	4.7%	8	4.2%
Total	1,877	100.0%	575	100.0%	382	100.0%	191	100.0%
Average	4.4		4.9		4.5		4.6	
How many days in a typical week do you telecommute or work from home?								
None	1,539	87.0%	464	83.8%	326	89.6%	150	80.6%
One	118	6.7%	58	10.5%	16	4.4%	28	15.1%
Two	42	2.4%	16	2.9%	4	1.1%	1	0.5%
Three	26	1.5%	4	0.7%	7	1.9%		0.0%
Four	9	0.5%	1	0.2%	1	0.3%		0.0%
Five	35	2.0%	11	2.0%	10	2.7%	7	3.8%
Total	1,769	100.0%	554	100.0%	364	100.0%	186	100.0%
Average	0.28		0.29		0.27		0.35	
What mode(s) of travel do you typically use to get to work?								
Public Transit	427	23.3%	94	16.8%	103	27.4%	53	28.6%
Public Transit + Shuttle	39	2.1%	36	6.5%	12	3.2%	9	4.9%
UCSF Shuttle	180	9.8%	120	21.5%	30	8.0%	15	8.1%
Walk	186	10.2%	49	8.8%	29	7.7%	7	3.8%
Bicycle	81	4.4%	58	10.4%	18	4.8%	12	6.5%
Motorcycle/ Scooter	25	1.4%	5	0.9%	4	1.1%	2	1.1%
Carpool/ Vanpool	170	9.3%	20	3.6%	22	5.9%	11	5.9%
Drive Alone	645	35.2%	154	27.6%	144	38.3%	73	39.5%
Drive Alone + Shuttle	22	1.2%	9	1.6%	4	1.1%	1	0.5%
Taxi/ Dropped off	54	3.0%	8	1.4%	10	2.7%	2	1.1%
Other	1	0.1%	5	0.9%	0	0.0%	0	0.0%
All Modes	1,830	100.0%	558	100.0%	376	100.0%	185	100.0%
What time do you typically arrive to UCSF for work or school?								
Before 7AM	417	22.2%	32	5.6%	58	15.5%	22	11.5%
7AM-->8AM	566	30.2%	112	19.5%	149	39.7%	64	33.5%
8AM-->9AM	486	25.9%	230	40.0%	124	33.1%	70	36.6%
9AM-->10AM	186	9.9%	143	24.9%	30	8.0%	31	16.2%
10AM-->11AM	48	2.6%	45	7.8%	5	1.3%	2	1.0%
11AM-->12PM	8	0.4%	4	0.7%	3	0.8%	1	0.5%
12PM-->1PM	10	0.5%		0.0%	2	0.5%		0.0%
1PM-->2PM	11	0.6%		0.0%	1	0.3%		0.0%
2PM-->3PM	21	1.1%	4	0.7%	2	0.5%		0.0%
3PM-->4PM	7	0.4%	1	0.2%		0.0%		0.0%
4PM-->5PM	4	0.2%		0.0%	1	0.3%		0.0%
5PM-->6PM	6	0.3%	1	0.2%		0.0%		0.0%
6PM-->7PM	93	5.0%	3	0.5%		0.0%		0.0%
7PM-->8PM	4	0.2%		0.0%		0.0%		0.0%
After 8PM	8	0.4%		0.0%		0.0%	1	0.5%
Total	1,875	100.0%	575	100.0%	375	100.0%	191	100.0%
Peak hour	7AM-->8AM	30.2%	8AM-->9AM	40.0%	7AM-->8AM	39.7%	8AM-->9AM	36.6%

2013 UCSF Transportation Commute Survey

	PARNASSUS		MISSION BAY		MOUNT ZION		MISSION CENTER	
What time do you typically leave UCSF at the end of your day?								
Before 7AM	4	0.2%		0.0%	1	0.3%	1	0.5%
7AM-->8AM	97	5.2%	2	0.4%	4	1.0%		0.0%
8AM-->9AM	15	0.8%	2	0.4%	2	0.5%		0.0%
9AM-->10AM		0.0%		0.0%		0.0%		0.0%
10AM-->11AM	2	0.1%		0.0%		0.0%		0.0%
11AM-->12PM	2	0.1%		0.0%	1	0.3%		0.0%
12PM-->1PM	7	0.4%	2	0.4%	2	0.5%		0.0%
1PM-->2PM	9	0.5%	3	0.5%	1	0.3%	1	0.5%
2PM-->3PM	27	1.4%	7	1.2%	7	1.8%	4	2.1%
3PM-->4PM	129	6.9%	23	4.0%	38	9.9%	17	8.9%
4PM-->5PM	400	21.3%	81	14.2%	95	24.7%	60	31.6%
5PM-->6PM	579	30.8%	204	35.8%	138	35.9%	68	35.8%
6PM-->7PM	249	13.3%	141	24.7%	58	15.1%	32	16.8%
7PM-->8PM	255	13.6%	67	11.8%	25	6.5%	6	3.2%
After 8PM	103	5.5%	38	6.7%	12	3.1%	1	0.5%
Total	1,878	100.0%	570	100.0%	384	100.0%	190	100.0%
Peak hour	5PM-->6PM	30.8%	5PM-->6PM	35.8%	5PM-->6PM	35.9%	5PM-->6PM	35.8%
Typical number of hours staying for work/school at UCSF								
1	5	0.3%		0.0%	2	0.6%		0.0%
2	3	0.2%	1	0.2%		0.0%		0.0%
3	3	0.2%		0.0%		0.0%		0.0%
4	3	0.2%	1	0.2%		0.0%		0.0%
5	13	0.7%	2	0.4%		0.0%		0.0%
6	11	0.6%	2	0.4%	5	1.6%	1	0.5%
7	23	1.2%	5	0.9%	7	2.2%	1	0.5%
8	63	3.4%	21	3.7%	12	3.7%	1	0.5%
9	206	11.0%	105	18.4%	50	15.5%	40	21.1%
10	663	35.5%	212	37.2%	152	47.2%	101	53.2%
11	361	19.3%	132	23.2%	94	29.2%	36	18.9%
12	131	7.0%	50	8.8%		0.0%	9	4.7%
13	75	4.0%	22	3.9%		0.0%	1	0.5%
14	261	14.0%	8	1.4%		0.0%		0.0%
15	18	1.0%	4	0.7%		0.0%		0.0%
16	19	1.0%		0.0%		0.0%		0.0%
17	1	0.1%		0.0%		0.0%		0.0%
18		0.0%		0.0%		0.0%		0.0%
19	1	0.1%		0.0%		0.0%		0.0%
20		0.0%		0.0%		0.0%		0.0%
21	1	0.1%		0.0%		0.0%		0.0%
22	1	0.1%	1	0.2%		0.0%		0.0%
23	2	0.1%	2	0.4%		0.0%		0.0%
24	4	0.2%	2	0.4%		0.0%		0.0%
Total	1,868	100.0%	570	100.0%	322	100.0%	190	100.0%
Average	10.9		10.4		9.9		10.0	

2013 UCSF Transportation Commute Survey

	PARNASSUS		MISSION BAY		MOUNT ZION		MISSION CENTER	
If you commute by public transit to UCSF, which systems do you use?								
Muni	529	59.6%	128	43.1%	108	54.8%	20	17.4%
AC Transit		0.0%		0.0%		0.0%		0.0%
Amtrak		0.0%		0.0%		0.0%		0.0%
BART	19	2.1%	50	16.8%	3	1.5%	59	51.3%
Caltrain	10	1.1%	25	8.4%	5	2.5%	1	0.9%
Dumbarton Express		0.0%		0.0%		0.0%		0.0%
Ferry	2	0.2%	2	0.7%		0.0%		0.0%
GGT		0.0%	5	1.7%	2	1.0%	1	0.9%
SamTrans	1	0.1%		0.0%		0.0%		0.0%
WestCAT		0.0%		0.0%		0.0%		0.0%
Muni+AC Transit	8	0.9%	1	0.3%	5	2.5%	1	0.9%
Muni+Amtrak	2	0.2%		0.0%		0.0%		0.0%
Muni+BART	240	27.1%	46	15.5%	44	22.3%	19	16.5%
Muni+Caltrain	7	0.8%		0.0%		0.0%	1	0.9%
Muni+Ferry	10	1.1%	2	0.7%	6	3.0%		0.0%
Muni+GGT	3	0.3%	1	0.3%	2	1.0%		0.0%
Muni+SamTrans	2	0.2%		0.0%	1	0.5%		0.0%
Muni+WestCAT		0.0%	1	0.3%		0.0%		0.0%
AC Transit+Ferry		0.0%		0.0%		0.0%		0.0%
BART+AC Transit	1	0.1%	4	1.3%	2	1.0%	2	1.7%
BART+Amtrak		0.0%		0.0%		0.0%		0.0%
BART+Caltrain		0.0%	2	0.7%		0.0%	2	1.7%
BART+Ferry		0.0%		0.0%		0.0%		0.0%
BART+GGT		0.0%		0.0%		0.0%	1	0.9%
BART+Other	2	0.2%		0.0%		0.0%		0.0%
BART+SamTrans		0.0%	1	0.3%	1	0.5%	1	0.9%
BART+WestCAT		0.0%	1	0.3%		0.0%	1	0.9%
Caltrain+SamTrans		0.0%	1	0.3%		0.0%		0.0%
GGT+Ferry	1	0.1%		0.0%		0.0%	1	0.9%
Muni+BART+AC Transit	26	2.9%	12	4.0%	14	7.1%	3	2.6%
Muni+BART+Amtrak	1	0.1%		0.0%		0.0%		0.0%
Muni+BART+Caltrain	5	0.6%	1	0.3%	2	1.0%		0.0%
Muni+BART+Ferry	1	0.1%		0.0%	1	0.5%	1	0.9%
Muni+BART+GGT		0.0%		0.0%		0.0%		0.0%
Muni+BART+Other		0.0%		0.0%		0.0%		0.0%
Muni+BART+SamTrans	13	1.5%	3	1.0%		0.0%		0.0%
Muni+BART+WestCAT		0.0%		0.0%	1	0.5%		0.0%
Muni+GGT+Ferry		0.0%	1	0.3%		0.0%		0.0%
Muni+BART+AC Transit+Caltrain		0.0%	2	0.7%		0.0%		0.0%
Muni+BART+AC Transit+Ferry	1	0.1%		0.0%		0.0%	1	0.9%
Muni+BART+AC Transit+Other		0.0%		0.0%		0.0%		0.0%
Muni+BART+Amtrak+Other		0.0%	1	0.3%		0.0%		0.0%
Muni+BART+Caltrain+SamTrans	2	0.2%		0.0%		0.0%		0.0%
Muni+BART+Caltrain+VTA	1	0.1%		0.0%		0.0%		0.0%
Muni+BART+GGT+Ferry		0.0%	3	1.0%		0.0%		0.0%
Muni+BART+AC Transit+Caltrain+GGT		0.0%	1	0.3%		0.0%		0.0%
Muni+BART+Caltrain+Amtrak+SamTrans		0.0%		0.0%		0.0%		0.0%
BART+AC Transit+Caltrain		0.0%	1	0.3%		0.0%		0.0%
BART+AC Transit+Ferry		0.0%	1	0.3%		0.0%		0.0%
BART+Caltrain+SamTrans		0.0%	1	0.3%		0.0%		0.0%
Other		0.0%		0.0%		0.0%		0.0%
Total	887	100.0%	297	100.0%	197	100.0%	115	100.0%
Number of public transit systems used								
Single transit system (no transfers)	561	63.2%	210	70.7%	118	59.9%	81	70.4%
Two transit systems (one transfer)	276	31.1%	60	20.2%	61	31.0%	29	25.2%
Three transit systems (two transfers)	46	5.2%	20	6.7%	18	9.1%	4	3.5%
Four transit systems (three transfers)	4	0.5%	6	2.0%	0	0.0%	1	0.9%
Five transit systems (four transfers)	0	0.0%	1	0.3%	0	0.0%	0	0.0%
Total	887	100.0%	297	100.0%	197	100.0%	115	100.0%
Average	1.4		1.4		1.5		1.3	

2013 UCSF Transportation Commute Survey

	PARNASSUS		MISSION BAY		MOUNT ZION		MISSION CENTER	
If you travel by carpool or vanpool, how many total people travel with you to UCSF? (not including yourself)								
1	96	33.2%	23	46.9%	13	34.2%	8	47.1%
2	86	29.8%	15	30.6%	12	31.6%	6	35.3%
3	23	8.0%	4	8.2%	6	15.8%		0.0%
4	9	3.1%	1	2.0%	4	10.5%	2	11.8%
5	10	3.5%		0.0%	1	2.6%		0.0%
6	12	4.2%		0.0%	2	5.3%	1	5.9%
7	18	6.2%		0.0%		0.0%		0.0%
8	23	8.0%	4	8.2%		0.0%		0.0%
9	8	2.8%	1	2.0%		0.0%		0.0%
10	4	1.4%	1	2.0%		0.0%		0.0%
Total	289	100.0%	49	100.0%	38	100.0%	17	100.0%
Average carpool	1.7		1.6		2.0		1.8	
Average vanpool	7.3		8.5		5.7		6.0	
Average all vehicles combined	3.2		2.4		2.3		2.0	
If and when you drive to UCSF, which type of vehicle you typically drive?								
Gasoline or Diesel	1,135	87.1%	317	89.0%	235	87.0%	119	92.2%
Hybrid	148	11.4%	35	9.8%	30	11.1%	9	7.0%
All electric	16	1.2%	2	0.6%	1	0.4%		0.0%
Compressed Natural Gas	3	0.2%		0.0%	2	0.7%	1	0.8%
Biodiesel	1	0.1%	2	0.6%	2	0.7%		0.0%
Low emission		0.0%		0.0%		0.0%		0.0%
Other		0.0%		0.0%		0.0%		0.0%
Total	1,303	100.0%	356	100.0%	270	100.0%	129	100.0%
If and when you drive to UCSF, where do you usually park?								
A non-UCSF parking facility	84	6.5%	8	2.3%	65	24.0%	3	2.3%
On the street	328	25.5%	115	32.5%	91	33.6%	41	31.5%
UCSF parking facility	585	45.4%	143	40.4%	59	21.8%	63	48.5%
Other	10	0.8%	1	0.3%	1	0.4%		0.0%
Reported non-UCSF facility, but not driving	12	0.9%	1	0.3%	10	3.7%		0.0%
Reported on the street, but not driving	134	10.4%	59	16.7%	34	12.5%	13	10.0%
Reported UCSF parking, but not driving	129	10.0%	27	7.6%	10	3.7%	9	6.9%
Reported other, but not driving	6	0.5%		0.0%	1	0.4%	1	0.8%
Total	1,288	100.0%	354	100.0%	271	100.0%	130	100.0%
UCSF parking facility	714	55.4%	170	48.0%	69	25.5%	72	55.4%
A non-UCSF parking facility	112	8.7%	10	2.8%	77	28.4%	4	3.1%
On the street	462	35.9%	174	49.2%	125	46.1%	54	41.5%
Total	1,288	100.0%	354	100.0%	271	100.0%	130	100.0%
If you checked "On the street", how many blocks away from your work site do you typically park?								
One	10	2.2%	10	5.7%	8	6.4%	7	13.0%
Two	34	7.4%	24	13.8%	9	7.2%	16	29.6%
Three	63	13.8%	31	17.8%	35	28.0%	17	31.5%
Four	48	10.5%	39	22.4%	21	16.8%	9	16.7%
5 or more	303	66.2%	70	40.2%	52	41.6%	5	9.3%
Total	458	100.0%	174	100.0%	125	100.0%	54	100.0%
Average	4.6		4.0		4.0		2.8	

2013 UCSF Transportation Commute Survey

	PARNASSUS		MISSION BAY		MOUNT ZION		MISSION CENTER	
If traveling between UCSF sites throughout the day, how many roundtrips do you typically make per week?								
None	929	52.1%	208	37.4%	158	42.4%	46	25.0%
1	418	23.4%	161	29.0%	101	27.1%	51	27.7%
2	176	9.9%	59	10.6%	38	10.2%	37	20.1%
3	81	4.5%	41	7.4%	17	4.6%	17	9.2%
4	52	2.9%	19	3.4%	14	3.8%	7	3.8%
5	59	3.3%	32	5.8%	18	4.8%	11	6.0%
6	16	0.9%	9	1.6%	7	1.9%	5	2.7%
7	6	0.3%	3	0.5%	7	1.9%	2	1.1%
8	7	0.4%	5	0.9%	1	0.3%	2	1.1%
9		0.0%		0.0%		0.0%		0.0%
10	25	1.4%	14	2.5%	9	2.4%	5	2.7%
11	1	0.1%	1	0.2%		0.0%		0.0%
12	6	0.3%		0.0%	1	0.3%	1	0.5%
13		0.0%		0.0%		0.0%		0.0%
14	1	0.1%	2	0.4%	1	0.3%		0.0%
15	2	0.1%	2	0.4%		0.0%		0.0%
16		0.0%		0.0%		0.0%		0.0%
17		0.0%		0.0%		0.0%		0.0%
18		0.0%		0.0%		0.0%		0.0%
19		0.0%		0.0%		0.0%		0.0%
20	2	0.1%		0.0%	1	0.3%		0.0%
More than 20	2	0.1%		0.0%		0.0%		0.0%
Total	1,783	100.0%	556	100.0%	373	100.0%	184	100.0%
Average	1.2		1.7		1.6		2.1	

2013 UCSF Transportation Commute Survey

	PARNASSUS		MISSION BAY		MOUNT ZION		MISSION CENTER	
When traveling between UCSF sites throughout the day, what mode of travel do you typically use?								
BART		0.0%		0.0%		0.0%		0.0%
Bicycle	8	0.6%	5	1.1%	3	1.0%		0.0%
Car Share	1	0.1%		0.0%		0.0%	1	0.6%
City Bus	8	0.6%	1	0.2%	1	0.3%	1	0.6%
Other Shuttle		0.0%		0.0%		0.0%		0.0%
Muni Rail	1	0.1%		0.0%		0.0%		0.0%
UCSF Shuttle	1,116	88.9%	417	88.9%	267	88.1%	136	80.0%
UCSF Vehicle	22	1.8%	5	1.1%	3	1.0%	1	0.6%
Motorcycle	2	0.2%	1	0.2%	1	0.3%	2	1.2%
Personal Car	90	7.2%	33	7.0%	25	8.3%	25	14.7%
Taxi		0.0%		0.0%		0.0%		0.0%
Walk	4	0.3%	4	0.9%	1	0.3%		0.0%
BART/Bicycle		0.0%		0.0%		0.0%		0.0%
BART/City Bus		0.0%		0.0%		0.0%		0.0%
BART/Personal Car		0.0%		0.0%		0.0%		0.0%
BART/UCSF Shuttle		0.0%		0.0%		0.0%		0.0%
BART/UCSF Shuttle/Personal Car		0.0%		0.0%		0.0%		0.0%
BART/Walk		0.0%		0.0%		0.0%		0.0%
Bicycle/Car Share		0.0%		0.0%		0.0%		0.0%
Bicycle/City Bus		0.0%		0.0%		0.0%		0.0%
Bicycle/UCSF Shuttle	1	0.1%		0.0%		0.0%	2	1.2%
Car Share/City Bus		0.0%		0.0%		0.0%		0.0%
City Bus/Muni Rail		0.0%		0.0%		0.0%		0.0%
City Bus/Personal Car		0.0%		0.0%		0.0%		0.0%
City Bus/Taxi		0.0%		0.0%		0.0%		0.0%
City Bus/UCSF Shuttle		0.0%		0.0%		0.0%	1	0.6%
Other Shuttle/Muni		0.0%		0.0%		0.0%		0.0%
Other Shuttle/Walk		0.0%		0.0%		0.0%		0.0%
Muni Rail/BART		0.0%		0.0%		0.0%		0.0%
Muni Rail/City Bus		0.0%		0.0%		0.0%		0.0%
Muni Rail/UCSF Shuttle	1	0.1%		0.0%		0.0%		0.0%
UCSF Shuttle/City Bus/BART		0.0%		0.0%		0.0%		0.0%
UCSF Shuttle/City Bus/Personal Car		0.0%		0.0%		0.0%		0.0%
UCSF Shuttle/City Bus/Taxi		0.0%		0.0%		0.0%		0.0%
UCSF Shuttle/Motorcycle		0.0%		0.0%		0.0%		0.0%
UCSF Shuttle/Muni Rail/BART	1	0.1%		0.0%		0.0%		0.0%
UCSF Shuttle/Personal Car	1	0.1%	1	0.2%	2	0.7%		0.0%
UCSF Shuttle/UCSF Vehicle		0.0%	1	0.2%		0.0%		0.0%
UCSF Shuttle/UCSF Vehicle/Personal Car		0.0%		0.0%		0.0%	1	0.6%
UCSF Shuttle/Walk		0.0%	1	0.2%		0.0%		0.0%
Other Modes		0.0%		0.0%		0.0%		0.0%
Total	1,256	100.0%	469	100.0%	303	100.0%	170	100.0%
Public Transit	9	0.7%	1	0.2%	1	0.3%	1	0.6%
UCSF Shuttle	1,116	88.9%	418	89.1%	267	88.1%	136	80.0%
Personal Car	90	7.2%	33	7.0%	25	8.3%	25	14.7%
Bicycle	8	0.6%	5	1.1%	3	1.0%	0	0.0%
Motorcycle	2	0.2%	1	0.2%	1	0.3%	2	1.2%
UCSF Vehicle	22	1.8%	5	1.1%	3	1.0%	1	0.6%
Car Share/Taxi/Other Shuttle	1	0.1%	0	0.0%	0	0.0%	1	0.6%
Walk	4	0.3%	4	0.9%	1	0.3%	0	0.0%
Multiple modes	4	0.3%	2	0.4%	2	0.7%	4	2.4%
Total	1,256	100.0%	469	100.0%	303	100.0%	170	100.0%

2013 UCSF Transportation Commute Survey

	PARNASSUS		MISSION BAY		MOUNT ZION		MISSION CENTER	
How may additional weekly roundtrips do you typically make off-campus to non-UCSF locations (for example, lunch or oth								
None	1,190	65.5%	276	49.3%	214	57.8%	81	46.8%
1	263	14.5%	132	23.6%	49	13.2%	35	20.2%
2	154	8.5%	71	12.7%	37	10.0%	16	9.2%
3	83	4.6%	32	5.7%	24	6.5%	24	13.9%
4	42	2.3%	12	2.1%	12	3.2%	10	5.8%
5	51	2.8%	20	3.6%	29	7.8%	1	0.6%
6	7	0.4%	3	0.5%	3	0.8%	2	1.2%
7	3	0.2%	4	0.7%		0.0%	1	0.6%
8	8	0.4%		0.0%		0.0%	1	0.6%
9		0.0%	1	0.2%		0.0%		0.0%
10	13	0.7%	3	0.5%		0.0%	1	0.6%
11		0.0%		0.0%		0.0%		0.0%
12	1	0.1%		0.0%		0.0%		0.0%
13		0.0%		0.0%		0.0%		0.0%
14		0.0%	1	0.2%		0.0%		0.0%
15		0.0%	3	0.5%	1	0.3%	1	0.6%
16		0.0%		0.0%		0.0%		0.0%
17		0.0%		0.0%		0.0%		0.0%
18		0.0%		0.0%		0.0%		0.0%
19		0.0%		0.0%		0.0%		0.0%
20		0.0%		0.0%		0.0%		0.0%
More than 20	2	0.1%	2	0.4%	1	0.3%		0.0%
Total	1,817	100.0%	560	100.0%	370	100.0%	173	100.0%
Average	0.9		1.3		1.2		1.4	

2013 UCSF Transportation Commute Survey

	PARNASSUS		MISSION BAY		MOUNT ZION		MISSION CENTER	
When traveling offcampus to non-UCSF locations throughout the day, what mode of travel do you typically use?								
BART		0.0%		0.0%		0.0%	2	1.4%
Bicycle	27	2.9%	34	8.9%	6	2.6%	4	2.8%
Car Share	2	0.2%	2	0.5%	1	0.4%	4	2.8%
City Bus	126	13.4%	32	8.4%	27	11.6%	8	5.6%
Other Shuttle	1	0.1%		0.0%		0.0%		0.0%
Muni Rail	13	1.4%	1	0.3%		0.0%		0.0%
UCSF Shuttle	133	14.1%	66	17.2%	14	6.0%	8	5.6%
UCSF Vehicle	12	1.3%	3	0.8%		0.0%		0.0%
Motorcycle	2	0.2%	1	0.3%	1	0.4%	1	0.7%
Personal Car	223	23.7%	96	25.1%	59	25.3%	47	33.1%
Taxi	1	0.1%		0.0%		0.0%		0.0%
Walk	396	42.1%	143	37.3%	125	53.6%	66	46.5%
BART/Bicycle		0.0%		0.0%		0.0%		0.0%
BART/City Bus		0.0%		0.0%		0.0%		0.0%
BART/Personal Car		0.0%		0.0%		0.0%	1	0.7%
BART/UCSF Shuttle		0.0%		0.0%		0.0%		0.0%
BART/UCSF Shuttle/Personal Car		0.0%		0.0%		0.0%		0.0%
BART/Walk		0.0%		0.0%		0.0%		0.0%
Bicycle/Car Share		0.0%		0.0%		0.0%		0.0%
Bicycle/City Bus	1	0.1%		0.0%		0.0%		0.0%
Bicycle/UCSF Shuttle		0.0%		0.0%		0.0%		0.0%
Car Share/City Bus		0.0%		0.0%		0.0%		0.0%
City Bus/Muni Rail	1	0.1%	1	0.3%		0.0%		0.0%
City Bus/Personal Car		0.0%		0.0%		0.0%		0.0%
City Bus/Taxi		0.0%		0.0%		0.0%		0.0%
City Bus/UCSF Shuttle		0.0%	2	0.5%		0.0%	1	0.7%
Other Shuttle/Muni		0.0%	1	0.3%		0.0%		0.0%
Other Shuttle/Walk		0.0%	1	0.3%		0.0%		0.0%
Muni Rail/BART	1	0.1%		0.0%		0.0%		0.0%
Muni Rail/City Bus	1	0.1%		0.0%		0.0%		0.0%
Muni Rail/UCSF Shuttle		0.0%		0.0%		0.0%		0.0%
UCSF Shuttle/City Bus/BART		0.0%		0.0%		0.0%		0.0%
UCSF Shuttle/City Bus/Personal Car		0.0%		0.0%		0.0%		0.0%
UCSF Shuttle/City Bus/Taxi		0.0%		0.0%		0.0%		0.0%
UCSF Shuttle/Motorcycle		0.0%		0.0%		0.0%		0.0%
UCSF Shuttle/Muni Rail/BART		0.0%		0.0%		0.0%		0.0%
UCSF Shuttle/Personal Car		0.0%		0.0%		0.0%		0.0%
UCSF Shuttle/UCSF Vehicle		0.0%		0.0%		0.0%		0.0%
UCSF Shuttle/UCSF Vehicle/Personal Car		0.0%		0.0%		0.0%		0.0%
UCSF Shuttle/Walk		0.0%		0.0%		0.0%		0.0%
Other Modes		0.0%		0.0%		0.0%		0.0%
Total	940	100.0%	383	100.0%	233	100.0%	142	100.0%
Public Transit	142	15.1%	34	8.9%	27	11.6%	10	7.0%
UCSF Shuttle	133	14.1%	66	17.2%	14	6.0%	8	5.6%
Personal Car	223	23.7%	96	25.1%	59	25.3%	47	33.1%
Bicycle	27	2.9%	34	8.9%	6	2.6%	4	2.8%
Motorcycle	2	0.2%	1	0.3%	1	0.4%	1	0.7%
UCSF Vehicle	12	1.3%	3	0.8%	0	0.0%	0	0.0%
Car Share/Taxi/Other Shuttle	4	0.4%	3	0.8%	1	0.4%	4	2.8%
Walk	396	42.1%	143	37.3%	125	53.6%	66	46.5%
Multiple modes	1	0.1%	3	0.8%	0	0.0%	2	1.4%
Total	940	100.0%	383	100.0%	233	100.0%	142	100.0%

2013 UCSF Transportation Commute Survey

	PLACE OF ORIGIN						MODE OF TRAVEL											
	San Francisco	East Bay	North Bay	South Bay	Outside Bay Area	All origins	Public Transit	Transit + Shuttle	UCSF Shuttle	Walk	Bicycle	Mcycle/ Scooter	Carpool/ Vanpool	Drive Alone	D.A. + Shuttle	Taxi/ Drop off	Other	All Modes
PARNASSUS																		
Faculty/Physician	95	34	41	26	2	198	32	1	11	19	7	1	13	110	1	3	0	198
Fellow/Resident	53	2	1	7	0	63	8	0	10	18	4	2	0	20	0	1	0	63
Nurse/Nurse Practitioner	155	60	65	54	5	339	53	2	15	22	17	7	27	184	3	9	0	339
Postdoc/Student	127	7	1	12	0	147	28	3	44	33	22	1	1	11	1	3	0	147
Other Staff	548	238	76	209	12	1,083	306	33	100	94	31	14	129	320	17	38	1	1,083
All population types	978	341	184	308	19	1,830	427	39	180	186	81	25	170	645	22	54	1	1,830
Faculty/Physician	48.0%	17.2%	20.7%	13.1%	1.0%	100%	16%	1%	6%	10%	4%	1%	7%	56%	1%	2%	0%	100%
Fellow/Resident	84.1%	3.2%	1.6%	11.1%	0.0%	100%	13%	0%	16%	29%	6%	3%	0%	32%	0%	2%	0%	100%
Nurse/Nurse Practitioner	45.7%	17.7%	19.2%	15.9%	1.5%	100%	16%	1%	4%	6%	5%	2%	8%	54%	1%	3%	0%	100%
Postdoc/Student	86.4%	4.8%	0.7%	8.2%	0.0%	100%	19%	2%	30%	22%	15%	1%	1%	7%	1%	2%	0%	100%
Other Staff	50.6%	22.0%	7.0%	19.3%	1.1%	100%	28%	3%	9%	9%	3%	1%	12%	30%	2%	4%	0%	100%
All population types	53.4%	18.6%	10.1%	16.8%	1.0%	100%	23%	2%	10%	10%	4%	1%	9%	35%	1%	3%	0%	100%
MISSION BAY																		
Faculty/Physician	39	7	7	8	0	61	4	3	11	2	8	1	2	28	2	0	0	61
Fellow/Resident	11	1	0	2	0	14	3	0	2	1	4	0	0	4	0	0	0	14
Nurse/Nurse Practitioner	7	0	1	1	0	9	1	0	0	3	1	0	0	4	0	0	0	9
Postdoc/Student	122	15	0	14	0	151	23	7	45	27	27	1	3	17	0	1	0	151
Other Staff	169	67	17	68	2	323	63	26	62	16	18	3	15	101	7	7	5	323
All population types	348	90	25	93	2	558	94	36	120	49	58	5	20	154	9	8	5	558
Faculty/Physician	63.9%	11.5%	11.5%	13.1%	0.0%	100%	7%	5%	18%	3%	13%	2%	3%	46%	3%	0%	0%	100%
Fellow/Resident	78.6%	7.1%	0.0%	14.3%	0.0%	100%	21%	0%	14%	7%	29%	0%	0%	29%	0%	0%	0%	100%
Nurse/Nurse Practitioner	77.8%	0.0%	11.1%	11.1%	0.0%	100%	11%	0%	0%	33%	11%	0%	0%	44%	0%	0%	0%	100%
Postdoc/Student	80.8%	9.9%	0.0%	9.3%	0.0%	100%	15%	5%	30%	18%	18%	1%	2%	11%	0%	1%	0%	100%
Other Staff	52.3%	20.7%	5.3%	21.1%	0.6%	100%	20%	8%	19%	5%	6%	1%	5%	31%	2%	2%	2%	100%
All population types	62.4%	16.1%	4.5%	16.7%	0.4%	100%	17%	6%	22%	9%	10%	1%	4%	28%	2%	1%	1%	100%

2013 UCSF Transportation Commute Survey

	PLACE OF ORIGIN						MODE OF TRAVEL											
	San Francisco	East Bay	North Bay	South Bay	Outside Bay Area	All origins	Public Transit	Transit + Shuttle	UCSF Shuttle	Walk	Bicycle	Mcycle/ Scooter	Carpool/ Vanpool	Drive Alone	D.A. + Shuttle	Taxi/ Drop off	Other	All Modes
MOUNT ZION																		
Faculty/Physician	23	1	5	6	0	35	2	0	1	3	2	0	0	26	1	0	0	35
Fellow/Resident	7	0	0	0	0	7	1	0	3	0	0	0	0	3	0	0	0	7
Nurse/Nurse Practitioner	23	20	15	14	0	72	17	4	3	2	3	0	4	37	0	2	0	72
Postdoc/Student	5	1	0	2	0	8	2	0	3	0	1	0	0	2	0	0	0	8
Other Staff	137	63	12	42	0	254	81	8	20	24	12	4	18	76	3	8	0	254
All population types	195	85	32	64	0	376	103	12	30	29	18	4	22	144	4	10	0	376
Faculty/Physician	65.7%	2.9%	14.3%	17.1%	0.0%	100%	6%	0%	3%	9%	6%	0%	0%	74%	3%	0%	0%	100%
Fellow/Resident	100.0%	0.0%	0.0%	0.0%	0.0%	100%	14%	0%	43%	0%	0%	0%	0%	43%	0%	0%	0%	100%
Nurse/Nurse Practitioner	31.9%	27.8%	20.8%	19.4%	0.0%	100%	24%	6%	4%	3%	4%	0%	6%	51%	0%	3%	0%	100%
Postdoc/Student	62.5%	12.5%	0.0%	25.0%	0.0%	100%	25%	0%	38%	0%	13%	0%	0%	25%	0%	0%	0%	100%
Other Staff	53.9%	24.8%	4.7%	16.5%	0.0%	100%	32%	3%	8%	9%	5%	2%	7%	30%	1%	3%	0%	100%
All population types	51.9%	22.6%	8.5%	17.0%	0.0%	100%	27%	3%	8%	8%	5%	1%	6%	38%	1%	3%	0%	100%
MISSION CENTER																		
Faculty/Physician	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fellow/Resident	1	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2
Nurse/Nurse Practitioner	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdoc/Student	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Other Staff	82	56	6	35	3	182	53	9	15	7	11	2	11	71	1	2	0	182
All population types	84	57	6	35	3	185	53	9	15	7	12	2	11	73	1	2	0	185
Faculty/Physician	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Fellow/Resident	50.0%	50.0%	0.0%	0.0%	0.0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%
Nurse/Nurse Practitioner	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Postdoc/Student	100.0%	0.0%	0.0%	0.0%	0.0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%
Other Staff	45.1%	30.8%	3.3%	19.2%	1.6%	100%	29%	5%	8%	4%	6%	1%	6%	39%	1%	1%	0%	100%
All population types	45.4%	30.8%	3.2%	18.9%	1.6%	100%	29%	5%	8%	4%	6%	1%	6%	39%	1%	1%	0%	100%

2013 UCSF Transportation Commute Survey

	PLACE OF ORIGIN						MODE OF TRAVEL											
	San Francisco	East Bay	North Bay	South Bay	Outside Bay Area	All origins	Public Transit	Transit + Shuttle	UCSF Shuttle	Walk	Bicycle	Mcycle/ Scooter	Carpool/ Vanpool	Drive Alone	D.A. + Shuttle	Taxi/ Drop off	Other	All Modes
PARNASSUS																		
San Francisco							250	27	159	181	76	18	16	199	14	38	0	978
East Bay							147	3	5	3	1	3	72	101	2	3	1	341
North Bay							1	0	4	0	3	3	44	129	0	0	0	184
South Bay							26	9	12	2	1	1	33	206	6	12	0	308
Outside Bay Area							3	0	0	0	0	0	5	10	0	1	0	19
All Origins							427	39	180	186	81	25	170	645	22	54	1	1,830
East Bay							43%	1%	1%	1%	0%	1%	21%	30%	1%	1%	0%	100%
North Bay							1%	0%	2%	0%	2%	2%	24%	70%	0%	0%	0%	100%
South Bay							8%	3%	4%	1%	0%	0%	11%	67%	2%	4%	0%	100%
Outside Bay Area							16%	0%	0%	0%	0%	0%	26%	53%	0%	5%	0%	100%
All Origins							23%	2%	10%	10%	4%	1%	9%	35%	1%	3%	0%	100%
MISSION BAY																		
San Francisco							30	20	110	46	52	3	9	63	4	7	4	348
East Bay							39	13	5	2	3	1	5	20	1	0	1	90
North Bay							5	0	1	0	2	0	2	14	1	0	0	25
South Bay							19	2	4	1	1	1	4	57	3	1	0	93
Outside Bay Area							1	1	0	0	0	0	0	0	0	0	0	2
All Origins							94	36	120	49	58	5	20	154	9	8	5	558
San Francisco							9%	6%	32%	13%	15%	1%	3%	18%	1%	2%	1%	100%
East Bay							43%	14%	6%	2%	3%	1%	6%	22%	1%	0%	1%	100%
North Bay							20%	0%	4%	0%	8%	0%	8%	56%	4%	0%	0%	100%
South Bay							20%	2%	4%	1%	1%	1%	4%	61%	3%	1%	0%	100%
Outside Bay Area							50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
All Origins							17%	6%	22%	9%	10%	1%	4%	28%	2%	1%	1%	100%

2013 UCSF Transportation Commute Survey

	PLACE OF ORIGIN						MODE OF TRAVEL											
	San Francisco	East Bay	North Bay	South Bay	Outside Bay Area	All origins	Public Transit	Transit + Shuttle	UCSF Shuttle	Walk	Bicycle	Mcycle/ Scooter	Carpool/ Vanpool	Drive Alone	D.A. + Shuttle	Taxi/ Drop off	Other	All Modes
MOUNT ZION																		
San Francisco							47	8	26	27	16	2	1	57	4	7	0	195
East Bay							42	1	2	1	1	0	16	20	0	2	0	85
North Bay							3	0	0	0	1	2	4	21	0	1	0	32
South Bay							11	3	2	1	0	0	1	46	0	0	0	64
Outside Bay Area							0	0	0	0	0	0	0	0	0	0	0	0
All Origins							103	12	30	29	18	4	22	144	4	10	0	376
San Francisco							24%	4%	13%	14%	8%	1%	1%	29%	2%	4%	0%	100%
East Bay							49%	1%	2%	1%	1%	0%	19%	24%	0%	2%	0%	100%
North Bay							9%	0%	0%	0%	3%	6%	13%	66%	0%	3%	0%	100%
South Bay							17%	5%	3%	2%	0%	0%	2%	72%	0%	0%	0%	100%
Outside Bay Area							0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
All Origins							27%	3%	8%	8%	5%	1%	6%	38%	1%	3%	0%	100%
MISSION CENTER																		
San Francisco							14	3	11	6	12	2	2	32	1	1	0	84
East Bay							34	3	3	1	0	0	2	13	0	1	0	57
North Bay							1	0	0	0	0	0	1	4	0	0	0	6
South Bay							3	3	1	0	0	0	5	23	0	0	0	35
Outside Bay Area							1	0	0	0	0	0	1	1	0	0	0	3
All Origins							53	9	15	7	12	2	11	73	1	2	0	185
San Francisco							17%	4%	13%	7%	14%	2%	2%	38%	1%	1%	0%	100%
East Bay							60%	5%	5%	2%	0%	0%	4%	23%	0%	2%	0%	100%
North Bay							17%	0%	0%	0%	0%	0%	17%	67%	0%	0%	0%	100%
South Bay							9%	9%	3%	0%	0%	0%	14%	66%	0%	0%	0%	100%
Outside Bay Area							33%	0%	0%	0%	0%	0%	33%	33%	0%	0%	0%	100%
All Origins							29%	5%	8%	4%	6%	1%	6%	39%	1%	1%	0%	100%

2013 UCSF Transportation Commute Survey

	TYPE OF PARKING LOCATION					ON-STREET PARKING AWAY FROM DESTINATION					
	Non-UCSF facility	On the street	UCSF facility	Other facility	All locations	Within one block	Two blocks	Three blocks	Four blocks	5 or more blocks	All on-street
PARNASSUS											
Faculty/Physician		18	145		163	1	3	1		13	18
Fellow/Resident	2	9	28	1	40	1	1	2		5	9
Nurse/Nurse Practitioner	31	49	201	3	284	2	3	6	4	33	48
Postdoc/Student	2	40	21	1	64		3	6	10	20	39
Other Staff	61	346	317	11	735	6	24	48	34	232	344
All population types	96	462	712	16	1,286	10	34	63	48	303	458
Faculty/Physician	0.0%	11.0%	89.0%	0.0%	100%	5.6%	16.7%	5.6%	0.0%	72.2%	100%
Fellow/Resident	5.0%	22.5%	70.0%	2.5%	100%	11.1%	11.1%	22.2%	0.0%	55.6%	100%
Nurse/Nurse Practitioner	10.9%	17.3%	70.8%	1.1%	100%	4.2%	6.3%	12.5%	8.3%	68.8%	100%
Postdoc/Student	3.1%	62.5%	32.8%	1.6%	100%	0.0%	7.7%	15.4%	25.6%	51.3%	100%
Other Staff	8.3%	47.1%	43.1%	1.5%	100%	1.7%	7.0%	14.0%	9.9%	67.4%	100%
All population types	7.5%	35.9%	55.4%	1.2%	100%	2.2%	7.4%	13.8%	10.5%	66.2%	100%
MISSION BAY											
Faculty/Physician	1	11	39		51	2	1	1	2	5	11
Fellow/Resident		4	6		10		1	1		2	4
Nurse/Nurse Practitioner	1		5		6						0
Postdoc/Student		48	19		67	6	5	6	11	20	48
Other Staff	7	111	101	1	220	2	17	23	26	43	111
All population types	9	174	170	1	354	10	24	31	39	70	174
Faculty/Physician	2.0%	21.6%	76.5%	0.0%	100%	18.2%	9.1%	9.1%	18.2%	45.5%	100%
Fellow/Resident	0.0%	40.0%	60.0%	0.0%	100%	0.0%	25.0%	25.0%	0.0%	50.0%	100%
Nurse/Nurse Practitioner	16.7%	0.0%	83.3%	0.0%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Postdoc/Student	0.0%	71.6%	28.4%	0.0%	100%	12.5%	10.4%	12.5%	22.9%	41.7%	100%
Other Staff	3.2%	50.5%	45.9%	0.5%	100%	1.8%	15.3%	20.7%	23.4%	38.7%	100%
All population types	2.5%	49.2%	48.0%	0.3%	100%	5.7%	13.8%	17.8%	22.4%	40.2%	100%

2013 UCSF Transportation Commute Survey

	TYPE OF PARKING LOCATION					ON-STREET PARKING AWAY FROM DESTINATION					
	Non-UCSF facility	On the street	UCSF facility	Other facility	All locations	Within one block	Two blocks	Three blocks	Four blocks	5 or more blocks	All on-street
MOUNT ZION											
Faculty/Physician	2	5	26		33			1	4		5
Fellow/Resident	2		3		5						0
Nurse/Nurse Practitioner	29	15	12		56	2	3	1	2	7	15
Postdoc/Student		2	1		3	1				1	2
Other Staff	42	103	27	2	174	5	6	33	15	44	103
All population types	75	125	69	2	271	8	9	35	21	52	125
Faculty/Physician	6.1%	15.2%	78.8%	0.0%	100%	0.0%	0.0%	20.0%	80.0%	0.0%	100%
Fellow/Resident	40.0%	0.0%	60.0%	0.0%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Nurse/Nurse Practitioner	51.8%	26.8%	21.4%	0.0%	100%	13.3%	20.0%	6.7%	13.3%	46.7%	100%
Postdoc/Student	0.0%	66.7%	33.3%	0.0%	100%	50.0%	0.0%	0.0%	0.0%	50.0%	100%
Other Staff	24.1%	59.2%	15.5%	1.1%	100%	4.9%	5.8%	32.0%	14.6%	42.7%	100%
All population types	27.7%	46.1%	25.5%	0.7%	100%	6.4%	7.2%	28.0%	16.8%	41.6%	100%
MISSION CENTER											
Faculty/Physician					0						0
Fellow/Resident			2		2						0
Nurse/Nurse Practitioner					0						0
Postdoc/Student					0						0
Other Staff	3	54	69	1	127	7	16	17	9	5	54
All population types	3	54	71	1	129	7	16	17	9	5	54
Faculty/Physician	0.0%	0.0%	0.0%	0.0%	0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Fellow/Resident	0.0%	0.0%	100.0%	0.0%	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Nurse/Nurse Practitioner	0.0%	0.0%	0.0%	0.0%	0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Postdoc/Student	0.0%	0.0%	0.0%	0.0%	0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Other Staff	2.4%	42.5%	54.3%	0.8%	100%	13.0%	29.6%	31.5%	16.7%	9.3%	100%
All population types	2.3%	41.9%	55.0%	0.8%	100%	13.0%	29.6%	31.5%	16.7%	9.3%	100%

1.2 UCSF RESIDENTS SURVEY

2013 UCSF Tenant Survey

	All Residential Locations		Parnassus Heights, Aldea Housing		Parnassus Heights, Avenue Housing		Mission Bay Housing	
Housing Contracts	919		172		151		596	
Surveys / Response Rate	153	17%	37	22%	16	11%	100	17%
Which category best represents your position at UCSF?								
Faculty/Physician	1	1%	0	0%	0	0%	1	1%
Fellow	5	3%	2	5%	0	0%	3	3%
Medical Resident	12	8%	4	11%	0	0%	8	8%
Not associated with UCSF	18	12%	5	14%	1	6%	12	12%
Postdoc	42	27%	10	27%	1	6%	31	31%
Staff	2	1%	0	0%	0	0%	2	2%
Student	73	48%	16	43%	14	88%	43	43%
TOTAL	153	100%	37	100%	16	100%	100	100%
Please identify your primary UCSF location for work/research/study								
Mission Bay	20	14%	0	0%	1	7%	19	21%
Mission Center	25	18%	5	14%	1	7%	19	21%
Mount Zion	4	3%	0	0%	0	0%	4	4%
Not associated with UCSF	10	7%	4	11%	0	0%	6	7%
Parnassus Heights	76	54%	27	75%	12	86%	37	41%
SFGH	5	4%	0	0%	0	0%	5	6%
Other	4	3%	1	3%	1	7%	2	2%
TOTAL	140	100%	36	100%	14	100%	90	100%
How many round trips do you make during a typical day from your UCSF residence to other locations outside UCSF?								
0	19	12%	3	8%	2	13%	14	14%
1	59	39%	13	35%	2	13%	44	44%
2	55	36%	15	41%	7	44%	33	33%
3	12	8%	4	11%	3	19%	5	5%
4	2	1%	1	3%	0	0%	1	1%
5	3	2%	0	0%	1	6%	2	2%
6	1	1%	0	0%	1	6%	0	0%
10	2	1%	1	3%	0	0%	1	1%
TOTAL	153	100%	37	100%	16	100%	100	100%
On a typical day when do you leave for your first trip from your UCSF residence?								
Before 7AM	23	16%	12	32%	2	14%	9	10%
7AM-8AM	46	32%	13	35%	5	36%	28	30%
8AM-9AM	39	27%	7	19%	2	14%	30	33%
9AM-10AM	17	12%	3	8%	1	7%	13	14%
10AM-11AM	2	1%	0	0%	1	7%	1	1%
11AM-noon	3	2%	1	3%	0	0%	2	2%
noon-1PM	1	1%	0	0%	0	0%	1	1%
1PM-2PM	3	2%	1	3%	0	0%	2	2%
4PM-5PM	3	2%	0	0%	1	7%	2	2%
5PM-6PM	2	1%	0	0%	1	7%	1	1%
6PM-7PM	1	1%	0	0%	0	0%	1	1%
7PM-8PM	2	1%	0	0%	0	0%	2	2%
After 8PM	1	1%	0	0%	1	7%	0	0%
TOTAL	143	100%	37	100%	14	100%	92	100%
On a typical day when do you return from your last trip to your UCSF residence?								
Before 7AM	1	1%	0	0%	0	0%	1	1%
7AM-8AM	1	1%	0	0%	1	7%	0	0%
8AM-9AM	1	1%	1	3%	0	0%	0	0%
10AM-11AM	2	1%	0	0%	0	0%	2	2%
noon-1PM	4	3%	0	0%	0	0%	4	4%
1PM-2PM	2	1%	1	3%	0	0%	1	1%
2PM-3PM	3	2%	0	0%	0	0%	3	3%
3PM-4PM	3	2%	0	0%	0	0%	3	3%
4PM-5PM	9	6%	2	5%	0	0%	7	8%
5PM-6PM	44	31%	9	24%	5	36%	30	33%
6PM-7PM	25	17%	9	24%	4	29%	12	13%
7PM-8PM	20	14%	8	22%	1	7%	11	12%
After 8PM	28	20%	7	19%	3	21%	18	20%
TOTAL	143	100%	37	100%	14	100%	92	100%

	All Residential Locations		Parnassus Heights, Aldea Housing		Parnassus Heights, Avenue Housing		Mission Bay Housing	
How did you travel from your UCSF residence to work or school on your most recent trip?								
Walk	40	26%	9	24%	6	38%	25	25%
Bike	4	3%	1	3%	0	0%	3	3%
Muni	8	5%	1	3%	2	13%	5	5%
UCSF Shuttle	79	52%	21	57%	7	44%	51	51%
Other transit	3	2%	0	0%	0	0%	3	3%
Motorcycle/scooter	2	1%	0	0%	0	0%	2	2%
Car or van, drove alone	15	10%	4	11%	1	6%	10	10%
Car or van, was dropped off	1	1%	1	3%	0	0%	0	0%
Carpool	1	1%	0	0%	0	0%	1	1%
TOTAL	153	100%	37	100%	16	100%	100	100%
How many days per week do you typically travel to work/school?								
1	3	2%	0	0%	0	0%	3	3%
2	8	5%	3	8%	2	13%	3	3%
3	6	4%	1	3%	0	0%	5	5%
4	7	5%	1	3%	2	13%	4	4%
5	120	78%	32	86%	12	75%	76	76%
Never/infrequent	9	6%	0	0%	0	0%	9	9%
TOTAL	153	100%	37	100%	16	100%	100	100%
How many additional one-way trips do you make on a typical day between other UCSF sites?								
0	87	58%	20	54%	7	44%	60	61%
1	40	26%	11	30%	4	25%	25	26%
2	18	12%	5	14%	4	25%	9	9%
3	4	3%	1	3%	1	6%	2	2%
4	2	1%	0	0%	0	0%	2	2%
TOTAL	151	100%	37	100%	16	100%	98	100%
If you own a vehicle, where do you typically park it at night?								
In a UCSF garage/lot	92	83%	32	94%	3	27%	57	86%
On the street	19	17%	2	6%	8	73%	9	14%
TOTAL	111	100%	34	100%	11	100%	66	100%

2. TRIP GENERATION CALCULATIONS

2.1 PARNASSUS HEIGHTS – EXISTING

Trip Generation
UCSF Parnassus Campus
Existing 2011-2012

Population Group	User Population	Absentees		Average Weekday Staff and Visitor Population	Daily Person Trip Rate [a]	Daily Person Trips	Proportion of Internal UCSF Campus Trips		Net External Daily Person Trips
STAFF									
Faculty/Physicians	1,146	10%	115	1,031	2.23	2,300	10%	230	2,070
Fellows/Residents	963	10%	96	867	2.23	1,933	10%	193	1,739
Nurses/Nurse Practitioners	1,562	10%	156	1,406	2.23	3,135	10%	313	2,821
Postdocs/Students	2,906	10%	291	2,615	2.23	5,832	10%	583	5,249
Other Staff	5,313	10%	531	4,782	2.23	10,663	10%	1,066	9,597
Total staff	*11,890*	*10%*	*1,189*	*10,701*	*2.23*	*23,863*	*10%*	*2,386*	*21,477*
PATIENTS & VISITORS									
Inpatients	498	0%	0	498	2.00	996	0%	0	996
Outpatients	2,074	0%	0	2,074	2.00	4,148	0%	0	4,148
Visitors to inpatients	1,245	0%	0	1,245	2.00	2,490	0%	0	2,490
Visitors with outpatients	1,452	0%	0	1,452	2.00	2,904	0%	0	2,904
Total patients and visitors	*5,269*	*0%*	*0*	*5,269*	*2.00*	*10,538*	*0%*	*0*	*10,538*
OTHER VISITORS									
Community Center Visitors	290	0%	0	290	2.00	580	0%	0	580
Faculty/Staff Visitors	450	0%	0	450	2.00	900	0%	0	900
Vendors/Services	180	0%	0	180	2.00	360	0%	0	360
Total other visitors	*920*	*0%*	*0*	*920*	*2.00*	*1,840*	*0%*	*0*	*1,840*
Subtotal Staff+Patients+Visitors	*18,079*	*7%*	*1,189*	*16,890*	*2.15*	*36,241*	*7%*	*2,386*	*33,855*
CHILDCARE									
Childcare staff	20	10%	2	18	2.23	40	10%	4	36
Childcare children	100	0%	0	100	2.00	200	50%	100	100
Total childcare	*120*	*2%*	*2*	*118*	*2.04*	*240*	*43%*	*104*	*136*
RESIDENTIAL (222 Units)									
Contract holders	323	0%	0	323	4.50	1,454	70%	1,017	436
Spouses	150	0%	0	150	4.50	675	10%	68	608
Children	85	0%	0	85	0.00	0		0	0
Visitors	20	0%	0	20	2.00	40	0%	0	40
Vendors/Services	10	0%	0	10	2.00	20	0%	0	20
Total residential	*588*	*0%*	*0*	*588*	*3.72*	*2,189*	*50%*	*1,085*	*1,104*
GRAND TOTAL	18,787	6%	1,191	17,596	2.20	38,670	9%	3,575	35,095

[a] Daily trip rates from the UCSF LRDP FEIR (1997) and UCSF LRDP Amendment #1 FSEIR (2002).

Trip Generation
UCSF Parnassus Campus
Existing 2011-2012

Population Group	Mode Splits for External Trips [b]																	
	Drive Alone		Drop-off/Taxi		Carpool		Vanpool		Public Transit		UCSF Shuttle		Bike/ Motorcycle		Walk		Total All Modes	
STAFF																		
Faculty/Physicians	1,242	60%	41	2%	104	5%	21	1%	311	15%	145	7%	104	5%	104	5%	2,070	100%
Fellows/Residents	557	32%	35	2%	17	1%	0	0%	261	15%	261	15%	174	10%	435	25%	1,739	100%
Nurses/Nurse Practitioners	1,552	55%	141	5%	141	5%	0	0%	423	15%	282	10%	141	5%	141	5%	2,821	100%
Postdocs/Students	525	10%	105	2%	52	1%	0	0%	892	17%	1,575	30%	787	15%	1,312	25%	5,249	100%
Other Staff	2,879	30%	480	5%	480	5%	480	5%	2,399	25%	1,440	15%	480	5%	960	10%	9,597	100%
Total staff	*6,754*	*31%*	*802*	*4%*	*794*	*4%*	*501*	*2%*	*4,286*	*20%*	*3,702*	*17%*	*1,686*	*8%*	*2,951*	*14%*	*21,477*	*100%*
PATIENTS & VISITORS																		
Inpatients	329	33%	159	16%	50	5%	50	5%	349	35%	0	0%	10	1%	50	5%	996	100%
Outpatients	1,369	33%	664	16%	207	5%	207	5%	1,452	35%	0	0%	41	1%	207	5%	4,148	100%
Visitors to inpatients	1,121	45%	374	15%	50	2%	50	2%	623	25%	0	0%	25	1%	249	10%	2,490	100%
Visitors with outpatients	958	33%	465	16%	145	5%	145	5%	1,016	35%	0	0%	29	1%	145	5%	2,904	100%
Total patients and visitors	*3,776*	*36%*	*1,661*	*16%*	*452*	*4%*	*452*	*4%*	*3,439*	*33%*	*0*	*0%*	*105*	*1%*	*651*	*6%*	*10,538*	*100%*
OTHER VISITORS																		
Community Center Visitors	290	50%	58	10%	17	3%	12	2%	128	22%	0	0%	6	1%	70	12%	580	100%
Faculty/Staff Visitors	450	50%	90	10%	27	3%	18	2%	198	22%	0	0%	9	1%	108	12%	900	100%
Vendors/Services	252	70%	7	2%	4	1%	0	0%	36	10%	0	0%	7	2%	54	15%	360	100%
Total other visitors	*992*	*54%*	*155*	*8%*	*48*	*3%*	*30*	*2%*	*362*	*20%*	*0*	*0%*	*22*	*1%*	*232*	*13%*	*1,840*	*100%*
Subtotal Staff+Patients+Visitors	*11,523*	*34%*	*2,618*	*8%*	*1,295*	*4%*	*982*	*3%*	*8,087*	*24%*	*3,702*	*11%*	*1,813*	*5%*	*3,834*	*11%*	*33,855*	*100%*
CHILDCARE																		
Childcare staff	11	30%	2	5%	2	5%	2	5%	9	25%	5	15%	2	5%	4	10%	36	100%
Childcare children	0	0%	100	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	100	100%
Total childcare	*11*	*8%*	*102*	*75%*	*2*	*1%*	*2*	*1%*	*9*	*7%*	*5*	*4%*	*2*	*1%*	*4*	*3%*	*136*	*100%*
RESIDENTIAL (222 Units)																		
Contract holders	65	15%	13	3%	0	0%	0	0%	44	10%	305	70%	9	2%	0	0%	436	100%
Spouses	182	30%	30	5%	0	0%	0	0%	182	30%	122	20%	30	5%	61	10%	608	100%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Visitors	20	50%	4	10%	1	3%	1	2%	9	22%	0	0%	0	1%	5	12%	40	100%
Vendors/Services	14	70%	0	2%	0	1%	0	0%	2	10%	0	0%	0	2%	3	15%	20	100%
Total residential	*282*	*26%*	*48*	*4%*	*1*	*0%*	*1*	*0%*	*237*	*21%*	*427*	*39%*	*40*	*4%*	*69*	*6%*	*1,104*	*100%*
GRAND TOTAL	11,815	34%	2,768	8%	1,298	4%	985	3%	8,333	24%	4,134	12%	1,855	5%	3,907	11%	35,095	100%

[b] Mode of travel based on UCSF Transportation Services Annual Commute Survey 2013 for the Parnassus Campus.

Trip Generation
UCSF Parnassus Campus
Existing 2011-2012

Population Group	Weekday Person Trips by Mode (External)										Daily Vehicle Trips [d]	Avg. Veh. Occup. (persons per vehicle)	Peak Hour Percentages [e]					
													AM Peak Hour			PM Peak Hour		
	Auto		Public Transit		UCSF Shuttle		Other [c]		All Modes				% of Daily	% In	% Out	% of Daily	% In	% Out
STAFF																		
Faculty/Physicians	1,408	68%	311	15%	145	7%	207	10%	2,070	100%	1,388	1.15	19%	100%	0%	12%	0%	100%
Fellows/Residents	609	35%	261	15%	261	15%	609	35%	1,739	100%	652	1.39	18%	97%	3%	13%	5%	95%
Nurses/Nurse Practitioners	1,834	65%	423	15%	282	10%	282	10%	2,821	100%	1,923	1.17	20%	100%	0%	8%	0%	100%
Postdocs/Students	682	13%	892	17%	1,575	30%	2,100	40%	5,249	100%	866	2.73	18%	97%	3%	13%	5%	95%
Other Staff	4,319	45%	2,399	25%	1,440	15%	1,440	15%	9,597	100%	4,223	1.48	23%	100%	0%	23%	3%	97%
Total staff	*8,851*	*41%*	*4,286*	*20%*	*3,702*	*17%*	*4,637*	*22%*	*21,477*	*100%*	*9,053*	*1.48*	*22%*	*97%*	*3%*	*17%*	*5%*	*95%*
PATIENTS & VISITORS																		
Inpatients	588	59%	349	35%	0	0%	60	6%	996	100%	677	1.10	12%	79%	21%	9%	22%	78%
Outpatients	2,447	59%	1,452	35%	0	0%	249	6%	4,148	100%	2,821	1.88	12%	79%	21%	9%	22%	78%
Visitors to inpatients	1,594	64%	623	25%	0	0%	274	11%	2,490	100%	1,897	1.04	10%	77%	23%	7%	28%	72%
Visitors with outpatients	1,713	59%	1,016	35%	0	0%	174	6%	2,904	100%			12%	79%	21%	9%	22%	78%
Total patients and visitors	*6,342*	*60%*	*3,439*	*33%*	*0*	*0%*	*757*	*7%*	*10,538*	*100%*	*5,395*	*1.48*	*11%*	*78%*	*22%*	*8%*	*24%*	*76%*
OTHER VISITORS																		
Community Center Visitors	377	65%	128	22%	0	0%	75	13%	580	100%	416	1.05	15%	82%	18%	6%	17%	83%
Faculty/Staff Visitors	585	65%	198	22%	0	0%	117	13%	900	100%	645	1.05	15%	82%	18%	6%	17%	83%
Vendors/Services	263	73%	36	10%	0	0%	61	17%	360	100%	268	1.01	19%	84%	16%	10%	19%	81%
Total other visitors	*1,225*	*67%*	*362*	*20%*	*0*	*0%*	*254*	*14%*	*1,840*	*100%*	*1,329*	*1.04*	*16%*	*83%*	*17%*	*7%*	*18%*	*82%*
Subtotal Staff+Patients+Visitors	*16,418*	*48%*	*8,087*	*24%*	*3,702*	*11%*	*5,648*	*17%*	*33,855*	*100%*	*15,777*	*1.44*	*18%*	*92%*	*8%*	*13%*	*10%*	*90%*
CHILDCARE																		
Childcare staff	16	45%	9	25%	5	15%	5	15%	36	100%	16	1.48	23%	100%	0%	23%	3%	97%
Childcare children	100	100%	0	0%	0	0%	0	0%	100	100%	200	1.00	50%	50%	50%	50%	50%	50%
Total childcare	*116*	*85%*	*9*	*7%*	*5*	*4%*	*5*	*4%*	*136*	*100%*	*216*	*1.04*	*48%*	*52%*	*48%*	*48%*	*48%*	*52%*
RESIDENTIAL (222 Units)																		
Contract holders	78	18%	44	10%	305	70%	9	2%	436	100%	112	3.55	20%	10%	90%	15%	93%	7%
Spouses	213	35%	182	30%	122	20%	91	15%	608	100%	251	1.45	8%	21%	79%	17%	67%	34%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Visitors	26	65%	9	22%	0	0%	5	13%	40	100%	29	1.05	15%	82%	18%	6%	17%	83%
Vendors/Services	15	73%	2	10%	0	0%	3	17%	20	100%	15	1.01	19%	84%	16%	10%	19%	81%
Total residential	*332*	*30%*	*237*	*21%*	*427*	*39%*	*108*	*10%*	*1,104*	*100%*	*407*	*1.98*	*14%*	*29%*	*71%*	*17%*	*69%*	*31%*
GRAND TOTAL	16,866	48%	8,333	24%	4,134	12%	5,761	16%	35,095	100%	16,400	1.45	18%	89%	11%	14%	13%	87%

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

[d] Vehicle trips are calculated based on the following formula: Drive Alone trips + (Drop-off trips x 2) + (Carpool trips / 2) + (Vanpool trips / 10) + (UCSF Shuttle / 15).

[e] Based on Parnassus Heights Transportation Surveys, 1992 and 1999, ITE Trip Generation 9th Edition (residential AM), and 2002 SF Guidelines (residential PM).

Trip Generation
UCSF Parnassus Campus
Existing 2011-2012

Population Group	AM Peak Hour Person Trips (External)															AM Peak Hour								
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes			Private Vehicles			UCSF Shuttle			Total Vehicles		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	267	0	267	59	0	59	28	0	28	39	0	39	393	0	393	264	0	264	2	2	4	266	2	268
Fellows/Residents	106	3	109	46	1	47	46	1	47	106	3	109	304	8	312	114	4	118	3	3	6	117	7	124
Nurses/Nurse Practitioners	367	0	367	85	0	85	56	0	56	56	0	56	564	0	564	385	0	385	4	4	8	389	4	393
Postdocs/Students	119	4	123	156	5	161	275	9	284	367	11	378	917	29	946	151	5	156	19	19	38	170	24	194
Other Staff	993	0	993	552	0	552	331	0	331	331	0	331	2,207	0	2,207	971	0	971	22	22	44	993	22	1,015
Total staff	*1,852*	*7*	*1,859*	*898*	*6*	*904*	*736*	*10*	*746*	*899*	*14*	*913*	*4,385*	*37*	*4,422*	*1,885*	*9*	*1,894*	*50*	*50*	*100*	*1,935*	*59*	*1,994*
PATIENTS & VISITORS																								
Inpatients	56	15	71	33	9	42	0	0	0	6	2	8	95	26	121	64	17	81	0	0	0	64	17	81
Outpatients	232	62	294	138	37	175	0	0	0	24	6	30	394	105	499	267	71	338	0	0	0	267	71	338
Visitors to inpatients	123	37	160	48	14	62	0	0	0	21	6	27	192	57	249	146	44	190	0	0	0	146	44	190
Visitors with outpatients	162	43	205	96	26	122	0	0	0	17	4	21	275	73	348	0	0	0	0	0	0	0	0	0
Total patients and visitors	*573*	*157*	*730*	*315*	*86*	*401*	*0*	*0*	*0*	*68*	*18*	*86*	*956*	*261*	*1,217*	*477*	*132*	*609*	*0*	*0*	*0*	*477*	*132*	*609*
OTHER VISITORS																								
Community Center Visitors	46	10	56	16	3	19	0	0	0	9	2	11	71	15	86	51	11	62	0	0	0	51	11	62
Faculty/Staff Visitors	72	16	88	24	5	29	0	0	0	14	3	17	110	24	134	79	17	96	0	0	0	79	17	96
Vendors/Services	42	8	50	6	1	7	0	0	0	10	2	12	58	11	69	43	8	51	0	0	0	43	8	51
Total other visitors	*160*	*34*	*194*	*46*	*9*	*55*	*0*	*0*	*0*	*33*	*7*	*40*	*239*	*50*	*289*	*173*	*36*	*209*	*0*	*0*	*0*	*173*	*36*	*209*
Subtotal Staff+Patients+Visitors	*2,585*	*198*	*2,783*	*1,259*	*101*	*1,360*	*736*	*10*	*746*	*1,000*	*39*	*1,039*	*5,580*	*348*	*5,928*	*2,535*	*177*	*2,712*	*50*	*50*	*100*	*2,585*	*227*	*2,812*
CHILDCARE																								
Childcare staff	4	0	4	2	0	2	1	0	1	1	0	1	8	0	8	4	0	4	0	0	0	4	0	4
Childcare children	25	25	50	0	0	0	0	0	0	0	0	0	25	25	50	50	50	100	0	0	0	50	50	100
Total childcare	*29*	*25*	*54*	*2*	*0*	*2*	*1*	*0*	*1*	*1*	*0*	*1*	*33*	*25*	*58*	*54*	*50*	*104*	*0*	*0*	*0*	*54*	*50*	*104*
RESIDENTIAL (222 Units)																								
Contract holders	2	14	16	1	8	9	6	55	61	0	2	2	9	79	88	2	20	22	4	4	8	6	24	30
Spouses	3	13	16	3	11	14	2	7	9	1	6	7	9	37	46	4	15	19	1	1	2	5	16	21
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	3	1	4	1	0	1	0	0	0	1	0	1	5	1	6	4	1	5	0	0	0	4	1	5
Vendors/Services	2	0	2	0	0	0	0	0	0	1	0	1	3	0	3	2	0	2	0	0	0	2	0	2
Total residential	*10*	*28*	*38*	*5*	*19*	*24*	*8*	*62*	*70*	*3*	*8*	*11*	*26*	*117*	*143*	*12*	*36*	*48*	*5*	*5*	*10*	*17*	*41*	*58*
GRAND TOTAL	2,624	251	2,875	1,266	120	1,386	745	72	817	1,004	47	1,051	5,639	490	6,129	2,601	263	2,864	55	55	110	2,656	318	2,974

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

Trip Generation
UCSF Parnassus Campus
Existing 2011-2012

Population Group	PM Peak Hour Person Trips (External)															PM Peak Hour Private Vehicles			PM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	0	169	169	0	37	37	0	17	17	0	25	25	0	248	248	0	167	167	1	1	2	1	168	169
Fellows/Residents	4	75	79	2	32	34	2	32	34	4	75	79	12	214	226	4	81	85	2	2	4	6	83	89
Nurses/Nurse Practitioners	0	147	147	0	34	34	0	23	23	0	23	23	0	227	227	0	154	154	2	2	4	2	156	158
Postdocs/Students	4	84	88	6	110	116	10	194	204	14	259	273	34	647	681	6	107	113	14	14	28	20	121	141
Other Staff	30	963	993	17	535	552	10	321	331	10	321	331	67	2,140	2,207	29	942	971	22	22	44	51	964	1,015
Total staff	*38*	*1,438*	*1,476*	*25*	*748*	*773*	*22*	*587*	*609*	*28*	*703*	*731*	*113*	*3,476*	*3,589*	*39*	*1,451*	*1,490*	*41*	*41*	*82*	*80*	*1,492*	*1,572*
PATIENTS & VISITORS																								
Inpatients	12	41	53	7	24	31	0	0	0	1	4	5	20	69	89	13	48	61	0	0	0	13	48	61
Outpatients	48	172	220	29	102	131	0	0	0	5	17	22	82	291	373	56	198	254	0	0	0	56	198	254
Visitors to inpatients	31	80	111	12	31	43	0	0	0	5	14	19	48	125	173	37	96	133	0	0	0	37	96	133
Visitors with outpatients	34	120	154	20	71	91	0	0	0	3	12	15	57	203	260	0	0	0	0	0	0	0	0	0
Total patients and visitors	*125*	*413*	*538*	*68*	*228*	*296*	*0*	*0*	*0*	*14*	*47*	*61*	*207*	*688*	*895*	*106*	*342*	*448*	*0*	*0*	*0*	*106*	*342*	*448*
OTHER VISITORS																								
Community Center Visitors	4	19	23	1	6	7	0	0	0	1	4	5	6	29	35	4	21	25	0	0	0	4	21	25
Faculty/Staff Visitors	6	29	35	2	10	12	0	0	0	1	6	7	9	45	54	7	32	39	0	0	0	7	32	39
Vendors/Services	5	21	26	1	3	4	0	0	0	1	5	6	7	29	36	5	22	27	0	0	0	5	22	27
Total other visitors	*15*	*69*	*84*	*4*	*19*	*23*	*0*	*0*	*0*	*3*	*15*	*18*	*22*	*103*	*125*	*16*	*75*	*91*	*0*	*0*	*0*	*16*	*75*	*91*
Subtotal Staff+Patients+Visitors	*178*	*1,920*	*2,098*	*97*	*995*	*1,092*	*22*	*587*	*609*	*45*	*765*	*810*	*342*	*4,267*	*4,609*	*161*	*1,868*	*2,029*	*41*	*41*	*82*	*202*	*1,909*	*2,111*
CHILDCARE																								
Childcare staff	0	4	4	0	2	2	0	1	1	0	1	1	0	8	8	0	4	4	0	0	0	0	4	4
Childcare children	25	25	50	0	0	0	0	0	0	0	0	0	25	25	50	50	50	100	0	0	0	50	50	100
Total childcare	*25*	*29*	*54*	*0*	*2*	*2*	*0*	*1*	*1*	*0*	*1*	*1*	*25*	*33*	*58*	*50*	*54*	*104*	*0*	*0*	*0*	*50*	*54*	*104*
RESIDENTIAL (222 Units)																								
Contract holders	11	1	12	6	0	6	43	3	46	1	0	1	61	4	65	16	1	17	3	3	6	19	4	23
Spouses	24	12	36	21	11	32	14	7	21	10	5	15	69	35	104	29	15	44	1	1	2	30	16	46
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
Vendors/Services	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
Total residential	*35*	*15*	*50*	*27*	*11*	*38*	*57*	*10*	*67*	*11*	*5*	*16*	*130*	*41*	*171*	*45*	*18*	*63*	*4*	*4*	*8*	*49*	*22*	*71*
GRAND TOTAL	238	1,964	2,202	124	1,008	1,132	79	598	677	56	771	827	497	4,341	4,838	256	1,940	2,196	45	45	90	301	1,985	2,286

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

2.2 PARNASSUS HEIGHTS – 2035

Trip Generation
UCSF Parnassus Campus
Year 2035

Population Group	User Population	Absentees		Average Weekday Staff and Visitor Population	Daily Person Trip Rate [a]	Daily Person Trips	Proportion of Internal UCSF Campus Trips		Net External Daily Person Trips
STAFF									
Faculty/Physicians	1,146	10%	115	1,031	2.23	2,300	10%	230	2,070
Fellows/Residents	987	10%	99	888	2.23	1,981	10%	198	1,783
Nurses/Nurse Practitioners	1,468	10%	147	1,321	2.23	2,946	10%	295	2,652
Postdocs/Students	3,448	10%	345	3,103	2.23	6,920	10%	692	6,228
Other Staff	5,352	10%	535	4,817	2.23	10,741	10%	1,074	9,667
Total staff	*12,401*	*10%*	*1,240*	*11,161*	*2.23*	*24,889*	*10%*	*2,489*	*22,400*
PATIENTS & VISITORS									
Inpatients	462	0%	0	462	2.00	924	0%	0	924
Outpatients	2,223	0%	0	2,223	2.00	4,446	0%	0	4,446
Visitors to inpatients	1,155	0%	0	1,155	2.00	2,310	0%	0	2,310
Visitors with outpatients	1,556	0%	0	1,556	2.00	3,112	0%	0	3,112
Total patients and visitors	*5,396*	*0%*	*0*	*5,396*	*2.00*	*10,792*	*0%*	*0*	*10,792*
OTHER VISITORS									
Community Center Visitors	290	0%	0	290	2.00	580	0%	0	580
Faculty/Staff Visitors	450	0%	0	450	2.00	900	0%	0	900
Vendors/Services	180	0%	0	180	2.00	360	0%	0	360
Total other visitors	*920*	*0%*	*0*	*920*	*2.00*	*1,840*	*0%*	*0*	*1,840*
Subtotal Staff+Patients+Visitors	*18,717*	*7%*	*1,240*	*17,477*	*2.15*	*37,521*	*7%*	*2,489*	*35,032*
CHILDCARE									
Childcare staff	25	10%	3	23	2.23	50	10%	5	45
Childcare children	120	0%	0	120	2.00	240	50%	120	120
Total childcare	*145*	*2%*	*3*	*143*	*2.04*	*290*	*43%*	*125*	*165*
RESIDENTIAL (551 Units)									
Contract holders	633	0%	0	633	4.50	2,849	70%	1,994	855
Spouses	210	0%	0	210	4.50	945	10%	95	851
Children	140	0%	0	140	0.00	0	0%	0	0
Visitors	40	0%	0	40	2.00	80	0%	0	80
Vendors/Services	20	0%	0	20	2.00	40	0%	0	40
Total residential	*1,043*	*0%*	*0*	*1,043*	*3.75*	*3,914*	*53%*	*2,088*	*1,825*
GRAND TOTAL	19,905	6%	1,243	18,662	2.24	41,724	11%	4,702	37,022

[a] Daily trip rates from the UCSF LRDP FEIR (1997) and UCSF LRDP Amendment #1 FSEIR (2002).

Trip Generation
UCSF Parnassus Campus
Year 2035

Population Group	Mode Splits for External Trips [b]																			
	Drive Alone		Drop-off/Taxi		Carpool		Vanpool		Public Transit		UCSF Shuttle		Bike/ Motorcycle		Walk		Total All Modes	
STAFF																		
Faculty/Physicians	1,242	60%	41	2%	104	5%	21	1%	311	15%	145	7%	104	5%	104	5%	2,070	100%
Fellows/Residents	571	32%	36	2%	18	1%	0	0%	267	15%	267	15%	178	10%	446	25%	1,783	100%
Nurses/Nurse Practitioners	1,458	55%	133	5%	133	5%	0	0%	398	15%	265	10%	133	5%	133	5%	2,652	100%
Postdocs/Students	623	10%	125	2%	62	1%	0	0%	1,059	17%	1,868	30%	934	15%	1,557	25%	6,228	100%
Other Staff	2,900	30%	483	5%	483	5%	483	5%	2,417	25%	1,450	15%	483	5%	967	10%	9,667	100%
Total staff	*6,794*	*30%*	*818*	*4%*	*800*	*4%*	*504*	*2%*	*4,451*	*20%*	*3,996*	*18%*	*1,832*	*8%*	*3,206*	*14%*	*22,400*	*100%*
PATIENTS & VISITORS																		
Inpatients	305	33%	148	16%	46	5%	46	5%	323	35%	0	0%	9	1%	46	5%	924	100%
Outpatients	1,467	33%	711	16%	222	5%	222	5%	1,556	35%	0	0%	44	1%	222	5%	4,446	100%
Visitors to inpatients	1,040	45%	347	15%	46	2%	46	2%	578	25%	0	0%	23	1%	231	10%	2,310	100%
Visitors with outpatients	1,027	33%	498	16%	156	5%	156	5%	1,089	35%	0	0%	31	1%	156	5%	3,112	100%
Total patients and visitors	*3,839*	*36%*	*1,704*	*16%*	*470*	*4%*	*470*	*4%*	*3,546*	*33%*	*0*	*0%*	*108*	*1%*	*655*	*6%*	*10,792*	*100%*
OTHER VISITORS																		
Community Center Visitors	290	50%	58	10%	17	3%	12	2%	128	22%	0	0%	6	1%	70	12%	580	100%
Faculty/Staff Visitors	450	50%	90	10%	27	3%	18	2%	198	22%	0	0%	9	1%	108	12%	900	100%
Vendors/Services	252	70%	7	2%	4	1%	0	0%	36	10%	0	0%	7	2%	54	15%	360	100%
Total other visitors	*992*	*54%*	*155*	*8%*	*48*	*3%*	*30*	*2%*	*362*	*20%*	*0*	*0%*	*22*	*1%*	*232*	*13%*	*1,840*	*100%*
Subtotal Staff+Patients+Visitors	*11,624*	*33%*	*2,676*	*8%*	*1,318*	*4%*	*1,004*	*3%*	*8,359*	*24%*	*3,996*	*11%*	*1,962*	*6%*	*4,092*	*12%*	*35,032*	*100%*
CHILDCARE																		
Childcare staff	14	30%	2	5%	2	5%	2	5%	11	25%	7	15%	2	5%	5	10%	45	100%
Childcare children	0	0%	120	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	120	100%
Total childcare	*14*	*8%*	*122*	*74%*	*2*	*1%*	*2*	*1%*	*11*	*7%*	*7*	*4%*	*2*	*1%*	*5*	*3%*	*165*	*100%*
RESIDENTIAL (551 Units)																		
Contract holders	128	15%	26	3%	0	0%	0	0%	85	10%	598	70%	17	2%	0	0%	855	100%
Spouses	255	30%	43	5%	0	0%	0	0%	255	30%	170	20%	43	5%	85	10%	851	100%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Visitors	40	50%	8	10%	2	3%	2	2%	18	22%	0	0%	1	1%	10	12%	80	100%
Vendors/Services	28	70%	1	2%	0	1%	0	0%	4	10%	0	0%	1	2%	6	15%	40	100%
Total residential	*451*	*25%*	*77*	*4%*	*3*	*0%*	*2*	*0%*	*362*	*20%*	*768*	*42%*	*61*	*3%*	*101*	*6%*	*1,825*	*100%*
GRAND TOTAL	12,089	33%	2,876	8%	1,323	4%	1,008	3%	8,733	24%	4,771	13%	2,025	5%	4,197	11%	37,022	100%

[b] Mode of travel based on UCSF Transportation Services Annual Commute Survey 2013 for the Parnassus Campus.

Trip Generation
UCSF Parnassus Campus
Year 2035

Population Group	Weekday Person Trips by Mode (External)										Daily Vehicle Trips [d]	Avg. Veh. Occup. (persons per vehicle)	Peak Hour Percentages [e]					
													AM Peak Hour			PM Peak Hour		
	Auto		Public Transit		UCSF Shuttle		Other [c]		All Modes				% of Daily	% In	% Out	% of Daily	% In	% Out
STAFF																		
Faculty/Physicians	1,408	68%	311	15%	145	7%	207	10%	2,070	100%	1,388	1.15	19%	100%	0%	12%	0%	100%
Fellows/Residents	624	35%	267	15%	267	15%	624	35%	1,783	100%	669	1.39	18%	97%	3%	13%	5%	95%
Nurses/Nurse Practitioners	1,724	65%	398	15%	265	10%	265	10%	2,652	100%	1,808	1.17	20%	100%	0%	8%	0%	100%
Postdocs/Students	810	13%	1,059	17%	1,868	30%	2,491	40%	6,228	100%	1,028	2.73	18%	97%	3%	13%	5%	95%
Other Staff	4,350	45%	2,417	25%	1,450	15%	1,450	15%	9,667	100%	4,254	1.48	23%	100%	0%	23%	3%	97%
Total staff	*8,915*	*40%*	*4,451*	*20%*	*3,996*	*18%*	*5,037*	*22%*	*22,400*	*100%*	*9,146*	*1.50*	*22%*	*97%*	*3%*	*17%*	*5%*	*95%*
PATIENTS & VISITORS																		
Inpatients	545	59%	323	35%	0	0%	55	6%	924	100%	628	1.10	12%	79%	21%	9%	22%	78%
Outpatients	2,623	59%	1,556	35%	0	0%	267	6%	4,446	100%	3,023	1.87	12%	79%	21%	9%	22%	78%
Visitors to inpatients	1,478	64%	578	25%	0	0%	254	11%	2,310	100%	1,760	1.04	10%	77%	23%	7%	28%	72%
Visitors with outpatients	1,836	59%	1,089	35%	0	0%	187	6%	3,112	100%			12%	79%	21%	9%	22%	78%
Total patients and visitors	*6,483*	*60%*	*3,546*	*33%*	*0*	*0%*	*763*	*7%*	*10,792*	*100%*	*5,412*	*1.51*	*11%*	*79%*	*21%*	*8%*	*24%*	*76%*
OTHER VISITORS																		
Community Center Visitors	377	65%	128	22%	0	0%	75	13%	580	100%	416	1.05	15%	82%	18%	6%	17%	83%
Faculty/Staff Visitors	585	65%	198	22%	0	0%	117	13%	900	100%	645	1.05	15%	82%	18%	6%	17%	83%
Vendors/Services	263	73%	36	10%	0	0%	61	17%	360	100%	268	1.01	19%	84%	16%	10%	19%	81%
Total other visitors	*1,225*	*67%*	*362*	*20%*	*0*	*0%*	*254*	*14%*	*1,840*	*100%*	*1,329*	*1.04*	*16%*	*83%*	*17%*	*7%*	*18%*	*82%*
Subtotal Staff+Patients+Visitors	*16,623*	*47%*	*8,359*	*24%*	*3,996*	*11%*	*6,054*	*17%*	*35,032*	*100%*	*15,887*	*1.47*	*18%*	*92%*	*8%*	*13%*	*10%*	*90%*
CHILDCARE																		
Childcare staff	20	45%	11	25%	7	15%	7	15%	45	100%	20	1.48	23%	100%	0%	23%	3%	97%
Childcare children	120	100%	0	0%	0	0%	0	0%	120	100%	240	1.00	50%	50%	50%	50%	50%	50%
Total childcare	*140*	*85%*	*11*	*7%*	*7*	*4%*	*7*	*4%*	*165*	*100%*	*260*	*1.04*	*48%*	*52%*	*48%*	*48%*	*48%*	*52%*
RESIDENTIAL (551 Units)																		
Contract holders	154	18%	85	10%	598	70%	17	2%	855	100%	219	3.55	20%	10%	90%	15%	93%	7%
Spouses	298	35%	255	30%	170	20%	128	15%	851	100%	352	1.45	8%	21%	79%	17%	67%	34%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Visitors	52	65%	18	22%	0	0%	10	13%	80	100%	57	1.05	15%	82%	18%	6%	17%	83%
Vendors/Services	29	73%	4	10%	0	0%	7	17%	40	100%	30	1.01	19%	84%	16%	10%	19%	81%
Total residential	*533*	*29%*	*362*	*20%*	*768*	*42%*	*162*	*9%*	*1,825*	*100%*	*658*	*2.09*	*16%*	*30%*	*70%*	*18%*	*70%*	*30%*
GRAND TOTAL	17,296	47%	8,733	24%	4,771	13%	6,223	17%	37,022	100%	16,805	1.48	18%	88%	12%	14%	15%	85%

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

[d] Vehicle trips are calculated based on the following formula: Drive Alone trips + (Drop-off trips x 2) + (Carpool trips / 2) + (Vanpool trips / 10) + (UCSF Shuttle / 15).

[e] Based on Parnassus Heights Transportation Surveys, 1992 and 1999, ITE Trip Generation 9th Edition (residential AM), and 2002 SF Guidelines (residential PM).

Trip Generation
UCSF Parnassus Campus
Year 2035

Population Group	AM Peak Hour Person Trips (External)															Private Vehicles			AM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	267	0	267	59	0	59	28	0	28	39	0	39	393	0	393	264	0	264	2	2	4	266	2	268
Fellows/Residents	109	3	112	47	1	48	47	1	48	109	3	112	312	8	320	117	4	121	3	3	6	120	7	127
Nurses/Nurse Practitioners	345	0	345	80	0	80	53	0	53	53	0	53	531	0	531	362	0	362	4	4	8	366	4	370
Postdocs/Students	141	4	145	185	6	191	326	10	336	435	13	448	1,087	33	1,120	179	6	185	22	22	44	201	28	229
Other Staff	1,001	0	1,001	556	0	556	334	0	334	334	0	334	2,225	0	2,225	978	0	978	22	22	44	1,000	22	1,022
Total staff	*1,863*	*7*	*1,870*	*927*	*7*	*934*	*788*	*11*	*799*	*970*	*16*	*986*	*4,548*	*41*	*4,589*	*1,900*	*10*	*1,910*	*53*	*53*	*106*	*1,953*	*63*	*2,016*
PATIENTS & VISITORS																								
Inpatients	52	14	66	31	8	39	0	0	0	5	1	6	88	23	111	60	16	76	0	0	0	60	16	76
Outpatients	249	66	315	148	39	187	0	0	0	25	7	32	422	112	534	287	76	363	0	0	0	287	76	363
Visitors to inpatients	114	34	148	44	13	57	0	0	0	20	6	26	178	53	231	136	40	176	0	0	0	136	40	176
Visitors with outpatients	174	46	220	103	27	130	0	0	0	18	5	23	295	78	373	0	0	0	0	0	0	0	0	0
Total patients and visitors	*589*	*160*	*749*	*326*	*87*	*413*	*0*	*0*	*0*	*68*	*19*	*87*	*983*	*266*	*1,249*	*483*	*132*	*615*	*0*	*0*	*0*	*483*	*132*	*615*
OTHER VISITORS																								
Community Center Visitors	46	10	56	16	3	19	0	0	0	9	2	11	71	15	86	51	11	62	0	0	0	51	11	62
Faculty/Staff Visitors	72	16	88	24	5	29	0	0	0	14	3	17	110	24	134	79	17	96	0	0	0	79	17	96
Vendors/Services	42	8	50	6	1	7	0	0	0	10	2	12	58	11	69	43	8	51	0	0	0	43	8	51
Total other visitors	*160*	*34*	*194*	*46*	*9*	*55*	*0*	*0*	*0*	*33*	*7*	*40*	*239*	*50*	*289*	*173*	*36*	*209*	*0*	*0*	*0*	*173*	*36*	*209*
Subtotal Staff+Patients+Visitors	*2,612*	*201*	*2,813*	*1,299*	*103*	*1,402*	*788*	*11*	*799*	*1,071*	*42*	*1,113*	*5,770*	*357*	*6,127*	*2,556*	*178*	*2,734*	*53*	*53*	*106*	*2,609*	*231*	*2,840*
CHILDCARE																								
Childcare staff	5	0	5	3	0	3	2	0	2	2	0	2	12	0	12	5	0	5	0	0	0	5	0	5
Childcare children	30	30	60	0	0	0	0	0	0	0	0	0	30	30	60	60	60	120	0	0	0	60	60	120
Total childcare	*35*	*30*	*65*	*3*	*0*	*3*	*2*	*0*	*2*	*2*	*0*	*2*	*42*	*30*	*72*	*65*	*60*	*125*	*0*	*0*	*0*	*65*	*60*	*125*
RESIDENTIAL (551 Units)																								
Contract holders	3	28	31	2	15	17	12	108	120	0	3	3	17	154	171	4	39	43	8	8	16	12	47	59
Spouses	5	18	23	4	16	20	3	10	13	2	8	10	14	52	66	6	22	28	1	1	2	7	23	30
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	6	1	7	2	0	2	0	0	0	1	0	1	9	1	10	7	2	9	0	0	0	7	2	9
Vendors/Services	5	1	6	1	0	1	0	0	0	1	0	1	7	1	8	5	1	6	0	0	0	5	1	6
Total residential	*19*	*48*	*67*	*9*	*31*	*40*	*15*	*118*	*133*	*4*	*11*	*15*	*47*	*208*	*255*	*22*	*64*	*86*	*9*	*9*	*18*	*31*	*73*	*104*
GRAND TOTAL	2,666	279	2,945	1,311	134	1,445	805	129	934	1,077	53	1,130	5,859	595	6,454	2,643	302	2,945	62	62	124	2,705	364	3,069

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

Trip Generation
UCSF Parnassus Campus
Year 2035

Population Group	PM Peak Hour Person Trips (External)															PM Peak Hour Private Vehicles			PM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	0	169	169	0	37	37	0	17	17	0	25	25	0	248	248	0	167	167	1	1	2	1	168	169
Fellows/Residents	4	77	81	2	33	35	2	33	35	4	77	81	12	220	232	4	83	87	2	2	4	6	85	91
Nurses/Nurse Practitioners	0	138	138	0	32	32	0	21	21	0	21	21	0	212	212	0	145	145	1	1	2	1	146	147
Postdocs/Students	5	100	105	7	131	138	12	231	243	16	308	324	40	770	810	7	127	134	16	16	32	23	143	166
Other Staff	30	971	1,001	17	539	556	10	324	334	10	324	334	67	2,158	2,225	29	949	978	22	22	44	51	971	1,022
Total staff	*39*	*1,455*	*1,494*	*26*	*772*	*798*	*24*	*626*	*650*	*30*	*755*	*785*	*119*	*3,608*	*3,727*	*40*	*1,471*	*1,511*	*42*	*42*	*84*	*82*	*1,513*	*1,595*
PATIENTS & VISITORS																								
Inpatients	11	38	49	6	23	29	0	0	0	1	4	5	18	65	83	12	44	56	0	0	0	12	44	56
Outpatients	52	184	236	31	109	140	0	0	0	5	19	24	88	312	400	60	212	272	0	0	0	60	212	272
Visitors to inpatients	29	75	104	11	29	40	0	0	0	5	13	18	45	117	162	35	89	124	0	0	0	35	89	124
Visitors with outpatients	36	129	165	22	76	98	0	0	0	4	13	17	62	218	280	0	0	0	0	0	0	0	0	0
Total patients and visitors	*128*	*426*	*554*	*70*	*237*	*307*	*0*	*0*	*0*	*15*	*49*	*64*	*213*	*712*	*925*	*107*	*345*	*452*	*0*	*0*	*0*	*107*	*345*	*452*
OTHER VISITORS																								
Community Center Visitors	4	19	23	1	6	7	0	0	0	1	4	5	6	29	35	4	21	25	0	0	0	4	21	25
Faculty/Staff Visitors	6	29	35	2	10	12	0	0	0	1	6	7	9	45	54	7	32	39	0	0	0	7	32	39
Vendors/Services	5	21	26	1	3	4	0	0	0	1	5	6	7	29	36	5	22	27	0	0	0	5	22	27
Total other visitors	*15*	*69*	*84*	*4*	*19*	*23*	*0*	*0*	*0*	*3*	*15*	*18*	*22*	*103*	*125*	*16*	*75*	*91*	*0*	*0*	*0*	*16*	*75*	*91*
Subtotal Staff+Patients+Visitors	*182*	*1,950*	*2,132*	*100*	*1,028*	*1,128*	*24*	*626*	*650*	*48*	*819*	*867*	*354*	*4,423*	*4,777*	*163*	*1,891*	*2,054*	*42*	*42*	*84*	*205*	*1,933*	*2,138*
CHILDCARE																								
Childcare staff	0	5	5	0	3	3	0	2	2	0	2	2	0	12	12	0	4	4	0	0	0	0	4	4
Childcare children	30	30	60	0	0	0	0	0	0	0	0	0	30	30	60	60	60	120	0	0	0	60	60	120
Total childcare	*30*	*35*	*65*	*0*	*3*	*3*	*0*	*2*	*2*	*0*	*2*	*2*	*30*	*42*	*72*	*60*	*64*	*124*	*0*	*0*	*0*	*60*	*64*	*124*
RESIDENTIAL (551 Units)																								
Contract holders	21	2	23	12	1	13	83	6	89	2	0	2	118	9	127	31	2	33	6	6	12	37	8	45
Spouses	34	17	51	29	15	44	20	10	30	15	7	22	98	49	147	40	20	60	2	2	4	42	22	64
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	1	3	4	0	1	1	0	0	0	0	1	1	1	5	6	1	3	4	0	0	0	1	3	4
Vendors/Services	1	2	3	0	0	0	0	0	0	0	1	1	1	3	4	1	2	3	0	0	0	1	2	3
Total residential	*57*	*24*	*81*	*41*	*17*	*58*	*103*	*16*	*119*	*17*	*9*	*26*	*218*	*66*	*284*	*73*	*27*	*100*	*8*	*8*	*16*	*81*	*35*	*116*
GRAND TOTAL	269	2,009	2,278	141	1,048	1,189	127	644	771	65	830	895	602	4,531	5,133	296	1,982	2,278	50	50	100	346	2,032	2,378

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

Trip Generation
UCSF Mission Bay Campus
Existing 2011-2012

Population Group	User Population	Absentees		Average Weekday Staff and Visitor Population	Daily Person Trip Rate [a]	Daily Person Trips	Proportion of Internal UCSF Campus Trips		Net External Daily Person Trips
STAFF									
Faculty/Physicians	450	10%	45	405	2.23	903	10%	90	813
Fellows/Residents	0	10%	0	0	2.23	0	10%	0	0
Nurses/Nurse Practitioners	24	10%	2	22	2.23	48	10%	5	43
Postdocs/Students	784	10%	78	706	2.23	1,573	10%	157	1,416
Other Staff	2,901	10%	290	2,611	2.23	5,822	10%	582	5,240
Total staff	*4,159*	*10%*	*416*	*3,743*	*2.23*	*8,347*	*10%*	*835*	*7,512*
PATIENTS & VISITORS									
Inpatients	0	0%	0	0	2.00	0	0%	0	0
Outpatients	153	0%	0	153	2.00	306	0%	0	306
Visitors to inpatients	0	0%	0	0	2.00	0	0%	0	0
Visitors with outpatients	107	0%	0	107	2.00	214	0%	0	214
Total patients and visitors	*260*	*0%*	*0*	*260*	*2.00*	*520*	*0%*	*0*	*520*
OTHER VISITORS									
Community Center Visitors	370	0%	0	370	2.00	740	0%	0	740
Faculty/Staff Visitors	170	0%	0	170	2.00	340	0%	0	340
Vendors/Services	70	0%	0	70	2.00	140	0%	0	140
Total other visitors	*610*	*0%*	*0*	*610*	*2.00*	*1,220*	*0%*	*0*	*1,220*
Subtotal Staff+Patients+Visitors	*5,029*	*8%*	*416*	*4,613*	*2.19*	*10,087*	*8%*	*835*	*9,252*
CHILDCARE									
Childcare staff	24	10%	2	22	2.23	48	10%	5	43
Childcare children	85	0%	0	85	2.00	170	50%	85	85
Total childcare	*109*	*2%*	*2*	*107*	*2.05*	*218*	*41%*	*90*	*128*
RESIDENTIAL (Block 20-431 units)									
Contract holders	658	0%	0	658	4.50	2,961	20%	592	2,369
Spouses	166	0%	0	166	4.50	747	10%	75	672
Children	67	0%	0	67	0.00	0		0	0
Visitors	40	0%	0	40	2.00	80	0%	0	80
Vendors/Services	20	0%	0	20	2.00	40	0%	0	40
Total residential	*951*	*0%*	*0*	*951*	*4.03*	*3,828*	*17%*	*667*	*3,161*
GRAND TOTAL	6,089	7%	418	5,671	2.49	14,133	11%	1,591	12,542

[a] Daily trip rates from the UCSF LRDP FEIR (1997) and UCSF LRDP Amendment #1 FSEIR (2002).

Trip Generation
UCSF Mission Bay Campus
Existing 2011-2012

Population Group	Mode Splits for External Trips [b]																			
	Drive Alone		Drop-off/Taxi		Carpool		Vanpool		Public Transit		UCSF Shuttle		Bike/ Motorcycle		Walk		Total All Modes	
STAFF																		
Faculty/Physicians	366	45%	8	1%	41	5%	0	0%	122	15%	163	20%	89	11%	24	3%	813	100%
Fellows/Residents	0	30%	0	1%	0	1%	0	0%	0	20%	0	15%	0	25%	0	8%	0	100%
Nurses/Nurse Practitioners	20	45%	0	0%	0	0%	0	0%	4	10%	0	0%	4	10%	15	35%	43	100%
Postdocs/Students	142	10%	14	1%	28	2%	0	0%	283	20%	453	32%	283	20%	212	15%	1,416	100%
Other Staff	1,572	30%	105	2%	262	5%	105	2%	1,310	25%	1,310	25%	314	6%	262	5%	5,240	100%
Total staff	*2,099*	*28%*	*127*	*2%*	*331*	*4%*	*105*	*1%*	*1,720*	*23%*	*1,926*	*26%*	*691*	*9%*	*514*	*7%*	*7,512*	*100%*
PATIENTS & VISITORS																		
Inpatients	0	40%	0	5%	0	15%	0	0%	0	30%	0	1%	0	1%	0	8%	0	100%
Outpatients	122	40%	15	5%	46	15%	0	0%	92	30%	3	1%	3	1%	24	8%	306	100%
Visitors to inpatients	0	60%	0	5%	0	10%	0	0%	0	15%	0	3%	0	1%	0	6%	0	100%
Visitors with outpatients	86	40%	11	5%	32	15%	0	0%	64	30%	2	1%	2	1%	17	8%	214	100%
Total patients and visitors	*208*	*40%*	*26*	*5%*	*78*	*15%*	*0*	*0%*	*156*	*30%*	*5*	*1%*	*5*	*1%*	*42*	*8%*	*520*	*100%*
OTHER VISITORS																		
Community Center Visitors	444	60%	37	5%	74	10%	15	2%	111	15%	0	0%	15	2%	44	6%	740	100%
Faculty/Staff Visitors	204	60%	17	5%	34	10%	7	2%	51	15%	0	0%	7	2%	20	6%	340	100%
Vendors/Services	140	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	140	100%
Total other visitors	*788*	*65%*	*54*	*4%*	*108*	*9%*	*22*	*2%*	*162*	*13%*	*0*	*0%*	*22*	*2%*	*65*	*5%*	*1,220*	*100%*
Subtotal Staff+Patients+Visitors	*3,095*	*33%*	*207*	*2%*	*517*	*6%*	*126*	*1%*	*2,038*	*22%*	*1,931*	*21%*	*718*	*8%*	*620*	*7%*	*9,252*	*100%*
CHILDCARE																		
Childcare staff	13	30%	1	2%	2	5%	1	2%	11	25%	11	25%	3	6%	2	5%	43	100%
Childcare children	0	0%	85	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	85	100%
Total childcare	*13*	*10%*	*86*	*67%*	*2*	*2%*	*1*	*1%*	*11*	*8%*	*11*	*8%*	*3*	*2%*	*2*	*2%*	*128*	*100%*
RESIDENTIAL (Block 20-431 units)																		
Contract holders	355	15%	0	0%	0	0%	0	0%	237	10%	1,540	65%	118	5%	118	5%	2,369	100%
Spouses	336	50%	0	0%	0	0%	0	0%	134	20%	101	15%	34	5%	67	10%	672	100%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Visitors	48	60%	4	5%	8	10%	2	2%	12	15%	0	0%	2	2%	5	6%	80	100%
Vendors/Services	40	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	40	100%
Total residential	*779*	*25%*	*4*	*0%*	*8*	*0%*	*2*	*0%*	*383*	*12%*	*1,641*	*52%*	*154*	*5%*	*190*	*6%*	*3,161*	*100%*
GRAND TOTAL	3,887	31%	297	2%	527	4%	129	1%	2,432	19%	3,582	29%	874	7%	813	6%	12,542	100%

[b] Mode of travel based on UCSF Transportation Services Annual Commute Survey 2013 for the Mission Bay Campus.

Trip Generation
UCSF Mission Bay Campus
Existing 2011-2012

Population Group	Weekday Person Trips by Mode (External)										Daily Vehicle Trips [d]	Avg. Veh. Occup. (persons per vehicle)	Peak Hour Percentages [e]					
	Auto		Public Transit		UCSF Shuttle		Other [c]		All Modes				AM Peak Hour			PM Peak Hour		
													% of Daily	% In	% Out	% of Daily	% In	% Out
STAFF																		
Faculty/Physicians	415	51%	122	15%	163	20%	114	14%	813	100%	413	1.42	19%	100%	0%	12%	0%	100%
Fellows/Residents	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00	18%	97%	3%	13%	5%	95%
Nurses/Nurse Practitioners	20	45%	4	10%	0	0%	20	45%	43	100%	20	1.00	20%	100%	0%	8%	0%	100%
Postdocs/Students	184	13%	283	20%	453	32%	496	35%	1,416	100%	214	3.04	18%	97%	3%	13%	5%	95%
Other Staff	2,044	39%	1,310	25%	1,310	25%	576	11%	5,240	100%	2,010	1.72	23%	100%	0%	23%	3%	97%
Total staff	*2,662*	*35%*	*1,720*	*23%*	*1,926*	*26%*	*1,205*	*16%*	*7,512*	*100%*	*2,657*	*1.77*	*24%*	*96%*	*4%*	*22%*	*7%*	*93%*
PATIENTS & VISITORS																		
Inpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00	12%	79%	21%	9%	22%	78%
Outpatients	184	60%	92	30%	3	1%	28	9%	306	100%	176	1.95	12%	79%	21%	9%	22%	78%
Visitors to inpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00	10%	77%	23%	7%	28%	72%
Visitors with outpatients	128	60%	64	30%	2	1%	19	9%	214	100%			12%	79%	21%	9%	22%	78%
Total patients and visitors	*312*	*60%*	*156*	*30%*	*5*	*1%*	*47*	*9%*	*520*	*100%*	*176*	*1.95*	*12%*	*81%*	*19%*	*9%*	*20%*	*80%*
OTHER VISITORS																		
Community Center Visitors	570	77%	111	15%	0	0%	59	8%	740	100%	556	1.09	15%	82%	18%	6%	17%	83%
Faculty/Staff Visitors	262	77%	51	15%	0	0%	27	8%	340	100%	256	1.09	15%	82%	18%	6%	17%	83%
Vendors/Services	140	100%	0	0%	0	0%	0	0%	140	100%	140	1.00	19%	84%	16%	10%	19%	81%
Total other visitors	*972*	*80%*	*162*	*13%*	*0*	*0%*	*86*	*7%*	*1,220*	*100%*	*952*	*1.08*	*15%*	*82%*	*18%*	*7%*	*19%*	*81%*
Subtotal Staff+Patients+Visitors	*3,945*	*43%*	*2,038*	*22%*	*1,931*	*21%*	*1,339*	*14%*	*9,252*	*100%*	*3,786*	*1.61*	*21%*	*93%*	*7%*	*18%*	*8%*	*92%*
CHILDCARE																		
Childcare staff	17	39%	11	25%	11	25%	5	11%	43	100%	17	1.72	23%	100%	0%	23%	3%	97%
Childcare children	85	100%	0	0%	0	0%	0	0%	85	100%	170	1.00	50%	50%	50%	50%	50%	50%
Total childcare	*102*	*79%*	*11*	*8%*	*11*	*8%*	*5*	*4%*	*128*	*100%*	*187*	*1.06*	*48%*	*52%*	*48%*	*48%*	*48%*	*52%*
RESIDENTIAL (Block 20-431 units)																		
Contract holders	355	15%	237	10%	1,540	65%	237	10%	2,369	100%	458	4.14	16%	2%	98%	17%	94%	6%
Spouses	336	50%	134	20%	101	15%	101	15%	672	100%	343	1.27	8%	21%	79%	17%	67%	34%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Visitors	62	77%	12	15%	0	0%	6	8%	80	100%	60	1.09	15%	82%	18%	6%	17%	83%
Vendors/Services	40	100%	0	0%	0	0%	0	0%	40	100%	40	1.00	19%	84%	16%	10%	19%	81%
Total residential	*793*	*25%*	*383*	*12%*	*1,641*	*52%*	*344*	*11%*	*3,161*	*100%*	*901*	*2.71*	*17%*	*24%*	*76%*	*20%*	*73%*	*27%*
GRAND TOTAL	4,840	39%	2,432	19%	3,582	29%	1,687	13%	12,542	100%	4,873	1.79	21%	80%	20%	19%	24%	76%

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

[d] Vehicle trips are calculated based on the following formula: Drive Alone trips + (Drop-off trips x 2) + (Carpool trips / 2) + (Vanpool trips / 10) + (UCSF Shuttle / 15).

[e] Based on Parnassus Heights Transportation Surveys, 1992 and 1999, ITE Trip Generation 9th Edition (residential AM), and 2002 SF Guidelines (residential PM).

Trip Generation
UCSF Mission Bay Campus
Existing 2011-2012

Population Group	AM Peak Hour Person Trips (External)															Private Vehicles			AM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	79	0	79	23	0	23	31	0	31	22	0	22	155	0	155	79	0	79	2	2	4	81	2	83
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	4	0	4	1	0	1	0	0	0	4	0	4	9	0	9	4	0	4	0	0	0	4	0	4
Postdocs/Students	32	1	33	49	2	51	79	2	81	87	3	90	247	8	255	37	1	38	5	5	10	42	6	48
Other Staff	470	0	470	301	0	301	301	0	301	133	0	133	1,205	0	1,205	462	0	462	20	20	40	482	20	502
Total staff	*585*	*1*	*586*	*374*	*2*	*376*	*411*	*2*	*413*	*246*	*3*	*249*	*1,616*	*8*	*1,624*	*582*	*1*	*583*	*27*	*27*	*54*	*609*	*28*	*637*
PATIENTS & VISITORS																								
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	17	5	22	9	2	11	0	0	0	3	1	4	29	8	37	17	4	21	0	0	0	17	4	21
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	12	3	15	6	2	8	0	0	0	2	0	2	20	5	25	0	0	0	0	0	0	0	0	0
Total patients and visitors	*29*	*8*	*37*	*15*	*4*	*19*	*0*	*0*	*0*	*5*	*1*	*6*	*49*	*13*	*62*	*17*	*4*	*21*	*0*	*0*	*0*	*17*	*4*	*21*
OTHER VISITORS																								
Community Center Visitors	70	15	85	14	3	17	0	0	0	7	2	9	91	20	111	68	15	83	0	0	0	68	15	83
Faculty/Staff Visitors	32	7	39	6	1	7	0	0	0	3	1	4	41	9	50	31	7	38	0	0	0	31	7	38
Vendors/Services	22	4	26	0	0	0	0	0	0	0	0	0	22	4	26	22	4	26	0	0	0	22	4	26
Total other visitors	*124*	*26*	*150*	*20*	*4*	*24*	*0*	*0*	*0*	*10*	*3*	*13*	*154*	*33*	*187*	*121*	*26*	*147*	*0*	*0*	*0*	*121*	*26*	*147*
Subtotal Staff+Patients+Visitors	*738*	*35*	*773*	*409*	*10*	*419*	*411*	*2*	*413*	*261*	*7*	*268*	*1,819*	*54*	*1,873*	*720*	*31*	*751*	*27*	*27*	*54*	*747*	*58*	*805*
CHILDCARE																								
Childcare staff	4	0	4	2	0	2	2	0	2	1	0	1	9	0	9	4	0	4	0	0	0	4	0	4
Childcare children	21	21	42	0	0	0	0	0	0	0	0	0	21	21	42	43	43	86	0	0	0	43	43	86
Total childcare	*25*	*21*	*46*	*2*	*0*	*2*	*2*	*0*	*2*	*1*	*0*	*1*	*30*	*21*	*51*	*47*	*43*	*90*	*0*	*0*	*0*	*47*	*43*	*90*
RESIDENTIAL (Block 20-431 units)																								
Contract holders	1	56	57	1	37	38	5	241	246	1	37	38	8	371	379	1	72	73	16	16	32	17	88	105
Spouses	5	21	26	2	8	10	2	6	8	2	6	8	11	41	52	5	21	26	1	1	2	6	22	28
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	8	2	10	1	0	1	0	0	0	1	0	1	10	2	12	7	2	9	0	0	0	7	2	9
Vendors/Services	6	1	7	0	0	0	0	0	0	0	0	0	6	1	7	6	1	7	0	0	0	6	1	7
Total residential	*20*	*80*	*100*	*4*	*45*	*49*	*7*	*247*	*254*	*4*	*43*	*47*	*35*	*415*	*450*	*19*	*96*	*115*	*17*	*17*	*34*	*36*	*113*	*149*
GRAND TOTAL	783	136	919	415	55	470	420	249	669	266	50	316	1,884	490	2,374	786	170	956	44	44	88	830	214	1,044

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

Trip Generation
UCSF Mission Bay Campus
Existing 2011-2012

Population Group	PM Peak Hour Person Trips (External)															Private Vehicles			PM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	0	50	50	0	15	15	0	20	20	0	14	14	0	99	99	0	50	50	1	1	2	1	51	52
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	2	2	0	0	0	0	0	0	0	2	2	0	4	4	0	2	2	0	0	0	0	2	2
Postdocs/Students	1	23	24	2	35	37	3	56	59	3	61	64	9	175	184	1	26	27	4	4	8	5	30	35
Other Staff	14	456	470	9	292	301	9	292	301	4	129	133	36	1,169	1,205	14	449	463	20	20	40	34	469	503
Total staff	*15*	*531*	*546*	*11*	*342*	*353*	*12*	*368*	*380*	*7*	*206*	*213*	*45*	*1,447*	*1,492*	*15*	*527*	*542*	*25*	*25*	*50*	*40*	*552*	*592*
PATIENTS & VISITORS																								
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	4	13	17	2	6	8	0	0	0	1	2	3	7	21	28	3	12	15	0	0	0	3	12	15
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	3	9	12	1	5	6	0	0	0	0	1	1	4	15	19	0	0	0	0	0	0	0	0	0
Total patients and visitors	*7*	*22*	*29*	*3*	*11*	*14*	*0*	*0*	*0*	*1*	*3*	*4*	*11*	*36*	*47*	*3*	*12*	*15*	*0*	*0*	*0*	*3*	*12*	*15*
OTHER VISITORS																								
Community Center Visitors	6	28	34	1	6	7	0	0	0	1	3	4	8	37	45	6	28	34	0	0	0	6	28	34
Faculty/Staff Visitors	3	13	16	1	3	4	0	0	0	0	1	1	4	17	21	3	13	16	0	0	0	3	13	16
Vendors/Services	3	11	14	0	0	0	0	0	0	0	0	0	3	11	14	3	11	14	0	0	0	3	11	14
Total other visitors	*12*	*52*	*64*	*2*	*9*	*11*	*0*	*0*	*0*	*1*	*4*	*5*	*15*	*65*	*80*	*12*	*52*	*64*	*0*	*0*	*0*	*12*	*52*	*64*
Subtotal Staff+Patients+Visitors	*34*	*605*	*639*	*16*	*362*	*378*	*12*	*368*	*380*	*9*	*213*	*222*	*71*	*1,548*	*1,619*	*30*	*591*	*621*	*25*	*25*	*50*	*55*	*616*	*671*
CHILDCARE																								
Childcare staff	0	4	4	0	2	2	0	2	2	0	1	1	0	9	9	0	4	4	0	0	0	0	4	4
Childcare children	21	21	42	0	0	0	0	0	0	0	0	0	21	21	42	43	43	86	0	0	0	43	43	86
Total childcare	*21*	*25*	*46*	*0*	*2*	*2*	*0*	*2*	*2*	*0*	*1*	*1*	*21*	*30*	*51*	*43*	*47*	*90*	*0*	*0*	*0*	*43*	*47*	*90*
RESIDENTIAL (Block 20-431 units)																								
Contract holders	57	4	61	38	2	40	246	16	262	38	2	40	379	24	403	73	5	78	17	17	34	90	22	112
Spouses	39	19	58	15	8	23	12	6	18	12	6	18	78	39	117	39	20	59	1	1	2	40	21	61
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	1	3	4	0	1	1	0	0	0	0	0	0	1	4	5	1	3	4	0	0	0	1	3	4
Vendors/Services	1	3	4	0	0	0	0	0	0	0	0	0	1	3	4	1	3	4	0	0	0	1	3	4
Total residential	*98*	*29*	*127*	*53*	*11*	*64*	*258*	*22*	*280*	*50*	*8*	*58*	*459*	*70*	*529*	*114*	*31*	*145*	*18*	*18*	*36*	*132*	*49*	*181*
GRAND TOTAL	153	659	812	69	375	444	270	392	662	59	222	281	551	1,648	2,199	187	669	856	43	43	86	230	712	942

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

Trip Generation
UCSF Mission Bay Campus
Year 2015 w/ Phase 1 MC

Population Group	User Population	Absentees		Average Weekday Staff and Visitor Population	Daily Person Trip Rate [a]	Daily Person Trips	Proportion of Internal UCSF Campus Trips		Net External Daily Person Trips
STAFF									
Faculty/Physicians	864	10%	86	778	2.23	1,734	10%	173	1,561
Fellows/Residents	200	10%	20	180	2.23	401	10%	40	361
Nurses/Nurse Practitioners	672	10%	67	605	2.23	1,349	10%	135	1,214
Postdocs/Students	1,051	10%	105	946	2.23	2,109	10%	211	1,898
Other Staff	4,044	10%	404	3,640	2.23	8,116	10%	812	7,305
Total staff	*6,831*	*10%*	*683*	*6,148*	*2.23*	*13,710*	*10%*	*1,371*	*12,339*
PATIENTS & VISITORS									
Inpatients	172	0%	0	172	2.00	344	0%	0	344
Outpatients	1,050	0%	0	1,050	2.00	2,100	0%	0	2,100
Visitors to inpatients	430	0%	0	430	2.00	860	0%	0	860
Visitors with outpatients	735	0%	0	735	2.00	1,470	0%	0	1,470
Total patients and visitors	*2,387*	*0%*	*0*	*2,387*	*2.00*	*4,774*	*0%*	*0*	*4,774*
OTHER VISITORS									
Community Center Visitors	370	0%	0	370	2.00	740	0%	0	740
Faculty/Staff Visitors	290	0%	0	290	2.00	580	0%	0	580
Vendors/Services	120	0%	0	120	2.00	240	0%	0	240
Total other visitors	*780*	*0%*	*0*	*780*	*2.00*	*1,560*	*0%*	*0*	*1,560*
Subtotal Staff+Patients+Visitors	*9,998*	*7%*	*683*	*9,315*	*2.15*	*20,044*	*7%*	*1,371*	*18,673*
CHILDCARE									
Childcare staff	24	10%	2	22	2.23	48	10%	5	43
Childcare children	85	0%	0	85	2.00	170	50%	85	85
Total childcare	*109*	*2%*	*2*	*107*	*2.05*	*218*	*41%*	*90*	*128*
RESIDENTIAL (Block 20-431 units)									
Contract holders	658	0%	0	658	4.50	2,961	20%	592	2,369
Spouses	166	0%	0	166	4.50	747	10%	75	672
Children	67	0%	0	67	0.00	0	0%	0	0
Visitors	40	0%	0	40	2.00	80	0%	0	80
Vendors/Services	20	0%	0	20	2.00	40	0%	0	40
Total residential	*951*	*0%*	*0*	*951*	*4.03*	*3,828*	*17%*	*667*	*3,161*
GRAND TOTAL	11,058	6%	686	10,373	2.32	24,090	9%	2,128	21,962

[a] Daily trip rates from the UCSF LRDP FEIR (1997) and UCSF LRDP Amendment #1 FSEIR (2002).

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Population Group	Mode Splits for External Trips [b]																			
	Drive Alone		Drop-off/Taxi		Carpool		Vanpool		Public Transit		UCSF Shuttle		Bike/ Motorcycle		Walk		Total All Modes	
STAFF																		
Faculty/Physicians	702	45%	16	1%	78	5%	0	0%	234	15%	312	20%	172	11%	47	3%	1,561	100%
Fellows/Residents	108	30%	4	1%	4	1%	0	0%	72	20%	54	15%	90	25%	29	8%	361	100%
Nurses/Nurse Practitioners	546	45%	0	0%	0	0%	0	0%	121	10%	0	0%	121	10%	425	35%	1,214	100%
Postdocs/Students	190	10%	19	1%	38	2%	0	0%	380	20%	607	32%	380	20%	285	15%	1,898	100%
Other Staff	2,191	30%	146	2%	365	5%	146	2%	1,826	25%	1,826	25%	438	6%	365	5%	7,305	100%
Total staff	*3,738*	*30%*	*184*	*1%*	*485*	*4%*	*146*	*1%*	*2,634*	*21%*	*2,800*	*23%*	*1,201*	*10%*	*1,151*	*9%*	*12,339*	*100%*
PATIENTS & VISITORS																		
Inpatients	138	40%	17	5%	52	15%	0	0%	103	30%	3	1%	3	1%	28	8%	344	100%
Outpatients	840	40%	105	5%	315	15%	0	0%	630	30%	21	1%	21	1%	168	8%	2,100	100%
Visitors to inpatients	516	60%	43	5%	86	10%	0	0%	129	15%	26	3%	9	1%	52	6%	860	100%
Visitors with outpatients	588	40%	74	5%	221	15%	0	0%	441	30%	15	1%	15	1%	118	8%	1,470	100%
Total patients and visitors	*2,082*	*44%*	*239*	*5%*	*673*	*14%*	*0*	*0%*	*1,303*	*27%*	*65*	*1%*	*48*	*1%*	*365*	*8%*	*4,774*	*100%*
OTHER VISITORS																		
Community Center Visitors	444	60%	37	5%	74	10%	15	2%	111	15%	0	0%	15	2%	44	6%	740	100%
Faculty/Staff Visitors	348	60%	29	5%	58	10%	12	2%	87	15%	0	0%	12	2%	35	6%	580	100%
Vendors/Services	240	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	240	100%
Total other visitors	*1,032*	*66%*	*66*	*4%*	*132*	*8%*	*26*	*2%*	*198*	*13%*	*0*	*0%*	*26*	*2%*	*79*	*5%*	*1,560*	*100%*
Subtotal Staff+Patients+Visitors	*6,852*	*37%*	*489*	*3%*	*1,290*	*7%*	*172*	*1%*	*4,135*	*22%*	*2,865*	*15%*	*1,275*	*7%*	*1,594*	*9%*	*18,673*	*100%*
CHILDCARE																		
Childcare staff	13	30%	1	2%	2	5%	1	2%	11	25%	11	25%	3	6%	2	5%	43	100%
Childcare children	0	0%	85	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	85	100%
Total childcare	*13*	*10%*	*86*	*67%*	*2*	*2%*	*1*	*1%*	*11*	*8%*	*11*	*8%*	*3*	*2%*	*2*	*2%*	*128*	*100%*
RESIDENTIAL (Block 20-431 units)																		
Contract holders	355	15%	0	0%	0	0%	0	0%	237	10%	1,540	65%	118	5%	118	5%	2,369	100%
Spouses	336	50%	0	0%	0	0%	0	0%	134	20%	101	15%	34	5%	67	10%	672	100%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Visitors	48	60%	4	5%	8	10%	2	2%	12	15%	0	0%	2	2%	5	6%	80	100%
Vendors/Services	40	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	40	100%
Total residential	*779*	*25%*	*4*	*0%*	*8*	*0%*	*2*	*0%*	*383*	*12%*	*1,641*	*52%*	*154*	*5%*	*190*	*6%*	*3,161*	*100%*
GRAND TOTAL	7,644	35%	579	3%	1,300	6%	175	1%	4,529	21%	4,516	21%	1,432	7%	1,787	8%	21,962	100%

[b] Mode of travel based on UCSF Transportation Services Annual Commute Survey 2013 for the Mission Bay Campus.

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Population Group	Weekday Person Trips by Mode (External)										Daily Vehicle Trips [d]	Avg. Veh. Occup. (persons per vehicle)	Peak Hour Percentages [e]					
													AM Peak Hour			PM Peak Hour		
	Auto		Public Transit		UCSF Shuttle		Other [c]		All Modes				% of Daily	% In	% Out	% of Daily	% In	% Out
STAFF																		
Faculty/Physicians	796	51%	234	15%	312	20%	218	14%	1,561	100%	793	1.42	19%	100%	0%	12%	0%	100%
Fellows/Residents	116	32%	72	20%	54	15%	119	33%	361	100%	121	1.43	18%	97%	3%	13%	5%	95%
Nurses/Nurse Practitioners	546	45%	121	10%	0	0%	546	45%	1,214	100%	546	1.00	20%	100%	0%	8%	0%	100%
Postdocs/Students	247	13%	380	20%	607	32%	664	35%	1,898	100%	287	3.04	18%	97%	3%	13%	5%	95%
Other Staff	2,849	39%	1,826	25%	1,826	25%	804	11%	7,305	100%	2,803	1.72	23%	100%	0%	23%	3%	97%
Total staff	*4,553*	*37%*	*2,634*	*21%*	*2,800*	*23%*	*2,352*	*19%*	*12,339*	*100%*	*4,550*	*1.66*	*23%*	*96%*	*4%*	*20%*	*6%*	*94%*
PATIENTS & VISITORS																		
Inpatients	206	60%	103	30%	3	1%	31	9%	344	100%	198	1.15	12%	79%	21%	9%	22%	78%
Outpatients	1,260	60%	630	30%	21	1%	189	9%	2,100	100%	1,209	1.95	12%	79%	21%	9%	22%	78%
Visitors to inpatients	645	75%	129	15%	26	3%	60	7%	860	100%	647	1.10	10%	77%	23%	7%	28%	72%
Visitors with outpatients	882	60%	441	30%	15	1%	132	9%	1,470	100%			12%	79%	21%	9%	22%	78%
Total patients and visitors	*2,993*	*63%*	*1,303*	*27%*	*65*	*1%*	*412*	*9%*	*4,774*	*100%*	*2,054*	*1.61*	*11%*	*79%*	*21%*	*8%*	*24%*	*76%*
OTHER VISITORS																		
Community Center Visitors	570	77%	111	15%	0	0%	59	8%	740	100%	556	1.09	15%	82%	18%	6%	17%	83%
Faculty/Staff Visitors	447	77%	87	15%	0	0%	46	8%	580	100%	436	1.09	15%	82%	18%	6%	17%	83%
Vendors/Services	240	100%	0	0%	0	0%	0	0%	240	100%	240	1.00	19%	84%	16%	10%	19%	81%
Total other visitors	*1,256*	*81%*	*198*	*13%*	*0*	*0%*	*106*	*7%*	*1,560*	*100%*	*1,233*	*1.07*	*16%*	*82%*	*18%*	*7%*	*18%*	*82%*
Subtotal Staff+Patients+Visitors	*8,803*	*47%*	*4,135*	*22%*	*2,865*	*15%*	*2,870*	*15%*	*18,673*	*100%*	*7,837*	*1.55*	*19%*	*91%*	*9%*	*15%*	*10%*	*90%*
CHILDCARE																		
Childcare staff	17	39%	11	25%	11	25%	5	11%	43	100%	17	1.72	23%	100%	0%	23%	3%	97%
Childcare children	85	100%	0	0%	0	0%	0	0%	85	100%	170	1.00	50%	50%	50%	50%	50%	50%
Total childcare	*102*	*79%*	*11*	*8%*	*11*	*8%*	*5*	*4%*	*128*	*100%*	*187*	*1.06*	*48%*	*52%*	*48%*	*48%*	*48%*	*52%*
RESIDENTIAL (Block 20-431 units)																		
Contract holders	355	15%	237	10%	1,540	65%	237	10%	2,369	100%	458	4.14	16%	2%	98%	17%	94%	6%
Spouses	336	50%	134	20%	101	15%	101	15%	672	100%	343	1.27	8%	21%	79%	17%	67%	34%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Visitors	62	77%	12	15%	0	0%	6	8%	80	100%	60	1.09	15%	82%	18%	6%	17%	83%
Vendors/Services	40	100%	0	0%	0	0%	0	0%	40	100%	40	1.00	19%	84%	16%	10%	19%	81%
Total residential	*793*	*25%*	*383*	*12%*	*1,641*	*52%*	*344*	*11%*	*3,161*	*100%*	*901*	*2.71*	*17%*	*24%*	*76%*	*20%*	*73%*	*27%*
GRAND TOTAL	9,698	44%	4,529	21%	4,516	21%	3,219	15%	21,962	100%	8,924	1.66	19%	84%	16%	16%	20%	80%

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

[d] Vehicle trips are calculated based on the following formula: Drive Alone trips + (Drop-off trips x 2) + (Carpool trips / 2) + (Vanpool trips / 10) + (UCSF Shuttle / 15).

[e] Based on Parnassus Heights Transportation Surveys, 1992 and 1999, ITE Trip Generation 9th Edition (residential AM), and 2002 SF Guidelines (residential PM).

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Population Group	AM Peak Hour Person Trips (External)															Private Vehicles			AM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	151	0	151	44	0	44	59	0	59	42	0	42	296	0	296	151	0	151	4	4	8	155	4	159
Fellows/Residents	20	1	21	13	0	13	9	0	9	21	1	22	63	2	65	21	1	22	1	1	2	22	2	24
Nurses/Nurse Practitioners	109	0	109	24	0	24	0	0	0	109	0	109	242	0	242	109	0	109	0	0	0	109	0	109
Postdocs/Students	43	1	44	66	2	68	106	3	109	116	4	120	331	10	341	50	2	52	7	7	14	57	9	66
Other Staff	655	0	655	420	0	420	420	0	420	185	0	185	1,680	0	1,680	645	0	645	28	28	56	673	28	701
Total staff	*978*	*2*	*980*	*567*	*2*	*569*	*594*	*3*	*597*	*473*	*5*	*478*	*2,612*	*12*	*2,624*	*976*	*3*	*979*	*40*	*40*	*80*	*1,016*	*43*	*1,059*
PATIENTS & VISITORS																								
Inpatients	20	5	25	10	3	13	0	0	0	3	1	4	33	9	42	19	5	24	0	0	0	19	5	24
Outpatients	119	32	151	60	16	76	2	1	3	18	5	23	199	54	253	115	30	145	0	0	0	115	30	145
Visitors to inpatients	50	15	65	10	3	13	2	1	3	5	1	6	67	20	87	50	15	65	0	0	0	50	15	65
Visitors with outpatients	84	22	106	42	11	53	1	0	1	13	3	16	140	36	176	0	0	0	0	0	0	0	0	0
Total patients and visitors	*273*	*74*	*347*	*122*	*33*	*155*	*5*	*2*	*7*	*39*	*10*	*49*	*439*	*119*	*558*	*184*	*50*	*234*	*0*	*0*	*0*	*184*	*50*	*234*
OTHER VISITORS																								
Community Center Visitors	70	15	85	14	3	17	0	0	0	7	2	9	91	20	111	68	15	83	0	0	0	68	15	83
Faculty/Staff Visitors	55	12	67	11	2	13	0	0	0	6	1	7	72	15	87	54	12	66	0	0	0	54	12	66
Vendors/Services	38	7	45	0	0	0	0	0	0	0	0	0	38	7	45	38	7	45	0	0	0	38	7	45
Total other visitors	*163*	*34*	*197*	*25*	*5*	*30*	*0*	*0*	*0*	*13*	*3*	*16*	*201*	*42*	*243*	*160*	*34*	*194*	*0*	*0*	*0*	*160*	*34*	*194*
Subtotal Staff+Patients+Visitors	*1,414*	*110*	*1,524*	*714*	*40*	*754*	*599*	*5*	*604*	*525*	*18*	*543*	*3,252*	*173*	*3,425*	*1,320*	*87*	*1,407*	*40*	*40*	*80*	*1,360*	*127*	*1,487*
CHILDCARE																								
Childcare staff	4	0	4	2	0	2	2	0	2	1	0	1	9	0	9	4	0	4	0	0	0	4	0	4
Childcare children	21	21	42	0	0	0	0	0	0	0	0	0	21	21	42	43	43	86	0	0	0	43	43	86
Total childcare	*25*	*21*	*46*	*2*	*0*	*2*	*2*	*0*	*2*	*1*	*0*	*1*	*30*	*21*	*51*	*47*	*43*	*90*	*0*	*0*	*0*	*47*	*43*	*90*
RESIDENTIAL (Block 20-431 units)																								
Contract holders	1	56	57	1	37	38	5	241	246	1	37	38	8	371	379	1	72	73	16	16	32	17	88	105
Spouses	5	21	26	2	8	10	2	6	8	2	6	8	11	41	52	5	21	26	1	1	2	6	22	28
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	8	2	10	1	0	1	0	0	0	1	0	1	10	2	12	7	2	9	0	0	0	7	2	9
Vendors/Services	6	1	7	0	0	0	0	0	0	0	0	0	6	1	7	6	1	7	0	0	0	6	1	7
Total residential	*20*	*80*	*100*	*4*	*45*	*49*	*7*	*247*	*254*	*4*	*43*	*47*	*35*	*415*	*450*	*19*	*96*	*115*	*17*	*17*	*34*	*36*	*113*	*149*
GRAND TOTAL	1,459	211	1,670	720	85	805	608	252	860	530	61	591	3,317	609	3,926	1,386	226	1,612	57	57	114	1,443	283	1,726

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

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Population Group	PM Peak Hour Person Trips (External)															PM Peak Hour Private Vehicles			PM Peak Hour UCSF Shuttle			PM Peak Hour Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	0	96	96	0	28	28	0	37	37	0	26	26	0	187	187	0	95	95	2	2	4	2	97	99
Fellows/Residents	1	14	15	0	9	9	0	7	7	1	15	16	2	45	47	1	15	16	0	0	0	1	15	16
Nurses/Nurse Practitioners	0	44	44	0	10	10	0	0	0	0	44	44	0	98	98	0	44	44	0	0	0	0	44	44
Postdocs/Students	2	30	32	2	47	49	4	75	79	4	82	86	12	234	246	2	35	37	5	5	10	7	40	47
Other Staff	20	636	656	13	407	420	13	407	420	6	179	185	52	1,629	1,681	19	625	644	28	28	56	47	653	700
Total staff	*23*	*820*	*843*	*15*	*501*	*516*	*17*	*526*	*543*	*11*	*346*	*357*	*66*	*2,193*	*2,259*	*22*	*814*	*836*	*35*	*35*	*70*	*57*	*849*	*906*
PATIENTS & VISITORS																								
Inpatients	4	14	18	2	7	9	0	0	0	1	2	3	7	23	30	4	14	18	0	0	0	4	14	18
Outpatients	25	88	113	12	44	56	0	1	1	4	13	17	41	146	187	24	85	109	0	0	0	24	85	109
Visitors to inpatients	13	33	46	3	7	10	1	1	2	1	3	4	18	44	62	13	33	46	0	0	0	13	33	46
Visitors with outpatients	17	62	79	9	31	40	0	1	1	3	9	12	29	103	132	0	0	0	0	0	0	0	0	0
Total patients and visitors	*59*	*197*	*256*	*26*	*89*	*115*	*1*	*3*	*4*	*9*	*27*	*36*	*95*	*316*	*411*	*41*	*132*	*173*	*0*	*0*	*0*	*41*	*132*	*173*
OTHER VISITORS																								
Community Center Visitors	6	28	34	1	6	7	0	0	0	1	3	4	8	37	45	6	28	34	0	0	0	6	28	34
Faculty/Staff Visitors	5	22	27	1	4	5	0	0	0	0	2	2	6	28	34	4	22	26	0	0	0	4	22	26
Vendors/Services	5	19	24	0	0	0	0	0	0	0	0	0	5	19	24	5	19	24	0	0	0	5	19	24
Total other visitors	*16*	*69*	*85*	*2*	*10*	*12*	*0*	*0*	*0*	*1*	*5*	*6*	*19*	*84*	*103*	*15*	*69*	*84*	*0*	*0*	*0*	*15*	*69*	*84*
Subtotal Staff+Patients+Visitors	*98*	*1,086*	*1,184*	*43*	*600*	*643*	*18*	*529*	*547*	*21*	*378*	*399*	*180*	*2,593*	*2,773*	*78*	*1,015*	*1,093*	*35*	*35*	*70*	*113*	*1,050*	*1,163*
CHILDCARE																								
Childcare staff	0	4	4	0	2	2	0	2	2	0	1	1	0	9	9	0	4	4	0	0	0	0	4	4
Childcare children	21	21	42	0	0	0	0	0	0	0	0	0	21	21	42	43	43	86	0	0	0	43	43	86
Total childcare	*21*	*25*	*46*	*0*	*2*	*2*	*0*	*2*	*2*	*0*	*1*	*1*	*21*	*30*	*51*	*43*	*47*	*90*	*0*	*0*	*0*	*43*	*47*	*90*
RESIDENTIAL (Block 20-431 units)																								
Contract holders	57	4	61	38	2	40	246	16	262	38	2	40	379	24	403	73	5	78	17	17	34	90	22	112
Spouses	39	19	58	15	8	23	12	6	18	12	6	18	78	39	117	39	20	59	1	1	2	40	21	61
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	1	3	4	0	1	1	0	0	0	0	0	0	1	4	5	1	3	4	0	0	0	1	3	4
Vendors/Services	1	3	4	0	0	0	0	0	0	0	0	0	1	3	4	1	3	4	0	0	0	1	3	4
Total residential	*98*	*29*	*127*	*53*	*11*	*64*	*258*	*22*	*280*	*50*	*8*	*58*	*459*	*70*	*529*	*114*	*31*	*145*	*18*	*18*	*36*	*132*	*49*	*181*
GRAND TOTAL	217	1,140	1,357	96	613	709	276	553	829	71	387	458	660	2,693	3,353	235	1,093	1,328	53	53	106	288	1,146	1,434

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

UCSF Mission Bay Trip Gen
Year 2040 w/ Phase 2 MC
+ Blocks 33-34 Scenario 1 - All R&D

Population Group	User Population	Absentees		Average Weekday Staff and Visitor Population	Daily Person Trip Rate [a]	Daily Person Trips	Proportion of Internal UCSF Campus Trips		Net External Daily Person Trips
STAFF									
Faculty/Physicians	1,957	10%	196	1,761	2.23	3,928	10%	393	3,535
Fellows/Residents	200	10%	20	180	2.23	401	10%	40	361
Nurses/Nurse Practitioners	1,295	10%	130	1,166	2.23	2,599	10%	260	2,339
Postdocs/Students	1,193	10%	119	1,074	2.23	2,394	10%	239	2,155
Other Staff	11,241	10%	1,124	10,117	2.23	22,561	10%	2,256	20,305
Total staff	*15,886*	*10%*	*1,589*	*14,297*	*2.23*	*31,883*	*10%*	*3,188*	*28,695*
PATIENTS & VISITORS									
Inpatients	495	0%	0	495	2.00	990	0%	0	990
Outpatients	1,912	0%	0	1,912	2.00	3,824	0%	0	3,824
Visitors to inpatients	1,238	0%	0	1,238	2.00	2,476	0%	0	2,476
Visitors with outpatients	1,338	0%	0	1,338	2.00	2,676	0%	0	2,676
Total patients and visitors	*4,983*	*0%*	*0*	*4,983*	*2.00*	*9,966*	*0%*	*0*	*9,966*
OTHER VISITORS									
Community Center Visitors	370	0%	0	370	2.00	740	0%	0	740
Faculty/Staff Visitors	730	0%	0	730	2.00	1,460	0%	0	1,460
Vendors/Services	290	0%	0	290	2.00	580	0%	0	580
Total other visitors	*1,390*	*0%*	*0*	*1,390*	*2.00*	*2,780*	*0%*	*0*	*2,780*
Subtotal Staff+Patients+Visitors	*22,259*	*7%*	*1,589*	*20,670*	*2.16*	*44,629*	*7%*	*3,188*	*41,441*
CHILDCARE									
Childcare staff	50	10%	5	45	2.23	100	10%	10	90
Childcare children	200	0%	0	200	2.00	400	50%	200	200
Total childcare	*250*	*2%*	*5*	*245*	*2.04*	*500*	*42%*	*210*	*290*
RESIDENTIAL (Blocks 15+20-954 units)									
Contract holders	1,326	0%	0	1,326	4.50	5,967	50%	2,984	2,984
Spouses	330	0%	0	330	4.50	1,485	10%	149	1,337
Children	148	0%	0	148	0.00	0	0%	0	0
Visitors	80	0%	0	80	2.00	160	0%	0	160
Vendors/Services	40	0%	0	40	2.00	80	0%	0	80
Total residential	*1,924*	*0%*	*0*	*1,924*	*4.00*	*7,692*	*41%*	*3,132*	*4,560*
GRAND TOTAL	24,433	7%	1,594	22,839	2.31	52,822	12%	6,530	46,291

[a] Daily trip rates from the UCSF LRDP FEIR (1997) and UCSF LRDP Amendment #1 FSEIR (2002).

UCSF Mission Bay Trip Ger
Year 2040 w/ Phase 2 MC
+ Blocks 33-34 Scenario 1 -

Population Group	Mode Splits for External Trips [b]																	
	Drive Alone		Drop-off/Taxi		Carpool		Vanpool		Public Transit		UCSF Shuttle		Bike/ Motorcycle		Walk		Total All Modes	
STAFF																		
Faculty/Physicians	1,591	45%	35	1%	177	5%	0	0%	530	15%	707	20%	389	11%	106	3%	3,535	100%
Fellows/Residents	108	30%	4	1%	4	1%	0	0%	72	20%	54	15%	90	25%	29	8%	361	100%
Nurses/Nurse Practitioners	1,053	45%	0	0%	0	0%	0	0%	234	10%	0	0%	234	10%	819	35%	2,339	100%
Postdocs/Students	215	10%	22	1%	43	2%	0	0%	431	20%	690	32%	431	20%	323	15%	2,155	100%
Other Staff	6,091	30%	406	2%	1,015	5%	406	2%	5,076	25%	5,076	25%	1,218	6%	1,015	5%	20,305	100%
Total staff	*9,059*	*32%*	*467*	*2%*	*1,239*	*4%*	*406*	*1%*	*6,344*	*22%*	*6,527*	*23%*	*2,362*	*8%*	*2,292*	*8%*	*28,695*	*100%*
PATIENTS & VISITORS																		
Inpatients	396	40%	50	5%	149	15%	0	0%	297	30%	10	1%	10	1%	79	8%	990	100%
Outpatients	1,530	40%	191	5%	574	15%	0	0%	1,147	30%	38	1%	38	1%	306	8%	3,824	100%
Visitors to inpatients	1,486	60%	124	5%	248	10%	0	0%	371	15%	74	3%	25	1%	149	6%	2,476	100%
Visitors with outpatients	1,070	40%	134	5%	401	15%	0	0%	803	30%	27	1%	27	1%	214	8%	2,676	100%
Total patients and visitors	*4,482*	*45%*	*498*	*5%*	*1,371*	*14%*	*0*	*0%*	*2,618*	*26%*	*149*	*1%*	*100*	*1%*	*748*	*8%*	*9,966*	*100%*
OTHER VISITORS																		
Community Center Visitors	444	60%	37	5%	74	10%	15	2%	111	15%	0	0%	15	2%	44	6%	740	100%
Faculty/Staff Visitors	876	60%	73	5%	146	10%	29	2%	219	15%	0	0%	29	2%	88	6%	1,460	100%
Vendors/Services	580	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	580	100%
Total other visitors	*1,900*	*68%*	*110*	*4%*	*220*	*8%*	*44*	*2%*	*330*	*12%*	*0*	*0%*	*44*	*2%*	*132*	*5%*	*2,780*	*100%*
Subtotal Staff+Patients+Visitors	*15,440*	*37%*	*1,075*	*3%*	*2,830*	*7%*	*450*	*1%*	*9,292*	*22%*	*6,676*	*16%*	*2,506*	*6%*	*3,172*	*8%*	*41,441*	*100%*
CHILDCARE																		
Childcare staff	27	30%	2	2%	5	5%	2	2%	23	25%	23	25%	5	6%	5	5%	90	100%
Childcare children	0	0%	200	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	200	100%
Total childcare	*27*	*9%*	*202*	*70%*	*5*	*2%*	*2*	*1%*	*23*	*8%*	*23*	*8%*	*5*	*2%*	*5*	*2%*	*290*	*100%*
RESIDENTIAL (Blocks 15+20-954 u																		
Contract holders	448	15%	0	0%	0	0%	0	0%	298	10%	1,939	65%	149	5%	149	5%	2,984	100%
Spouses	668	50%	0	0%	0	0%	0	0%	267	20%	200	15%	67	5%	134	10%	1,337	100%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Visitors	96	60%	8	5%	16	10%	3	2%	24	15%	0	0%	3	2%	10	6%	160	100%
Vendors/Services	80	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	80	100%
Total residential	*1,292*	*28%*	*8*	*0%*	*16*	*0%*	*3*	*0%*	*590*	*13%*	*2,140*	*47%*	*219*	*5%*	*292*	*6%*	*4,560*	*100%*
GRAND TOTAL	16,759	36%	1,285	3%	2,850	6%	455	1%	9,904	21%	8,838	19%	2,731	6%	3,469	7%	46,291	100%

[b] Mode of travel based on UCSF Transportation Services Annual Commute Survey 2013 for the Mission Bay Campus.

UCSF Mission Bay Trip Gen
Year 2040 w/ Phase 2 MC
+ Blocks 33-34 Scenario 1 -

Population Group	Weekday Person Trips by Mode (External)										Daily Vehicle Trips [d]	Avg. Veh. Occup. (persons per vehicle)	Peak Hour Percentages [e]					
													AM Peak Hour			PM Peak Hour		
	Auto		Public Transit		UCSF Shuttle		Other [c]		All Modes				% of Daily	% In	% Out	% of Daily	% In	% Out
STAFF																		
Faculty/Physicians	1,803	51%	530	15%	707	20%	495	14%	3,535	100%	1,797	1.42	19%	100%	0%	12%	0%	100%
Fellows/Residents	116	32%	72	20%	54	15%	119	33%	361	100%	121	1.43	18%	97%	3%	13%	5%	95%
Nurses/Nurse Practitioners	1,053	45%	234	10%	0	0%	1,053	45%	2,339	100%	1,053	1.00	20%	100%	0%	8%	0%	100%
Postdocs/Students	280	13%	431	20%	690	32%	754	35%	2,155	100%	326	3.04	18%	97%	3%	13%	5%	95%
Other Staff	7,919	39%	5,076	25%	5,076	25%	2,234	11%	20,305	100%	7,790	1.72	23%	100%	0%	23%	3%	97%
Total staff	*11,170*	*39%*	*6,344*	*22%*	*6,527*	*23%*	*4,654*	*16%*	*28,695*	*100%*	*11,087*	*1.64*	*24%*	*96%*	*4%*	*21%*	*6%*	*94%*
PATIENTS & VISITORS																		
Inpatients	594	60%	297	30%	10	1%	89	9%	990	100%	570	1.15	12%	79%	21%	9%	22%	78%
Outpatients	2,294	60%	1,147	30%	38	1%	344	9%	3,824	100%	2,201	1.95	12%	79%	21%	9%	22%	78%
Visitors to inpatients	1,857	75%	371	15%	74	3%	173	7%	2,476	100%	1,862	1.10	10%	77%	23%	7%	28%	72%
Visitors with outpatients	1,606	60%	803	30%	27	1%	241	9%	2,676	100%			12%	79%	21%	9%	22%	78%
Total patients and visitors	*6,351*	*64%*	*2,618*	*26%*	*149*	*1%*	*847*	*9%*	*9,966*	*100%*	*4,633*	*1.51*	*11%*	*78%*	*22%*	*8%*	*24%*	*76%*
OTHER VISITORS																		
Community Center Visitors	570	77%	111	15%	0	0%	59	8%	740	100%	556	1.09	15%	82%	18%	6%	17%	83%
Faculty/Staff Visitors	1,124	77%	219	15%	0	0%	117	8%	1,460	100%	1,098	1.09	15%	82%	18%	6%	17%	83%
Vendors/Services	580	100%	0	0%	0	0%	0	0%	580	100%	580	1.00	19%	84%	16%	10%	19%	81%
Total other visitors	*2,274*	*82%*	*330*	*12%*	*0*	*0%*	*176*	*6%*	*2,780*	*100%*	*2,234*	*1.07*	*16%*	*82%*	*18%*	*7%*	*18%*	*82%*
Subtotal Staff+Patients+Visitors	*19,795*	*48%*	*9,292*	*22%*	*6,676*	*16%*	*5,678*	*14%*	*41,441*	*100%*	*17,954*	*1.53*	*19%*	*92%*	*8%*	*16%*	*9%*	*91%*
CHILDCARE																		
Childcare staff	35	39%	23	25%	23	25%	10	11%	90	100%	35	1.72	23%	100%	0%	23%	3%	97%
Childcare children	200	100%	0	0%	0	0%	0	0%	200	100%	400	1.00	50%	50%	50%	50%	50%	50%
Total childcare	*235*	*81%*	*23*	*8%*	*23*	*8%*	*10*	*3%*	*290*	*100%*	*435*	*1.06*	*48%*	*52%*	*48%*	*48%*	*48%*	*52%*
RESIDENTIAL (Blocks 15+20-954 u																		
Contract holders	448	15%	298	10%	1,939	65%	298	10%	2,984	100%	577	4.14	16%	2%	98%	17%	94%	6%
Spouses	668	50%	267	20%	200	15%	200	15%	1,337	100%	682	1.27	8%	21%	79%	17%	67%	34%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Visitors	123	77%	24	15%	0	0%	13	8%	160	100%	120	1.09	15%	82%	18%	6%	17%	83%
Vendors/Services	80	100%	0	0%	0	0%	0	0%	80	100%	80	1.00	19%	84%	16%	10%	19%	81%
Total residential	*1,319*	*29%*	*590*	*13%*	*2,140*	*47%*	*512*	*11%*	*4,560*	*100%*	*1,459*	*2.38*	*15%*	*28%*	*72%*	*19%*	*71%*	*29%*
GRAND TOTAL	21,349	46%	9,904	21%	8,838	19%	6,199	13%	46,291	100%	19,848	1.59	20%	86%	14%	17%	17%	83%

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

[d] Vehicle trips are calculated based on the following formula: Drive Alone trips + (Drop-off trips x 2) + (Carpool trips / 2) + (Vanpool trips / 10) + (UCSF Shuttle / 15).

[e] Based on Parnassus Heights Transportation Surveys, 1992 and 1999, ITE Trip Generation 9th Edition (residential AM), and 2002 SF Guidelines (residential PM).

UCSF Mission Bay Trip Gen
Year 2040 w/ Phase 2 MC
+ Blocks 33-34 Scenario 1 -

Population Group	AM Peak Hour Person Trips (External)															Private Vehicles			AM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	343	0	343	101	0	101	134	0	134	94	0	94	672	0	672	341	0	341	9	9	18	350	9	359
Fellows/Residents	20	1	21	13	0	13	9	0	9	21	1	22	63	2	65	21	1	22	1	1	2	22	2	24
Nurses/Nurse Practitioners	211	0	211	47	0	47	0	0	0	211	0	211	469	0	469	211	0	211	0	0	0	211	0	211
Postdocs/Students	49	2	51	75	2	77	120	4	124	132	4	136	376	12	388	57	2	59	8	8	16	65	10	75
Other Staff	1,821	0	1,821	1,168	0	1,168	1,168	0	1,168	514	0	514	4,671	0	4,671	1,792	0	1,792	78	78	156	1,870	78	1,948
Total staff	*2,444*	*3*	*2,447*	*1,404*	*2*	*1,406*	*1,431*	*4*	*1,435*	*972*	*5*	*977*	*6,251*	*14*	*6,265*	*2,422*	*3*	*2,425*	*96*	*96*	*192*	*2,518*	*99*	*2,617*
PATIENTS & VISITORS																								
Inpatients	56	15	71	28	7	35	1	0	1	8	2	10	93	24	117	54	14	68	0	0	0	54	14	68
Outpatients	218	58	276	109	29	138	4	1	5	33	9	42	364	97	461	209	55	264	0	0	0	209	55	264
Visitors to inpatients	143	43	186	29	9	38	6	2	8	13	4	17	191	58	249	143	43	186	0	0	0	143	43	186
Visitors with outpatients	152	40	192	76	20	96	3	1	4	23	6	29	254	67	321	0	0	0	0	0	0	0	0	0
Total patients and visitors	*569*	*156*	*725*	*242*	*65*	*307*	*14*	*4*	*18*	*77*	*21*	*98*	*902*	*246*	*1,148*	*406*	*112*	*518*	*0*	*0*	*0*	*406*	*112*	*518*
OTHER VISITORS																								
Community Center Visitors	70	15	85	14	3	17	0	0	0	7	2	9	91	20	111	68	15	83	0	0	0	68	15	83
Faculty/Staff Visitors	138	30	168	27	6	33	0	0	0	14	3	17	179	39	218	135	30	165	0	0	0	135	30	165
Vendors/Services	93	18	111	0	0	0	0	0	0	0	0	0	93	18	111	93	18	111	0	0	0	93	18	111
Total other visitors	*301*	*63*	*364*	*41*	*9*	*50*	*0*	*0*	*0*	*21*	*5*	*26*	*363*	*77*	*440*	*296*	*63*	*359*	*0*	*0*	*0*	*296*	*63*	*359*
Subtotal Staff+Patients+Visitors	*3,314*	*222*	*3,536*	*1,687*	*76*	*1,763*	*1,445*	*8*	*1,453*	*1,070*	*31*	*1,101*	*7,516*	*337*	*7,853*	*3,124*	*178*	*3,302*	*96*	*96*	*192*	*3,220*	*274*	*3,494*
CHILDCARE																								
Childcare staff	8	0	8	5	0	5	5	0	5	2	0	2	20	0	20	8	0	8	0	0	0	8	0	8
Childcare children	50	50	100	0	0	0	0	0	0	0	0	0	50	50	100	100	100	200	0	0	0	100	100	200
Total childcare	*58*	*50*	*108*	*5*	*0*	*5*	*5*	*0*	*5*	*2*	*0*	*2*	*70*	*50*	*120*	*108*	*100*	*208*	*0*	*0*	*0*	*108*	*100*	*208*
RESIDENTIAL (Blocks 15+20-954 u																								
Contract holders	1	70	71	1	47	48	6	304	310	1	47	48	9	468	477	2	90	92	21	21	42	23	111	134
Spouses	11	41	52	4	16	20	3	12	15	3	12	15	21	81	102	11	42	53	1	1	2	12	43	55
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	15	3	18	3	1	4	0	0	0	2	0	2	20	4	24	15	3	18	0	0	0	15	3	18
Vendors/Services	13	2	15	0	0	0	0	0	0	0	0	0	13	2	15	13	2	15	0	0	0	13	2	15
Total residential	*40*	*116*	*156*	*8*	*64*	*72*	*9*	*316*	*325*	*6*	*59*	*65*	*63*	*555*	*618*	*41*	*137*	*178*	*22*	*22*	*44*	*63*	*159*	*222*
GRAND TOTAL	3,412	388	3,800	1,700	140	1,840	1,459	324	1,783	1,078	90	1,168	7,649	942	8,591	3,273	415	3,688	118	118	236	3,391	533	3,924

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

UCSF Mission Bay Trip Gen
Year 2040 w/ Phase 2 MC
+ Blocks 33-34 Scenario 1 -

Population Group	PM Peak Hour Person Trips (External)															PM Peak Hour Private Vehicles			PM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	0	216	216	0	64	64	0	85	85	0	59	59	0	424	424	0	216	216	6	6	12	6	222	228
Fellows/Residents	1	14	15	0	9	9	0	7	7	1	15	16	2	45	47	1	15	16	0	0	0	1	15	16
Nurses/Nurse Practitioners	0	84	84	0	19	19	0	0	0	0	84	84	0	187	187	0	84	84	0	0	0	0	84	84
Postdocs/Students	2	35	37	3	53	56	4	85	89	5	93	98	14	266	280	2	40	42	6	6	12	8	46	54
Other Staff	55	1,767	1,822	35	1,132	1,167	35	1,132	1,167	15	498	513	140	4,529	4,669	54	1,738	1,792	78	78	156	132	1,816	1,948
Total staff	*58*	*2,116*	*2,174*	*38*	*1,277*	*1,315*	*39*	*1,309*	*1,348*	*21*	*749*	*770*	*156*	*5,451*	*5,607*	*57*	*2,093*	*2,150*	*90*	*90*	*180*	*147*	*2,183*	*2,330*
PATIENTS & VISITORS																								
Inpatients	12	42	54	6	21	27	0	1	1	2	6	8	20	70	90	11	40	51	0	0	0	11	40	51
Outpatients	45	161	206	23	81	104	1	3	4	7	24	31	76	269	345	44	155	199	0	0	0	44	155	199
Visitors to inpatients	36	94	130	7	19	26	1	4	5	3	9	12	47	126	173	36	94	130	0	0	0	36	94	130
Visitors with outpatients	32	113	145	16	56	72	1	2	3	5	17	22	54	188	242	0	0	0	0	0	0	0	0	0
Total patients and visitors	*125*	*410*	*535*	*52*	*177*	*229*	*3*	*10*	*13*	*17*	*56*	*73*	*197*	*653*	*850*	*91*	*289*	*380*	*0*	*0*	*0*	*91*	*289*	*380*
OTHER VISITORS																								
Community Center Visitors	6	28	34	1	6	7	0	0	0	1	3	4	8	37	45	6	28	34	0	0	0	6	28	34
Faculty/Staff Visitors	11	56	67	2	11	13	0	0	0	1	6	7	14	73	87	11	55	66	0	0	0	11	55	66
Vendors/Services	11	47	58	0	0	0	0	0	0	0	0	0	11	47	58	11	47	58	0	0	0	11	47	58
Total other visitors	*28*	*131*	*159*	*3*	*17*	*20*	*0*	*0*	*0*	*2*	*9*	*11*	*33*	*157*	*190*	*28*	*130*	*158*	*0*	*0*	*0*	*28*	*130*	*158*
Subtotal Staff+Patients+Visitors	*211*	*2,657*	*2,868*	*93*	*1,471*	*1,564*	*42*	*1,319*	*1,361*	*40*	*814*	*854*	*386*	*6,261*	*6,647*	*176*	*2,512*	*2,688*	*90*	*90*	*180*	*266*	*2,602*	*2,868*
CHILDCARE																								
Childcare staff	0	8	8	0	5	5	0	5	5	0	2	2	0	20	20	0	8	8	0	0	0	0	8	8
Childcare children	50	50	100	0	0	0	0	0	0	0	0	0	50	50	100	100	100	200	0	0	0	100	100	200
Total childcare	*50*	*58*	*108*	*0*	*5*	*5*	*0*	*5*	*5*	*0*	*2*	*2*	*50*	*70*	*120*	*100*	*108*	*208*	*0*	*0*	*0*	*100*	*108*	*208*
RESIDENTIAL (Blocks 15+20-954 u																								
Contract holders	72	5	77	48	3	51	310	20	330	48	3	51	478	31	509	92	6	98	22	22	44	114	28	142
Spouses	77	39	116	31	15	46	23	12	35	23	12	35	154	78	232	78	40	118	2	2	4	80	42	122
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	1	6	7	0	1	1	0	0	0	0	1	1	1	8	9	1	6	7	0	0	0	1	6	7
Vendors/Services	2	6	8	0	0	0	0	0	0	0	0	0	2	6	8	2	6	8	0	0	0	2	6	8
Total residential	*152*	*56*	*208*	*79*	*19*	*98*	*333*	*32*	*365*	*71*	*16*	*87*	*635*	*123*	*758*	*173*	*58*	*231*	*24*	*24*	*48*	*197*	*82*	*279*
GRAND TOTAL	413	2,771	3,184	172	1,495	1,667	375	1,356	1,731	111	832	943	1,071	6,454	7,525	449	2,678	3,127	114	114	228	563	2,792	3,355

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

2.6 MOUNT ZION – EXISTING

Trip Generation
UCSF Mt. Zion Campus
Existing 2011-2012

Population Group	User Population	Absentees		Average Weekday Staff and Visitor Population	Daily Person Trip Rate [a]	Daily Person Trips	Proportion of Internal UCSF Campus Trips		Net External Daily Person Trips
STAFF									
Faculty/Physicians	237	10%	24	213	2.23	476	0%	0	476
Fellows/Residents	50	10%	5	45	2.23	100	0%	0	100
Nurses/Nurse Practitioners	274	10%	27	247	2.23	550	0%	0	550
Postdocs/Students	215	10%	22	194	2.23	432	0%	0	432
Other Staff	1,274	10%	127	1,147	2.23	2,557	0%	0	2,557
Total staff	*2,050*	*10%*	*205*	*1,845*	*2.23*	*4,114*	*0%*	*0*	*4,114*
PATIENTS & VISITORS									
Inpatients	48	0%	0	48	2.00	96	0%	0	96
Outpatients	1,358	0%	0	1,358	2.00	2,716	0%	0	2,716
Visitors to inpatients	120	0%	0	120	2.00	240	0%	0	240
Visitors with outpatients	951	0%	0	951	2.00	1,902	0%	0	1,902
Total patients and visitors	*2,477*	*0%*	*0*	*2,477*	*2.00*	*4,954*	*0%*	*0*	*4,954*
OTHER VISITORS									
Community Center Visitors		0%	0	0	2.00	0	0%	0	0
Faculty/Staff Visitors	90	0%	0	90	2.00	180	0%	0	180
Vendors/Services	40	0%	0	40	2.00	80	0%	0	80
Total other visitors	*130*	*0%*	*0*	*130*	*2.00*	*260*	*0%*	*0*	*260*
Subtotal Staff+Patients+Visitors	*4,657*	*4%*	*205*	*4,452*	*2.10*	*9,328*	*0%*	*0*	*9,328*
CHILDCARE									
Childcare staff			0	0		0		0	0
Childcare children			0	0		0		0	0
Total childcare	*0*	*0%*	*0*	*0*	*0.00*	*0*	*0%*	*0*	*0*
RESIDENTIAL									
Contract holders			0	0		0		0	0
Spouses			0	0		0		0	0
Children			0	0		0		0	0
Visitors	0		0	0		0		0	0
Vendors/Services	0		0	0		0		0	0
Total residential	*0*	*0%*	*0*	*0*	*0.00*	*0*	*0%*	*0*	*0*
GRAND TOTAL	4,657	4%	205	4,452	2.10	9,328	0%	0	9,328

[a] Daily trip rates from the UCSF LRDP FEIR (1997) and UCSF LRDP Amendment #1 FSEIR (2002).

Trip Generation
UCSF Mt. Zion Campus
Existing 2011-2012

Population Group	Mode Splits for External Trips [b]																			
	Drive Alone		Drop-off/Taxi		Carpool		Vanpool		Public Transit		UCSF Shuttle		Bike/ Motorcycle		Walk		Total All Modes	
STAFF																		
Faculty/Physicians	333	70%	5	1%	10	2%	10	2%	24	5%	24	5%	24	5%	48	10%	476	100%
Fellows/Residents	45	45%	0	0%	0	0%	0	0%	15	15%	40	40%	0	0%	0	0%	100	100%
Nurses/Nurse Practitioners	275	50%	16	3%	27	5%	0	0%	137	25%	55	10%	22	4%	16	3%	550	100%
Postdocs/Students	108	25%	0	0%	0	0%	0	0%	108	25%	151	35%	65	15%	0	0%	432	100%
Other Staff	767	30%	128	5%	128	5%	128	5%	767	30%	256	10%	128	5%	256	10%	2,557	100%
Total staff	*1,528*	*37%*	*149*	*4%*	*165*	*4%*	*137*	*3%*	*1,051*	*26%*	*526*	*13%*	*238*	*6%*	*320*	*8%*	*4,114*	*100%*
PATIENTS & VISITORS																		
Inpatients	38	40%	7	7%	16	17%	5	5%	24	25%	0	0%	1	1%	5	5%	96	100%
Outpatients	1,086	40%	190	7%	462	17%	136	5%	679	25%	0	0%	27	1%	136	5%	2,716	100%
Visitors to inpatients	120	50%	12	5%	24	10%	10	4%	60	25%	0	0%	2	1%	12	5%	240	100%
Visitors with outpatients	761	40%	133	7%	323	17%	95	5%	476	25%	0	0%	19	1%	95	5%	1,902	100%
Total patients and visitors	*2,006*	*40%*	*342*	*7%*	*825*	*17%*	*245*	*5%*	*1,239*	*25%*	*0*	*0%*	*50*	*1%*	*248*	*5%*	*4,954*	*100%*
OTHER VISITORS																		
Community Center Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Faculty/Staff Visitors	90	50%	9	5%	25	14%	7	4%	36	20%	0	0%	4	2%	9	5%	180	100%
Vendors/Services	80	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	80	100%
Total other visitors	*170*	*65%*	*9*	*3%*	*25*	*10%*	*7*	*3%*	*36*	*14%*	*0*	*0%*	*4*	*1%*	*9*	*3%*	*260*	*100%*
Subtotal Staff+Patients+Visitors	*3,704*	*40%*	*500*	*5%*	*1,015*	*11%*	*390*	*4%*	*2,326*	*25%*	*526*	*6%*	*291*	*3%*	*576*	*6%*	*9,328*	*100%*
CHILDCARE																		
Childcare staff	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Childcare children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total childcare	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*
RESIDENTIAL																		
Contract holders	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Spouses	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Vendors/Services	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total residential	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*
GRAND TOTAL	3,704	40%	500	5%	1,015	11%	390	4%	2,326	25%	526	6%	291	3%	576	6%	9,328	100%

[b] Mode of travel based on UCSF Transportation Services Annual Commute Survey 2013 for the Mt Zion Campus.

Trip Generation
UCSF Mt. Zion Campus
Existing 2011-2012

Population Group	Weekday Person Trips by Mode (External)										Daily Vehicle Trips [d]	Avg. Veh. Occup. (persons per vehicle)	Peak Hour Percentages [e]					
													AM Peak Hour			PM Peak Hour		
	Auto		Public Transit		UCSF Shuttle		Other [c]		All Modes				% of Daily	% In	% Out	% of Daily	% In	% Out
STAFF																		
Faculty/Physicians	357	75%	24	5%	24	5%	71	15%	476	100%	350	1.10	17%	100%	0%	11%	33%	67%
Fellows/Residents	45	45%	15	15%	40	40%	0	0%	100	100%	48	1.78	6%	100%	0%	12%	50%	50%
Nurses/Nurse Practitioners	319	58%	137	25%	55	10%	38	7%	550	100%	325	1.20	33%	100%	0%	17%	0%	100%
Postdocs/Students	108	25%	108	25%	151	35%	65	15%	432	100%	118	2.20	6%	100%	0%	12%	50%	50%
Other Staff	1,151	45%	767	30%	256	10%	384	15%	2,557	100%	1,117	1.37	19%	100%	0%	19%	0%	100%
Total staff	*1,979*	*48%*	*1,051*	*26%*	*526*	*13%*	*558*	*14%*	*4,114*	*100%*	*1,957*	*1.36*	*20%*	*99%*	*1%*	*17%*	*8%*	*92%*
PATIENTS & VISITORS																		
Inpatients	66	69%	24	25%	0	0%	6	6%	96	100%	60	1.21	22%	60%	40%	6%	50%	50%
Outpatients	1,874	69%	679	25%	0	0%	163	6%	2,716	100%	1,711	2.05	22%	60%	40%	6%	50%	50%
Visitors to inpatients	166	69%	60	25%	0	0%	14	6%	240	100%	157	1.13	9%	60%	40%	12%	50%	50%
Visitors with outpatients	1,312	69%	476	25%	0	0%	114	6%	1,902	100%			22%	60%	40%	6%	50%	50%
Total patients and visitors	*3,418*	*69%*	*1,239*	*25%*	*0*	*0%*	*297*	*6%*	*4,954*	*100%*	*1,929*	*1.95*	*21%*	*60%*	*40%*	*6%*	*50%*	*50%*
OTHER VISITORS																		
Community Center Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Faculty/Staff Visitors	131	73%	36	20%	0	0%	13	7%	180	100%	121	1.16	12%	68%	32%	10%	25%	75%
Vendors/Services	80	100%	0	0%	0	0%	0	0%	80	100%	80	1.00	6%	40%	60%	9%	33%	67%
Total other visitors	*211*	*81%*	*36*	*14%*	*0*	*0%*	*13*	*5%*	*260*	*100%*	*201*	*1.09*	*10%*	*60%*	*40%*	*9%*	*26%*	*74%*
Subtotal Staff+Patients+Visitors	*5,609*	*60%*	*2,326*	*25%*	*526*	*6%*	*868*	*9%*	*9,328*	*100%*	*4,087*	*1.62*	*20%*	*79%*	*21%*	*12%*	*20%*	*80%*
CHILDCARE																		
Childcare staff	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Childcare children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Total childcare	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0.00*						
RESIDENTIAL																		
Contract holders	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Spouses	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Vendors/Services	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Total residential	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0.00*						
GRAND TOTAL	5,609	60%	2,326	25%	526	6%	868	9%	9,328	100%	4,087	1.62	20%	79%	21%	12%	20%	80%

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

[d] Vehicle trips are calculated based on the following formula: Drive Alone trips + (Drop-off trips x 2) + (Carpool trips / 2) + (Vanpool trips / 10) + (UCSF Shuttle / 15).

[e] Based on Mt Zion Transportation Surveys, 1992 and 1999.

Trip Generation
UCSF Mt. Zion Campus
Existing 2011-2012

Population Group	AM Peak Hour Person Trips (External)															Private Vehicles			AM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	61	0	61	4	0	4	4	0	4	12	0	12	81	0	81	59	0	59	0	0	0	59	0	59
Fellows/Residents	3	0	3	1	0	1	2	0	2	0	0	0	6	0	6	3	0	3	0	0	0	3	0	3
Nurses/Nurse Practitioners	105	0	105	45	0	45	18	0	18	13	0	13	181	0	181	107	0	107	1	1	2	108	1	109
Postdocs/Students	6	0	6	6	0	6	9	0	9	4	0	4	25	0	25	7	0	7	1	1	2	8	1	9
Other Staff	219	0	219	146	0	146	49	0	49	73	0	73	487	0	487	212	0	212	3	3	6	215	3	218
Total staff	*394*	*0*	*394*	*202*	*0*	*202*	*82*	*0*	*82*	*102*	*0*	*102*	*780*	*0*	*780*	*388*	*0*	*388*	*5*	*5*	*10*	*393*	*5*	*398*
PATIENTS & VISITORS																								
Inpatients	9	6	15	3	2	5	0	0	0	1	1	2	13	9	22	8	5	13	0	0	0	8	5	13
Outpatients	247	165	412	90	60	150	0	0	0	22	14	36	359	239	598	226	151	377	0	0	0	226	151	377
Visitors to inpatients	9	6	15	3	2	5	0	0	0	1	1	2	13	9	22	8	6	14	0	0	0	8	6	14
Visitors with outpatients	173	115	288	63	42	105	0	0	0	15	10	25	251	167	418	0	0	0	0	0	0	0	0	0
Total patients and visitors	*438*	*292*	*730*	*159*	*106*	*265*	*0*	*0*	*0*	*39*	*26*	*65*	*636*	*424*	*1,060*	*242*	*162*	*404*	*0*	*0*	*0*	*242*	*162*	*404*
OTHER VISITORS																								
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	11	5	16	3	1	4	0	0	0	1	0	1	15	6	21	10	5	15	0	0	0	10	5	15
Vendors/Services	2	3	5	0	0	0	0	0	0	0	0	0	2	3	5	2	3	5	0	0	0	2	3	5
Total other visitors	*13*	*8*	*21*	*3*	*1*	*4*	*0*	*0*	*0*	*1*	*0*	*1*	*17*	*9*	*26*	*12*	*8*	*20*	*0*	*0*	*0*	*12*	*8*	*20*
Subtotal Staff+Patients+Visitors	*845*	*300*	*1,145*	*364*	*107*	*471*	*82*	*0*	*82*	*142*	*26*	*168*	*1,433*	*433*	*1,866*	*642*	*170*	*812*	*5*	*5*	*10*	*647*	*175*	*822*
CHILDCARE																								
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																								
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	845	300	1,145	364	107	471	82	0	82	142	26	168	1,433	433	1,866	642	170	812	5	5	10	647	175	822

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

Trip Generation
UCSF Mt. Zion Campus
Existing 2011-2012

Population Group	PM Peak Hour Person Trips (External)															PM Peak Hour Private Vehicles			PM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	13	26	39	1	2	3	1	2	3	3	5	8	18	35	53	13	26	39	0	0	0	13	26	39
Fellows/Residents	3	3	6	1	1	2	2	2	4	0	0	0	6	6	12	3	3	6	0	0	0	3	3	6
Nurses/Nurse Practitioners	0	54	54	0	23	23	0	9	9	0	7	7	0	93	93	0	55	55	1	1	2	1	56	57
Postdocs/Students	6	6	12	6	6	12	9	9	18	4	4	8	25	25	50	7	7	14	1	1	2	8	8	16
Other Staff	0	219	219	0	146	146	0	49	49	0	73	73	0	487	487	0	212	212	3	3	6	3	215	218
Total staff	*22*	*308*	*330*	*8*	*178*	*186*	*12*	*71*	*83*	*7*	*89*	*96*	*49*	*646*	*695*	*23*	*303*	*326*	*5*	*5*	*10*	*28*	*308*	*336*
PATIENTS & VISITORS																								
Inpatients	2	2	4	1	1	2	0	0	0	0	0	0	3	3	6	2	2	4	0	0	0	2	2	4
Outpatients	56	56	112	20	20	40	0	0	0	5	5	10	81	81	162	51	51	102	0	0	0	51	51	102
Visitors to inpatients	10	10	20	4	4	8	0	0	0	1	1	2	15	15	30	9	9	18	0	0	0	9	9	18
Visitors with outpatients	39	39	78	14	14	28	0	0	0	3	3	6	56	56	112	0	0	0	0	0	0	0	0	0
Total patients and visitors	*107*	*107*	*214*	*39*	*39*	*78*	*0*	*0*	*0*	*9*	*9*	*18*	*155*	*155*	*310*	*62*	*62*	*124*	*0*	*0*	*0*	*62*	*62*	*124*
OTHER VISITORS																								
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	3	10	13	1	3	4	0	0	0	0	1	1	4	14	18	3	9	12	0	0	0	3	9	12
Vendors/Services	2	5	7	0	0	0	0	0	0	0	0	0	2	5	7	2	5	7	0	0	0	2	5	7
Total other visitors	*5*	*15*	*20*	*1*	*3*	*4*	*0*	*0*	*0*	*0*	*1*	*1*	*6*	*19*	*25*	*5*	*14*	*19*	*0*	*0*	*0*	*5*	*14*	*19*
Subtotal Staff+Patients+Visitors	*134*	*430*	*564*	*48*	*220*	*268*	*12*	*71*	*83*	*16*	*99*	*115*	*210*	*820*	*1,030*	*90*	*379*	*469*	*5*	*5*	*10*	*95*	*384*	*479*
CHILDCARE																								
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																								
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	134	430	564	48	220	268	12	71	83	16	99	115	210	820	1,030	90	379	469	5	5	10	95	384	479

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

2.7 MOUNT ZION – 2035

Trip Generation
UCSF Mt. Zion Campus
Year 2035

Population Group	User Population	Absentees		Average Weekday Staff and Visitor Population	Daily Person Trip Rate [a]	Daily Person Trips	Proportion of Internal UCSF Campus Trips		Net External Daily Person Trips
STAFF									
Faculty/Physicians	320	10%	32	288	2.23	642	0%	0	642
Fellows/Residents	50	10%	5	45	2.23	100	0%	0	100
Nurses/Nurse Practitioners	387	10%	39	348	2.23	777	0%	0	777
Postdocs/Students	277	10%	28	249	2.23	556	0%	0	556
Other Staff	1,727	10%	173	1,554	2.23	3,466	0%	0	3,466
Total staff	*2,761*	*10%*	*276*	*2,485*	*2.23*	*5,541*	*0%*	*0*	*5,541*
PATIENTS & VISITORS									
Inpatients	0	0%	0	0	2.00	0	0%	0	0
Outpatients	1,962	0%	0	1,962	2.00	3,924	0%	0	3,924
Visitors to inpatients	0	0%	0	0	2.00	0	0%	0	0
Visitors with outpatients	1,373	0%	0	1,373	2.00	2,746	0%	0	2,746
Total patients and visitors	*3,335*	*0%*	*0*	*3,335*	*2.00*	*6,670*	*0%*	*0*	*6,670*
OTHER VISITORS									
Community Center Visitors		0%	0	0	2.00	0	0%	0	0
Faculty/Staff Visitors	120	0%	0	120	2.00	240	0%	0	240
Vendors/Services	50	0%	0	50	2.00	100	0%	0	100
Total other visitors	*170*	*0%*	*0*	*170*	*2.00*	*340*	*0%*	*0*	*340*
Subtotal Staff+Patients+Visitors	*6,266*	*4%*	*276*	*5,990*	*2.10*	*12,551*	*0%*	*0*	*12,551*
CHILDCARE									
Childcare staff			0	0		0		0	0
Childcare children			0	0		0		0	0
Total childcare	*0*	*0%*	*0*	*0*	*0.00*	*0*	*0%*	*0*	*0*
RESIDENTIAL									
Contract holders			0	0		0		0	0
Spouses			0	0		0		0	0
Children			0	0		0		0	0
Visitors	0		0	0		0		0	0
Vendors/Services	0		0	0		0		0	0
Total residential	*0*	*0%*	*0*	*0*	*0.00*	*0*	*0%*	*0*	*0*
GRAND TOTAL	6,266	4%	276	5,990	2.10	12,551	0%	0	12,551

[a] Daily trip rates from the UCSF LRDP FEIR (1997) and UCSF LRDP Amendment #1 FSEIR (2002).

Trip Generation
UCSF Mt. Zion Campus
Year 2035

Population Group	Mode Splits for External Trips [b]																	
	Drive Alone		Drop-off/Taxi		Carpool		Vanpool		Public Transit		UCSF Shuttle		Bike/ Motorcycle		Walk		Total All Modes	
STAFF																		
Faculty/Physicians	450	70%	6	1%	13	2%	13	2%	32	5%	32	5%	32	5%	64	10%	642	100%
Fellows/Residents	45	45%	0	0%	0	0%	0	0%	15	15%	40	40%	0	0%	0	0%	100	100%
Nurses/Nurse Practitioners	388	50%	23	3%	39	5%	0	0%	194	25%	78	10%	31	4%	23	3%	777	100%
Postdocs/Students	139	25%	0	0%	0	0%	0	0%	139	25%	195	35%	83	15%	0	0%	556	100%
Other Staff	1,040	30%	173	5%	173	5%	173	5%	1,040	30%	347	10%	173	5%	347	10%	3,466	100%
Total staff	*2,062*	*37%*	*203*	*4%*	*225*	*4%*	*186*	*3%*	*1,420*	*26%*	*691*	*12%*	*320*	*6%*	*434*	*8%*	*5,541*	*100%*
PATIENTS & VISITORS																		
Inpatients	0	40%	0	7%	0	17%	0	5%	0	25%	0	0%	0	1%	0	5%	0	100%
Outpatients	1,570	40%	275	7%	667	17%	196	5%	981	25%	0	0%	39	1%	196	5%	3,924	100%
Visitors to inpatients	0	50%	0	5%	0	10%	0	4%	0	25%	0	0%	0	1%	0	5%	0	100%
Visitors with outpatients	1,098	40%	192	7%	467	17%	137	5%	687	25%	0	0%	27	1%	137	5%	2,746	100%
Total patients and visitors	*2,668*	*40%*	*467*	*7%*	*1,134*	*17%*	*334*	*5%*	*1,668*	*25%*	*0*	*0%*	*67*	*1%*	*334*	*5%*	*6,670*	*100%*
OTHER VISITORS																		
Community Center Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Faculty/Staff Visitors	120	50%	12	5%	34	14%	10	4%	48	20%	0	0%	5	2%	12	5%	240	100%
Vendors/Services	100	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	100	100%
Total other visitors	*220*	*65%*	*12*	*4%*	*34*	*10%*	*10*	*3%*	*48*	*14%*	*0*	*0%*	*5*	*1%*	*12*	*4%*	*340*	*100%*
Subtotal Staff+Patients+Visitors	*4,950*	*39%*	*682*	*5%*	*1,392*	*11%*	*529*	*4%*	*3,136*	*25%*	*691*	*6%*	*391*	*3%*	*780*	*6%*	*12,551*	*100%*
CHILDCARE																		
Childcare staff	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Childcare children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total childcare	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*
RESIDENTIAL																		
Contract holders	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Spouses	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Vendors/Services	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total residential	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*
GRAND TOTAL	4,950	39%	682	5%	1,392	11%	529	4%	3,136	25%	691	6%	391	3%	780	6%	12,551	100%

[b] Mode of travel based on UCSF Transportation Services Annual Commute Survey 2013 for the Mt Zion Campus.

Trip Generation
UCSF Mt. Zion Campus
Year 2035

Population Group	Weekday Person Trips by Mode (External)										Daily Vehicle Trips [d]	Avg. Veh. Occup. (persons per vehicle)	Peak Hour Percentages [e]					
													AM Peak Hour			PM Peak Hour		
	Auto		Public Transit		UCSF Shuttle		Other [c]		All Modes				% of Daily	% In	% Out	% of Daily	% In	% Out
STAFF																		
Faculty/Physicians	482	75%	32	5%	32	5%	96	15%	642	100%	472	1.10	17%	100%	0%	11%	33%	67%
Fellows/Residents	45	45%	15	15%	40	40%	0	0%	100	100%	48	1.78	6%	100%	0%	12%	50%	50%
Nurses/Nurse Practitioners	450	58%	194	25%	78	10%	54	7%	777	100%	460	1.20	33%	100%	0%	17%	0%	100%
Postdocs/Students	139	25%	139	25%	195	35%	83	15%	556	100%	152	2.20	6%	100%	0%	12%	50%	50%
Other Staff	1,560	45%	1,040	30%	347	10%	520	15%	3,466	100%	1,514	1.37	19%	100%	0%	19%	0%	100%
Total staff	*2,676*	*48%*	*1,420*	*26%*	*691*	*12%*	*754*	*14%*	*5,541*	*100%*	*2,645*	*1.35*	*21%*	*99%*	*1%*	*17%*	*8%*	*92%*
PATIENTS & VISITORS																		
Inpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00	22%	60%	40%	6%	50%	50%
Outpatients	2,708	69%	981	25%	0	0%	235	6%	3,924	100%	2,472	2.05	22%	60%	40%	6%	50%	50%
Visitors to inpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00	9%	60%	40%	12%	50%	50%
Visitors with outpatients	1,895	69%	687	25%	0	0%	165	6%	2,746	100%			22%	60%	40%	6%	50%	50%
Total patients and visitors	*4,602*	*69%*	*1,668*	*25%*	*0*	*0%*	*400*	*6%*	*6,670*	*100%*	*2,472*	*2.05*	*22%*	*60%*	*40%*	*6%*	*50%*	*50%*
OTHER VISITORS																		
Community Center Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Faculty/Staff Visitors	175	73%	48	20%	0	0%	17	7%	240	100%	162	1.16	12%	68%	32%	10%	25%	75%
Vendors/Services	100	100%	0	0%	0	0%	0	0%	100	100%	100	1.00	6%	40%	60%	9%	33%	67%
Total other visitors	*275*	*81%*	*48*	*14%*	*0*	*0%*	*17*	*5%*	*340*	*100%*	*262*	*1.10*	*10%*	*60%*	*40%*	*10%*	*28%*	*72%*
Subtotal Staff+Patients+Visitors	*7,554*	*60%*	*3,136*	*25%*	*691*	*6%*	*1,171*	*9%*	*12,551*	*100%*	*5,379*	*1.66*	*21%*	*79%*	*21%*	*12%*	*19%*	*81%*
CHILDCARE																		
Childcare staff	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Childcare children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Total childcare	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0.00*						
RESIDENTIAL																		
Contract holders	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Spouses	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Vendors/Services	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Total residential	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0.00*						
GRAND TOTAL	7,554	60%	3,136	25%	691	6%	1,171	9%	12,551	100%	5,379	1.66	21%	79%	21%	12%	19%	81%

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

[d] Vehicle trips are calculated based on the following formula: Drive Alone trips + (Drop-off trips x 2) + (Carpool trips / 2) + (Vanpool trips / 10) + (UCSF Shuttle / 15).

[e] Based on Mt Zion Transportation Surveys, 1992 and 1999.

Trip Generation
UCSF Mt. Zion Campus
Year 2035

Population Group	AM Peak Hour Person Trips (External)															Private Vehicles			AM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	82	0	82	5	0	5	5	0	5	16	0	16	108	0	108	80	0	80	0	0	0	80	0	80
Fellows/Residents	3	0	3	1	0	1	2	0	2	0	0	0	6	0	6	3	0	3	0	0	0	3	0	3
Nurses/Nurse Practitioners	149	0	149	64	0	64	26	0	26	18	0	18	257	0	257	152	0	152	2	2	4	154	2	156
Postdocs/Students	8	0	8	8	0	8	12	0	12	5	0	5	33	0	33	9	0	9	1	1	2	10	1	11
Other Staff	296	0	296	198	0	198	66	0	66	99	0	99	659	0	659	288	0	288	4	4	8	292	4	296
Total staff	*538*	*0*	*538*	*276*	*0*	*276*	*111*	*0*	*111*	*138*	*0*	*138*	*1,063*	*0*	*1,063*	*532*	*0*	*532*	*7*	*7*	*14*	*539*	*7*	*546*
PATIENTS & VISITORS																								
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	357	238	595	129	86	215	0	0	0	31	21	52	517	345	862	326	218	544	0	0	0	326	218	544
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	250	167	417	91	60	151	0	0	0	22	14	36	363	241	604	0	0	0	0	0	0	0	0	0
Total patients and visitors	*607*	*405*	*1,012*	*220*	*146*	*366*	*0*	*0*	*0*	*53*	*35*	*88*	*880*	*586*	*1,466*	*326*	*218*	*544*	*0*	*0*	*0*	*326*	*218*	*544*
OTHER VISITORS																								
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	14	7	21	4	2	6	0	0	0	1	1	2	19	10	29	13	6	19	0	0	0	13	6	19
Vendors/Services	2	4	6	0	0	0	0	0	0	0	0	0	2	4	6	2	4	6	0	0	0	2	4	6
Total other visitors	*16*	*11*	*27*	*4*	*2*	*6*	*0*	*0*	*0*	*1*	*1*	*2*	*21*	*14*	*35*	*15*	*10*	*25*	*0*	*0*	*0*	*15*	*10*	*25*
Subtotal Staff+Patients+Visitors	*1,161*	*416*	*1,577*	*500*	*148*	*648*	*111*	*0*	*111*	*192*	*36*	*228*	*1,964*	*600*	*2,564*	*873*	*228*	*1,101*	*7*	*7*	*14*	*880*	*235*	*1,115*
CHILDCARE																								
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																								
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	1,161	416	1,577	500	148	648	111	0	111	192	36	228	1,964	600	2,564	873	228	1,101	7	7	14	880	235	1,115

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

Trip Generation
UCSF Mt. Zion Campus
Year 2035

Population Group	PM Peak Hour Person Trips (External)															PM Peak Hour Private Vehicles			PM Peak Hour UCSF Shuttle			PM Peak Hour Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	17	35	52	1	2	3	1	2	3	3	7	10	22	46	68	17	35	52	0	0	0	17	35	52
Fellows/Residents	3	3	6	1	1	2	2	2	4	0	0	0	6	6	12	3	3	6	0	0	0	3	3	6
Nurses/Nurse Practitioners	0	77	77	0	33	33	0	13	13	0	9	9	0	132	132	0	78	78	1	1	2	1	79	80
Postdocs/Students	8	8	16	8	8	16	12	12	24	5	5	10	33	33	66	9	9	18	2	2	4	11	11	22
Other Staff	0	296	296	0	198	198	0	66	66	0	99	99	0	659	659	0	288	288	4	4	8	4	292	296
Total staff	*28*	*419*	*447*	*10*	*242*	*252*	*15*	*95*	*110*	*8*	*120*	*128*	*61*	*876*	*937*	*29*	*413*	*442*	*7*	*7*	*14*	*36*	*420*	*456*
PATIENTS & VISITORS																								
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	81	81	162	29	29	58	0	0	0	7	7	14	117	117	234	74	74	148	0	0	0	74	74	148
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	57	57	114	21	21	42	0	0	0	5	5	10	83	83	166	0	0	0	0	0	0	0	0	0
Total patients and visitors	*138*	*138*	*276*	*50*	*50*	*100*	*0*	*0*	*0*	*12*	*12*	*24*	*200*	*200*	*400*	*74*	*74*	*148*	*0*	*0*	*0*	*74*	*74*	*148*
OTHER VISITORS																								
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	4	13	17	1	4	5	0	0	0	0	1	1	5	18	23	4	12	16	0	0	0	4	12	16
Vendors/Services	3	6	9	0	0	0	0	0	0	0	0	0	3	6	9	3	6	9	0	0	0	3	6	9
Total other visitors	*7*	*19*	*26*	*1*	*4*	*5*	*0*	*0*	*0*	*0*	*1*	*1*	*8*	*24*	*32*	*7*	*18*	*25*	*0*	*0*	*0*	*7*	*18*	*25*
Subtotal Staff+Patients+Visitors	*173*	*576*	*749*	*61*	*296*	*357*	*15*	*95*	*110*	*20*	*133*	*153*	*269*	*1,100*	*1,369*	*110*	*505*	*615*	*7*	*7*	*14*	*117*	*512*	*629*
CHILDCARE																								
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																								
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	173	576	749	61	296	357	15	95	110	20	133	153	269	1,100	1,369	110	505	615	7	7	14	117	512	629

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

2.8 MISSION CENTER – EXISTING

Trip Generation
UCSF Mission Center
Existing 2011-2012

Population Group	User Population	Absentees		Average Weekday Staff and Visitor Population	Daily Person Trip Rate [a]	Daily Person Trips	Proportion of Internal UCSF Campus Trips		Net External Daily Person Trips
STAFF									
Faculty/Physicians	72	10%	7	65	2.23	145	0%	0	145
Fellows/Residents		10%	0	0	2.23	0	0%	0	0
Nurses/Nurse Practitioners		10%	0	0	2.23	0	0%	0	0
Postdocs/Students	16	10%	2	14	2.23	32	0%	0	32
Other Staff	712	10%	71	641	2.23	1,429	0%	0	1,429
Total staff	*800*	*10%*	*80*	*720*	*2.23*	*1,606*	*0%*	*0*	*1,606*
PATIENTS & VISITORS									
Inpatients		0%	0	0	2.00	0	0%	0	0
Outpatients		0%	0	0	2.00	0	0%	0	0
Visitors to inpatients	0	0%	0	0	2.00	0	0%	0	0
Visitors with outpatients	0	0%	0	0	2.00	0	0%	0	0
Total patients and visitors	*0*	*0%*	*0*	*0*	*0.00*	*0*	*0%*	*0*	*0*
OTHER VISITORS									
Community Center Visitors		0%	0	0	2.00	0	0%	0	0
Faculty/Staff Visitors	40	0%	0	40	2.00	80	0%	0	80
Vendors/Services	20	0%	0	20	2.00	40	0%	0	40
Total other visitors	*60*	*0%*	*0*	*60*	*2.00*	*120*	*0%*	*0*	*120*
Subtotal Staff+Patients+Visitors	*860*	*9%*	*80*	*780*	*2.21*	*1,726*	*0%*	*0*	*1,726*
CHILDCARE									
Childcare staff			0	0		0		0	0
Childcare children			0	0		0		0	0
Total childcare	*0*	*0%*	*0*	*0*	*0.00*	*0*	*0%*	*0*	*0*
RESIDENTIAL									
Contract holders			0	0		0		0	0
Spouses			0	0		0		0	0
Children			0	0		0		0	0
Visitors	0		0	0		0		0	0
Vendors/Services	0		0	0		0		0	0
Total residential	*0*	*0%*	*0*	*0*	*0.00*	*0*	*0%*	*0*	*0*
GRAND TOTAL	860	9%	80	780	2.21	1,726	0%	0	1,726

[a] Daily trip rates from the UCSF LRDP FEIR (1997) and UCSF LRDP Amendment #1 FSEIR (2002).

Trip Generation
UCSF Mission Center
Existing 2011-2012

Population Group	Mode Splits for External Trips [b]																	
	Drive Alone		Drop-off/Taxi		Carpool		Vanpool		Public Transit		UCSF Shuttle		Bike/ Motorcycle		Walk		Total All Modes	
STAFF																		
Faculty/Physicians	123	85%	0	0%	0	0%	0	0%	7	5%	7	5%	3	2%	4	3%	145	100%
Fellows/Residents	0	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	100%
Nurses/Nurse Practitioners	0	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	100%
Postdocs/Students	8	25%	0	0%	0	0%	0	0%	8	25%	13	40%	3	10%	0	0%	32	100%
Other Staff	557	39%	16	1%	63	4%	16	1%	424	30%	196	14%	102	7%	55	4%	1,429	100%
Total staff	*688*	*43%*	*16*	*1%*	*63*	*4%*	*16*	*1%*	*439*	*27%*	*216*	*13%*	*108*	*7%*	*59*	*4%*	*1,606*	*100%*
PATIENTS & VISITORS																		
Inpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Outpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Visitors to inpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Visitors with outpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total patients and visitors	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*
OTHER VISITORS																		
Community Center Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Faculty/Staff Visitors	80	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	80	100%
Vendors/Services	40	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	40	100%
Total other visitors	*120*	*100%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*120*	*100%*
Subtotal Staff+Patients+Visitors	*808*	*47%*	*16*	*1%*	*63*	*4%*	*16*	*1%*	*439*	*25%*	*216*	*13%*	*108*	*6%*	*59*	*3%*	*1,726*	*100%*
CHILDCARE																		
Childcare staff	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Childcare children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total childcare	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*
RESIDENTIAL																		
Contract holders	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Spouses	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Vendors/Services	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total residential	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*
GRAND TOTAL	808	47%	16	1%	63	4%	16	1%	439	25%	216	13%	108	6%	59	3%	1,726	100%

[b] Mode of travel based on UCSF Transportation Services Annual Commute Survey 2013 for the Mission Center Campus.

Trip Generation
UCSF Mission Center
Existing 2011-2012

Population Group	Weekday Person Trips by Mode (External)										Daily Vehicle Trips [d]	Avg. Veh. Occup. (persons per vehicle)	Peak Hour Percentages [e]					
	Auto		Public Transit		UCSF Shuttle		Other [c]		All Modes				AM Peak Hour			PM Peak Hour		
													% of Daily	% In	% Out	% of Daily	% In	% Out
STAFF																		
Faculty/Physicians	123	85%	7	5%	7	5%	7	5%	145	100%	123	1.05	19%	100%	0%	12%	0%	100%
Fellows/Residents	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00	18%	97%	3%	13%	5%	95%
Nurses/Nurse Practitioners	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00	20%	100%	0%	8%	0%	100%
Postdocs/Students	8	25%	8	25%	13	40%	3	10%	32	100%	9	2.35	18%	97%	3%	13%	5%	95%
Other Staff	652	46%	424	30%	196	14%	157	11%	1,429	100%	635	1.36	23%	100%	0%	23%	3%	97%
Total staff	*783*	*49%*	*439*	*27%*	*216*	*13%*	*167*	*10%*	*1,606*	*100%*	*767*	*1.32*	*23%*	*98%*	*2%*	*22%*	*4%*	*96%*
PATIENTS & VISITORS																		
Inpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Outpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Visitors to inpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Visitors with outpatients	0	0%	0	0%	0	0%	0	0%	0	0%								
Total patients and visitors	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0.00*						
OTHER VISITORS																		
Community Center Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Faculty/Staff Visitors	80	100%	0	0%	0	0%	0	0%	80	100%	80	1.00	15%	82%	18%	6%	17%	83%
Vendors/Services	40	100%	0	0%	0	0%	0	0%	40	100%	40	1.00	19%	84%	16%	10%	19%	81%
Total other visitors	*120*	*100%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*120*	*100%*	*120*	*1.00*	*16%*	*84%*	*16%*	*8%*	*22%*	*78%*
Subtotal Staff+Patients+Visitors	*903*	*52%*	*439*	*25%*	*216*	*13%*	*167*	*10%*	*1,726*	*100%*	*887*	*1.28*	*22%*	*97%*	*3%*	*20%*	*5%*	*95%*
CHILDCARE																		
Childcare staff	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Childcare children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Total childcare	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0.00*						
RESIDENTIAL																		
Contract holders	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Spouses	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Vendors/Services	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Total residential	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0.00*						
GRAND TOTAL	903	52%	439	25%	216	13%	167	10%	1,726	100%	887	1.28	22%	97%	3%	20%	5%	95%

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

[d] Vehicle trips are calculated based on the following formula: Drive Alone trips + (Drop-off trips x 2) + (Carpool trips / 2) + (Vanpool trips / 10) + (UCSF Shuttle / 15).

[e] Based on Parnassus Heights Transportation Surveys, 1992 and 1999.

Trip Generation
UCSF Mission Center
Existing 2011-2012

Population Group	AM Peak Hour Person Trips (External)															Private Vehicles			AM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	23	0	23	1	0	1	1	0	1	1	0	1	26	0	26	23	0	23	0	0	0	23	0	23
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	1	0	1	1	0	1	2	0	2	1	0	1	5	0	5	2	0	2	0	0	0	2	0	2
Other Staff	150	0	150	98	0	98	45	0	45	36	0	36	329	0	329	146	0	146	3	3	6	149	3	152
Total staff	*174*	*0*	*174*	*100*	*0*	*100*	*48*	*0*	*48*	*38*	*0*	*38*	*360*	*0*	*360*	*171*	*0*	*171*	*3*	*3*	*6*	*174*	*3*	*177*
PATIENTS & VISITORS																								
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																								
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	10	2	12	0	0	0	0	0	0	0	0	0	10	2	12	10	2	12	0	0	0	10	2	12
Vendors/Services	6	1	7	0	0	0	0	0	0	0	0	0	6	1	7	6	1	7	0	0	0	6	1	7
Total other visitors	*16*	*3*	*19*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*3*	*19*	*16*	*3*	*19*	*0*	*0*	*0*	*16*	*3*	*19*
Subtotal Staff+Patients+Visitors	*190*	*3*	*193*	*100*	*0*	*100*	*48*	*0*	*48*	*38*	*0*	*38*	*376*	*3*	*379*	*187*	*3*	*190*	*3*	*3*	*6*	*190*	*6*	*196*
CHILDCARE																								
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																								
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	190	3	193	100	0	100	48	0	48	38	0	38	376	3	379	187	3	190	3	3	6	190	6	196

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

Trip Generation
UCSF Mission Center
Existing 2011-2012

Population Group	PM Peak Hour Person Trips (External)															PM Peak Hour Private Vehicles			PM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	0	15	15	0	1	1	0	1	1	0	1	1	0	18	18	0	15	15	0	0	0	0	15	15
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	0	1	1	0	1	1	0	2	2	0	0	0	0	4	4	0	1	1	0	0	0	0	1	1
Other Staff	4	145	149	3	95	98	1	44	45	1	35	36	9	319	328	4	142	146	3	3	6	7	145	152
Total staff	*4*	*161*	*165*	*3*	*97*	*100*	*1*	*47*	*48*	*1*	*36*	*37*	*9*	*341*	*350*	*4*	*158*	*162*	*3*	*3*	*6*	*7*	*161*	*168*
PATIENTS & VISITORS																								
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																								
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	1	4	5	0	0	0	0	0	0	0	0	0	1	4	5	1	4	5	0	0	0	1	4	5
Vendors/Services	1	3	4	0	0	0	0	0	0	0	0	0	1	3	4	1	3	4	0	0	0	1	3	4
Total other visitors	*2*	*7*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*7*	*9*	*2*	*7*	*9*	*0*	*0*	*0*	*2*	*7*	*9*
Subtotal Staff+Patients+Visitors	*6*	*168*	*174*	*3*	*97*	*100*	*1*	*47*	*48*	*1*	*36*	*37*	*11*	*348*	*359*	*6*	*165*	*171*	*3*	*3*	*6*	*9*	*168*	*177*
CHILDCARE																								
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																								
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	6	168	174	3	97	100	1	47	48	1	36	37	11	348	359	6	165	171	3	3	6	9	168	177

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

2.9 MISSION CENTER – 2035

Trip Generation
UCSF Mission Center
Year 2035

Population Group	User Population	Absentees		Average Weekday Staff and Visitor Population	Daily Person Trip Rate [a]	Daily Person Trips	Proportion of Internal UCSF Campus Trips		Net External Daily Person Trips
STAFF									
Faculty/Physicians	117	10%	12	105	2.23	235	0%	0	235
Fellows/Residents		10%	0	0	2.23	0	0%	0	0
Nurses/Nurse Practitioners		10%	0	0	2.23	0	0%	0	0
Postdocs/Students	26	10%	3	23	2.23	52	0%	0	52
Other Staff	1,157	10%	116	1,041	2.23	2,322	0%	0	2,322
Total staff	*1,300*	*10%*	*130*	*1,170*	*2.23*	*2,609*	*0%*	*0*	*2,609*
PATIENTS & VISITORS									
Inpatients		0%	0	0	2.00	0	0%	0	0
Outpatients		0%	0	0	2.00	0	0%	0	0
Visitors to inpatients	0	0%	0	0	2.00	0	0%	0	0
Visitors with outpatients	0	0%	0	0	2.00	0	0%	0	0
Total patients and visitors	*0*	*0%*	*0*	*0*	*0.00*	*0*	*0%*	*0*	*0*
OTHER VISITORS									
Community Center Visitors		0%	0	0	2.00	0	0%	0	0
Faculty/Staff Visitors	60	0%	0	60	2.00	120	0%	0	120
Vendors/Services	30	0%	0	30	2.00	60	0%	0	60
Total other visitors	*90*	*0%*	*0*	*90*	*2.00*	*180*	*0%*	*0*	*180*
Subtotal Staff+Patients+Visitors	*1,390*	*9%*	*130*	*1,260*	*2.21*	*2,789*	*0%*	*0*	*2,789*
CHILDCARE									
Childcare staff			0	0		0		0	0
Childcare children			0	0		0		0	0
Total childcare	*0*	*0%*	*0*	*0*	*0.00*	*0*	*0%*	*0*	*0*
RESIDENTIAL									
Contract holders			0	0		0		0	0
Spouses			0	0		0		0	0
Children			0	0		0		0	0
Visitors	0		0	0		0		0	0
Vendors/Services	0		0	0		0		0	0
Total residential	*0*	*0%*	*0*	*0*	*0.00*	*0*	*0%*	*0*	*0*
GRAND TOTAL	1,390	9%	130	1,260	2.21	2,789	0%	0	2,789

[a] Daily trip rates from the UCSF LRDP FEIR (1997) and UCSF LRDP Amendment #1 FSEIR (2002).

Trip Generation
UCSF Mission Center
Year 2035

Population Group	Mode Splits for External Trips [b]															
	Drive Alone		Drop-off/Taxi		Carpool		Vanpool		Public Transit		UCSF Shuttle		Bike/ Motorcycle		Walk		Total All Modes	
STAFF																		
Faculty/Physicians	200	85%	0	0%	0	0%	0	0%	12	5%	12	5%	5	2%	7	3%	235	100%
Fellows/Residents	0	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	100%
Nurses/Nurse Practitioners	0	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	100%
Postdocs/Students	13	25%	0	0%	0	0%	0	0%	13	25%	21	40%	5	10%	0	0%	52	100%
Other Staff	906	39%	26	1%	102	4%	26	1%	689	30%	319	14%	166	7%	89	4%	2,322	100%
Total staff	*1,119*	*43%*	*26*	*1%*	*102*	*4%*	*26*	*1%*	*714*	*27%*	*352*	*13%*	*176*	*7%*	*96*	*4%*	*2,609*	*100%*
PATIENTS & VISITORS																		
Inpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Outpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Visitors to inpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Visitors with outpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total patients and visitors	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*
OTHER VISITORS																		
Community Center Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Faculty/Staff Visitors	120	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	120	100%
Vendors/Services	60	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	60	100%
Total other visitors	*180*	*100%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*180*	*100%*
Subtotal Staff+Patients+Visitors	*1,299*	*47%*	*26*	*1%*	*102*	*4%*	*26*	*1%*	*714*	*26%*	*352*	*13%*	*176*	*6%*	*96*	*3%*	*2,789*	*100%*
CHILDCARE																		
Childcare staff	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Childcare children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total childcare	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*
RESIDENTIAL																		
Contract holders	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Spouses	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Vendors/Services	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Total residential	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*
GRAND TOTAL	1,299	47%	26	1%	102	4%	26	1%	714	26%	352	13%	176	6%	96	3%	2,789	100%

[b] Mode of travel based on UCSF Transportation Services Annual Commute Survey 2013 for the Mission Center Campus.

Trip Generation
UCSF Mission Center
Year 2035

Population Group	Weekday Person Trips by Mode (External)										Daily Vehicle Trips [d]	Avg. Veh. Occup. (persons per vehicle)	Peak Hour Percentages [e]					
	Auto		Public Transit		UCSF Shuttle		Other [c]		All Modes				AM Peak Hour			PM Peak Hour		
													% of Daily	% In	% Out	% of Daily	% In	% Out
STAFF																		
Faculty/Physicians	200	85%	12	5%	12	5%	12	5%	235	100%	200	1.05	19%	100%	0%	12%	0%	100%
Fellows/Residents	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00	18%	97%	3%	13%	5%	95%
Nurses/Nurse Practitioners	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00	20%	100%	0%	8%	0%	100%
Postdocs/Students	13	25%	13	25%	21	40%	5	10%	52	100%	14	2.35	18%	97%	3%	13%	5%	95%
Other Staff	1,059	46%	689	30%	319	14%	255	11%	2,322	100%	1,032	1.36	23%	100%	0%	23%	3%	97%
Total staff	*1,272*	*49%*	*714*	*27%*	*352*	*13%*	*272*	*10%*	*2,609*	*100%*	*1,247*	*1.32*	*23%*	*98%*	*2%*	*22%*	*4%*	*96%*
PATIENTS & VISITORS																		
Inpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Outpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Visitors to inpatients	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Visitors with outpatients	0	0%	0	0%	0	0%	0	0%	0	0%								
Total patients and visitors	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0.00*						
OTHER VISITORS																		
Community Center Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Faculty/Staff Visitors	120	100%	0	0%	0	0%	0	0%	120	100%	120	1.00	15%	82%	18%	6%	17%	83%
Vendors/Services	60	100%	0	0%	0	0%	0	0%	60	100%	60	1.00	19%	84%	16%	10%	19%	81%
Total other visitors	*180*	*100%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*180*	*100%*	*180*	*1.00*	*17%*	*83%*	*17%*	*7%*	*15%*	*85%*
Subtotal Staff+Patients+Visitors	*1,452*	*52%*	*714*	*26%*	*352*	*13%*	*272*	*10%*	*2,789*	*100%*	*1,427*	*1.28*	*22%*	*97%*	*3%*	*20%*	*5%*	*95%*
CHILDCARE																		
Childcare staff	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Childcare children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Total childcare	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0.00*						
RESIDENTIAL																		
Contract holders	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Spouses	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Children	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Visitors	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Vendors/Services	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.00						
Total residential	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0.00*						
GRAND TOTAL	1,452	52%	714	26%	352	13%	272	10%	2,789	100%	1,427	1.28	22%	97%	3%	20%	5%	95%

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

[d] Vehicle trips are calculated based on the following formula: Drive Alone trips + (Drop-off trips x 2) + (Carpool trips / 2) + (Vanpool trips / 10) + (UCSF Shuttle / 15).

[e] Based on Parnassus Heights Transportation Surveys, 1992 and 1999.

Trip Generation
UCSF Mission Center
Year 2035

Population Group	AM Peak Hour Person Trips (External)															Private Vehicles			AM Peak Hour UCSF Shuttle			Total Vehicles		
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes											
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	38	0	38	2	0	2	2	0	2	2	0	2	44	0	44	38	0	38	0	0	0	38	0	38
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	2	0	2	2	0	2	4	0	4	1	0	1	9	0	9	3	0	3	0	0	0	3	0	3
Other Staff	244	0	244	158	0	158	73	0	73	59	0	59	534	0	534	237	0	237	5	5	10	242	5	247
Total staff	*284*	*0*	*284*	*162*	*0*	*162*	*79*	*0*	*79*	*62*	*0*	*62*	*587*	*0*	*587*	*278*	*0*	*278*	*5*	*5*	*10*	*283*	*5*	*288*
PATIENTS & VISITORS																								
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																								
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	15	3	18	0	0	0	0	0	0	0	0	0	15	3	18	15	3	18	0	0	0	15	3	18
Vendors/Services	10	2	12	0	0	0	0	0	0	0	0	0	10	2	12	10	2	12	0	0	0	10	2	12
Total other visitors	*25*	*5*	*30*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*5*	*30*	*25*	*5*	*30*	*0*	*0*	*0*	*25*	*5*	*30*
Subtotal Staff+Patients+Visitors	*309*	*5*	*314*	*162*	*0*	*162*	*79*	*0*	*79*	*62*	*0*	*62*	*612*	*5*	*617*	*303*	*5*	*308*	*5*	*5*	*10*	*308*	*10*	*318*
CHILDCARE																								
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																								
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	309	5	314	162	0	162	79	0	79	62	0	62	612	5	617	303	5	308	5	5	10	308	10	318

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

Trip Generation
UCSF Mission Center
Year 2035

Population Group	PM Peak Hour Person Trips (External)															PM Peak Hour								
	Auto			Public Transit			UCSF Shuttle			Other [c]			All Modes			Private Vehicles			UCSF Shuttle			Total Vehicles		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
STAFF																								
Faculty/Physicians	0	24	24	0	1	1	0	1	1	0	1	1	0	27	27	0	24	24	0	0	0	0	24	24
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	0	2	2	0	2	2	0	3	3	0	1	1	0	8	8	0	2	2	0	0	0	0	2	2
Other Staff	7	236	243	5	154	159	2	71	73	2	57	59	16	518	534	7	230	237	5	5	10	12	235	247
Total staff	*7*	*262*	*269*	*5*	*157*	*162*	*2*	*75*	*77*	*2*	*59*	*61*	*16*	*553*	*569*	*7*	*256*	*263*	*5*	*5*	*10*	*12*	*261*	*273*
PATIENTS & VISITORS																								
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																								
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	1	6	7	0	0	0	0	0	0	0	0	0	1	6	7	1	6	7	0	0	0	1	6	7
Vendors/Services	1	5	6	0	0	0	0	0	0	0	0	0	1	5	6	1	5	6	0	0	0	1	5	6
Total other visitors	*2*	*11*	*13*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*11*	*13*	*2*	*11*	*13*	*0*	*0*	*0*	*2*	*11*	*13*
Subtotal Staff+Patients+Visitors	*9*	*273*	*282*	*5*	*157*	*162*	*2*	*75*	*77*	*2*	*59*	*61*	*18*	*564*	*582*	*9*	*267*	*276*	*5*	*5*	*10*	*14*	*272*	*286*
CHILDCARE																								
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																								
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	9	273	282	5	157	162	2	75	77	2	59	61	18	564	582	9	267	276	5	5	10	14	272	286

[c] Other travel modes include walk, bicycle, taxi and motorcycle.

3. VEHICLE TRIP DISTRIBUTION AM AND PM PEAK HOUR

3.1 PARNASSUS HEIGHTS
EXISTING TO 2035 GROWTH

Trip Generation
UCSF Parnassus Campus
Year 2035 minus Existing

Population Group	Origins/Destinations [a]								
	San Francisco SD1	San Francisco SD2	San Francisco SD3	San Francisco SD4	East Bay	North Bay	South Bay	Outside Bay Area	All Origins
STAFF									
Faculty/Physicians	5%	7%	15%	5%	16%	32%	18%	2%	100%
Fellows/Residents	10%	13%	29%	10%	10%	5%	24%	0%	100%
Nurses/Nurse Practitioners	4%	6%	13%	4%	19%	28%	24%	2%	100%
Postdocs/Students	10%	13%	28%	9%	7%	7%	27%	0%	100%
Other Staff	4%	6%	13%	4%	23%	14%	34%	2%	100%
Total staff	*11%*	*14%*	*31%*	*10%*	*6%*	*-2%*	*30%*	*0%*	*100%*
PATIENTS & VISITORS									
Inpatients	25%	6%	10%	18%	16%	6%	12%	7%	100%
Outpatients	25%	6%	10%	18%	16%	6%	12%	7%	100%
Visitors to inpatients	17%	8%	7%	24%	13%	9%	11%	11%	100%
Visitors with outpatients	25%	6%	10%	18%	16%	6%	12%	7%	100%
Total patients and visitors	*43%*	*3%*	*17%*	*4%*	*22%*	*-1%*	*13%*	*-1%*	*100%*
OTHER VISITORS									
Community Center Visitors	17%	8%	7%	24%	13%	9%	11%	11%	100%
Faculty/Staff Visitors	17%	8%	7%	24%	13%	9%	11%	11%	100%
Vendors/Services	14%	14%	14%	14%	14%	7%	19%	2%	100%
Total other visitors	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Subtotal Staff+Patients+Visitors	*16%*	*12%*	*29%*	*9%*	*8%*	*-1%*	*27%*	*0%*	*100%*
CHILDCARE									
Childcare staff	4%	6%	13%	4%	23%	14%	34%	2%	100%
Childcare children	11%	14%	31%	10%	6%	-2%	30%	0%	100%
Total childcare	*11%*	*14%*	*31%*	*10%*	*6%*	*-2%*	*30%*	*0%*	*100%*
RESIDENTIAL									
Contract holders	25%	10%	50%	10%	2%	1%	2%	0%	100%
Spouses	25%	10%	50%	10%	2%	1%	2%	0%	100%
Children									
Visitors	17%	8%	7%	24%	13%	9%	11%	11%	100%
Vendors/Services	14%	14%	14%	14%	14%	7%	19%	2%	100%
Total residential	*24%*	*10%*	*46%*	*11%*	*3%*	*2%*	*3%*	*1%*	*100%*
GRAND TOTAL	19%	11%	38%	10%	5%	0%	16%	0%	100%

[a] Origin/Destination for staff based on UCSF Transportation Services Annual Commute Survey 2013 for the Parnassus Campus
Origin/Destination for patients, visitors, vendors and services based on Parnassus Heights Transportation Surveys, 199
Origin/Destination for residents based on UCSF survey of residents at Aldea and Avenue Housing, 201

Trip Generation
UCSF Parnassus Campus
Year 2035 minus Existing

Population Group	AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fellows/Residents	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	3
Nurses/Nurse Practitioners	-1	0	-1	0	-3	0	-1	0	-4	0	-7	0	-5	0	0	0	-23	0	-23
Postdocs/Students	3	0	4	1	9	1	3	0	2	0	2	0	8	1	0	0	31	4	35
Other Staff	0	0	0	0	1	0	0	0	2	0	1	0	2	0	0	0	7	0	7
Total staff	*3*	*0*	*3*	*1*	*8*	*1*	*3*	*0*	*0*	*0*	*-3*	*0*	*6*	*1*	*0*	*0*	*18*	*4*	*22*
PATIENTS & VISITORS																			
Inpatients	-1	0	0	0	0	0	-1	0	-1	0	0	0	0	0	0	0	-4	-1	-5
Outpatients	5	1	1	0	2	1	4	1	3	1	1	0	2	1	1	0	20	5	25
Visitors to inpatients	-2	-1	-1	0	-1	0	-2	-1	-1	-1	-1	0	-1	0	-1	0	-10	-4	-14
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*6*	*0*	*6*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal Staff+Patients+Visitors	*5*	*1*	*4*	*0*	*9*	*1*	*3*	*0*	*1*	*0*	*-3*	*0*	*7*	*1*	*0*	*0*	*24*	*4*	*28*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Childcare children	1	1	1	1	3	3	1	1	1	1	0	0	3	3	0	0	10	10	20
Total childcare	*1*	*1*	*1*	*1*	*3*	*3*	*1*	*1*	*1*	*1*	*0*	*0*	*3*	*3*	*0*	*0*	*11*	*10*	*21*
RESIDENTIAL																			
Contract holders	2	6	1	2	3	12	1	2	0	0	0	0	0	0	0	0	6	23	29
Spouses	1	2	0	1	1	4	0	1	0	0	0	0	0	0	0	0	2	7	9
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	1	4
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	1	4
Total residential	*3*	*8*	*1*	*3*	*5*	*15*	*2*	*3*	*1*	*1*	*1*	*0*	*1*	*1*	*0*	*0*	*14*	*32*	*46*
GRAND TOTAL	9	10	7	5	16	20	6	5	3	2	-3	0	11	5	0	0	49	46	95

Trip Generation
UCSF Parnassus Campus
Year 2035 minus Existing

Population Group	PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fellows/Residents	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
Nurses/Nurse Practitioners	0	0	0	-1	0	-1	0	0	0	-2	0	-3	0	-2	0	0	-1	-10	-11
Postdocs/Students	0	2	0	3	1	6	0	2	0	1	0	1	1	6	0	0	3	22	25
Other Staff	0	0	0	0	0	1	0	0	0	2	0	1	0	2	0	0	0	7	7
Total staff	*0*	*2*	*0*	*3*	*1*	*6*	*0*	*2*	*0*	*1*	*0*	*0*	*1*	*6*	*0*	*0*	*2*	*21*	*23*
PATIENTS & VISITORS																			
Inpatients	0	-1	0	0	0	0	0	-1	0	-1	0	0	0	0	0	0	-1	-4	-5
Outpatients	1	3	0	1	0	1	1	3	1	2	0	1	0	2	0	1	4	14	18
Visitors to inpatients	0	-1	0	-1	0	0	0	-2	0	-1	0	-1	0	-1	0	-1	-2	-7	-9
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*3*	*4*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal Staff+Patients+Visitors	*1*	*4*	*0*	*3*	*1*	*7*	*0*	*2*	*0*	*2*	*0*	*0*	*1*	*7*	*0*	*0*	*3*	*24*	*27*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	1	1	1	1	3	3	1	1	1	1	0	0	3	3	0	0	10	10	20
Total childcare	*1*	*1*	*1*	*1*	*3*	*3*	*1*	*1*	*1*	*1*	*0*	*0*	*3*	*3*	*0*	*0*	*10*	*10*	*20*
RESIDENTIAL																			
Contract holders	5	1	2	0	9	2	2	0	0	0	0	0	0	0	0	0	18	4	22
Spouses	3	2	1	1	6	3	1	1	0	0	0	0	0	0	0	0	12	6	18
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total residential	*8*	*3*	*3*	*1*	*15*	*5*	*3*	*2*	*1*	*1*	*0*	*0*	*1*	*1*	*0*	*0*	*32*	*13*	*45*
GRAND TOTAL	10	8	5	6	19	15	5	5	2	3	0	0	5	10	0	0	45	47	92

Trip Generation
UCSF Mission Bay Campus
Year 2015 minus Existing

Population Group	Origins/Destinations [a]								
	San Francisco SD1	San Francisco SD2	San Francisco SD3	San Francisco SD4	East Bay	North Bay	South Bay	Outside Bay Area	All Origins
STAFF									
Faculty/Physicians	8%	10%	22%	7%	10%	17%	27%	0%	100%
Fellows/Residents	12%	16%	35%	12%	0%	0%	25%	0%	100%
Nurses/Nurse Practitioners	12%	16%	35%	12%	0%	0%	25%	0%	100%
Postdocs/Students	10%	13%	29%	10%	19%	0%	19%	0%	100%
Other Staff	6%	8%	17%	6%	15%	9%	39%	0%	100%
Total staff	*8%*	*10%*	*22%*	*7%*	*12%*	*8%*	*34%*	*0%*	*100%*
PATIENTS & VISITORS									
Inpatients	25%	6%	10%	18%	16%	6%	12%	7%	100%
Outpatients	25%	6%	10%	18%	16%	6%	12%	7%	100%
Visitors to inpatients	17%	8%	7%	24%	13%	9%	11%	11%	100%
Visitors with outpatients	25%	6%	10%	18%	16%	6%	12%	7%	100%
Total patients and visitors	*23%*	*7%*	*9%*	*20%*	*15%*	*7%*	*12%*	*8%*	*100%*
OTHER VISITORS									
Community Center Visitors	17%	8%	7%	24%	13%	9%	11%	11%	100%
Faculty/Staff Visitors	17%	8%	7%	24%	13%	9%	11%	11%	100%
Vendors/Services	14%	14%	14%	14%	14%	7%	19%	2%	100%
Total other visitors	*16%*	*11%*	*11%*	*19%*	*14%*	*8%*	*15%*	*6%*	*100%*
Subtotal Staff+Patients+Visitors	*13%*	*9%*	*17%*	*12%*	*13%*	*8%*	*26%*	*3%*	*100%*
CHILDCARE									
Childcare staff	6%	8%	17%	6%	15%	9%	39%	0%	100%
Childcare children	8%	10%	22%	7%	12%	8%	34%	0%	100%
Total childcare	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
RESIDENTIAL									
Contract holders	45%	5%	40%	5%	2%	1%	2%	0%	100%
Spouses	45%	5%	40%	5%	2%	1%	2%	0%	100%
Children									
Visitors	17%	8%	7%	24%	13%	9%	11%	11%	100%
Vendors/Services	14%	14%	14%	14%	14%	7%	19%	2%	100%
Total residential	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
GRAND TOTAL	13%	9%	17%	12%	13%	8%	26%	3%	100%

[a] Origin/Destination for staff based on UCSF Transportation Services Annual Commute Survey 2013 for the Mission Bay Campus.
Origin/Destination for patients, visitors, vendors and services based on UCSF Mission Bay Medical Center EIR (2008)
Origin/Destination for residents based on UCSF survey of residents at Mission Bay, 2013

Trip Generation
UCSF Mission Bay Campus
Year 2015 minus Existing

Population Group	ENTIRE CAMPUS - AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	6	0	7	0	16	0	5	0	7	0	12	0	20	1	0	0	74	2	76
Fellows/Residents	3	0	3	0	8	1	3	0	0	0	0	0	6	1	0	0	22	2	24
Nurses/Nurse Practitioners	13	0	16	0	37	0	12	0	0	0	0	0	26	0	0	0	105	0	105
Postdocs/Students	2	0	2	0	4	1	1	0	3	1	0	0	3	1	0	0	15	3	18
Other Staff	11	0	15	1	33	1	11	0	29	1	18	1	75	3	0	0	191	8	199
Total staff	*34*	*1*	*44*	*2*	*99*	*3*	*33*	*1*	*39*	*2*	*30*	*1*	*129*	*5*	*0*	*0*	*407*	*15*	*422*
PATIENTS & VISITORS																			
Inpatients	5	1	1	0	2	1	3	1	3	1	1	0	2	1	1	0	19	5	24
Outpatients	24	6	6	2	10	3	18	5	16	4	6	2	11	3	7	2	98	26	124
Visitors to inpatients	8	3	4	1	3	1	12	4	7	2	4	1	6	2	5	2	50	15	65
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*38*	*10*	*11*	*3*	*15*	*4*	*33*	*9*	*25*	*7*	*11*	*3*	*19*	*5*	*14*	*4*	*167*	*46*	*213*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	4	1	2	0	2	0	6	1	3	1	2	0	3	1	2	1	23	5	28
Vendors/Services	2	0	2	0	2	0	2	0	2	0	1	0	3	1	0	0	16	3	19
Total other visitors	*6*	*1*	*4*	*1*	*4*	*1*	*8*	*2*	*5*	*1*	*3*	*1*	*6*	*1*	*3*	*1*	*39*	*8*	*47*
Subtotal Staff+Patients+Visitors	*78*	*13*	*59*	*5*	*118*	*8*	*74*	*12*	*69*	*10*	*44*	*5*	*154*	*11*	*17*	*4*	*613*	*69*	*682*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	78	13	59	5	118	8	74	12	69	10	44	5	154	11	17	4	613	69	682

Trip Generation
UCSF Mission Bay Campus
Year 2015 minus Existing

Population Group	NORTH CAMPUS - AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	3	0	4	0	9	0	3	0	4	0	7	0	10	0	0	0	39	1	40
Fellows/Residents	3	0	3	0	8	1	3	0	0	0	0	0	6	1	0	0	22	2	24
Nurses/Nurse Practitioners	0	0	-1	0	-1	0	0	0	0	0	0	0	-1	0	0	0	-4	0	-4
Postdocs/Students	2	0	2	0	4	1	1	0	3	1	0	0	3	1	0	0	15	3	18
Other Staff	7	0	9	0	20	1	7	0	17	1	11	0	45	2	0	0	116	5	121
Total staff	*14*	*1*	*17*	*1*	*39*	*3*	*13*	*1*	*24*	*1*	*17*	*1*	*63*	*3*	*0*	*0*	*188*	*11*	*199*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*1*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	2	0	1	0	1	0	2	1	1	0	1	0	1	0	1	0	10	2	12
Vendors/Services	1	0	1	0	1	0	1	0	1	0	0	0	1	0	0	0	6	1	8
Total other visitors	*3*	*1*	*2*	*0*	*2*	*0*	*3*	*1*	*2*	*0*	*1*	*0*	*2*	*0*	*1*	*0*	*16*	*3*	*19*
Subtotal Staff+Patients+Visitors	*16*	*1*	*19*	*2*	*41*	*3*	*16*	*2*	*26*	*2*	*18*	*1*	*66*	*4*	*1*	*0*	*205*	*14*	*219*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	16	1	19	2	41	3	16	2	26	2	18	1	66	4	1	0	205	14	219

Trip Generation
UCSF Mission Bay Campus
Year 2015 minus Existing

Population Group	SOUTH CAMPUS - AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	3	0	3	0	8	0	3	0	3	0	6	0	9	0	0	0	35	1	36
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	13	0	17	0	38	0	13	0	0	0	0	0	27	0	0	0	109	0	109
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Staff	5	0	6	0	13	1	4	0	11	0	7	0	29	1	0	0	75	3	78
Total staff	*21*	*0*	*26*	*0*	*59*	*1*	*20*	*0*	*15*	*1*	*13*	*0*	*66*	*1*	*0*	*0*	*219*	*4*	*223*
PATIENTS & VISITORS																			
Inpatients	5	1	1	0	2	1	3	1	3	1	1	0	2	1	1	0	19	5	24
Outpatients	24	6	6	2	10	3	18	5	15	4	6	2	11	3	7	2	97	26	123
Visitors to inpatients	8	3	4	1	3	1	12	4	7	2	4	1	6	2	5	2	50	15	65
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*37*	*10*	*11*	*3*	*15*	*4*	*33*	*9*	*25*	*7*	*11*	*3*	*19*	*5*	*14*	*4*	*166*	*46*	*212*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	2	0	1	0	1	0	3	1	2	0	1	0	2	0	1	0	13	3	16
Vendors/Services	1	0	1	0	1	0	1	0	1	0	1	0	2	0	0	0	10	2	11
Total other visitors	*4*	*1*	*2*	*0*	*2*	*0*	*5*	*1*	*3*	*1*	*2*	*0*	*3*	*1*	*2*	*0*	*23*	*5*	*28*
Subtotal Staff+Patients+Visitors	*62*	*11*	*40*	*4*	*76*	*5*	*58*	*10*	*43*	*8*	*26*	*4*	*88*	*7*	*15*	*4*	*408*	*55*	*463*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	62	11	40	4	76	5	58	10	43	8	26	4	88	7	15	4	408	55	463

Trip Generation
UCSF Mission Bay Campus
Year 2015 minus Existing

Population Group	BLOCKS 33-34 - AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total staff	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal Staff+Patients+Visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Trip Generation
UCSF Mission Bay Campus
Year 2015 minus Existing

Population Group	ENTIRE CAMPUS - PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	4	0	4	0	10	0	3	0	5	0	8	0	12	0	0	1	46	47
Fellows/Residents	0	2	0	2	0	5	0	2	0	0	0	0	0	4	0	0	1	15	16
Nurses/Nurse Practitioners	0	5	0	7	0	15	0	5	0	0	0	0	0	11	0	0	0	42	42
Postdocs/Students	0	1	0	1	1	3	0	1	0	2	0	0	0	2	0	0	2	10	12
Other Staff	1	11	1	14	2	32	1	11	2	28	1	17	5	72	0	0	13	184	197
Total staff	*1*	*23*	*2*	*29*	*3*	*65*	*1*	*21*	*2*	*34*	*1*	*25*	*6*	*100*	*0*	*0*	*17*	*297*	*314*
PATIENTS & VISITORS																			
Inpatients	1	3	0	1	0	1	1	3	1	2	0	1	0	2	0	1	4	14	18
Outpatients	5	18	1	5	2	7	4	13	3	12	1	4	2	9	1	5	21	73	94
Visitors to inpatients	2	6	1	3	1	2	3	8	2	4	1	3	1	4	1	4	13	33	46
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*8*	*27*	*3*	*8*	*3*	*11*	*8*	*24*	*6*	*18*	*3*	*8*	*4*	*14*	*3*	*10*	*38*	*120*	*158*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	2	0	1	0	1	0	2	0	1	0	1	0	1	0	1	1	9	10
Vendors/Services	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	0	2	8	10
Total other visitors	*0*	*3*	*0*	*2*	*0*	*2*	*1*	*3*	*0*	*2*	*0*	*1*	*0*	*3*	*0*	*1*	*3*	*17*	*20*
Subtotal Staff+Patients+Visitors	*10*	*53*	*4*	*39*	*7*	*78*	*9*	*49*	*9*	*55*	*4*	*34*	*11*	*117*	*3*	*11*	*58*	*434*	*492*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	10	53	4	39	7	78	9	49	9	55	4	34	11	117	3	11	58	434	492

Trip Generation
UCSF Mission Bay Campus
Year 2015 minus Existing

Population Group	NORTH CAMPUS - PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	2	0	2	0	5	0	2	0	2	0	4	0	6	0	0	1	24	25
Fellows/Residents	0	2	0	2	0	5	0	2	0	0	0	0	0	4	0	0	1	15	16
Nurses/Nurse Practitioners	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Postdocs/Students	0	1	0	1	1	3	0	1	0	2	0	0	0	2	0	0	2	10	12
Other Staff	0	7	1	9	1	19	0	6	1	17	1	10	3	44	0	0	8	112	119
Total staff	*1*	*11*	*1*	*14*	*2*	*32*	*1*	*11*	*2*	*21*	*1*	*14*	*4*	*55*	*0*	*0*	*11*	*159*	*171*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*1*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	4
Total other visitors	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*0*	*1*	*7*	*8*
Subtotal Staff+Patients+Visitors	*1*	*12*	*1*	*15*	*3*	*33*	*1*	*12*	*2*	*22*	*1*	*15*	*4*	*57*	*0*	*1*	*13*	*167*	*180*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	1	12	1	15	3	33	1	12	2	22	1	15	4	57	0	1	13	167	180

Trip Generation
UCSF Mission Bay Campus
Year 2015 minus Existing

Population Group	SOUTH CAMPUS - PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	2	0	2	0	5	0	2	0	2	0	4	0	6	0	0	0	22	22
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	5	0	7	0	15	0	5	0	0	0	0	0	11	0	0	0	44	44
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Staff	0	4	0	6	1	13	0	4	1	11	0	7	2	28	0	0	5	72	78
Total staff	*0*	*11*	*0*	*14*	*1*	*33*	*0*	*11*	*1*	*13*	*1*	*10*	*2*	*45*	*0*	*0*	*6*	*138*	*143*
PATIENTS & VISITORS																			
Inpatients	1	3	0	1	0	1	1	3	1	2	0	1	0	2	0	1	4	14	18
Outpatients	5	18	1	5	2	7	4	13	3	12	1	4	2	8	1	5	21	72	93
Visitors to inpatients	2	6	1	3	1	2	3	8	2	4	1	3	1	4	1	4	13	33	46
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*8*	*27*	*3*	*8*	*3*	*11*	*8*	*24*	*6*	*18*	*3*	*8*	*4*	*14*	*3*	*10*	*38*	*119*	*157*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	1	1	5	6
Vendors/Services	0	1	0	1	0	1	0	1	0	1	0	0	0	1	0	0	1	5	6
Total other visitors	*0*	*2*	*0*	*1*	*0*	*1*	*0*	*2*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*1*	*2*	*10*	*12*
Subtotal Staff+Patients+Visitors	*9*	*40*	*3*	*24*	*5*	*45*	*8*	*37*	*7*	*33*	*3*	*19*	*7*	*60*	*3*	*10*	*45*	*267*	*312*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	9	40	3	24	5	45	8	37	7	33	3	19	7	60	3	10	45	267	312

Trip Generation
UCSF Mission Bay Campus
Year 2015 minus Existing

Population Group	BLOCKS 33-34 - PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total staff	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal Staff+Patients+Visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Trip Generation

UCSF Mission Bay Campus
Year 2040 S1 minus Existing

Population Group	Origins/Destinations [a]								
	San Francisco SD1	San Francisco SD2	San Francisco SD3	San Francisco SD4	East Bay	North Bay	South Bay	Outside Bay Area	All Origins
STAFF									
Faculty/Physicians	8%	10%	22%	7%	10%	17%	27%	0%	100%
Fellows/Residents	12%	16%	35%	12%	0%	0%	25%	0%	100%
Nurses/Nurse Practitioners	12%	16%	35%	12%	0%	0%	25%	0%	100%
Postdocs/Students	10%	13%	29%	10%	19%	0%	19%	0%	100%
Other Staff	6%	8%	17%	6%	15%	9%	39%	0%	100%
Total staff	*7%*	*8%*	*19%*	*6%*	*14%*	*9%*	*37%*	*0%*	*100%*
PATIENTS & VISITORS									
Inpatients	25%	6%	10%	18%	16%	6%	12%	7%	100%
Outpatients	25%	6%	10%	18%	16%	6%	12%	7%	100%
Visitors to inpatients	17%	8%	7%	24%	13%	9%	11%	11%	100%
Visitors with outpatients	25%	6%	10%	18%	16%	6%	12%	7%	100%
Total patients and visitors	*22%*	*7%*	*9%*	*20%*	*15%*	*7%*	*12%*	*8%*	*100%*
OTHER VISITORS									
Community Center Visitors	17%	8%	7%	24%	13%	9%	11%	11%	100%
Faculty/Staff Visitors	17%	8%	7%	24%	13%	9%	11%	11%	100%
Vendors/Services	14%	14%	14%	14%	14%	7%	19%	2%	100%
Total other visitors	*16%*	*11%*	*10%*	*20%*	*14%*	*8%*	*15%*	*7%*	*100%*
Subtotal Staff+Patients+Visitors	*10%*	*8%*	*17%*	*9%*	*14%*	*9%*	*32%*	*2%*	*100%*
CHILDCARE									
Childcare staff	6%	8%	17%	6%	15%	9%	39%	0%	100%
Childcare children	7%	8%	19%	6%	14%	9%	37%	0%	100%
Total childcare	*7%*	*8%*	*19%*	*6%*	*14%*	*9%*	*37%*	*0%*	*100%*
RESIDENTIAL									
Contract holders	45%	5%	40%	5%	2%	1%	2%	0%	100%
Spouses	45%	5%	40%	5%	2%	1%	2%	0%	100%
Children									
Visitors	17%	8%	7%	24%	13%	9%	11%	11%	100%
Vendors/Services	14%	14%	14%	14%	14%	7%	19%	2%	100%
Total residential	*43%*	*5%*	*38%*	*6%*	*3%*	*1%*	*3%*	*0%*	*100%*
GRAND TOTAL	11%	8%	18%	9%	13%	9%	31%	2%	100%

[a] Origin/Destination for staff based on UCSF Transportation Services Annual Commute Survey 2013 for the Mission Bay Campus.
Origin/Destination for patients, visitors, vendors and services based on UCSF Mission Bay Medical Center EIR (2008)
Origin/Destination for residents based on UCSF survey of residents at Mission Bay, 2013

Trip Generation

UCSF Mission Bay Campus

Year 2040 S1 minus Existing

Population Group	ENTIRE CAMPUS - AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	21	1	26	1	59	2	20	1	27	1	45	1	72	2	0	0	269	7	276
Fellows/Residents	3	0	3	0	8	1	3	0	0	0	0	0	6	1	0	0	22	2	24
Nurses/Nurse Practitioners	25	0	32	0	73	0	24	0	0	0	0	0	52	0	0	0	207	0	207
Postdocs/Students	2	0	3	1	7	1	2	0	4	1	0	0	4	1	0	0	23	4	27
Other Staff	83	3	106	4	240	10	79	3	208	9	127	5	544	23	0	0	1,388	58	1,446
Total staff	*134*	*5*	*172*	*6*	*387*	*13*	*128*	*4*	*239*	*10*	*172*	*6*	*677*	*26*	*0*	*0*	*1,909*	*71*	*1,980*
PATIENTS & VISITORS																			
Inpatients	13	3	3	1	5	1	10	3	9	2	3	1	6	2	4	1	54	14	68
Outpatients	48	13	12	3	19	5	35	9	31	8	11	3	22	6	14	4	192	51	243
Visitors to inpatients	24	7	11	3	10	3	35	11	19	6	13	4	16	5	15	5	143	43	186
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*86*	*23*	*26*	*7*	*34*	*9*	*80*	*22*	*58*	*16*	*27*	*8*	*45*	*12*	*33*	*9*	*389*	*108*	*497*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	18	4	8	2	7	2	25	6	14	3	9	2	12	3	11	2	104	23	127
Vendors/Services	10	2	10	2	10	2	10	2	10	2	5	1	13	3	2	0	71	14	85
Total other visitors	*28*	*6*	*18*	*4*	*17*	*4*	*36*	*8*	*24*	*5*	*14*	*3*	*25*	*5*	*13*	*3*	*175*	*37*	*212*
Subtotal Staff+Patients+Visitors	*248*	*34*	*216*	*17*	*438*	*26*	*243*	*34*	*321*	*31*	*214*	*17*	*747*	*43*	*46*	*12*	*2,473*	*216*	*2,689*
CHILDCARE																			
Childcare staff	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	4	0	4
Childcare children	4	4	5	5	11	11	4	4	8	8	5	5	21	21	0	0	57	57	114
Total childcare	*4*	*4*	*5*	*5*	*11*	*11*	*4*	*4*	*8*	*8*	*6*	*5*	*23*	*21*	*0*	*0*	*61*	*57*	*118*
RESIDENTIAL																			
Contract holders	3	10	0	1	2	9	0	1	0	0	0	0	0	0	0	0	6	23	29
Spouses	3	9	0	1	2	8	0	1	0	0	0	0	0	0	0	0	6	21	27
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	1	0	1	0	1	0	2	0	1	0	1	0	1	0	1	0	8	1	9
Vendors/Services	1	0	1	0	1	0	1	0	1	0	0	0	1	0	0	0	7	1	8
Total residential	*8*	*20*	*2*	*2*	*6*	*18*	*4*	*3*	*2*	*1*	*1*	*1*	*2*	*1*	*1*	*0*	*27*	*46*	*73*
GRAND TOTAL	260	58	224	24	456	55	250	41	332	40	221	23	772	66	47	12	2,561	319	2,880

Trip Generation

UCSF Mission Bay Campus

Year 2040 S1 minus Existing

Population Group	NORTH CAMPUS - AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	10	0	13	0	29	1	10	0	13	0	22	1	36	1	0	0	133	3	137
Fellows/Residents	3	0	3	0	8	1	3	0	0	0	0	0	6	1	0	0	22	2	24
Nurses/Nurse Practitioners	0	0	-1	0	-1	0	0	0	0	0	0	0	-1	0	0	0	-4	0	-4
Postdocs/Students	1	0	2	0	4	1	1	0	3	0	0	0	3	0	0	0	14	2	17
Other Staff	52	2	66	3	149	6	49	2	129	5	79	3	337	14	0	0	860	36	896
Total staff	*65*	*3*	*84*	*4*	*189*	*8*	*62*	*3*	*145*	*6*	*101*	*4*	*380*	*16*	*0*	*0*	*1,026*	*44*	*1,070*
PATIENTS & VISITORS																			
Inpatients	5	1	1	0	2	1	4	1	3	1	1	0	2	1	1	0	21	5	27
Outpatients	1	0	0	0	1	0	1	0	1	0	0	0	1	0	0	0	5	1	6
Visitors to inpatients	9	3	4	1	4	1	14	4	7	2	5	2	6	2	6	2	56	17	73
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*16*	*5*	*6*	*2*	*6*	*2*	*18*	*5*	*12*	*3*	*7*	*2*	*9*	*3*	*8*	*2*	*82*	*24*	*106*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	9	2	4	1	4	1	14	3	7	2	5	1	6	1	6	1	56	12	68
Vendors/Services	6	1	6	1	6	1	6	1	6	1	3	1	7	1	1	0	39	8	46
Total other visitors	*15*	*3*	*10*	*2*	*9*	*2*	*19*	*4*	*13*	*3*	*8*	*2*	*14*	*3*	*7*	*1*	*94*	*20*	*114*
Subtotal Staff+Patients+Visitors	*97*	*11*	*99*	*8*	*204*	*12*	*100*	*12*	*170*	*12*	*115*	*7*	*403*	*21*	*15*	*4*	*1,202*	*87*	*1,290*
CHILDCARE																			
Childcare staff	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	4	0	4
Childcare children	4	4	5	5	11	11	4	4	8	8	5	5	21	21	0	0	57	57	114
Total childcare	*4*	*4*	*5*	*5*	*11*	*11*	*4*	*4*	*8*	*8*	*6*	*5*	*23*	*21*	*0*	*0*	*61*	*57*	*118*
RESIDENTIAL																			
Contract holders	3	10	0	1	2	9	0	1	0	0	0	0	0	0	0	0	6	23	29
Spouses	3	9	0	1	2	8	0	1	0	0	0	0	0	0	0	0	6	21	27
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	1	0	1	0	1	0	2	0	1	0	1	0	1	0	1	0	8	1	9
Vendors/Services	1	0	1	0	1	0	1	0	1	0	0	0	1	0	0	0	7	1	8
Total residential	*8*	*20*	*2*	*2*	*6*	*18*	*4*	*3*	*2*	*1*	*1*	*1*	*2*	*1*	*1*	*0*	*27*	*46*	*73*
GRAND TOTAL	108	35	107	15	222	41	107	18	180	21	122	13	428	44	16	4	1,290	190	1,481

Trip Generation

UCSF Mission Bay Campus

Year 2040 S1 minus Existing

Population Group	SOUTH CAMPUS - AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	7	0	9	0	20	1	7	0	9	0	15	0	25	1	0	0	92	2	95
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	26	0	33	0	75	0	25	0	0	0	0	0	53	0	0	0	211	0	211
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Staff	12	0	15	1	34	1	11	0	30	1	18	1	78	3	0	0	199	8	207
Total staff	*45*	*1*	*57*	*1*	*129*	*2*	*43*	*1*	*39*	*1*	*34*	*1*	*155*	*4*	*0*	*0*	*502*	*11*	*512*
PATIENTS & VISITORS																			
Inpatients	8	2	2	1	3	1	6	2	5	1	2	1	4	1	2	1	33	9	41
Outpatients	47	12	12	3	19	5	34	9	30	8	11	3	22	6	13	4	187	50	237
Visitors to inpatients	15	4	7	2	6	2	21	6	12	3	8	2	10	3	9	3	87	26	113
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*70*	*19*	*21*	*6*	*28*	*8*	*61*	*17*	*47*	*13*	*21*	*6*	*35*	*10*	*25*	*7*	*307*	*84*	*391*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	5	1	2	0	2	0	7	2	4	1	3	1	3	1	3	1	28	6	34
Vendors/Services	3	1	3	1	3	1	3	1	3	1	1	0	4	1	0	0	19	4	23
Total other visitors	*8*	*2*	*5*	*1*	*5*	*1*	*10*	*2*	*6*	*1*	*4*	*1*	*7*	*1*	*3*	*1*	*47*	*10*	*57*
Subtotal Staff+Patients+Visitors	*122*	*21*	*83*	*8*	*162*	*11*	*113*	*20*	*92*	*16*	*58*	*8*	*197*	*15*	*28*	*8*	*856*	*105*	*961*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	122	21	83	8	162	11	113	20	92	16	58	8	197	15	28	8	856	105	961

Trip Generation

UCSF Mission Bay Campus

Year 2040 S1 minus Existing

Population Group	BLOCKS 33-34 - AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	3	0	4	0	10	0	3	0	4	0	7	0	12	0	0	0	44	1	45
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	1	0	1	0	3	0	1	0	2	0	0	0	2	0	0	0	9	2	10
Other Staff	20	1	25	1	57	2	19	1	49	2	30	1	129	5	0	0	329	14	343
Total staff	*24*	*1*	*31*	*1*	*69*	*3*	*23*	*1*	*55*	*2*	*37*	*1*	*142*	*6*	*0*	*0*	*381*	*16*	*398*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	3	1	2	0	1	0	5	1	3	1	2	0	2	1	2	0	20	5	25
Vendors/Services	2	0	2	0	2	0	2	0	2	0	1	0	2	0	0	0	13	3	15
Total other visitors	*5*	*1*	*3*	*1*	*3*	*1*	*7*	*1*	*5*	*1*	*3*	*1*	*5*	*1*	*2*	*1*	*33*	*7*	*40*
Subtotal Staff+Patients+Visitors	*29*	*2*	*34*	*2*	*72*	*4*	*30*	*2*	*60*	*3*	*40*	*2*	*147*	*7*	*2*	*1*	*415*	*23*	*438*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	29	2	34	2	72	4	30	2	60	3	40	2	147	7	2	1	415	23	438

Trip Generation

UCSF Mission Bay Campus

Year 2040 S1 minus Existing

Population Group	ENTIRE CAMPUS - PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	13	0	17	1	38	0	12	1	17	1	29	1	46	0	0	5	171	176
Fellows/Residents	0	2	0	2	0	5	0	2	0	0	0	0	0	4	0	0	1	15	16
Nurses/Nurse Practitioners	0	10	0	13	0	29	0	10	0	0	0	0	0	21	0	0	0	82	82
Postdocs/Students	0	2	0	2	1	5	0	2	1	3	0	0	1	3	0	0	3	16	19
Other Staff	6	81	8	103	17	233	6	77	15	202	9	123	38	528	0	0	98	1,347	1,445
Total staff	*7*	*107*	*9*	*137*	*19*	*309*	*6*	*102*	*16*	*222*	*10*	*152*	*41*	*600*	*0*	*0*	*107*	*1,631*	*1,738*
PATIENTS & VISITORS																			
Inpatients	3	10	1	3	1	4	2	7	2	6	1	2	1	5	1	3	11	40	51
Outpatients	10	36	3	9	4	14	7	26	7	23	2	8	5	17	3	10	41	143	184
Visitors to inpatients	6	16	3	7	2	6	9	23	5	12	3	8	4	11	4	10	36	94	130
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*19*	*62*	*6*	*19*	*8*	*25*	*18*	*56*	*13*	*42*	*6*	*19*	*10*	*32*	*8*	*23*	*88*	*277*	*365*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	1	7	1	3	1	3	2	10	1	6	1	4	1	5	1	5	8	42	50
Vendors/Services	1	5	1	5	1	5	1	5	1	5	1	2	2	7	0	1	8	36	44
Total other visitors	*3*	*12*	*2*	*8*	*2*	*8*	*3*	*15*	*2*	*11*	*1*	*6*	*2*	*11*	*1*	*5*	*16*	*78*	*94*
Subtotal Staff+Patients+Visitors	*28*	*181*	*16*	*164*	*29*	*342*	*28*	*174*	*31*	*274*	*17*	*177*	*53*	*644*	*9*	*28*	*211*	*1,986*	*2,197*
CHILDCARE																			
Childcare staff	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	4	4
Childcare children	4	4	5	5	11	11	4	4	8	8	5	5	21	21	0	0	57	57	114
Total childcare	*4*	*4*	*5*	*5*	*11*	*11*	*4*	*4*	*8*	*8*	*5*	*6*	*21*	*23*	*0*	*0*	*57*	*61*	*118*
RESIDENTIAL																			
Contract holders	11	3	1	0	10	2	1	0	0	0	0	0	0	0	0	0	24	6	30
Spouses	18	9	2	1	16	8	2	1	1	0	0	0	1	0	0	0	40	21	61
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	4
Total residential	*29*	*13*	*3*	*2*	*26*	*11*	*3*	*3*	*1*	*1*	*1*	*1*	*1*	*1*	*0*	*0*	*65*	*33*	*98*
GRAND TOTAL	61	198	24	172	65	365	35	180	40	284	23	184	76	668	9	29	333	2,080	2,413

Trip Generation

UCSF Mission Bay Campus

Year 2040 S1 minus Existing

Population Group	NORTH CAMPUS - PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	6	0	8	1	19	0	6	0	8	0	14	1	23	0	0	2	85	87
Fellows/Residents	0	2	0	2	0	5	0	2	0	0	0	0	0	4	0	0	1	15	16
Nurses/Nurse Practitioners	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Postdocs/Students	0	1	0	1	1	3	0	1	0	2	0	0	0	2	0	0	2	10	12
Other Staff	4	50	5	64	10	144	3	48	9	125	6	77	24	327	0	0	61	835	896
Total staff	*4*	*59*	*5*	*76*	*12*	*171*	*4*	*56*	*10*	*136*	*6*	*91*	*25*	*355*	*0*	*0*	*66*	*943*	*1,009*
PATIENTS & VISITORS																			
Inpatients	1	4	0	1	0	2	1	3	1	2	0	1	1	2	0	1	4	16	20
Outpatients	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	4	5
Visitors to inpatients	2	6	1	3	1	2	3	9	2	5	1	3	2	4	2	4	14	37	51
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*4*	*11*	*1*	*4*	*1*	*4*	*4*	*12*	*3*	*8*	*2*	*4*	*2*	*6*	*2*	*5*	*19*	*56*	*76*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	1	4	0	2	0	2	1	5	1	3	0	2	0	3	0	2	4	23	27
Vendors/Services	1	3	1	3	1	3	1	3	1	3	0	1	1	4	0	0	4	20	24
Total other visitors	*1*	*7*	*1*	*5*	*1*	*4*	*2*	*8*	*1*	*6*	*1*	*3*	*1*	*6*	*1*	*3*	*9*	*42*	*51*
Subtotal Staff+Patients+Visitors	*9*	*77*	*8*	*84*	*14*	*179*	*10*	*77*	*14*	*149*	*8*	*98*	*29*	*367*	*2*	*8*	*94*	*1,041*	*1,135*
CHILDCARE																			
Childcare staff	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	4	4
Childcare children	4	4	5	5	11	11	4	4	8	8	5	5	21	21	0	0	57	57	114
Total childcare	*4*	*4*	*5*	*5*	*11*	*11*	*4*	*4*	*8*	*8*	*5*	*6*	*21*	*23*	*0*	*0*	*57*	*61*	*118*
RESIDENTIAL																			
Contract holders	11	3	1	0	10	2	1	0	0	0	0	0	0	0	0	0	24	6	30
Spouses	18	9	2	1	16	8	2	1	1	0	0	0	1	0	0	0	40	21	61
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	4
Total residential	*29*	*13*	*3*	*2*	*26*	*11*	*3*	*3*	*1*	*1*	*1*	*1*	*1*	*1*	*0*	*0*	*65*	*33*	*98*
GRAND TOTAL	42	94	16	91	51	202	17	84	23	159	14	105	51	391	2	9	216	1,135	1,351

Trip Generation

UCSF Mission Bay Campus

Year 2040 S1 minus Existing

Population Group	SOUTH CAMPUS - PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	4	0	6	0	13	0	4	0	6	0	10	0	16	0	0	2	59	60
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	10	0	13	0	30	0	10	0	0	0	0	0	21	0	0	0	84	84
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Staff	1	12	1	15	2	33	1	11	2	29	1	18	5	75	0	0	14	193	207
Total staff	*1*	*26*	*1*	*34*	*3*	*76*	*1*	*25*	*2*	*35*	*2*	*27*	*6*	*112*	*0*	*0*	*16*	*335*	*351*
PATIENTS & VISITORS																			
Inpatients	2	6	0	2	1	2	1	4	1	4	0	1	1	3	0	2	7	24	31
Outpatients	10	35	3	9	4	14	7	25	6	22	2	8	5	16	3	10	40	139	179
Visitors to inpatients	4	10	2	4	1	4	5	14	3	8	2	5	2	6	2	6	22	57	79
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*15*	*50*	*5*	*15*	*6*	*20*	*14*	*44*	*10*	*34*	*5*	*15*	*8*	*26*	*6*	*18*	*69*	*221*	*289*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	2	0	1	0	1	1	3	0	1	0	1	0	1	0	1	2	11	13
Vendors/Services	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	0	2	10	12
Total other visitors	*1*	*3*	*0*	*2*	*0*	*2*	*1*	*4*	*1*	*3*	*0*	*2*	*1*	*3*	*0*	*1*	*4*	*21*	*25*
Subtotal Staff+Patients+Visitors	*17*	*80*	*6*	*51*	*9*	*98*	*16*	*73*	*13*	*71*	*7*	*44*	*15*	*141*	*6*	*19*	*89*	*577*	*666*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	17	80	6	51	9	98	16	73	13	71	7	44	15	141	6	19	89	577	666

Trip Generation

UCSF Mission Bay Campus

Year 2040 S1 minus Existing

Population Group	BLOCKS 33-34 - PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	2	0	3	0	6	0	2	0	3	0	5	0	7	0	0	1	28	28
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	0	1	0	1	0	2	0	1	0	1	0	0	0	1	0	0	1	6	7
Other Staff	1	19	2	24	4	55	1	18	3	48	2	29	9	125	0	0	23	319	343
Total staff	*2*	*22*	*2*	*28*	*5*	*63*	*1*	*21*	*4*	*52*	*2*	*34*	*10*	*134*	*0*	*0*	*25*	*353*	*378*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	1	0	1	0	1	0	2	0	1	0	1	0	1	0	1	2	8	10
Vendors/Services	0	1	0	1	0	1	0	1	0	1	0	0	0	1	0	0	1	7	8
Total other visitors	*0*	*2*	*0*	*2*	*0*	*2*	*1*	*3*	*0*	*2*	*0*	*1*	*0*	*2*	*0*	*1*	*3*	*15*	*18*
Subtotal Staff+Patients+Visitors	*2*	*24*	*2*	*30*	*5*	*65*	*2*	*24*	*4*	*54*	*3*	*35*	*10*	*136*	*0*	*1*	*28*	*368*	*396*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	2	24	2	30	5	65	2	24	4	54	3	35	10	136	0	1	28	368	396

Trip Generation

UCSF Mission Bay Campus

Year 2035 w/ S2b minus Existing

Population Group	ENTIRE CAMPUS - AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	21	1	26	1	59	2	20	1	27	1	45	1	72	2	0	0	269	7	276
Fellows/Residents	3	0	3	0	8	1	3	0	0	0	0	0	6	1	0	0	22	2	24
Nurses/Nurse Practitioners	27	0	35	0	78	0	26	0	0	0	0	0	56	0	0	0	222	0	222
Postdocs/Students	2	0	3	1	6	1	2	0	4	1	0	0	4	1	0	0	21	4	25
Other Staff	82	3	105	4	237	10	78	3	206	9	126	5	537	22	0	0	1,372	57	1,429
Total staff	*135*	*5*	*172*	*6*	*389*	*13*	*128*	*4*	*237*	*10*	*171*	*6*	*674*	*25*	*0*	*0*	*1,906*	*70*	*1,976*
PATIENTS & VISITORS																			
Inpatients	13	3	3	1	5	1	10	3	9	2	3	1	6	2	4	1	54	14	68
Outpatients	63	17	16	4	25	7	46	12	40	11	15	4	29	8	18	5	251	67	318
Visitors to inpatients	24	7	11	3	10	3	35	11	19	6	13	4	16	5	15	5	143	43	186
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*100*	*27*	*30*	*8*	*40*	*11*	*90*	*25*	*67*	*19*	*31*	*9*	*52*	*14*	*37*	*10*	*448*	*124*	*572*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	18	4	8	2	7	2	25	6	14	3	9	2	12	3	11	2	104	23	127
Vendors/Services	10	2	10	2	10	2	10	2	10	2	5	1	13	3	2	0	71	14	85
Total other visitors	*28*	*6*	*18*	*4*	*17*	*4*	*36*	*8*	*24*	*5*	*14*	*3*	*25*	*5*	*13*	*3*	*175*	*37*	*212*
Subtotal Staff+Patients+Visitors	*263*	*38*	*221*	*18*	*446*	*28*	*254*	*37*	*328*	*34*	*216*	*18*	*751*	*45*	*50*	*13*	*2,529*	*231*	*2,760*
CHILDCARE																			
Childcare staff	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	4	0	4
Childcare children	4	4	5	5	11	11	4	4	8	8	5	5	21	21	0	0	57	57	114
Total childcare	*4*	*4*	*5*	*5*	*12*	*11*	*4*	*4*	*8*	*8*	*6*	*5*	*23*	*21*	*0*	*0*	*61*	*57*	*118*
RESIDENTIAL																			
Contract holders	3	10	0	1	2	9	0	1	0	0	0	0	0	0	0	0	6	23	29
Spouses	3	9	0	1	2	8	0	1	0	0	0	0	0	0	0	0	6	21	27
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	1	0	1	0	1	0	2	0	1	0	1	0	1	0	1	0	8	1	9
Vendors/Services	1	0	1	0	1	0	1	0	1	0	0	0	1	0	0	0	7	1	8
Total residential	*8*	*20*	*2*	*2*	*6*	*18*	*4*	*3*	*2*	*1*	*1*	*1*	*2*	*1*	*1*	*0*	*27*	*46*	*73*
GRAND TOTAL	275	62	228	25	464	56	262	43	339	43	223	24	776	67	51	13	2,617	334	2,951

Trip Generation

UCSF Mission Bay Campus

Year 2035 w/ S2b minus Existing

Population Group	NORTH CAMPUS - AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	10	0	13	0	29	1	10	0	13	0	22	1	36	1	0	0	133	3	137
Fellows/Residents	3	0	3	0	8	1	3	0	0	0	0	0	6	1	0	0	22	2	24
Nurses/Nurse Practitioners	0	0	-1	0	-1	0	0	0	0	0	0	0	-1	0	0	0	-4	0	-4
Postdocs/Students	1	0	2	0	4	1	1	0	3	1	0	0	3	1	0	0	14	3	17
Other Staff	52	2	66	3	149	6	49	2	129	5	79	3	337	14	0	0	860	36	896
Total staff	*65*	*3*	*84*	*4*	*189*	*8*	*62*	*3*	*145*	*6*	*101*	*4*	*380*	*16*	*0*	*0*	*1,026*	*44*	*1,069*
PATIENTS & VISITORS																			
Inpatients	5	1	1	0	2	1	4	1	3	1	1	0	2	1	1	0	21	5	27
Outpatients	1	0	0	0	1	0	1	0	1	0	0	0	1	0	0	0	5	1	7
Visitors to inpatients	9	3	4	1	4	1	14	4	7	2	5	2	6	2	6	2	56	17	73
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*16*	*5*	*6*	*2*	*6*	*2*	*18*	*5*	*12*	*3*	*7*	*2*	*9*	*3*	*8*	*2*	*82*	*24*	*106*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	9	2	4	1	4	1	14	3	7	2	5	1	6	1	6	1	56	12	68
Vendors/Services	6	1	6	1	6	1	6	1	6	1	3	1	7	1	1	0	39	8	46
Total other visitors	*15*	*3*	*10*	*2*	*9*	*2*	*19*	*4*	*13*	*3*	*8*	*2*	*14*	*3*	*7*	*1*	*94*	*20*	*114*
Subtotal Staff+Patients+Visitors	*97*	*11*	*99*	*8*	*204*	*12*	*100*	*12*	*169*	*12*	*115*	*7*	*402*	*21*	*15*	*4*	*1,202*	*87*	*1,289*
CHILDCARE																			
Childcare staff	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	4	0	4
Childcare children	4	4	5	5	11	11	4	4	8	8	5	5	21	21	0	0	57	57	114
Total childcare	*4*	*4*	*5*	*5*	*12*	*11*	*4*	*4*	*8*	*8*	*6*	*5*	*23*	*21*	*0*	*0*	*61*	*57*	*118*
RESIDENTIAL																			
Contract holders	3	10	0	1	2	9	0	1	0	0	0	0	0	0	0	0	6	23	29
Spouses	3	9	0	1	2	8	0	1	0	0	0	0	0	0	0	0	6	21	27
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	1	0	1	0	1	0	2	0	1	0	1	0	1	0	1	0	8	1	9
Vendors/Services	1	0	1	0	1	0	1	0	1	0	0	0	1	0	0	0	7	1	8
Total residential	*8*	*20*	*2*	*2*	*6*	*18*	*4*	*3*	*2*	*1*	*1*	*1*	*2*	*1*	*1*	*0*	*27*	*46*	*73*
GRAND TOTAL	108	35	107	15	222	41	107	18	180	21	122	13	427	44	16	4	1,290	190	1,480

Trip Generation

UCSF Mission Bay Campus

Year 2035 w/ S2b minus Existing

Population Group	SOUTH CAMPUS - AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	7	0	9	0	20	1	7	0	9	0	15	0	25	1	0	0	92	2	95
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	26	0	33	0	74	0	25	0	0	0	0	0	53	0	0	0	210	0	210
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Staff	12	0	15	1	34	1	11	0	30	1	18	1	78	3	0	0	198	8	207
Total staff	*45*	*1*	*57*	*1*	*129*	*2*	*43*	*1*	*39*	*1*	*34*	*1*	*155*	*4*	*0*	*0*	*501*	*11*	*512*
PATIENTS & VISITORS																			
Inpatients	8	2	2	1	3	1	6	2	5	1	2	1	4	1	2	1	33	9	41
Outpatients	47	12	12	3	19	5	34	9	30	8	11	3	22	6	13	4	187	50	237
Visitors to inpatients	15	4	7	2	6	2	21	6	12	3	8	2	10	3	9	3	87	26	113
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*70*	*19*	*21*	*6*	*28*	*8*	*61*	*17*	*47*	*13*	*21*	*6*	*35*	*10*	*25*	*7*	*307*	*85*	*392*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	5	1	2	0	2	0	7	2	4	1	3	1	3	1	3	1	28	6	34
Vendors/Services	3	1	3	1	3	1	3	1	3	1	1	0	4	1	0	0	19	4	23
Total other visitors	*8*	*2*	*5*	*1*	*5*	*1*	*10*	*2*	*6*	*1*	*4*	*1*	*7*	*1*	*3*	*1*	*47*	*10*	*57*
Subtotal Staff+Patients+Visitors	*122*	*21*	*83*	*8*	*162*	*11*	*113*	*20*	*92*	*16*	*58*	*8*	*197*	*15*	*28*	*8*	*856*	*105*	*961*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	122	21	83	8	162	11	113	20	92	16	58	8	197	15	28	8	856	105	961

Trip Generation

UCSF Mission Bay Campus

Year 2035 w/ S2b minus Existing

Population Group	BLOCKS 33-34 - AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	3	0	4	0	10	0	3	0	4	0	7	0	12	0	0	0	44	1	45
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	2	0	2	0	5	0	2	0	0	0	0	0	4	0	0	0	15	0	15
Postdocs/Students	1	0	1	0	2	0	1	0	1	0	0	0	1	0	0	0	7	1	8
Other Staff	19	1	24	1	54	2	18	1	47	2	29	1	123	5	0	0	313	13	326
Total staff	*25*	*1*	*32*	*1*	*71*	*3*	*24*	*1*	*53*	*2*	*36*	*1*	*140*	*6*	*0*	*0*	*379*	*15*	*395*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	15	4	4	1	6	2	11	3	9	3	3	1	7	2	4	1	59	16	75
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*15*	*4*	*4*	*1*	*6*	*2*	*11*	*3*	*9*	*3*	*3*	*1*	*7*	*2*	*4*	*1*	*59*	*16*	*75*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	3	1	2	0	1	0	5	1	3	1	2	0	2	1	2	0	20	5	25
Vendors/Services	2	0	2	0	2	0	2	0	2	0	1	0	2	0	0	0	13	3	15
Total other visitors	*5*	*1*	*3*	*1*	*3*	*1*	*7*	*1*	*5*	*1*	*3*	*1*	*5*	*1*	*2*	*1*	*33*	*7*	*40*
Subtotal Staff+Patients+Visitors	*45*	*6*	*39*	*3*	*80*	*5*	*41*	*5*	*67*	*6*	*42*	*3*	*151*	*8*	*7*	*2*	*471*	*38*	*510*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	45	6	39	3	80	5	41	5	67	6	42	3	151	8	7	2	471	38	510

Trip Generation

UCSF Mission Bay Campus

Year 2035 w/ S2b minus Existing

Population Group	ENTIRE CAMPUS - PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	13	0	17	1	38	0	12	1	17	1	29	1	46	0	0	5	171	176
Fellows/Residents	0	2	0	2	0	5	0	2	0	0	0	0	0	4	0	0	1	15	16
Nurses/Nurse Practitioners	0	11	0	14	0	31	0	10	0	0	0	0	0	22	0	0	0	88	88
Postdocs/Students	0	2	0	2	1	4	0	1	1	3	0	0	1	3	0	0	3	15	18
Other Staff	6	80	7	102	17	230	5	76	14	200	9	122	38	521	0	0	96	1,331	1,427
Total staff	*7*	*107*	*8*	*137*	*19*	*308*	*6*	*102*	*15*	*220*	*10*	*151*	*40*	*596*	*0*	*0*	*105*	*1,620*	*1,725*
PATIENTS & VISITORS																			
Inpatients	3	10	1	3	1	4	2	7	2	6	1	2	1	5	1	3	11	40	51
Outpatients	13	46	3	12	5	19	10	34	8	30	3	11	6	22	4	13	53	186	239
Visitors to inpatients	6	16	3	7	2	6	9	23	5	12	3	8	4	11	4	10	36	94	130
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*22*	*72*	*7*	*21*	*9*	*29*	*20*	*64*	*15*	*48*	*7*	*22*	*12*	*37*	*8*	*26*	*100*	*320*	*420*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	1	7	1	3	1	3	2	10	1	6	1	4	1	5	1	5	8	42	50
Vendors/Services	1	5	1	5	1	5	1	5	1	5	1	2	2	7	0	1	8	36	44
Total other visitors	*3*	*12*	*2*	*8*	*2*	*8*	*3*	*15*	*2*	*11*	*1*	*6*	*2*	*11*	*1*	*5*	*16*	*78*	*94*
Subtotal Staff+Patients+Visitors	*31*	*192*	*17*	*167*	*29*	*345*	*30*	*181*	*33*	*279*	*18*	*179*	*54*	*644*	*9*	*31*	*221*	*2,018*	*2,239*
CHILDCARE																			
Childcare staff	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	4	4
Childcare children	4	4	5	5	11	11	4	4	8	8	5	5	21	21	0	0	57	57	114
Total childcare	*4*	*4*	*5*	*5*	*11*	*12*	*4*	*4*	*8*	*8*	*5*	*6*	*21*	*23*	*0*	*0*	*57*	*61*	*118*
RESIDENTIAL																			
Contract holders	11	3	1	0	10	2	1	0	0	0	0	0	0	0	0	0	24	6	30
Spouses	18	9	2	1	16	8	2	1	1	0	0	0	1	0	0	0	40	21	61
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	4
Total residential	*29*	*13*	*3*	*2*	*26*	*11*	*3*	*3*	*1*	*1*	*1*	*1*	*1*	*1*	*0*	*0*	*65*	*33*	*98*
GRAND TOTAL	64	209	25	174	66	368	37	188	42	288	24	185	76	668	9	32	343	2,112	2,455

Trip Generation

UCSF Mission Bay Campus

Year 2035 w/ S2b minus Existing

Population Group	NORTH CAMPUS - PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	6	0	8	1	19	0	6	0	8	0	14	1	23	0	0	2	85	87
Fellows/Residents	0	2	0	2	0	5	0	2	0	0	0	0	0	4	0	0	1	15	16
Nurses/Nurse Practitioners	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Postdocs/Students	0	1	0	1	1	3	0	1	0	2	0	0	0	2	0	0	2	10	12
Other Staff	4	50	5	64	10	144	3	48	9	125	6	76	24	327	0	0	60	834	895
Total staff	*4*	*59*	*5*	*76*	*12*	*171*	*4*	*56*	*10*	*136*	*6*	*91*	*25*	*355*	*0*	*0*	*66*	*943*	*1,008*
PATIENTS & VISITORS																			
Inpatients	1	4	0	1	0	2	1	3	1	2	0	1	1	2	0	1	4	16	20
Outpatients	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	4	5
Visitors to inpatients	2	6	1	3	1	2	3	9	2	5	1	3	2	4	2	4	14	37	51
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*4*	*11*	*1*	*4*	*1*	*4*	*4*	*12*	*3*	*8*	*2*	*4*	*2*	*6*	*2*	*5*	*19*	*56*	*75*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	1	4	0	2	0	2	1	5	1	3	0	2	0	3	0	2	4	23	27
Vendors/Services	1	3	1	3	1	3	1	3	1	3	0	1	1	4	0	0	4	20	24
Total other visitors	*1*	*7*	*1*	*5*	*1*	*4*	*2*	*8*	*1*	*6*	*1*	*3*	*1*	*6*	*1*	*3*	*9*	*42*	*51*
Subtotal Staff+Patients+Visitors	*9*	*77*	*8*	*84*	*14*	*179*	*10*	*77*	*14*	*149*	*8*	*98*	*28*	*367*	*2*	*8*	*94*	*1,041*	*1,135*
CHILDCARE																			
Childcare staff	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	4	4
Childcare children	4	4	5	5	11	11	4	4	8	8	5	5	21	21	0	0	57	57	114
Total childcare	*4*	*4*	*5*	*5*	*11*	*12*	*4*	*4*	*8*	*8*	*5*	*6*	*21*	*23*	*0*	*0*	*57*	*61*	*118*
RESIDENTIAL																			
Contract holders	11	3	1	0	10	2	1	0	0	0	0	0	0	0	0	0	24	6	30
Spouses	18	9	2	1	16	8	2	1	1	0	0	0	1	0	0	0	40	21	61
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	4
Total residential	*29*	*13*	*3*	*2*	*26*	*11*	*3*	*3*	*1*	*1*	*1*	*1*	*1*	*1*	*0*	*0*	*65*	*33*	*98*
GRAND TOTAL	42	94	16	91	51	202	17	84	23	159	14	105	51	391	2	9	216	1,135	1,351

Trip Generation

UCSF Mission Bay Campus

Year 2035 w/ S2b minus Existing

Population Group	SOUTH CAMPUS - PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	4	0	6	0	13	0	4	0	6	0	10	0	16	0	0	2	59	60
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	10	0	13	0	29	0	10	0	0	0	0	0	21	0	0	0	83	83
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Staff	1	12	1	15	2	33	1	11	2	29	1	18	5	75	0	0	14	193	206
Total staff	*1*	*26*	*1*	*34*	*3*	*76*	*1*	*25*	*2*	*35*	*2*	*27*	*6*	*112*	*0*	*0*	*16*	*335*	*350*
PATIENTS & VISITORS																			
Inpatients	2	6	0	2	1	2	1	4	1	4	0	1	1	3	0	2	7	24	31
Outpatients	10	35	2	9	4	14	7	25	6	22	2	8	5	16	3	10	39	139	178
Visitors to inpatients	4	10	2	4	1	4	5	14	3	8	2	5	2	6	2	6	22	57	79
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*15*	*50*	*5*	*15*	*6*	*20*	*14*	*44*	*10*	*34*	*5*	*15*	*8*	*25*	*6*	*18*	*68*	*220*	*288*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	2	0	1	0	1	1	3	0	1	0	1	0	1	0	1	2	11	13
Vendors/Services	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	0	2	10	12
Total other visitors	*1*	*3*	*0*	*2*	*0*	*2*	*1*	*4*	*1*	*3*	*0*	*2*	*1*	*3*	*0*	*1*	*4*	*21*	*25*
Subtotal Staff+Patients+Visitors	*17*	*80*	*6*	*51*	*9*	*98*	*15*	*73*	*13*	*71*	*7*	*44*	*14*	*141*	*6*	*19*	*88*	*576*	*664*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	17	80	6	51	9	98	15	73	13	71	7	44	14	141	6	19	88	576	664

Trip Generation

UCSF Mission Bay Campus

Year 2035 w/ S2b minus Existing

Population Group	BLOCKS 33-34 - PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	2	0	3	0	6	0	2	0	3	0	5	0	7	0	0	1	28	28
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	1	0	1	0	2	0	1	0	0	0	0	0	2	0	0	0	6	6
Postdocs/Students	0	0	0	1	0	1	0	0	0	1	0	0	0	1	0	0	1	5	6
Other Staff	1	18	2	23	4	53	1	17	3	46	2	28	9	119	0	0	22	304	326
Total staff	*1*	*22*	*2*	*28*	*4*	*62*	*1*	*21*	*4*	*49*	*2*	*32*	*9*	*129*	*0*	*0*	*24*	*343*	*366*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	3	11	1	3	1	4	2	8	2	7	1	3	1	5	1	3	12	44	56
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*3*	*11*	*1*	*3*	*1*	*4*	*2*	*8*	*2*	*7*	*1*	*3*	*1*	*5*	*1*	*3*	*12*	*44*	*56*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	1	0	1	0	1	0	2	0	1	0	1	0	1	0	1	2	8	10
Vendors/Services	0	1	0	1	0	1	0	1	0	1	0	0	0	1	0	0	1	7	8
Total other visitors	*0*	*2*	*0*	*2*	*0*	*2*	*1*	*3*	*0*	*2*	*0*	*1*	*0*	*2*	*0*	*1*	*3*	*15*	*18*
Subtotal Staff+Patients+Visitors	*5*	*35*	*3*	*32*	*6*	*68*	*4*	*31*	*6*	*58*	*3*	*36*	*11*	*136*	*1*	*4*	*39*	*401*	*440*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	5	35	3	32	6	68	4	31	6	58	3	36	11	136	1	4	39	401	440

3.4 MOUNT ZION
EXISTING TO 2035 GROWTH

Trip Generation
UCSF Mt Zion Campus
Year 2035 minus Existing

Population Group	Origins/Destinations [a]								
	San Francisco SD1	San Francisco SD2	San Francisco SD3	San Francisco SD4	East Bay	North Bay	South Bay	Outside Bay Area	All Origins
STAFF									
Faculty/Physicians	6%	25%	11%	11%	4%	20%	24%	0%	100%
Fellows/Residents	11%	47%	21%	20%	0%	0%	0%	0%	100%
Nurses/Nurse Practitioners	2%	10%	4%	4%	21%	30%	28%	0%	100%
Postdocs/Students	6%	24%	11%	10%	0%	0%	50%	0%	100%
Other Staff	4%	18%	8%	8%	25%	8%	28%	0%	100%
Total staff	*4%*	*18%*	*8%*	*8%*	*21%*	*13%*	*29%*	*0%*	*100%*
PATIENTS & VISITORS									
Inpatients	31%	24%	10%	15%	7%	5%	6%	2%	100%
Outpatients	31%	24%	10%	15%	7%	5%	6%	2%	100%
Visitors to inpatients	27%	22%	9%	14%	13%	8%	1%	6%	100%
Visitors with outpatients	31%	24%	10%	15%	7%	5%	6%	2%	100%
Total patients and visitors	*34%*	*25%*	*10%*	*16%*	*3%*	*3%*	*10%*	*-1%*	*100%*
OTHER VISITORS									
Community Center Visitors									
Faculty/Staff Visitors	27%	22%	9%	14%	13%	8%	1%	6%	100%
Vendors/Services	17%	17%	17%	17%	10%	13%	8%	0%	100%
Total other visitors	*24%*	*20%*	*12%*	*15%*	*12%*	*10%*	*3%*	*4%*	*100%*
Subtotal Staff+Patients+Visitors	*10%*	*19%*	*8%*	*9%*	*18%*	*11%*	*25%*	*0%*	*100%*
CHILDCARE									
Childcare staff									
Childcare children									
Total childcare									
RESIDENTIAL									
Contract holders									
Spouses									
Children									
Visitors									
Vendors/Services									
Total residential									
GRAND TOTAL	10%	19%	8%	9%	18%	11%	25%	0%	100%

[a] Origin/Destination for staff based on UCSF Transportation Services Annual Commute Survey 2013 for the Mt Zion Campus.
Origin/Destination for patients, visitors, vendors and services based on Mt Zion Transportation Surveys, 1992

Trip Generation
UCSF Mt Zion Campus
Year 2035 minus Existing

Population Group	AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	1	0	5	0	2	0	2	0	1	0	4	0	5	0	0	0	21	0	21
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	1	0	5	0	2	0	2	0	10	0	14	0	13	0	0	0	46	1	47
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2
Other Staff	3	0	14	0	6	0	6	0	19	0	6	0	22	0	0	0	77	1	78
Total staff	*6*	*0*	*24*	*0*	*11*	*0*	*10*	*0*	*30*	*0*	*24*	*0*	*40*	*1*	*0*	*0*	*146*	*2*	*148*
PATIENTS & VISITORS																			
Inpatients	-2	-2	-2	-1	-1	0	-1	-1	-1	0	0	0	0	0	0	0	-8	-5	-13
Outpatients	31	21	24	16	10	7	15	10	7	5	5	3	6	4	2	1	100	67	167
Visitors to inpatients	-2	-2	-2	-1	-1	-1	-1	-1	-1	-1	-1	-1	0	0	-1	0	-8	-6	-14
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*26*	*18*	*20*	*13*	*8*	*6*	*13*	*8*	*6*	*4*	*4*	*3*	*6*	*4*	*1*	*1*	*84*	*56*	*140*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total other visitors	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*2*	*5*
Subtotal Staff+Patients+Visitors	*33*	*18*	*45*	*14*	*19*	*6*	*24*	*9*	*36*	*4*	*29*	*3*	*46*	*4*	*2*	*1*	*233*	*60*	*293*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	33	18	45	14	19	6	24	9	36	4	29	3	46	4	2	1	233	60	293

Trip Generation
UCSF Mt Zion Campus
Year 2035 minus Existing

Population Group	PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	1	1	2	0	1	0	1	0	0	1	2	1	2	0	0	4	9	13
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	1	0	2	0	1	0	1	0	5	0	7	0	6	0	0	0	23	23
Postdocs/Students	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	3	3	6
Other Staff	0	3	0	14	0	6	0	6	0	19	0	6	0	22	0	0	1	77	78
Total staff	*0*	*5*	*2*	*19*	*1*	*9*	*1*	*8*	*0*	*24*	*1*	*15*	*3*	*32*	*0*	*0*	*8*	*112*	*120*
PATIENTS & VISITORS																			
Inpatients	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	-4
Outpatients	7	7	5	5	2	2	3	3	2	2	1	1	1	1	0	0	23	23	46
Visitors to inpatients	-2	-2	-2	-2	-1	-1	-1	-1	-1	-1	-1	-1	0	0	-1	-1	-9	-9	-18
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*4*	*4*	*3*	*3*	*1*	*1*	*2*	*2*	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*0*	*12*	*12*	*24*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total other visitors	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*4*	*6*
Subtotal Staff+Patients+Visitors	*5*	*10*	*5*	*23*	*2*	*10*	*3*	*11*	*1*	*25*	*1*	*16*	*4*	*33*	*0*	*0*	*22*	*128*	*150*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	5	10	5	23	2	10	3	11	1	25	1	16	4	33	0	0	22	128	150

Trip Generation
UCSF Mission Center
Year 2035 minus Existing

Population Group	Origins/Destinations [a]								
	San Francisco SD1	San Francisco SD2	San Francisco SD3	San Francisco SD4	East Bay	North Bay	South Bay	Outside Bay Area	All Origins
STAFF									
Faculty/Physicians	9%	11%	25%	8%	4%	20%	24%	0%	100%
Fellows/Residents									
Nurses/Nurse Practitioners									
Postdocs/Students	8%	10%	24%	8%	0%	0%	50%	0%	100%
Other Staff	7%	9%	19%	6%	18%	6%	33%	2%	100%
Total staff	*7%*	*9%*	*20%*	*7%*	*17%*	*7%*	*32%*	*2%*	*100%*
PATIENTS & VISITORS									
Inpatients									
Outpatients									
Visitors to inpatients									
Visitors with outpatients									
Total patients and visitors									
OTHER VISITORS									
Community Center Visitors									
Faculty/Staff Visitors	17%	8%	7%	24%	13%	9%	11%	11%	100%
Vendors/Services	14%	14%	14%	14%	14%	7%	19%	2%	100%
Total other visitors	*16%*	*11%*	*11%*	*19%*	*14%*	*8%*	*15%*	*6%*	*100%*
Subtotal Staff+Patients+Visitors	*7%*	*9%*	*19%*	*7%*	*17%*	*7%*	*31%*	*2%*	*100%*
CHILDCARE									
Childcare staff									
Childcare children									
Total childcare									
RESIDENTIAL									
Contract holders									
Spouses									
Children									
Visitors									
Vendors/Services									
Total residential									
GRAND TOTAL	7%	9%	19%	7%	17%	7%	31%	2%	100%

[a] Origin/Destination for staff based on UCSF Transportation Services Annual Commute Survey 2013 for Mt Zion and Mission Ctr Campuses
Origin/Destination for visitors, vendors and services based on Parnassus Heights Transportation Surveys, 1992

Trip Generation
UCSF Mission Center
Year 2035 minus Existing

Population Group	AM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	1	0	2	0	4	0	1	0	1	0	3	0	4	0	0	0	15	0	15
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1
Other Staff	6	0	8	0	18	0	6	0	17	0	6	0	30	1	2	0	93	2	95
Total staff	*8*	*0*	*10*	*0*	*22*	*0*	*7*	*0*	*17*	*0*	*9*	*0*	*34*	*1*	*2*	*0*	*109*	*2*	*111*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	1	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	5	1	6
Vendors/Services	1	0	1	0	1	0	1	0	1	0	0	0	1	0	0	0	4	1	5
Total other visitors	*1*	*0*	*1*	*0*	*1*	*0*	*2*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*9*	*2*	*11*
Subtotal Staff+Patients+Visitors	*9*	*0*	*11*	*0*	*23*	*1*	*9*	*1*	*19*	*1*	*9*	*0*	*36*	*1*	*3*	*0*	*118*	*4*	*122*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	9	0	11	0	23	1	9	1	19	1	9	0	36	1	3	0	118	4	122

Trip Generation
UCSF Mission Center
Year 2035 minus Existing

Population Group	PM Peak Hour Vehicle Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	1	0	1	0	2	0	1	0	0	0	2	0	2	0	0	0	9	9
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Other Staff	0	6	0	8	1	17	0	6	1	16	0	5	2	29	0	2	5	90	95
Total staff	*0*	*7*	*0*	*9*	*1*	*20*	*0*	*7*	*1*	*17*	*0*	*7*	*2*	*32*	*0*	*2*	*5*	*100*	*105*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total other visitors	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*4*	*4*
Subtotal Staff+Patients+Visitors	*0*	*8*	*0*	*9*	*1*	*20*	*0*	*7*	*1*	*17*	*0*	*8*	*2*	*33*	*0*	*2*	*5*	*104*	*109*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	0	8	0	9	1	20	0	7	1	17	0	8	2	33	0	2	5	104	109

4. PUBLIC TRANSIT TRIP DISTRIBUTION
AM AND PM PEAK HOUR

4.1 PARNASSUS HEIGHTS
EXISTING TO 2035 GROWTH

Trip Generation
UCSF Parnassus Campus
Year 2035 minus Existing

Population Group	AM Peak Hour Public Transit Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Nurses/Nurse Practitioners	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	0	0	0	-5	0	-5
Postdocs/Students	3	0	4	0	8	0	3	0	2	0	2	0	8	0	0	0	29	1	30
Other Staff	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	4	0	4
Total staff	*3*	*0*	*4*	*0*	*8*	*0*	*3*	*0*	*2*	*0*	*1*	*0*	*8*	*0*	*0*	*0*	*29*	*1*	*30*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1	-3
Outpatients	2	0	1	0	1	0	2	0	2	0	1	0	1	0	1	0	10	2	12
Visitors to inpatients	-1	0	0	0	0	0	-1	0	-1	0	0	0	0	0	0	0	-4	-1	-5
Visitors with outpatients	2	0	0	0	1	0	1	0	1	0	0	0	1	0	0	0	7	1	8
Total patients and visitors	*3*	*0*	*1*	*0*	*1*	*0*	*2*	*0*	*2*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*11*	*1*	*12*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal Staff+Patients+Visitors	*6*	*0*	*4*	*0*	*10*	*0*	*5*	*0*	*4*	*0*	*2*	*0*	*9*	*0*	*1*	*0*	*40*	*2*	*42*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*1*
RESIDENTIAL																			
Contract holders	0	2	0	1	1	4	0	1	0	0	0	0	0	0	0	0	1	7	8
Spouses	0	1	0	1	1	3	0	1	0	0	0	0	0	0	0	0	1	5	6
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total residential	*1*	*3*	*0*	*1*	*1*	*6*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*12*	*16*
GRAND TOTAL	7	3	5	1	11	6	5	1	4	0	2	0	10	1	1	0	45	14	59

Trip Generation
UCSF Parnassus Campus
Year 2035 minus Existing

Population Group	PM Peak Hour Public Transit Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	-2	-2
Postdocs/Students	0	2	0	3	0	6	0	2	0	1	0	1	0	6	0	0	1	21	22
Other Staff	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	4	4
Total staff	*0*	*2*	*0*	*3*	*0*	*6*	*0*	*2*	*0*	*2*	*0*	*1*	*0*	*7*	*0*	*0*	*1*	*24*	*25*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-2
Outpatients	0	2	0	0	0	1	0	1	0	1	0	0	0	1	0	0	2	7	9
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-2	-3
Visitors with outpatients	0	1	0	0	0	1	0	1	0	1	0	0	0	1	0	0	2	5	7
Total patients and visitors	*1*	*2*	*0*	*1*	*0*	*1*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*1*	*2*	*9*	*11*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal Staff+Patients+Visitors	*1*	*5*	*0*	*3*	*1*	*7*	*0*	*4*	*0*	*4*	*0*	*2*	*1*	*8*	*0*	*1*	*3*	*33*	*36*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*1*
RESIDENTIAL																			
Contract holders	2	0	1	0	3	1	1	0	0	0	0	0	0	0	0	0	6	1	7
Spouses	2	1	1	0	4	2	1	0	0	0	0	0	0	0	0	0	8	4	12
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*4*	*1*	*1*	*1*	*7*	*3*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*14*	*6*	*20*
GRAND TOTAL	4	6	2	4	8	10	2	4	1	4	0	2	1	8	0	1	17	40	57

Trip Generation
UCSF Parnassus Campus
Year 2035 minus Existing

Population Group	Additional AM Peak Hour Public Transit Trips who use UCSF Shuttle												Additional PM Peak Hour Public Transit Trips who use UCSF Shuttle											
	San Francisco		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		San Francisco		East Bay		North Bay		South Bay		Outside Bay Area		All Origins	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
STAFF																								
Faculty/Physicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	1	0	0	0	0	0	7	0	0	0	7	0	0	1	0	0	0	0	0	5	0	0	0	5
Other Staff	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total staff	*1*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*8*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*6*
PATIENTS & VISITORS																								
Inpatients																								
Outpatients																								
Visitors to inpatients																								
Visitors with outpatients																								
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																								
Community Center Visitors																								
Faculty/Staff Visitors																								
Vendors/Services																								
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal Staff+Patients+Visitors	*1*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*8*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*6*
CHILDCARE																								
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children																								
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																								
Contract holders																								
Spouses																								
Children																								
Visitors																								
Vendors/Services																								
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	1	0	0	0	0	0	7	0	0	0	8	0	0	1	0	0	0	0	0	5	0	0	0	6

4.2 MISSION BAY
EXISTING TO 2015 GROWTH

Trip Generation
UCSF Mission Bay Campus
Year 2015 minus Existing

Population Group	AM Peak Hour Public Transit Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	2	0	2	0	5	0	2	0	2	0	4	0	6	0	0	0	21	0	21
Fellows/Residents	2	0	2	0	5	0	2	0	0	0	0	0	3	0	0	0	13	0	13
Nurses/Nurse Practitioners	3	0	4	0	8	0	3	0	0	0	0	0	6	0	0	0	23	0	23
Postdocs/Students	2	0	2	0	5	0	2	0	3	0	0	0	3	0	0	0	17	0	17
Other Staff	7	0	9	0	21	0	7	0	18	0	11	0	47	0	0	0	119	0	119
Total staff	*15*	*0*	*19*	*0*	*43*	*0*	*14*	*0*	*23*	*0*	*14*	*0*	*64*	*0*	*0*	*0*	*193*	*0*	*193*
PATIENTS & VISITORS																			
Inpatients	2	1	1	0	1	0	2	1	2	0	1	0	1	0	1	0	10	3	13
Outpatients	13	3	3	1	5	1	9	3	8	2	3	1	6	2	4	1	51	14	65
Visitors to inpatients	2	1	1	0	1	0	2	1	1	0	1	0	1	0	1	0	10	3	13
Visitors with outpatients	9	2	2	1	4	1	7	2	6	1	2	1	4	1	3	1	36	9	45
Total patients and visitors	*26*	*7*	*7*	*2*	*10*	*3*	*20*	*5*	*17*	*5*	*7*	*2*	*12*	*3*	*8*	*2*	*107*	*29*	*136*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	1	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	5	1	6
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*1*	*0*	*5*	*1*	*6*
Subtotal Staff+Patients+Visitors	*42*	*7*	*26*	*2*	*54*	*3*	*35*	*6*	*41*	*5*	*22*	*2*	*77*	*3*	*9*	*2*	*305*	*30*	*335*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	42	7	26	2	54	3	35	6	41	5	22	2	77	3	9	2	305	30	335

Trip Generation
UCSF Mission Bay Campus
Year 2015 minus Existing

Population Group	PM Peak Hour Public Transit Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	1	0	1	0	3	0	1	0	1	0	2	0	3	0	0	0	13	13
Fellows/Residents	0	1	0	1	0	3	0	1	0	0	0	0	0	2	0	0	0	9	9
Nurses/Nurse Practitioners	0	1	0	2	0	4	0	1	0	0	0	0	0	3	0	0	0	10	10
Postdocs/Students	0	1	0	2	0	4	0	1	0	2	0	0	0	2	0	0	0	12	12
Other Staff	0	7	0	9	1	20	0	7	1	17	0	11	2	45	0	0	4	115	119
Total staff	*0*	*11*	*0*	*15*	*1*	*33*	*0*	*11*	*1*	*21*	*0*	*13*	*2*	*56*	*0*	*0*	*4*	*159*	*163*
PATIENTS & VISITORS																			
Inpatients	0	2	0	0	0	1	0	1	0	1	0	0	0	1	0	0	2	7	9
Outpatients	2	9	1	2	1	4	2	7	2	6	1	2	1	4	1	3	10	38	48
Visitors to inpatients	1	1	0	1	0	0	1	2	0	1	0	1	0	1	0	1	3	7	10
Visitors with outpatients	2	6	1	2	1	3	1	5	1	4	0	2	1	3	1	2	8	26	34
Total patients and visitors	*5*	*19*	*1*	*5*	*2*	*8*	*4*	*15*	*4*	*12*	*1*	*5*	*3*	*9*	*2*	*6*	*23*	*78*	*101*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*1*
Subtotal Staff+Patients+Visitors	*6*	*30*	*2*	*20*	*3*	*41*	*5*	*26*	*4*	*33*	*2*	*18*	*4*	*65*	*2*	*6*	*27*	*238*	*265*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	6	30	2	20	3	41	5	26	4	33	2	18	4	65	2	6	27	238	265

Trip Generation
UCSF Mission Bay Campus
Year 2015 minus Existing

Population Group	Additional AM Peak Hour Public Transit Trips who use UCSF Shuttle												Additional PM Peak Hour Public Transit Trips who use UCSF Shuttle											
	San Francisco		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		San Francisco		East Bay		North Bay		South Bay		Outside Bay Area		All Origins	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
STAFF																								
Faculty/Physicians	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	1	0	5	0	0	0	5	0	0	0	12	0	0	1	0	4	0	0	0	4	0	0	0	8
Other Staff	9	0	7	0	0	0	6	0	0	0	22	0	0	9	0	7	0	0	0	6	0	0	1	22
Total staff	*12*	*0*	*12*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*35*	*0*	*0*	*11*	*0*	*11*	*0*	*0*	*0*	*9*	*0*	*0*	*1*	*30*
PATIENTS & VISITORS																								
Inpatients																								
Outpatients																								
Visitors to inpatients																								
Visitors with outpatients																								
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																								
Community Center Visitors																								
Faculty/Staff Visitors																								
Vendors/Services																								
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal Staff+Patients+Visitors	*12*	*0*	*12*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*35*	*0*	*0*	*11*	*0*	*11*	*0*	*0*	*0*	*9*	*0*	*0*	*1*	*30*
CHILDCARE																								
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children																								
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																								
Contract holders																								
Spouses																								
Children																								
Visitors																								
Vendors/Services																								
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	12	0	12	0	0	0	11	0	0	0	35	0	0	11	0	11	0	0	0	9	0	0	1	30

Public Transit Assignment by Service Provider
Mission Bay Campus - Year 2015 minus Existing

AM Peak Hour	INBOUND										OUTBOUND									
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total
Muni	131	-	1	-	-	2	1	-	2	138	13	-	0	-	-	0	0	-	0	14
Muni + BART		47	12	-	1	-	-	3	7	71		5	1	-	0	-	-	0	1	7
AC Transit			-	4	-	-	-	-	-	4			-	0	-	-	-	-	-	0
BART				51	2	-	-	1	4	59				5	0	-	-	0	0	6
Caltrain					26	-	-	1	-	27					3	-	-	0	-	3
Ferry						2	-	-	-	2						0	-	-	-	0
GGT							5	-	-	5							1	-	-	1
SamTrans								-	-	0								-	-	0
Other									-	0									-	0
Total	131	47	13	55	29	4	6	5	13	305	13	5	1	5	3	0	1	1	1	30

AM Peak Hour	INBOUND											OUTBOUND										
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	All Modes	Total	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	All Modes	Total
S. Francisco SD1	95%			5%						100%	47	75%	20%		5%						100%	8
S. Francisco SD2	95%			5%						100%	30	80%			20%						100%	2
S. Francisco SD3	59%	31%		10%						100%	61	45%	25%		30%						100%	3
S. Francisco SD4	69%	25%		6%						100%	40	45%	30%		25%						100%	6
East Bay		24%	36%	38%		2%				100%	46		20%	40%	35%		5%				100%	5
North Bay						15%	27%		58%	100%	24						10%	69%		21%	100%	2
South Bay		35%		25%	34%			6%		100%	88		30%		5%	45%			20%		100%	4
Outside Bay Area				100%						100%	10				20%	40%				40%	100%	3
Total	138	71	17	63	30	4	6	5	13	347	347	14	7	2	6	3	0	1	1	1	34	34

AM Peak Hour	INBOUND											OUTBOUND										
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Subtotal	Transit + Shuttle	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Subtotal	Transit + Shuttle
S. Francisco SD1	45	-	-	2	-	-	-	-	-	47	3	6	2	-	0	-	-	-	-	-	8	0
S. Francisco SD2	28	-	-	1	-	-	-	-	-	30	2	2	-	-	0	-	-	-	-	-	2	0
S. Francisco SD3	36	19	-	6	-	-	-	-	-	61	4	1	1	-	1	-	-	-	-	-	3	0
S. Francisco SD4	28	10	-	2	-	-	-	-	-	40	3	3	2	-	2	-	-	-	-	-	6	0
East Bay	-	11	17	18	-	1	-	-	-	46	12	-	1	2	2	-	0	-	-	-	5	0
North Bay	-	-	-	-	-	4	7	-	14	24	0	-	-	-	-	-	0	1	-	0	2	0
South Bay	-	31	-	22	30	-	-	5	-	88	11	-	1	-	0	2	-	-	1	-	4	0
Outside Bay Area	-	-	-	10	-	-	-	-	-	10	0	-	-	-	1	1	-	-	-	1	3	0
Total	137	71	17	62	30	5	7	5	14	347	35	12	7	2	6	3	0	1	1	1	34	0

AM Peak Hour	INBOUND									OUTBOUND									
	Muni	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total	Muni	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total
S. Francisco SD1	45	-	5	-	-	-	-	-	50	8	-	2	-	-	-	-	-	10
S. Francisco SD2	28	-	3	-	-	-	-	-	32	2	-	0	-	-	-	-	-	2
S. Francisco SD3	55	-	29	-	-	-	-	-	84	2	-	2	-	-	-	-	-	4
S. Francisco SD4	38	-	15	-	-	-	-	-	53	5	-	4	-	-	-	-	-	8
East Bay	11	22	35	-	1	-	-	-	70	1	2	3	-	0	-	-	-	7
North Bay	-	-	-	-	4	7	-	14	24	-	-	-	-	0	1	-	0	2
South Bay	31	-	57	36	-	-	6	-	130	1	-	1	2	-	-	1	-	5
Outside Bay Area	-	-	10	-	-	-	-	-	10	-	-	1	1	-	-	-	1	3
Total	208	22	155	36	5	7	6	14	453	19	2	13	3	0	1	1	1	41

Public Transit Assignment by Service Provider
Mission Bay Campus - Year 2015 minus Existing

	K-T Ingleside-3rd Street							10 Townsend							22 Fillmore						
				Balboa Park to Sunnydale		Sunnydale to Balboa Park					24th/Potrero to Jackson/Steiner		Jackson/Steiner to 24th/Potrero					Third/20th to Fillmore/Bay		Fillmore/Bay to Third/20th	
				dwntwn	MB to	South	MB to				South	MB to	North	MB to				South	MB to	West	MB to
AM Peak Hour	%	In	Out	to MB	South	to MB	dwntwn	%	In	Out	to MB	North	to MB	South	%	In	Out	to MB	West	to MB	South
S. Francisco SD1	100%	45	8	45			8		-	-		-	-			-	-		-	-	
S. Francisco SD2	50%	14	1	14			1	10%	3	0		0	3		40%	11	1		1	11	
S. Francisco SD3	95%	52	2	13	2	39	1		-	-	-	-	-	-	5%	3	0	3	-	-	0
S. Francisco SD4	30%	11	1	9	0	3	1	20%	8	1		1	8		50%	19	2	17	1	2	2
East Bay	100%	11	1	11			1		-	-		-	-			-	-		-	-	
North Bay	100%	-	-	-			-		-	-		-	-			-	-		-	-	
South Bay	20%	6	0		0	6			-	-		-	-		80%	25	1		1	25	
Outside Bay Area	100%	-	-	-			-		-	-		-	-			-	-		-	-	
Total		140	14	92	2	48	11		10	1	-	1	10	-		58	4	20	2	38	2

Public Transit Assignment by Service Provider
Mission Bay Campus - Year 2015 minus Existing

PM Peak Hour	INBOUND										OUTBOUND									
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total
Muni	12	-	0	-	-	0	0	-	0	12	103	-	1	-	-	2	1	-	2	107
Muni + BART		4	1	-	0	-	-	0	1	6		37	10	-	1	-	-	2	6	55
AC Transit			-	0	-	-	-	-	-	0			-	3	-	-	-	-	-	3
BART				5	0	-	-	0	0	5				40	2	-	-	1	3	46
Caltrain					2	-	-	0	-	2					20	-	-	1	-	21
Ferry						0	-	-	-	0						2	-	-	-	2
GGT							0	-	-	0							4	-	-	4
SamTrans								-	-	0								-	-	0
Other									-	0									-	0
Total	12	4	1	5	3	0	1	0	1	27	103	37	10	43	22	3	5	4	10	238

PM Peak Hour	INBOUND											OUTBOUND										
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	All Modes	Total	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	All Modes	Total
S. Francisco SD1	75%	20%		5%						100%	7	95%			5%						100%	35
S. Francisco SD2	80%			20%						100%	2	95%			5%						100%	22
S. Francisco SD3	50%	25%		25%						100%	3	60%	20%		20%						100%	46
S. Francisco SD4	47%	30%		23%						100%	5	83%	5%		12%						100%	29
East Bay		28%	35%	35%		2%				100%	5		15%	38%	47%		2%				102%	38
North Bay						15%	45%		40%	100%	2						15%	25%		55%	95%	20
South Bay		30%		15%	45%			10%		100%	5		44%		20%	31%			5%		100%	74
Outside Bay Area				20%	50%				30%	100%	2		80%		20%						100%	7
Total	12	6	2	6	3	0	1	0	1	31	31	107	55	14	49	23	3	5	4	10	271	271

PM Peak Hour	INBOUND											OUTBOUND										
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Subtotal	Transit + Shuttle	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Subtotal	Transit + Shuttle
S. Francisco SD1	5	1	-	0	-	-	-	-	-	7	0	33	-	-	2	-	-	-	-	-	35	3
S. Francisco SD2	2	-	-	0	-	-	-	-	-	2	0	21	-	-	1	-	-	-	-	-	22	2
S. Francisco SD3	2	1	-	1	-	-	-	-	-	3	0	28	9	-	9	-	-	-	-	-	46	4
S. Francisco SD4	2	2	-	1	-	-	-	-	-	5	0	24	1	-	4	-	-	-	-	-	29	2
East Bay	-	1	2	2	-	0	-	-	-	5	0	-	6	14	18	-	1	-	-	-	39	11
North Bay	-	-	-	-	-	0	1	-	1	2	0	-	-	-	-	-	3	5	-	11	19	0
South Bay	-	1	-	1	2	-	-	0	-	5	0	-	32	-	15	23	-	-	4	-	74	9
Outside Bay Area	-	-	-	0	1	-	-	-	1	2	0	-	5	-	1	-	-	-	-	-	7	0
Total	11	6	2	6	3	0	1	0	1	31	1	106	54	14	49	23	4	5	4	11	271	30

PM Peak Hour	INBOUND									OUTBOUND									
	Muni	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total	Muni	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total
S. Francisco SD1	6	-	2	-	-	-	-	-	8	33	-	5	-	-	-	-	-	37
S. Francisco SD2	2	-	0	-	-	-	-	-	2	21	-	3	-	-	-	-	-	24
S. Francisco SD3	2	-	2	-	-	-	-	-	4	37	-	22	-	-	-	-	-	59
S. Francisco SD4	4	-	3	-	-	-	-	-	7	26	-	7	-	-	-	-	-	33
East Bay	1	2	3	-	0	-	-	-	7	6	19	29	-	1	-	-	-	55
North Bay	-	-	-	-	0	1	-	1	2	-	-	-	-	3	5	-	11	19
South Bay	1	-	2	2	-	-	1	-	7	32	-	50	28	-	-	5	-	115
Outside Bay Area	-	-	0	1	-	-	-	1	2	5	-	7	-	-	-	-	-	12
Total	17	2	13	3	0	1	1	1	38	160	19	123	28	4	5	5	11	355

Public Transit Assignment by Service Provider
Mission Bay Campus - Year 2015 minus Existing

	K-T Ingleside-3rd Street							10 Townsend							22 Fillmore						
				Balboa Park to Sunnydale		Sunnydale to Balboa Park					24th/Potrero to Jackson/Steiner		Jackson/Steiner to 24th/Potrero					Third/20th to Fillmore/Bay		Fillmore/Bay to Third/20th	
				dwntwn	MB to	South	MB to				South	MB to	North	MB to				South	MB to	West	MB to
PM Peak Hour	%	In	Out	to MB	South	to MB	dwntwn	%	In	Out	to MB	North	to MB	South	%	In	Out	to MB	West	to MB	South
S. Francisco SD1	100%	6	33	6			33	0%	-	-		-	-		0%	-	-		-	-	
S. Francisco SD2	50%	1	11	1			11	10%	0	2		2	0		40%	1	9		9	1	
S. Francisco SD3	95%	2	35	1	26	2	9	0%	-	-	-	-	-	-	5%	0	2	0	-	-	2
S. Francisco SD4	30%	1	8	1	2	0	6	20%	1	5		5	1		50%	2	13	2	3	0	10
East Bay	100%	1	6	1			6	0%	-	-		-	-		0%	-	-		-	-	
North Bay	100%	-	-	-			-	0%	-	-		-	-		0%	-	-		-	-	
South Bay	20%	0	6		6	0		0%	-	-		-	-		80%	1	26		26	1	
Outside Bay Area	100%	-	5	-			5	0%	-	-		-	-		0%	-	-		-	-	
Total		12	104	10	35	2	69		1	7	-	7	1	-		4	49	2	38	2	12

4.3 MISSION BAY
EXISTING TO 2040 GROWTH

Trip Generation

UCSF Mission Bay Campus

Year 2040 S1 minus Existing

Population Group	AM Peak Hour Public Transit Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	6	0	8	0	17	0	6	0	8	0	13	0	21	0	0	0	78	0	78
Fellows/Residents	2	0	2	0	5	0	2	0	0	0	0	0	3	0	0	0	13	0	13
Nurses/Nurse Practitioners	6	0	7	0	16	0	5	0	0	0	0	0	12	0	0	0	46	0	46
Postdocs/Students	3	0	3	0	8	0	3	0	5	0	0	0	5	0	0	0	26	0	26
Other Staff	52	0	66	0	150	0	50	0	130	0	79	0	340	0	0	0	867	0	867
Total staff	*68*	*0*	*87*	*0*	*195*	*0*	*65*	*0*	*143*	*0*	*92*	*0*	*380*	*0*	*0*	*0*	*1,030*	*0*	*1,030*
PATIENTS & VISITORS																			
Inpatients	7	2	2	0	3	1	5	1	4	1	2	0	3	1	2	0	28	7	35
Outpatients	25	7	6	2	10	3	18	5	16	4	6	2	12	3	7	2	100	27	127
Visitors to inpatients	5	2	2	1	2	1	7	2	4	1	3	1	3	1	3	1	29	9	38
Visitors with outpatients	17	4	4	1	7	2	13	3	11	3	4	1	8	2	5	1	70	18	88
Total patients and visitors	*54*	*14*	*15*	*4*	*22*	*6*	*43*	*12*	*35*	*9*	*14*	*4*	*26*	*7*	*17*	*5*	*227*	*61*	*288*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	4	1	2	0	1	0	5	1	3	1	2	0	2	1	2	1	21	5	26
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*4*	*1*	*2*	*0*	*1*	*0*	*5*	*1*	*3*	*1*	*2*	*0*	*2*	*1*	*2*	*1*	*21*	*5*	*26*
Subtotal Staff+Patients+Visitors	*126*	*15*	*103*	*4*	*219*	*6*	*113*	*13*	*181*	*10*	*109*	*4*	*409*	*8*	*19*	*5*	*1,278*	*66*	*1,344*
CHILDCARE																			
Childcare staff	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	3
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*3*	*0*	*3*
RESIDENTIAL																			
Contract holders	0	5	0	1	0	4	0	1	0	0	0	0	0	0	0	0	0	10	10
Spouses	1	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	2	8	10
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*1*	*8*	*0*	*1*	*1*	*7*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*19*	*23*
GRAND TOTAL	127	24	103	5	220	13	113	14	182	11	109	5	410	8	20	5	1,285	85	1,370

Trip Generation

UCSF Mission Bay Campus

Year 2040 S1 minus Existing

Population Group	PM Peak Hour Public Transit Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	4	0	5	0	11	0	4	0	5	0	8	0	13	0	0	0	49	49
Fellows/Residents	0	1	0	1	0	3	0	1	0	0	0	0	0	2	0	0	0	9	9
Nurses/Nurse Practitioners	0	2	0	3	0	7	0	2	0	0	0	0	0	5	0	0	0	19	19
Postdocs/Students	0	2	0	2	0	5	0	2	0	3	0	0	0	3	0	0	1	18	19
Other Staff	2	50	2	64	4	145	1	48	4	126	2	77	10	329	0	0	26	840	866
Total staff	*2*	*59*	*2*	*76*	*5*	*171*	*2*	*57*	*4*	*134*	*2*	*85*	*10*	*352*	*0*	*0*	*27*	*935*	*962*
PATIENTS & VISITORS																			
Inpatients	1	5	0	1	1	2	1	4	1	3	0	1	1	2	0	1	6	21	27
Outpatients	5	19	1	5	2	8	4	14	3	12	1	4	2	9	1	5	21	75	96
Visitors to inpatients	1	3	1	1	0	1	2	5	1	3	1	2	1	2	1	2	7	19	26
Visitors with outpatients	4	13	1	3	2	5	3	9	2	8	1	3	2	6	1	4	15	51	66
Total patients and visitors	*12*	*40*	*3*	*11*	*5*	*16*	*9*	*31*	*8*	*26*	*3*	*10*	*6*	*19*	*4*	*13*	*49*	*166*	*215*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	1	0	1	0	1	0	2	0	1	0	1	0	1	0	1	1	8	9
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*2*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*1*	*1*	*8*	*9*
Subtotal Staff+Patients+Visitors	*13*	*101*	*5*	*87*	*10*	*188*	*11*	*90*	*12*	*161*	*6*	*96*	*16*	*373*	*4*	*13*	*77*	*1,109*	*1,186*
CHILDCARE																			
Childcare staff	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	3
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*3*	*3*
RESIDENTIAL																			
Contract holders	5	0	1	0	4	0	1	0	0	0	0	0	0	0	0	0	10	1	11
Spouses	7	3	1	0	6	3	1	0	0	0	0	0	0	0	0	0	16	7	23
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*12*	*4*	*1*	*0*	*10*	*3*	*1*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*26*	*8*	*34*
GRAND TOTAL	25	104	7	88	20	191	12	90	12	162	6	97	17	374	4	13	103	1,120	1,223

Trip Generation

UCSF Mission Bay Campus

Year 2040 S1 minus Existing

Population Group	Additional AM Peak Hour Public Transit Trips who use UCSF Shuttle												Additional PM Peak Hour Public Transit Trips who use UCSF Shuttle											
	San Francisco		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		San Francisco		East Bay		North Bay		South Bay		Outside Bay Area		All Origins	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
STAFF																								
Faculty/Physicians	3	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	2
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	2	0	8	0	0	0	8	0	0	0	18	1	0	1	0	6	0	0	0	6	0	0	0	13
Other Staff	69	0	52	0	0	0	42	0	0	0	164	0	2	67	2	50	0	0	1	41	0	0	5	158
Total staff	*75*	*0*	*60*	*0*	*0*	*0*	*50*	*0*	*0*	*0*	*185*	*1*	*2*	*71*	*2*	*56*	*0*	*0*	*1*	*47*	*0*	*0*	*5*	*173*
PATIENTS & VISITORS																								
Inpatients																								
Outpatients																								
Visitors to inpatients																								
Visitors with outpatients																								
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																								
Community Center Visitors																								
Faculty/Staff Visitors																								
Vendors/Services																								
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal Staff+Patients+Visitors	*75*	*0*	*60*	*0*	*0*	*0*	*50*	*0*	*0*	*0*	*185*	*1*	*2*	*71*	*2*	*56*	*0*	*0*	*1*	*47*	*0*	*0*	*5*	*173*
CHILDCARE																								
Childcare staff	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Childcare children																								
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*
RESIDENTIAL																								
Contract holders																								
Spouses																								
Children																								
Visitors																								
Vendors/Services																								
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	75	0	60	0	0	0	50	0	0	0	185	1	2	71	2	56	0	0	1	47	0	0	5	174

Public Transit Assignment by Service Provider
Mission Bay Campus - Year 2040 S1 minus Existing

AM Peak Hour	INBOUND										OUTBOUND									
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total
Muni	554	-	4	-	-	9	4	-	9	580	37	-	0	-	-	1	0	-	1	38
Muni + BART		199	52	-	4	-	-	13	30	299		13	3	-	0	-	-	1	2	20
AC Transit			-	17	-	-	-	-	-	17			-	1	-	-	-	-	-	1
BART				216	9	-	-	4	17	247				14	1	-	-	0	1	16
Caltrain					108	-	-	4	-	112					7	-	-	0	-	7
Ferry						9	-	-	-	9						1	-	-	-	1
GGT							22	-	-	22							1	-	-	1
SamTrans								-	-	0								-	-	0
Other									-	0									-	0
Total	554	199	56	234	121	17	26	22	56	1285	37	13	4	15	8	1	2	1	4	85

AM Peak Hour	INBOUND											OUTBOUND										
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	All Modes	Total	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	All Modes	Total
S. Francisco SD1	95%			5%						100%	145	75%	20%		5%						100%	27
S. Francisco SD2	95%			5%						100%	118	70%			30%						100%	6
S. Francisco SD3	77%	15%		8%						100%	250	45%	25%		30%						100%	15
S. Francisco SD4	84%	11%		5%						100%	129	40%	30%		30%						100%	16
East Bay		25%	36%	37%		2%				100%	207		20%	38%	40%		2%				100%	12
North Bay	24%					10%	21%		45%	100%	124						25%	45%		30%	100%	5
South Bay		42%		27%	26.5%			4.5%		100%	467		30%		5%	55%			10%		100%	9
Outside Bay Area				100%						100%	22				5%	55%				40%	100%	6
Total	580	299	74	264	125	17	26	22	56	1,462	1,462	38	20	5	17	8	1	2	1	4	97	97

AM Peak Hour	INBOUND											OUTBOUND										
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Subtotal	Transit + Shuttle	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Subtotal	Transit + Shuttle
S. Francisco SD1	137	-	-	7	-	-	-	-	-	145	17	20	5	-	1	-	-	-	-	-	27	0
S. Francisco SD2	112	-	-	6	-	-	-	-	-	118	14	4	-	-	2	-	-	-	-	-	6	0
S. Francisco SD3	193	38	-	20	-	-	-	-	-	250	29	7	4	-	5	-	-	-	-	-	15	0
S. Francisco SD4	108	14	-	6	-	-	-	-	-	129	15	6	5	-	5	-	-	-	-	-	16	0
East Bay	-	52	74	77	-	4	-	-	-	207	60	-	2	5	5	-	0	-	-	-	12	0
North Bay	30	-	-	-	-	12	26	-	56	124	0	-	-	-	-	-	1	2	-	2	5	0
South Bay	-	196	-	126	124	-	-	21	-	467	50	-	3	-	0	5	-	-	1	-	9	0
Outside Bay Area	-	-	-	22	-	-	-	-	-	22	0	-	-	-	0	3	-	-	-	2	6	0
Total	580	300	74	265	124	17	26	21	56	1462	185	38	19	5	18	8	2	2	1	4	97	1

AM Peak Hour	INBOUND									OUTBOUND									
	Muni	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total	Muni	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total
S. Francisco SD1	137	-	24	-	-	-	-	-	162	26	-	7	-	-	-	-	-	32
S. Francisco SD2	112	-	20	-	-	-	-	-	131	4	-	2	-	-	-	-	-	6
S. Francisco SD3	230	-	87	-	-	-	-	-	317	11	-	8	-	-	-	-	-	19
S. Francisco SD4	123	-	36	-	-	-	-	-	158	11	-	10	-	-	-	-	-	21
East Bay	52	103	158	-	6	-	-	-	319	2	5	7	-	0	-	-	-	15
North Bay	30	-	-	-	12	26	-	56	124	-	-	-	-	1	2	-	2	5
South Bay	196	-	346	147	-	-	25	-	713	3	-	3	5	-	-	1	-	12
Outside Bay Area	-	-	22	-	-	-	-	-	22	-	-	0	3	-	-	-	2	6
Total	880	103	692	147	18	26	25	56	1,947	57	5	38	9	2	2	1	4	117

Public Transit Assignment by Service Provider
Mission Bay Campus - Year 2040 S1 minus Existing

	K-T Ingleside-3rd Street							10 Townsend							22 Fillmore						
				Balboa Park to Sunnydale		Sunnydale to Balboa Park					24th/Potrero to Jackson/Steiner		Jackson/Steiner to 24th/Potrero					Third/20th to Fillmore/Bay		Fillmore/Bay to Third/20th	
AM Peak Hour	%	In	Out	dwntwn to MB	MB to South	South to MB	MB to dwntwn	%	In	Out	South to MB	MB to North	North to MB	MB to South	%	In	Out	South to MB	MB to West	West to MB	MB to South
S. Francisco SD1	100%	137	26	137			26	0%	-	-		-	-		0%	-	-		-	-	
S. Francisco SD2	50%	56	2	56			2	10%	11	0		0	11		40%	45	2		2	45	
S. Francisco SD3	95%	219	10	55	8	164	3	0%	-	-	-	-	-	-	5%	12	1	12	-	-	1
S. Francisco SD4	30%	37	3	28	1	9	3	20%	25	2		2	25		50%	61	6	55	1	6	4
East Bay	100%	52	2	52			2	0%	-	-		-	-		0%	-	-		-	-	
North Bay	100%	30	-	30			-	0%	-	-		-	-		0%	-	-		-	-	
South Bay	20%	39	1		1	39		0%	-	-		-	-		80%	157	2		2	157	
Outside Bay Area	100%	-	-	-			-	0%	-	-		-	-		0%	-	-		-	-	
Total		570	44	357	9	213	35		36	3	-	3	36	-		275	10	67	5	208	5

Public Transit Assignment by Service Provider
Mission Bay Campus - Year 2040 S1 minus Existing

PM Peak Hour	INBOUND										OUTBOUND									
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total
Muni	44	-	0	-	-	1	0	-	1	46	483	-	4	-	-	8	4	-	8	505
Muni + BART		16	4	-	0	-	-	1	2	24		173	45	-	4	-	-	11	26	260
AC Transit			-	1	-	-	-	-	-	1			-	15	-	-	-	-	-	15
BART				17	1	-	-	0	1	20				189	8	-	-	4	15	215
Caltrain					9	-	-	0	-	9					94	-	-	4	-	98
Ferry						1	-	-	-	1						8	-	-	-	8
GGT							2	-	-	2							19	-	-	19
SamTrans								-	-	0								-	-	0
Other									-	0									-	0
Total	44	16	5	19	10	1	2	2	5	103	483	173	49	204	106	15	23	19	49	1120

PM Peak Hour	INBOUND											OUTBOUND										
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	All Modes	Total	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	All Modes	Total
S. Francisco SD1	75%	20%		5%						100%	29	95%			5%						100%	119
S. Francisco SD2	75%			25%						100%	8	95%			5%						100%	100
S. Francisco SD3	60%	25%		15%						100%	23	87%	2%		11%						100%	218
S. Francisco SD4	35%	35%		30%						100%	14	80%	2%		18%						100%	103
East Bay		20%	45%	33%		2%				100%	14		18%	35%	45%		2%				100%	184
North Bay						18%	34%		48%	100%	7	24.5%					10%	21%		44.5%	100%	110
South Bay		25%		22%	43%			10%		100%	19		49%		21%	25.5%			4.5%		100%	426
Outside Bay Area				20%	50%				30%	100%	4		75%		25%						100%	15
Total	46	24	6	21	10	1	2	2	5	117	117	505	260	64	230	109	15	23	19	49	1,275	1,275

PM Peak Hour	INBOUND											OUTBOUND										
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Subtotal	Transit + Shuttle	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Subtotal	Transit + Shuttle
S. Francisco SD1	21	6	-	1	-	-	-	-	-	29	1	113	-	-	6	-	-	-	-	-	119	16
S. Francisco SD2	6	-	-	2	-	-	-	-	-	8	0	95	-	-	5	-	-	-	-	-	100	13
S. Francisco SD3	14	6	-	3	-	-	-	-	-	23	1	189	4	-	24	-	-	-	-	-	218	29
S. Francisco SD4	5	5	-	4	-	-	-	-	-	14	0	82	2	-	19	-	-	-	-	-	103	14
East Bay	-	3	6	5	-	0	-	-	-	14	2	-	33	64	83	-	4	-	-	-	184	56
North Bay	-	-	-	-	-	1	2	-	3	7	0	27	-	-	-	-	11	23	-	49	110	0
South Bay	-	5	-	4	8	-	-	2	-	19	1	-	209	-	89	109	-	-	19	-	426	47
Outside Bay Area	-	-	-	1	2	-	-	-	1	4	0	-	11	-	4	-	-	-	-	-	15	0
Total	46	24	6	21	10	1	2	2	5	117	5	507	260	64	230	109	15	23	19	49	1275	174

PM Peak Hour	INBOUND									OUTBOUND									
	Muni	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total	Muni	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total
S. Francisco SD1	27	-	8	-	-	-	-	-	35	113	-	22	-	-	-	-	-	134
S. Francisco SD2	6	-	2	-	-	-	-	-	8	95	-	18	-	-	-	-	-	113
S. Francisco SD3	19	-	10	-	-	-	-	-	29	194	-	57	-	-	-	-	-	251
S. Francisco SD4	10	-	10	-	-	-	-	-	20	84	-	34	-	-	-	-	-	118
East Bay	3	7	8	-	0	-	-	-	19	33	88	147	-	5	-	-	-	274
North Bay	-	-	-	-	1	2	-	3	7	27	-	-	-	11	23	-	49	110
South Bay	5	-	9	9	-	-	2	-	25	209	-	317	132	-	-	23	-	681
Outside Bay Area	-	-	1	2	-	-	-	1	4	11	-	15	-	-	-	-	-	27
Total	70	7	48	11	2	2	2	5	146	766	88	610	132	16	23	23	49	1,708

Public Transit Assignment by Service Provider
Mission Bay Campus - Year 2040 S1 minus Existing

	K-T Ingleside-3rd Street							10 Townsend							22 Fillmore						
				Balboa Park to Sunnydale		Sunnydale to Balboa Park					24th/Potrero to Jackson/Steiner		Jackson/Steiner to 24th/Potrero					Third/20th to Fillmore/Bay		Fillmore/Bay to Third/20th	
PM Peak Hour	%	In	Out	dwntwn to MB	MB to South	South to MB	MB to dwntwn	%	In	Out	South to MB	MB to North	North to MB	MB to South	%	In	Out	South to MB	MB to West	West to MB	MB to South
S. Francisco SD1	100%	27	113	27			113	0%	-	-		-	-		0%	-	-		-	-	
S. Francisco SD2	50%	3	47	3			47	10%	1	9		9	1		40%	2	38		38	2	
S. Francisco SD3	95%	18	184	5	138	14	46	0%	-	-	-	-	-	-	5%	1	10	1	-	-	10
S. Francisco SD4	30%	3	25	2	6	1	19	20%	2	17		17	2		50%	5	42	4	11	0	32
East Bay	100%	3	33	3			33	0%	-	-		-	-		0%	-	-		-	-	
North Bay	100%	-	27	-			27	0%	-	-		-	-		0%	-	-		-	-	
South Bay	20%	1	42		42	1		0%	-	-		-	-		80%	4	167		167	4	
Outside Bay Area	100%	-	11	-			11	0%	-	-		-	-		0%	-	-		-	-	
Total		55	483	40	186	15	297		3	26	-	26	3	-		12	257	5	215	7	41

Public Transit Assignment by Service Provider
Mission Bay Campus - Year 2035 with S2b minus Existing

AM Peak Hour	INBOUND										OUTBOUND									
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total
Muni	572	-	4	-	-	9	4	-	9	599	43	-	0	-	-	1	0	-	1	45
Muni + BART		206	54	-	4	-	-	13	31	309		15	4	-	0	-	-	1	2	23
AC Transit			-	18	-	-	-	-	-	18			-	1	-	-	-	-	-	1
BART				224	9	-	-	4	18	255				17	1	-	-	0	1	19
Caltrain					112	-	-	4	-	116					8	-	-	0	-	9
Ferry						9	-	-	-	9						1	-	-	-	1
GGT							22	-	-	22							2	-	-	2
SamTrans								-	-	0								-	-	0
Other									-	0									-	0
Total	572	206	58	241	125	18	27	22	58	1328	43	15	4	18	9	1	2	2	4	99

AM Peak Hour	INBOUND											OUTBOUND										
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	All Modes	Total	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	All Modes	Total
S. Francisco SD1	95%			5%						100%	159	75%	20%		5%						100%	31
S. Francisco SD2	95%			5%						100%	121	70%			30%						100%	7
S. Francisco SD3	79%	15%		6%						100%	255	45%	25%		30%						100%	17
S. Francisco SD4	73%	22%		5%						100%	139	45%	30%		25%						100%	19
East Bay		26.5%	35.5%	36%		2%				100%	214		20%	38%	40%		2%				100%	15
North Bay	22%					11%	21%		46%	100%	127						18%	42%		40%	100%	6
South Bay		39.0%		28.5%	27.5%			5.0%		100%	470		30%		5%	55%			10%		100%	11
Outside Bay Area				100%						100%	27				20%	55%				25%	100%	7
Total	599	309	76	273	130	18	27	22	58	1,511	1,511	45	23	6	20	10	1	2	2	4	113	113

AM Peak Hour	INBOUND											OUTBOUND										
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Subtotal	Transit + Shuttle	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Subtotal	Transit + Shuttle
S. Francisco SD1	151	-	-	8	-	-	-	-	-	159	17	23	6	-	2	-	-	-	-	-	31	0
S. Francisco SD2	115	-	-	6	-	-	-	-	-	121	13	5	-	-	2	-	-	-	-	-	7	0
S. Francisco SD3	201	38	-	15	-	-	-	-	-	255	28	8	4	-	5	-	-	-	-	-	17	0
S. Francisco SD4	102	31	-	7	-	-	-	-	-	139	15	8	6	-	5	-	-	-	-	-	19	0
East Bay	-	57	76	77	-	4	-	-	-	214	57	-	3	6	6	-	0	-	-	-	15	0
North Bay	28	-	-	-	-	14	27	-	58	127	0	-	-	-	-	-	1	3	-	2	6	0
South Bay	-	183	-	134	129	-	-	23	-	470	48	-	3	-	1	6	-	-	1	-	11	0
Outside Bay Area	-	-	-	27	-	-	-	-	-	27	0	-	-	-	1	4	-	-	-	2	7	0
Total	597	309	76	274	129	18	27	23	58	1511	178	44	22	6	21	10	1	3	1	4	113	0

AM Peak Hour	INBOUND									OUTBOUND									
	Muni	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total	Muni	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total
S. Francisco SD1	151	-	25	-	-	-	-	-	176	29	-	8	-	-	-	-	-	37
S. Francisco SD2	115	-	19	-	-	-	-	-	134	5	-	2	-	-	-	-	-	7
S. Francisco SD3	240	-	81	-	-	-	-	-	321	12	-	9	-	-	-	-	-	21
S. Francisco SD4	132	-	53	-	-	-	-	-	185	14	-	10	-	-	-	-	-	24
East Bay	57	104	162	-	6	-	-	-	328	3	6	9	-	0	-	-	-	18
North Bay	28	-	-	-	14	27	-	58	127	-	-	-	-	1	3	-	2	6
South Bay	183	-	340	151	-	-	27	-	701	3	-	4	6	-	-	1	-	15
Outside Bay Area	-	-	27	-	-	-	-	-	27	-	-	1	4	-	-	-	2	7
Total	906	104	706	151	20	27	27	58	1,998	66	6	44	10	1	3	1	4	135

Public Transit Assignment by Service Provider
Mission Bay Campus - Year 2035 with S2b minus Existing

		K-T Ingleside-3rd Street								10 Townsend					22 Fillmore							
AM Peak Hour		Balboa Park to Sunnydale		Sunnydale to Balboa Park		dwntwn to MB	MB to dwntwn	South to MB	MB to South		24th/Potrero to Jackson/Steiner		Jackson/Steiner to 24th/Potrero			Third/20th to Fillmore/Bay		Fillmore/Bay to Third/20th		Total %	check	check
S. Francisco SD1	100%	151	151	29	29	151	29			0%	29	-	151	-	0%	29	-	151	-	100%	180	180
S. Francisco SD2	50%	115	57	5	2	57	2			10%	5	0	115	11	40%	5	2	115	46	100%	120	120
S. Francisco SD3	95%	240	228	12	11	57	3	171	8	0%	240	-	12	-	5%	240	12	12	1	100%	251	251
S. Francisco SD4	30%	132	40	14	4	30	3	10	1	20%	14	3	132	26	50%	132	66	14	7	100%	147	147
East Bay	100%	57	57	3	3	57	3			0%	3	-	57	-	0%	3	-	57	-	100%	60	60
North Bay	100%	28	28	-	-	28	-			0%	-	-	28	-	0%	-	-	28	-	100%	28	28
South Bay	20%	183	37	3	1			1	37	0%	3	-	183	-	80%	3	3	183	147	100%	187	187
Outside Bay Area	100%	-	-	-	-	-	-			0%	-	-	-	-	0%	-	-	-	-	100%	-	-
Total		906	597	66	51	380	41	181	46		294	3	678	38		413	83	559	200		972	972

Public Transit Assignment by Service Provider
Mission Bay Campus - Year 2035 with S2b minus Existing

PM Peak Hour	INBOUND										OUTBOUND									
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total
Muni	49	-	0	-	-	1	0	-	1	51	495	-	4	-	-	8	4	-	8	518
Muni + BART		18	5	-	0	-	-	1	3	26		178	46	-	4	-	-	12	27	267
AC Transit			-	2	-	-	-	-	-	2			-	15	-	-	-	-	-	15
BART				19	1	-	-	0	2	22				193	8	-	-	4	15	221
Caltrain					10	-	-	0	-	10					97	-	-	4	-	101
Ferry						1	-	-	-	1						8	-	-	-	8
GGT							2	-	-	2							19	-	-	19
SamTrans								-	-	0								-	-	0
Other									-	0									-	0
Total	49	18	5	21	11	2	2	2	5	113	495	178	50	209	108	15	23	19	50	1149

PM Peak Hour	INBOUND											OUTBOUND										
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	All Modes	Total	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	All Modes	Total
S. Francisco SD1	75%	20%		5%						100%	31	95%			5%						100%	129
S. Francisco SD2	80%			20%						100%	8	95%			5%						100%	102
S. Francisco SD3	55%	25%		20%						100%	24	84%	5%		11%						100%	220
S. Francisco SD4	45%	30%		25%						100%	16	78%	3%		19%						100%	110
East Bay		20%	45%	33%		2%				100%	16		18%	35%	45%		2%				100%	189
North Bay						17%	35%		48%	100%	7	24%					10%	21%		45%	100%	112
South Bay		30%		20%	40%			10%		100%	20		48%		21%	26.5%			4.5%		100%	427
Outside Bay Area				25%	45%				30%	100%	5		75%		25%						100%	18
Total	51	26	6	23	11	2	2	2	5	129	129	518	267	66	236	112	15	23	19	50	1,308	1,308

PM Peak Hour	INBOUND											OUTBOUND										
	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Subtotal	Transit + Shuttle	Muni	Muni + BART	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Subtotal	Transit + Shuttle
S. Francisco SD1	24	6	-	2	-	-	-	-	-	31	1	123	-	-	6	-	-	-	-	-	129	16
S. Francisco SD2	7	-	-	2	-	-	-	-	-	8	0	97	-	-	5	-	-	-	-	-	102	13
S. Francisco SD3	13	6	-	5	-	-	-	-	-	24	1	185	11	-	24	-	-	-	-	-	220	27
S. Francisco SD4	7	5	-	4	-	-	-	-	-	16	0	86	3	-	21	-	-	-	-	-	110	14
East Bay	-	3	7	5	-	0	-	-	-	16	2	-	34	66	85	-	4	-	-	-	189	54
North Bay	-	-	-	-	-	1	3	-	4	7	0	27	-	-	-	-	11	23	-	50	112	0
South Bay	-	6	-	4	8	-	-	2	-	20	1	-	205	-	90	113	-	-	19	-	427	45
Outside Bay Area	-	-	-	1	2	-	-	-	2	5	0	-	14	-	5	-	-	-	-	-	18	0
Total	51	26	7	23	10	2	3	2	5	129	5	517	267	66	236	113	15	23	19	50	1308	168

PM Peak Hour	INBOUND									OUTBOUND									
	Muni	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total	Muni	AC Transit	BART	Caltrain	Ferry	GGT	Sam Trans	Other	Total
S. Francisco SD1	30	-	9	-	-	-	-	-	39	123	-	22	-	-	-	-	-	145
S. Francisco SD2	7	-	2	-	-	-	-	-	9	97	-	18	-	-	-	-	-	114
S. Francisco SD3	19	-	11	-	-	-	-	-	30	196	-	62	-	-	-	-	-	258
S. Francisco SD4	12	-	9	-	-	-	-	-	22	89	-	38	-	-	-	-	-	127
East Bay	3	8	9	-	0	-	-	-	21	34	89	149	-	5	-	-	-	277
North Bay	-	-	-	-	1	3	-	4	7	27	-	-	-	11	23	-	50	112
South Bay	6	-	11	9	-	-	2	-	28	205	-	313	136	-	-	23	-	676
Outside Bay Area	-	-	1	2	-	-	-	2	5	14	-	18	-	-	-	-	-	32
Total	77	8	52	11	2	3	2	5	160	784	89	620	136	16	23	23	50	1,742

Public Transit Assignment by Service Provider
Mission Bay Campus - Year 2035 with S2b minus Existing

		K-T Ingleside-3rd Street								10 Townsend					22 Fillmore							
PM Peak Hour		Balboa Park to Sunnydale		Sunnydale to Balboa Park		dwntwn to MB	MB to dwntwn	South to MB	MB to South		24th/Potrero to Jackson/Steiner		Jackson/Steiner to 24th/Potrero			Third/20th to Fillmore/Bay		Fillmore/Bay to Third/20th		Total %	check	check
S. Francisco SD1	100%	30	30	123	123	30	123			0%	123	-	30	-	0%	123	-	30	-	100%	152	152
S. Francisco SD2	50%	7	3	97	48	3	48			10%	97	10	7	1	40%	97	39	7	3	100%	103	103
S. Francisco SD3	95%	19	18	196	186	5	47	14	140	0%	19	-	196	-	5%	19	1	196	10	100%	215	215
S. Francisco SD4	30%	12	4	89	27	3	20	1	7	20%	89	18	12	2	50%	12	6	89	45	100%	101	101
East Bay	100%	3	3	34	34	3	34			0%	34	-	3	-	0%	34	-	3	-	100%	37	37
North Bay	100%	-	-	27	27	-	27			0%	27	-	-	-	0%	27	-	-	-	100%	27	27
South Bay	20%	6	1	205	41			41	1	0%	205	-	6	-	80%	205	164	6	5	100%	211	211
Outside Bay Area	100%	-	-	14	14	-	14			0%	14	-	-	-	0%	14	-	-	-	100%	14	14
Total		77	59	784	500	44	312	55	148		607	28	254	3		530	210	331	62		861	861

4.4 MOUNT ZION
EXISTING TO 2035 GROWTH

Trip Generation
UCSF Mt Zion Campus
Year 2035 minus Existing

Population Group	AM Peak Hour Public Transit Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	2	0	1	0	1	0	4	0	6	0	5	0	0	0	19	0	19
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2
Other Staff	2	0	10	0	4	0	4	0	13	0	4	0	15	0	0	0	52	0	52
Total staff	*3*	*0*	*12*	*0*	*5*	*0*	*5*	*0*	*17*	*0*	*10*	*0*	*21*	*0*	*0*	*0*	*74*	*0*	*74*
PATIENTS & VISITORS																			
Inpatients	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2	-5
Outpatients	12	8	9	6	4	3	6	4	3	2	2	1	2	2	1	1	39	26	65
Visitors to inpatients	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2	-5
Visitors with outpatients	9	6	7	4	3	2	4	3	2	1	1	1	2	1	1	0	28	18	46
Total patients and visitors	*19*	*12*	*15*	*10*	*6*	*4*	*9*	*6*	*4*	*3*	*3*	*2*	*4*	*3*	*1*	*1*	*61*	*40*	*101*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*1*	*2*
Subtotal Staff+Patients+Visitors	*22*	*13*	*27*	*10*	*12*	*4*	*15*	*6*	*21*	*3*	*13*	*2*	*25*	*3*	*1*	*1*	*136*	*41*	*177*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	22	13	27	10	12	4	15	6	21	3	13	2	25	3	1	1	136	41	177

Trip Generation
UCSF Mt Zion Campus
Year 2035 minus Existing

Population Group	PM Peak Hour Public Transit Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	1	0	0	0	0	0	2	0	3	0	3	0	0	0	10	10
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	4
Other Staff	0	2	0	10	0	4	0	4	0	13	0	4	0	15	0	0	0	52	52
Total staff	*0*	*3*	*0*	*11*	*0*	*5*	*0*	*5*	*0*	*15*	*0*	*7*	*1*	*18*	*0*	*0*	*2*	*64*	*66*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-2
Outpatients	3	3	2	2	1	1	1	1	1	1	0	0	1	1	0	0	9	9	18
Visitors to inpatients	-1	-1	-1	-1	0	0	-1	-1	-1	-1	0	0	0	0	0	0	-4	-4	-8
Visitors with outpatients	2	2	2	2	1	1	1	1	1	1	0	0	0	0	0	0	7	7	14
Total patients and visitors	*4*	*4*	*3*	*3*	*1*	*1*	*2*	*2*	*1*	*1*	*0*	*0*	*1*	*1*	*0*	*0*	*11*	*11*	*22*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*1*
Subtotal Staff+Patients+Visitors	*4*	*6*	*3*	*14*	*1*	*6*	*2*	*7*	*1*	*16*	*0*	*8*	*2*	*19*	*0*	*0*	*13*	*76*	*89*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	4	6	3	14	1	6	2	7	1	16	0	8	2	19	0	0	13	76	89

Trip Generation
UCSF Mt Zion Campus
Year 2035 minus Existing

Population Group	Additional AM Peak Hour Public Transit Trips who use UCSF Shuttle												Additional PM Peak Hour Public Transit Trips who use UCSF Shuttle											
	San Francisco		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		San Francisco		East Bay		North Bay		South Bay		Outside Bay Area		All Origins	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
STAFF																								
Faculty/Physicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	1	0	2	0	0	0	2	0	0	0	5	0	0	0	0	1	0	0	0	1	0	0	0	2
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Staff	2	0	0	0	0	0	2	0	0	0	4	0	0	2	0	0	0	0	0	2	0	0	0	4
Total staff	*2*	*0*	*2*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*9*	*0*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*6*
PATIENTS & VISITORS																								
Inpatients																								
Outpatients																								
Visitors to inpatients																								
Visitors with outpatients																								
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																								
Community Center Visitors																								
Faculty/Staff Visitors																								
Vendors/Services																								
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal Staff+Patients+Visitors	*2*	*0*	*2*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*9*	*0*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*6*
CHILDCARE																								
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children																								
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																								
Contract holders																								
Spouses																								
Children																								
Visitors																								
Vendors/Services																								
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	2	0	2	0	0	0	5	0	0	0	9	0	0	2	0	1	0	0	0	3	0	0	0	6

Trip Generation
UCSF Mission Center
Year 2035 minus Existing

Population Group	AM Peak Hour Public Transit Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1
Other Staff	4	0	5	0	12	0	4	0	11	0	4	0	20	0	1	0	60	0	60
Total staff	*4*	*0*	*5*	*0*	*12*	*0*	*4*	*0*	*11*	*0*	*4*	*0*	*20*	*0*	*1*	*0*	*62*	*0*	*62*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal Staff+Patients+Visitors	*4*	*0*	*5*	*0*	*12*	*0*	*4*	*0*	*11*	*0*	*4*	*0*	*20*	*0*	*1*	*0*	*62*	*0*	*62*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	4	0	5	0	12	0	4	0	11	0	4	0	20	0	1	0	62	0	62

Trip Generation
UCSF Mission Center
Year 2035 minus Existing

Population Group	PM Peak Hour Public Transit Distribution																		
	San Francisco SD1		San Francisco SD2		San Francisco SD3		San Francisco SD4		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
STAFF																			
Faculty/Physicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Other Staff	0	4	0	5	0	11	0	4	0	11	0	4	1	19	0	1	2	59	61
Total staff	*0*	*4*	*0*	*5*	*0*	*12*	*0*	*4*	*0*	*11*	*0*	*4*	*1*	*20*	*0*	*1*	*2*	*60*	*62*
PATIENTS & VISITORS																			
Inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors to inpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors with outpatients	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																			
Community Center Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faculty/Staff Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal Staff+Patients+Visitors	*0*	*4*	*0*	*5*	*0*	*12*	*0*	*4*	*0*	*11*	*0*	*4*	*1*	*20*	*0*	*1*	*2*	*60*	*62*
CHILDCARE																			
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																			
Contract holders	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spouses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Children	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vendors/Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	0	4	0	5	0	12	0	4	0	11	0	4	1	20	0	1	2	60	62

Trip Generation
UCSF Mission Center
Year 2035 minus Existing

Population Group	Additional AM Peak Hour Public Transit Trips who use UCSF Shuttle												Additional PM Peak Hour Public Transit Trips who use UCSF Shuttle											
	San Francisco		East Bay		North Bay		South Bay		Outside Bay Area		All Origins		San Francisco		East Bay		North Bay		South Bay		Outside Bay Area		All Origins	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
STAFF																								
Faculty/Physicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fellows/Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nurses/Nurse Practitioners	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Postdocs/Students	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Staff	2	0	3	0	0	0	7	0	0	0	12	0	0	2	0	2	0	0	0	7	0	0	0	11
Total staff	*2*	*0*	*3*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*12*	*0*	*0*	*2*	*0*	*2*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*11*
PATIENTS & VISITORS																								
Inpatients																								
Outpatients																								
Visitors to inpatients																								
Visitors with outpatients																								
Total patients and visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
OTHER VISITORS																								
Community Center Visitors																								
Faculty/Staff Visitors																								
Vendors/Services																								
Total other visitors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal Staff+Patients+Visitors	*2*	*0*	*3*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*12*	*0*	*0*	*2*	*0*	*2*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*11*
CHILDCARE																								
Childcare staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Childcare children																								
Total childcare	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RESIDENTIAL																								
Contract holders																								
Spouses																								
Children																								
Visitors																								
Vendors/Services																								
Total residential	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
GRAND TOTAL	2	0	3	0	0	0	7	0	0	0	12	0	0	2	0	2	0	0	0	7	0	0	0	11

5. PARKING DEMAND CALCULATIONS

5.1 PARNASSUS HEIGHTS

Trip Generation
UCSF Parnassus Campus
Existing 2011-2012

Population Group	Typical Weekday Person Trips	Motor Vehicle Mode Split [f]	Average Vehicle Occupancy	Typical Daily Vehicle Trips to Garage	Typical Daily Vehicles Parking	Peak Demand Rate [g]	Peak Parking Demand
STAFF							
Faculty/Physicians	2,070	66%	1.05	1,296	648	0.85	551
Fellows/Residents	1,739	33%	1.02	565	283	0.85	241
Nurses/Nurse Practitioners	2,821	60%	1.04	1,622	811	0.85	689
Postdocs/Students	5,249	11%	1.05	551	276	0.85	235
Other Staff	9,597	40%	1.21	3,167	1,584	0.85	1,346
Total staff	*21,477*	*37%*	*1.12*	*7,201*	*3,602*	*0.85*	*3,062*
PATIENTS & VISITORS							
Inpatients	996	43%	1.19	359	180	0.30	54
Outpatients	4,148	43%	2.03	1,493	747	0.30	224
Visitors to inpatients	2,490	49%	1.06	1,150	575	0.40	230
Visitors with outpatients	2,904	43%					
Total patients and visitors	*10,538*	*44%*	*1.56*	*3,002*	*1,502*	*0.34*	*508*
OTHER VISITORS							
Community Center Visitors	580	55%	1.06	300	150	0.40	60
Faculty/Staff Visitors	900	55%	1.06	465	233	0.40	93
Vendors/Services	360	71%	1.01	254	127	0.60	76
Total other visitors	*1,840*	*58%*	*1.05*	*1,019*	*510*	*0.45*	*229*
Subtotal Staff+Patients+Visitors	*33,855*	*41%*	*1.23*	*11,222*	*5,614*	*0.68*	*3,799*
CHILDCARE							
Childcare staff	36	40%	1.20	12	6	0.85	5
Childcare children	100	0%					
Total childcare	*136*	*11%*	*1.20*	*12*	*6*	*0.83*	*5*
RESIDENTIAL (222 Units)							
Contract holders	436	15%			200	1.00	200
Spouses	608	30%					
Children	0	0%					
Visitors	40	55%	1.05	21	11	0.40	4
Vendors/Services	20	71%	1.01	14	7	0.60	4
Total residential	*1,104*	*26%*		*35*	*218*		*208*
GRAND TOTAL	35,095	40%	1.25	11,269	5,838	0.69	4,012

[f] For parking demand, Vehicle Mode Split accounts for drive-alone, carpool and vanpool trips

[g] Based on 1996 LRDP peak parking demand rates, with adjustments.

[h] Parking location based on UCSF Transportation Services Annual Commute Survey 2013 for the Parnassus Campus.

Trip Generation
UCSF Parnassus Campus
Year 2035

Population Group	Typical Weekday Person Trips	Motor Vehicle Mode Split [f]	Average Vehicle Occupancy	Typical Daily Vehicle Trips to Garage	Typical Daily Vehicles Parking	Peak Demand Rate [g]	Peak Parking Demand
STAFF							
Faculty/Physicians	2,070	66%	1.05	1,296	648	0.85	551
Fellows/Residents	1,783	33%	1.02	579	290	0.85	247
Nurses/Nurse Practitioners	2,652	60%	1.04	1,525	763	0.85	649
Postdocs/Students	6,228	11%	1.05	654	327	0.85	278
Other Staff	9,667	40%	1.21	3,190	1,595	0.85	1,356
Total staff	*22,400*	*36%*	*1.12*	*7,244*	*3,623*	*0.85*	*3,081*
PATIENTS & VISITORS							
Inpatients	924	43%	1.19	333	167	0.30	50
Outpatients	4,446	43%	2.03	1,601	801	0.30	240
Visitors to inpatients	2,310	49%	1.06	1,067	534	0.40	214
Visitors with outpatients	3,112	43%					
Total patients and visitors	*10,792*	*44%*	*1.59*	*3,001*	*1,502*	*0.34*	*504*
OTHER VISITORS							
Community Center Visitors	580	55%	1.06	300	150	0.40	60
Faculty/Staff Visitors	900	55%	1.06	465	233	0.40	93
Vendors/Services	360	71%	1.01	254	127	0.60	76
Total other visitors	*1,840*	*58%*	*1.05*	*1,019*	*510*	*0.45*	*229*
Subtotal Staff+Patients+Visitors	*35,032*	*40%*	*1.24*	*11,264*	*5,635*	*0.68*	*3,814*
CHILDCARE							
Childcare staff	45	40%	1.20	15	8	0.85	7
Childcare children	120	0%					
Total childcare	*165*	*11%*	*1.20*	*15*	*8*	*0.88*	*7*
RESIDENTIAL (551 Units)							
Contract holders	855	15%			400	1.00	400
Spouses	851	30%					
Children	0	0%					
Visitors	80	55%	1.07	41	21	0.40	8
Vendors/Services	40	71%	1.01	28	14	0.60	8
Total residential	*1,825*	*25%*		*69*	*435*		*416*
GRAND TOTAL	37,022	39%	1.27	11,348	6,078	0.70	4,237

[f] For parking demand, Vehicle Mode Split accounts for drive-alone, carpool and vanpool trips

[g] Based on 1996 LRDP peak parking demand rates, with adjustments.

[h] Parking location based on UCSF Transportation Services Annual Commute Survey 2013 for the Parnassus Campus.

Trip Generation
UCSF Mission Bay Campus
Existing 2011-2012

Population Group	Typical Weekday Person Trips	Motor Vehicle Mode Split [f]	Average Vehicle Occupancy	Typical Daily Vehicle Trips to Garage	Typical Daily Vehicles Parking	Peak Demand Rate [g]	Peak Parking Demand
STAFF							
Faculty/Physicians	813	50%	1.05	386	193	0.85	164
Fellows/Residents	0	0%	0.00	0	0	0.85	0
Nurses/Nurse Practitioners	43	45%	0.98	20	10	0.85	9
Postdocs/Students	1,416	12%	1.09	156	78	0.85	66
Other Staff	5,240	37%	1.13	1,714	857	0.85	728
Total staff	*7,512*	*34%*	*1.11*	*2,276*	*1,138*	*0.85*	*967*
PATIENTS & VISITORS							
Inpatients	0	0%	0.00	0	0	0.30	0
Outpatients	306	55%	1.97	145	73	0.30	22
Visitors to inpatients	0	0%	0.00	0	0	0.40	0
Visitors with outpatients	214	55%					0
Total patients and visitors	*520*	*55%*	*1.97*	*145*	*73*	*0.30*	*22*
OTHER VISITORS							
Community Center Visitors	740	72%	1.11	482	241	0.40	96
Faculty/Staff Visitors	340	72%	1.10	222	111	0.40	44
Vendors/Services	140	100%	1.00	140	70	0.60	42
Total other visitors	*1,220*	*75%*	*1.09*	*844*	*422*	*0.43*	*182*
Subtotal Staff+Patients+Visitors	*9,252*	*40%*	*1.14*	*3,265*	*1,633*	*0.72*	*1,171*
CHILDCARE							
Childcare staff	43	37%	1.15	14	7	0.85	6
Childcare children	85	0%					
Total childcare	*128*	*12%*	*1.15*	*14*	*7*	*0.86*	*6*
RESIDENTIAL (Block 20-431 units)							
Contract holders	2,369	15%			350	1.00	350
Spouses	672	50%					
Children	0	0%					
Visitors	80	72%	1.11	52	26	0.40	10
Vendors/Services	40	100%	1.00	40	20	0.60	12
Total residential	*3,161*	*25%*		*92*	*396*		*372*
GRAND TOTAL	12,542	36%	1.35	3,371	2,036	0.76	1,549

[f] For parking demand, Vehicle Mode Split accounts for drive-alone, carpool and vanpool trips
[g] Based on 1996 LRDP peak parking demand rates, with adjustments.
[h] Parking location based on UCSF Transportation Services Annual Commute Survey 2013 for the Mission Bay Campus.

Trip Generation
UCSF Mission Bay Campus
Year 2015 w/ Phase 1 MC

Population Group	Typical Weekday Person Trips	Motor Vehicle Mode Split [f]	Average Vehicle Occupancy	Typical Daily Vehicle Trips to Garage	Typical Daily Vehicles Parking	Peak Demand Rate [g]	Peak Parking Demand
STAFF							
Faculty/Physicians	1,561	50%	1.05	741	371	0.85	315
Fellows/Residents	361	31%	1.02	110	55	0.85	47
Nurses/Nurse Practitioners	1,214	45%	1.00	546	273	0.85	232
Postdocs/Students	1,898	12%	1.09	209	105	0.85	89
Other Staff	7,305	37%	1.13	2,389	1,195	0.85	1,016
Total staff	*12,339*	*35%*	*1.09*	*3,995*	*1,999*	*0.85*	*1,699*
PATIENTS & VISITORS							
Inpatients	344	55%	1.16	163	82	0.30	25
Outpatients	2,100	55%	1.97	998	499	0.30	150
Visitors to inpatients	860	70%	1.08	559	280	0.40	112
Visitors with outpatients	1,470	55%					
Total patients and visitors	*4,774*	*58%*	*1.60*	*1,720*	*861*	*0.33*	*287*
OTHER VISITORS							
Community Center Visitors	740	72%	1.11	482	241	0.40	96
Faculty/Staff Visitors	580	72%	1.10	378	189	0.40	76
Vendors/Services	240	100%	1.00	240	120	0.60	72
Total other visitors	*1,560*	*76%*	*1.08*	*1,100*	*550*	*0.44*	*244*
Subtotal Staff+Patients+Visitors	*18,673*	*45%*	*1.22*	*6,815*	*3,410*	*0.65*	*2,230*
CHILDCARE							
Childcare staff	43	37%	1.15	14	7	0.85	6
Childcare children	85	0%					
Total childcare	*128*	*12%*	*1.15*	*14*	*7*	*0.86*	*6*
RESIDENTIAL (Block 20-431 units)							
Contract holders	2,369	15%			350	1.00	350
Spouses	672	50%					
Children	0	0%					
Visitors	80	72%	1.11	52	26	0.40	10
Vendors/Services	40	100%	1.00	40	20	0.60	12
Total residential	*3,161*	*25%*		*92*	*396*		*372*
GRAND TOTAL	21,962	42%	1.32	6,921	3,813	0.68	2,608

[f] For parking demand, Vehicle Mode Split accounts for drive-alone, carpool and vanpool trips

[g] Based on 1996 LRDP peak parking demand rates, with adjustments.

[h] Parking location based on UCSF Transportation Services Annual Commute Survey 2013 for the Mission Bay Campus.

UCSF Mission Bay Trip Gen
Year 2040 w/ Phase 2 MC
+ Blocks 33-34 Scenario 1 -

Population Group	Typical Weekday Person Trips	Motor Vehicle Mode Split [f]	Average Vehicle Occupancy	Typical Daily Vehicle Trips to Garage	Typical Daily Vehicles Parking	Peak Demand Rate [g]	Peak Parking Demand
STAFF							
Faculty/Physicians	3,535	50%	1.05	1,679	840	0.85	714
Fellows/Residents	361	31%	1.02	110	55	0.85	47
Nurses/Nurse Practitioners	2,339	45%	1.00	1,053	527	0.85	448
Postdocs/Students	2,155	12%	1.09	237	119	0.85	101
Other Staff	20,305	37%	1.13	6,640	3,320	0.85	2,822
Total staff	*28,695*	*37%*	*1.10*	*9,719*	*4,861*	*0.85*	*4,132*
PATIENTS & VISITORS							
Inpatients	990	55%	1.16	470	235	0.30	71
Outpatients	3,824	55%	1.97	1,816	908	0.30	272
Visitors to inpatients	2,476	70%	1.08	1,609	805	0.40	322
Visitors with outpatients	2,676	55%					
Total patients and visitors	*9,966*	*59%*	*1.50*	*3,895*	*1,948*	*0.34*	*665*
OTHER VISITORS							
Community Center Visitors	740	72%	1.11	482	241	0.40	96
Faculty/Staff Visitors	1,460	72%	1.10	952	476	0.40	190
Vendors/Services	580	100%	1.00	580	290	0.60	174
Total other visitors	*2,780*	*78%*	*1.07*	*2,014*	*1,007*	*0.46*	*460*
Subtotal Staff+Patients+Visitors	*41,441*	*45%*	*1.20*	*15,628*	*7,816*	*0.67*	*5,257*
CHILDCARE							
Childcare staff	90	37%	1.11	30	15	0.85	13
Childcare children	200	0%					
Total childcare	*290*	*12%*	*1.11*	*30*	*15*	*0.87*	*13*
RESIDENTIAL (Blocks 15+20-954 units)							
Contract holders	2,984	15%			705	1.00	705
Spouses	1,337	50%					
Children	0	0%					
Visitors	160	72%	1.11	104	52	0.40	21
Vendors/Services	80	100%	1.00	80	40	0.60	24
Total residential	*4,560*	*29%*		*184*	*797*		*750*
GRAND TOTAL	46,291	43%	1.27	15,842	8,628	0.70	6,020

[f] For parking demand, Vehicle Mode Split accounts for drive-alone, carpool and vanpool trips

[g] Based on 1996 LRDP peak parking demand rates, with adjustments.

[h] Parking location based on UCSF Transportation Services Annual Commute Survey 2013 for the Mission Bay Campus.

5.3 MOUNT ZION

Trip Generation
UCSF Mt. Zion Campus
Existing 2011-2012

Population Group	Typical Weekday Person Trips	Motor Vehicle Mode Split [f]	Average Vehicle Occupancy	Typical Daily Vehicle Trips to Garage	Typical Daily Vehicles Parking	Peak Demand Rate [g]	Peak Parking Demand
STAFF							
Faculty/Physicians	476	74%	1.04	339	170	0.85	145
Fellows/Residents	100	45%	1.00	45	23	0.85	20
Nurses/Nurse Practitioners	550	55%	1.05	289	145	0.85	123
Postdocs/Students	432	25%	1.00	108	54	0.85	46
Other Staff	2,557	40%	1.21	844	422	0.85	359
Total staff	*4,114*	*44%*	*1.13*	*1,625*	*814*	*0.85*	*693*
PATIENTS & VISITORS							
Inpatients	96	62%	1.27	47	24	0.30	7
Outpatients	2,716	62%	2.15	1,331	666	0.30	200
Visitors to inpatients	240	64%	1.15	133	67	0.40	27
Visitors with outpatients	1,902	62%					0
Total patients and visitors	*4,954*	*62%*	*2.04*	*1,511*	*757*	*0.31*	*234*
OTHER VISITORS							
Community Center Visitors	0	0%	0.00	0	0	0.40	0
Faculty/Staff Visitors	180	68%	1.19	103	52	0.40	21
Vendors/Services	80	100%	1.00	80	40	0.60	24
Total other visitors	*260*	*78%*	*1.11*	*183*	*92*	*0.49*	*45*
Subtotal Staff+Patients+Visitors	*9,328*	*55%*	*1.54*	*3,319*	*1,663*	*0.58*	*972*
CHILDCARE							
Childcare staff							
Childcare children							
Total childcare							
RESIDENTIAL							
Contract holders							
Spouses							
Children							
Visitors							
Vendors/Services							
Total residential							
GRAND TOTAL	9,328	55%	1.54	3,319	1,663	0.58	972

[f] For parking demand, Vehicle Mode Split accounts for drive-alone, carpool and vanpool trips

[g] Based on 1996 LRDP peak parking demand rates, with adjustments.

[h] Parking location based on UCSF Transportation Services Annual Commute Survey 2013 for the Mt Zion Campus.

Trip Generation
UCSF Mt. Zion Campus
Year 2035

Population Group	Typical Weekday Person Trips	Motor Vehicle Mode Split [f]	Average Vehicle Occupancy	Typical Daily Vehicle Trips to Garage	Typical Daily Vehicles Parking	Peak Demand Rate [g]	Peak Parking Demand
STAFF							
Faculty/Physicians	642	74%	1.04	457	229	0.85	195
Fellows/Residents	100	45%	1.00	45	23	0.85	20
Nurses/Nurse Practitioners	777	55%	1.05	408	204	0.85	173
Postdocs/Students	556	25%	1.00	139	70	0.85	60
Other Staff	3,466	40%	1.21	1,144	572	0.85	486
Total staff	*5,541*	*45%*	*1.13*	*2,193*	*1,098*	*0.85*	*934*
PATIENTS & VISITORS							
Inpatients	0	0%	0.00	0	0	0.30	0
Outpatients	3,924	62%	2.15	1,923	962	0.30	289
Visitors to inpatients	0	0%	0.00	0	0	0.40	0
Visitors with outpatients	2,746	62%					0
Total patients and visitors	*6,670*	*62%*	*2.15*	*1,923*	*962*	*0.30*	*289*
OTHER VISITORS							
Community Center Visitors							
Faculty/Staff Visitors	240	68%	1.18	138	69	0.40	28
Vendors/Services	100	100%	1.00	100	50	0.60	30
Total other visitors	*340*	*77%*	*1.11*	*238*	*119*	*0.49*	*58*
Subtotal Staff+Patients+Visitors	*12,551*	*55%*	*1.58*	*4,354*	*2,179*	*0.59*	*1,281*
CHILDCARE							
Childcare staff							
Childcare children							
Total childcare							
RESIDENTIAL							
Contract holders							
Spouses							
Children							
Visitors							
Vendors/Services							
Total residential							
GRAND TOTAL	12,551	55%	1.58	4,354	2,179	0.59	1,281

[f] For parking demand, Vehicle Mode Split accounts for drive-alone, carpool and vanpool trips

[g] Based on 1996 LRDP peak parking demand rates, with adjustments.

[h] Parking location based on UCSF Transportation Services Annual Commute Survey 2013 for the Mt Zion Campus.

5.4 MISSION CENTER

Trip Generation
UCSF Mission Center
Existing 2011-2012

Population Group	Typical Weekday Person Trips	Motor Vehicle Mode Split [f]	Average Vehicle Occupancy	Typical Daily Vehicle Trips to Garage	Typical Daily Vehicles Parking	Peak Demand Rate [g]	Peak Parking Demand
STAFF							
Faculty/Physicians	145	85%	1.00	123	62	0.85	53
Fellows/Residents	0	0%	0.00	0	0	0.85	0
Nurses/Nurse Practitioners	0	0%	0.00	0	0	0.85	0
Postdocs/Students	32	25%	1.00	8	4	0.85	3
Other Staff	1,429	45%	1.08	590	295	0.85	251
Total staff	*1,606*	*48%*	*1.06*	*721*	*361*	*0.85*	*307*
PATIENTS & VISITORS							
Inpatients							
Outpatients							
Visitors to inpatients							
Visitors with outpatients							
Total patients and visitors							
OTHER VISITORS							
Community Center Visitors	0	0%	0.00	0	0		0
Faculty/Staff Visitors	80	100%	1.00	80	40	0.40	16
Vendors/Services	40	100%	1.00	40	20	0.60	12
Total other visitors	*120*	*100%*	*1.00*	*120*	*60*	*0.47*	*28*
Subtotal Staff+Patients+Visitors	*1,726*	*51%*	*1.05*	*841*	*421*	*0.80*	*335*
CHILDCARE							
Childcare staff							
Childcare children							
Total childcare							
RESIDENTIAL							
Contract holders							
Spouses							
Children							
Visitors							
Vendors/Services							
Total residential							
GRAND TOTAL	1,726	51%	1.05	841	421	0.80	335

[f] For parking demand, Vehicle Mode Split accounts for drive-alone, carpool and vanpool trips

[g] Based on 1996 LRDP peak parking demand rates, with adjustments.

[h] Parking location based on UCSF Transportation Services Annual Commute Survey 2013 for the Mission Center Campus.

Trip Generation
UCSF Mission Center
Year 2035

Population Group	Typical Weekday Person Trips	Motor Vehicle Mode Split [f]	Average Vehicle Occupancy	Typical Daily Vehicle Trips to Garage	Typical Daily Vehicles Parking	Peak Demand Rate [g]	Peak Parking Demand
STAFF							
Faculty/Physicians	235	85%	1.00	200	100	0.85	85
Fellows/Residents	0	0%	0.00	0	0	0.85	0
Nurses/Nurse Practitioners	0	0%	0.00	0	0	0.85	0
Postdocs/Students	52	25%	1.00	13	7	0.85	6
Other Staff	2,322	45%	1.08	959	480	0.85	408
Total staff	*2,609*	*48%*	*1.06*	*1,172*	*587*	*0.85*	*499*
PATIENTS & VISITORS							
Inpatients							
Outpatients							
Visitors to inpatients							
Visitors with outpatients							
Total patients and visitors							
OTHER VISITORS							
Community Center Visitors							
Faculty/Staff Visitors	120	100%	1.00	120	60	0.40	24
Vendors/Services	60	100%	1.00	60	30	0.60	18
Total other visitors	*180*	*100%*	*1.00*	*180*	*90*	*0.47*	*42*
Subtotal Staff+Patients+Visitors	*2,789*	*51%*	*1.05*	*1,352*	*677*	*0.80*	*541*
CHILDCARE							
Childcare staff							
Childcare children							
Total childcare							
RESIDENTIAL							
Contract holders							
Spouses							
Children							
Visitors							
Vendors/Services							
Total residential							
GRAND TOTAL	2,789	51%	1.05	1,352	677	0.80	541

[f] For parking demand, Vehicle Mode Split accounts for drive-alone, carpool and vanpool trips

[g] Based on 1996 LRDP peak parking demand rates, with adjustments.

[h] Parking location based on UCSF Transportation Services Annual Commute Survey 2013 for the Mission Center Campus.