
Appendix A

Transportation Data

Appendix A: Transportation

Intersection Level of Service Criteria

Intersection Level of Service Calculations – Preferred Alternative

Existing Conditions
AM Peak Hour
PM Peak Hour

Future Conditions – Unmitigated Conditions
AM Peak Hour
PM Peak Hour

Future Conditions – Mitigated Conditions
AM Peak Hour
PM Peak Hour

Parking Demand Calculations – Preferred Alternative

Transit Ridership Calculations – Preferred Alternative

Level of Service Criteria

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

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

Existing Conditions – AM Peak Hour

AM Peak Hour Traffic

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

AM Peak Hour Traffic

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

AM Peak Hour Traffic

Impact Analysis Report
Level Of Service

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

AM Peak Hour Traffic

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

Intersection #201 Lombard/Divisadero

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

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	54	54	54	54	54	54
Lanes:	1	0	0	1	0	0	0	1	1	0	1	1

Volume Module: >> Count Date: 23 Jan 2008 << AM Peak Hour

Base Vol:	166	95	21	80	108	25	0	2448	200	0	1291	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	95	21	80	108	25	0	2448	200	0	1291	63
User Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	189	108	24	91	123	29	0	2793	228	0	1473	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	108	24	91	123	29	0	2793	228	0	1473	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	189	108	24	91	123	29	0	2793	228	0	1473	72

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.97	0.97	0.54	0.97	0.97	0.91	0.90	0.90	0.91	0.90	0.90
Lanes:	1.00	0.82	0.18	1.00	0.81	0.19	0.00	2.77	0.23	0.00	2.86	0.14
Final Sat.:	977	1514	335	1034	1500	347	0	4742	387	0	4911	240

Capacity Analysis Module:

Vol/Sat:	0.19	0.07	0.07	0.09	0.08	0.08	0.00	0.59	0.59	0.00	0.30	0.30
Crit Moves:	****						****					
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.00	0.69	0.69	0.00	0.69	0.69
Volume/Cap:	0.65	0.24	0.24	0.29	0.27	0.27	0.00	0.85	0.85	0.00	0.44	0.44
Delay/Veh:	32.3	24.0	24.0	24.7	24.3	24.3	0.0	12.8	12.8	0.0	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	24.0	24.0	24.7	24.3	24.3	0.0	12.8	12.8	0.0	6.3	6.3
HCM2kAvg:	10	3	3	4	3	3	0	24	24	0	6	6

AM Peak Hour Traffic

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

Intersection #202 Lombard/Richardson

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: >> Count Date: 23 Jan 2008 << AM Peak Hour. Table with 12 columns for volume and 12 columns for adjustment factors.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Delay/Veh, and other performance metrics.

AM Peak Hour Traffic

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

Intersection #203 Lyon/Lombard

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: >> Count Date: 23 Jan 2008 << AM Peak Hour. Table with 12 columns for volume and 12 columns for adjustment factors.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Delay/Veh, and other performance metrics.

AM Peak Hour Traffic

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #204 Greenwich/Divisadero

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

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Count, Date, AM Peak Hour. Rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with columns: Saturation Flow Module, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr.

AM Peak Hour Traffic

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #205 Greenwich/Lyon

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

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Count, Date, AM Peak Hour. Rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with columns: Saturation Flow Module, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr.

AM Peak Hour Traffic

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

Intersection #206 Francisco/Richardson

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns for traffic volume and 12 columns for adjustment factors.

Saturation Flow Module table with 12 columns for saturation flow and 12 columns for adjustment factors.

Capacity Analysis Module table with 12 columns for capacity and 12 columns for adjustment factors.

AM Peak Hour Traffic

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

Intersection #207 Richardson/Gorgas

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns for traffic volume and 12 columns for adjustment factors.

Saturation Flow Module table with 12 columns for saturation flow and 12 columns for adjustment factors.

Capacity Analysis Module table with 12 columns for capacity and 12 columns for adjustment factors.

AM Peak Hour Traffic

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

Intersection #208 Doyle/Marina/Lyon

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: >> Count Date: 23 Jan 2008 << AM Peak Hour. Table with 12 columns for volume and 12 columns for adjustment factors.

Saturation Flow Module: Table with 12 columns for saturation flow and 12 columns for adjustment factors.

Capacity Analysis Module: Table with 12 columns for capacity and 12 columns for adjustment factors.

AM Peak Hour Traffic

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

Intersection #209 Graham/Lincoln

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: >> Count Date: 17 Jan 2008 << AM Peak Hour. Table with 12 columns for volume and 12 columns for adjustment factors.

Saturation Flow Module: Table with 12 columns for saturation flow and 12 columns for adjustment factors.

Capacity Analysis Module: Table with 12 columns for capacity and 12 columns for adjustment factors.

AM Peak Hour Traffic

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

Intersection #210 Lincoln/Halleck

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: C[22.2]

Street Name: Halleck St. Lincoln Blvd.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1 0 0 1 0 1 0 0 0 0 0 1 0

Volume Module: >> Count Date: 17 Jan 2008 << AM Peak Hour
Base Vol: 0 0 0 66 0 83 89 273 0 0 253 121
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 66 0 83 89 273 0 0 253 121
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 0 0 83 0 105 113 345 0 0 320 153
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 83 0 105 113 345 0 0 320 153

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 967 xxxx 396 473 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 285 xxxx 657 1100 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 262 xxxx 657 1100 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.32 xxxx 0.16 0.10 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.6 xxxxx 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 xxxxx 394 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 2.5 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 22.2 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxxx 22.2 xxxxxxx xxxxxxx
ApproachLOS: * C * * *

AM Peak Hour Traffic

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

Intersection #211 Lincoln/Girard

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[14.6]

Street Name: Halleck St. Lincoln Blvd.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 1 0 0 0 0 0 1 0

Volume Module: >> Count Date: 17 Jan 2008 << AM Peak Period
Base Vol: 0 0 0 10 0 13 49 301 0 0 368 27
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 10 0 13 49 301 0 0 368 27
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 0 0 0 12 0 16 60 366 0 0 447 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 12 0 16 60 366 0 0 447 33

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 948 xxxx 463 480 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 292 xxxx 603 1093 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 280 xxxx 603 1093 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.04 xxxx 0.03 0.05 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.2 xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.5 xxxxx 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 xxxxx 401 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 14.6 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * B * * * * *
ApproachDel: xxxxxxx 14.6 xxxxxxx xxxxxxx
ApproachLOS: * B * * *

AM Peak Hour Traffic

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

Intersection #212 Presidio/Letterman/Lincoln

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

Street Name: Lincoln/Presidio Presidio/Letterman
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 0 0 0 0 1 0 0

Volume Module: >> Count Date: 16 Jan 2008 << AM Peak Hour
Base Vol: 63 314 10 83 218 33 36 73 91 4 46 101
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 63 314 10 83 218 33 36 73 91 4 46 101
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 81 406 13 107 282 43 47 94 118 5 59 131
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 81 406 13 107 282 43 47 94 118 5 59 131
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 81 406 13 107 282 43 47 94 118 5 59 131

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.97 0.03 0.50 1.30 0.20 0.18 0.37 0.45 0.03 0.30 0.67
Final Sat.: 492 516 16 244 664 103 92 186 232 13 150 330

Capacity Analysis Module:
Vol/Sat: 0.17 0.79 0.79 0.44 0.42 0.42 0.51 0.51 0.51 0.40 0.40 0.40
Crit Moves: ****
Delay/Veh: 11.2 28.2 28.2 14.8 14.1 13.7 15.3 15.3 15.3 13.3 13.3 13.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.2 28.2 28.2 14.8 14.1 13.7 15.3 15.3 15.3 13.3 13.3 13.3
LOS by Move: B D D B B B C C C B B B
ApproachDel: 25.5 14.2 15.3 13.3
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 25.5 14.2 15.3 13.3
LOS by Appr: D B C B

AM Peak Hour Traffic

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

Intersection #213 Lombard/Presidio

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

Street Name: Presidio Blvd. Lombard St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 1

Volume Module: >> Count Date: 16 Jan 2008 << AM Peak Hour
Base Vol: 0 302 231 159 152 0 0 0 0 229 0 97
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 302 231 159 152 0 0 0 0 229 0 97
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 0 368 281 194 185 0 0 0 0 279 0 118
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 368 281 194 185 0 0 0 0 279 0 118
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 368 281 194 185 0 0 0 0 279 0 118

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.57 0.43 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 348 266 498 535 0 0 0 0 480 0 569

Capacity Analysis Module:
Vol/Sat: xxxx 1.06 1.06 0.39 0.35 xxxx xxxx xxxx xxxx 0.58 xxxx 0.21
Crit Moves: ****
Delay/Veh: 0.0 76.0 76.0 14.2 12.7 0.0 0.0 0.0 0.0 19.8 0.0 10.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 76.0 76.0 14.2 12.7 0.0 0.0 0.0 0.0 19.8 0.0 10.6
LOS by Move: * F F B B * * * * C * B
ApproachDel: 76.0 13.5 xxxxxx 17.0
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 76.0 13.5 xxxxxx 17.0
LOS by Appr: F B * C

AM Peak Hour Traffic

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

Intersection #214 Presidio/Pacific

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

Street Name: Presidio Blvd. Pacific Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 7 464 21 80 359 17 15 6 6 23 23 53
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 464 21 80 359 17 15 6 6 23 23 53
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 9 581 26 100 450 21 19 8 8 29 29 66
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 581 26 100 450 21 19 8 8 29 29 66
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 9 581 26 100 450 21 19 8 8 29 29 66

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.01 0.95 0.04 0.17 0.79 0.04 0.56 0.22 0.22 0.23 0.23 0.54
Final Sat.: 10 657 30 120 538 25 266 106 106 124 124 285

Capacity Analysis Module:
Vol/Sat: 0.88 0.88 0.88 0.84 0.84 0.84 0.07 0.07 0.07 0.23 0.23 0.23
Crit Moves: ****
Delay/Veh: 33.4 33.4 33.4 28.0 28.0 28.0 10.4 10.4 10.4 11.1 11.1 11.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.4 33.4 33.4 28.0 28.0 28.0 10.4 10.4 10.4 11.1 11.1 11.1
LOS by Move: D D D D D B B B B B B
ApproachDel: 33.4 28.0 10.4 11.1
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 33.4 28.0 10.4 11.1
LOS by Appr: D D B B

AM Peak Hour Traffic

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

Intersection #215 Presidio/Jackson

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

Street Name: Presidio Blvd. Jackson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 16 Jan 2008 << AM Peak Hour
Base Vol: 3 377 54 54 310 23 26 118 6 47 126 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 377 54 54 310 23 26 118 6 47 126 65
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 4 451 65 65 371 28 31 141 7 56 151 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 4 451 65 65 371 28 31 141 7 56 151 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 4 451 65 65 371 28 31 141 7 56 151 78

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.01 0.87 0.12 0.14 0.80 0.06 0.17 0.79 0.04 0.20 0.53 0.27
Final Sat.: 4 473 68 73 419 31 74 334 17 92 245 127

Capacity Analysis Module:
Vol/Sat: 0.96 0.96 0.96 0.89 0.89 0.89 0.42 0.42 0.42 0.61 0.61 0.61
Crit Moves: ****
Delay/Veh: 52.0 52.0 52.0 39.1 39.1 39.1 15.8 15.8 15.8 19.9 19.9 19.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 52.0 52.0 52.0 39.1 39.1 39.1 15.8 15.8 15.8 19.9 19.9 19.9
LOS by Move: F F F E E E C C C C C C
ApproachDel: 52.0 39.1 15.8 19.9
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 52.0 39.1 15.8 19.9
LOS by Appr: F E C C

AM Peak Hour Traffic

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

Intersection #216 Presidio/Washington

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

Street Name: Presidio Blvd. Washington St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 16 Jan 2008 << AM Peak Hour
Base Vol: 13 379 23 34 314 22 40 124 14 29 33 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 13 379 23 34 314 22 40 124 14 29 33 20
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 16 468 28 42 388 27 49 153 17 36 41 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 468 28 42 388 27 49 153 17 36 41 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 16 468 28 42 388 27 49 153 17 36 41 25

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.03 0.91 0.06 0.09 0.85 0.06 0.22 0.70 0.08 0.35 0.41 0.24
Final Sat.: 19 567 34 56 514 36 110 342 39 158 180 109

Capacity Analysis Module:
Vol/Sat: 0.83 0.83 0.83 0.76 0.76 0.76 0.45 0.45 0.45 0.23 0.23 0.23
Crit Moves: ****
Delay/Veh: 28.6 28.6 28.6 23.1 23.1 23.1 14.2 14.2 14.2 11.7 11.7 11.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 28.6 28.6 28.6 23.1 23.1 23.1 14.2 14.2 14.2 11.7 11.7 11.7
LOS by Move: D D D C C C B B B B B B
ApproachDel: 28.6 23.1 14.2 11.7
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 28.6 23.1 14.2 11.7
LOS by Appr: D C B B

AM Peak Hour Traffic

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

Intersection #217 Arguello/Jackson

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

Street Name: Arguello Blvd. Jackson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 15 Jan 2008 << AM Peak Hour
Base Vol: 0 375 102 47 218 0 0 0 0 53 0 48
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 375 102 47 218 0 0 0 0 53 0 48
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 0 458 125 57 266 0 0 0 0 65 0 59
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 458 125 57 266 0 0 0 0 65 0 59
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 458 125 57 266 0 0 0 0 65 0 59

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.79 0.21 0.18 0.82 0.00 0.00 0.00 0.00 0.52 0.00 0.48
Final Sat.: 0 622 169 127 587 0 0 0 0 306 0 277

Capacity Analysis Module:
Vol/Sat: xxxx 0.74 0.74 0.45 0.45 xxxx xxxx xxxx xxxx 0.21 xxxx 0.21
Crit Moves: ****
Delay/Veh: 0.0 18.6 18.6 11.7 11.7 0.0 0.0 0.0 0.0 9.9 0.0 9.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 18.6 18.6 11.7 11.7 0.0 0.0 0.0 0.0 9.9 0.0 9.9
LOS by Move: * C C B B * * * * A * A
ApproachDel: 18.6 11.7 xxxxxx 9.9
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 18.6 11.7 xxxxxx 9.9
LOS by Appr: C B * A

AM Peak Hour Traffic

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

Intersection #218 Arguello/Washington St

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

Street Name: Arguello Blvd. Washington St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 15 Jan 2008 << AM Peak Hour
Base Vol: 16 453 117 16 243 7 3 8 24 47 2 17
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 16 453 117 16 243 7 3 8 24 47 2 17
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 19 536 138 19 288 8 4 9 28 56 2 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 536 138 19 288 8 4 9 28 56 2 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 19 536 138 19 288 8 4 9 28 56 2 20

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.03 0.77 0.20 0.06 0.91 0.03 0.09 0.23 0.68 0.71 0.03 0.26
Final Sat.: 22 611 158 42 636 18 48 129 387 389 17 141

Capacity Analysis Module:
Vol/Sat: 0.88 0.88 0.88 0.45 0.45 0.45 0.07 0.07 0.07 0.14 0.14 0.14
Crit Moves: ****
Delay/Veh: 29.7 29.7 29.7 11.9 11.9 11.9 9.3 9.3 9.3 10.1 10.1 10.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 29.7 29.7 29.7 11.9 11.9 11.9 9.3 9.3 9.3 10.1 10.1 10.1
LOS by Move: D D D B B B A A A B B B
ApproachDel: 29.7 11.9 9.3 10.1
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 29.7 11.9 9.3 10.1
LOS by Appr: D B A B

AM Peak Hour Traffic

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

Intersection #219 Arguello/Moraga

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

Street Name: Arguello Moraga
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 16 Jan 2008 << AM Peak Hour
Base Vol: 44 53 257 1 14 2 1 57 43 96 43 1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 44 53 257 1 14 2 1 57 43 96 43 1
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 52 63 304 1 17 2 1 67 51 113 51 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 63 304 1 17 2 1 67 51 113 51 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 52 63 304 1 17 2 1 67 51 113 51 1

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.12 0.15 0.73 0.06 0.82 0.12 0.01 0.56 0.43 0.68 0.31 0.01
Final Sat.: 103 124 600 39 545 78 7 389 293 450 201 5

Capacity Analysis Module:
Vol/Sat: 0.51 0.51 0.51 0.03 0.03 0.03 0.17 0.17 0.17 0.25 0.25 0.25
Crit Moves: ****
Delay/Veh: 11.2 11.2 11.2 8.2 8.2 8.2 8.7 8.7 8.7 9.7 9.7 9.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.2 11.2 11.2 8.2 8.2 8.2 8.7 8.7 8.7 9.7 9.7 9.7
LOS by Move: B B B A A A A A A A A A
ApproachDel: 11.2 8.2 8.7 9.7
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 11.2 8.2 8.7 9.7
LOS by Appr: B A A A

AM Peak Hour Traffic

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

Intersection #220 Montgomery/Sheridan

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

Table with columns for Street Name (Montgomery St., Sheridan Ave.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), and Lanes.

Table with columns for Volume Module: Count, Date (17 Jan 2008), AM Peak Hour, and various adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Table for Saturation Flow Module showing Adjustment, Lanes, and Final Sat. values.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Delay/Veh, and LOS by Move/Approach.

Existing Conditions – PM Peak Hour

PM Peak Hours

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

PM Peak Hours

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

PM Peak Hours

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

Intersection #202 Lombard/Richardson

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour. Table with 12 columns for volume and 12 columns for growth/initial/user/PHF/reduced/PCE/MLF/Final.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and DesignQueue.

PM Peak Hours

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

Intersection #203 Lyon/Lombard

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Street Name, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour. Table with 12 columns for volume and 12 columns for growth/initial/user/PHF/reduced/PCE/MLF/Final.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Delay/Veh, AdjDel/Veh, ApprAdjDel, and LOS by Appr.

PM Peak Hours

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

Intersection #204 Greenwich/Divisadero

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

Street Name: Divisadero Greenwich
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour
Base Vol: 9 276 9 29 236 11 22 94 8 23 120 31
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 9 276 9 29 236 11 22 94 8 23 120 31
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 11 325 11 34 278 13 26 111 9 27 141 36
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 325 11 34 278 13 26 111 9 27 141 36
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 11 325 11 34 278 13 26 111 9 27 141 36

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.03 0.94 0.03 0.10 0.86 0.04 0.18 0.76 0.06 0.13 0.69 0.18
Final Sat.: 19 598 19 66 539 25 94 403 34 74 388 100

Capacity Analysis Module:
Vol/Sat: 0.54 0.54 0.54 0.52 0.52 0.27 0.27 0.27 0.36 0.36 0.36
Crit Moves: ****
Delay/Veh: 14.1 14.1 14.1 13.6 13.6 13.6 10.9 10.9 10.9 11.7 11.7 11.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 14.1 14.1 14.1 13.6 13.6 13.6 10.9 10.9 10.9 11.7 11.7 11.7
LOS by Move: B B B B B B B B B B B B
ApproachDel: 14.1 13.6 10.9 11.7
Delay Adj: 1.00 1.00
ApprAdjDel: 14.1 13.6 10.9 11.7
LOS by Appr: B B B B

PM Peak Hours

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

Intersection #205 Greenwich/Lyon

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

Street Name: Lyon Greenwich
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour
Base Vol: 0 90 2 67 85 0 0 0 0 0 18 0 93
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 90 2 67 85 0 0 0 0 0 18 0 93
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 0 115 3 85 108 0 0 0 0 0 23 0 119
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 115 3 85 108 0 0 0 0 0 23 0 119
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 115 3 85 108 0 0 0 0 0 23 0 119

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.98 0.02 0.44 0.56 0.00 0.00 0.00 0.00 0.16 0.00 0.84
Final Sat.: 0 776 17 350 445 0 0 0 0 135 0 696

Capacity Analysis Module:
Vol/Sat: xxxx 0.15 0.15 0.24 0.24 xxxx xxxx xxxx xxxx 0.17 xxxx 0.17
Crit Moves: ****
Delay/Veh: 0.0 8.1 8.1 8.8 8.8 0.0 0.0 0.0 0.0 7.9 0.0 7.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 8.1 8.1 8.8 8.8 0.0 0.0 0.0 0.0 7.9 0.0 7.9
LOS by Move: * A A A A * * * * A * A
ApproachDel: 8.1 8.8 xxxxxx 7.9
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 8.1 8.8 xxxxxx 7.9
LOS by Appr: A A * A

PM Peak Hours

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

Intersection #206 Francisco/Richardson

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

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour. Table with 11 columns for volume and 11 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 11 columns for Sat/Lane and 11 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 11 columns for Vol/Sat and 11 rows for Crit Moves, Green/Cycle, Volume/Cap, etc.

PM Peak Hours

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

Intersection #207 Richardson/Gorgas

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

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour. Table with 11 columns for volume and 11 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 11 columns for Sat/Lane and 11 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 11 columns for Vol/Sat and 11 rows for Crit Moves, Green/Cycle, Volume/Cap, etc.

PM Peak Hours

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

Intersection #208 Doyle/Marina/Lyon

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: >> Count Date: 23 Jan 2008 << PM Peak Hour. Table with 10 columns for volume and 10 rows for various adjustment factors.

Saturation Flow Module. Table with 10 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module. Table with 10 columns for capacity and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

PM Peak Hours

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

Intersection #209 Graham/Lincoln

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: >> Count Date: 17 Jan 2008 << PM Peak Hour. Table with 10 columns for volume and 10 rows for various adjustment factors.

Saturation Flow Module. Table with 10 columns for saturation flow and 4 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module. Table with 10 columns for capacity and 10 rows for Vol/Sat, Crit Moves, Delay/Veh, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

PM Peak Hours

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

Intersection #210 Lincoln/Halleck

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: C[19.9]

Street Name: Halleck St. Lincoln Blvd.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Channel Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 1 0 0 1 0 0 0 0 1 0

Volume Module: >> Count Date: 17 Jan 2008 << PM Peak Hour
Base Vol: 0 0 0 121 0 116 58 176 0 0 243 141
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 121 0 116 58 176 0 0 243 141
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99
PHF Volume: 0 0 0 136 0 131 65 198 0 0 274 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 136 0 131 65 198 0 0 274 159

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 682 xxxx 353 433 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 418 xxxx 695 1138 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 400 xxxx 695 1138 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.34 xxxx 0.19 0.06 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.2 xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxxx 505 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 3.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 19.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxxx 19.9 xxxxxxx xxxxxxx
ApproachLOS: * C * *

PM Peak Hours

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

Intersection #211 Lincoln/Girard

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.3]

Street Name: Halleck St. Lincoln Blvd.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 1 0 1 0 0 0 0 0 1 0

Volume Module: >> Count Date: 17 Jan 2008 << PM Peak Hour
Base Vol: 0 0 0 30 0 30 16 296 0 0 360 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 30 0 30 16 296 0 0 360 15
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 0 0 34 0 34 18 339 0 0 413 17
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 34 0 34 18 339 0 0 413 17

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 798 xxxx 421 430 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 358 xxxx 636 1140 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 354 xxxx 636 1140 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.10 xxxx 0.05 0.02 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxxx 455 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.5 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 14.3 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * B * * * * *
ApproachDel: xxxxxxx 14.3 xxxxxxx xxxxxxx
ApproachLOS: * B * *

PM Peak Hours

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

Intersection #212 Presidio/Letterman/Lincoln

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

Street Name: Lincoln/Presidio Presidio/Letterman
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 0 0 1 0 0 0

Volume Module: >> Count Date: 16 Jan 2008 << PM Peak Hour
Base Vol: 47 249 9 66 353 8 20 38 84 9 41 101
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 249 9 66 353 8 20 38 84 9 41 101
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 54 286 10 76 405 9 23 44 96 10 47 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 286 10 76 405 9 23 44 96 10 47 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 54 286 10 76 405 9 23 44 96 10 47 116

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.97 0.03 0.31 1.65 0.04 0.14 0.27 0.59 0.06 0.27 0.67
Final Sat.: 523 550 20 177 964 22 78 148 328 34 153 377

Capacity Analysis Module:
Vol/Sat: 0.10 0.52 0.52 0.43 0.42 0.42 0.29 0.29 0.29 0.31 0.31 0.31
Crit Moves: ****
Delay/Veh: 10.1 14.8 14.8 13.1 12.8 12.6 11.1 11.1 11.1 11.2 11.2 11.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.1 14.8 14.8 13.1 12.8 12.6 11.1 11.1 11.1 11.2 11.2 11.2
LOS by Move: B B B B B B B B B B B B
ApproachDel: 14.1 12.8 11.1 11.2
Delay Adj: 1.00 1.00
ApprAdjDel: 14.1 12.8 11.1 11.2
LOS by Appr: B B B B

PM Peak Hours

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

Intersection #213 Lombard/Presidio

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

Street Name: Presidio Blvd. Lombard St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 1

Volume Module: >> Count Date: 16 Jan 2008 << PM Peak Hour
Base Vol: 0 210 213 192 256 0 0 0 0 312 0 105
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 210 213 192 256 0 0 0 0 312 0 105
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 240 244 220 293 0 0 0 0 357 0 120
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 240 244 220 293 0 0 0 0 357 0 120
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 240 244 220 293 0 0 0 0 357 0 120

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.50 0.50 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 284 288 483 518 0 0 0 0 475 0 562

Capacity Analysis Module:
Vol/Sat: xxxx 0.85 0.85 0.45 0.57 xxxx xxxx xxxx xxxx 0.75 xxxx 0.21
Crit Moves: ****
Delay/Veh: 0.0 33.7 33.7 15.8 17.7 0.0 0.0 0.0 0.0 28.4 0.0 10.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 33.7 33.7 15.8 17.7 0.0 0.0 0.0 0.0 28.4 0.0 10.6
LOS by Move: * D D C C * * * * D * B
ApproachDel: 33.7 16.9 xxxxxx 23.9
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 33.7 16.9 xxxxxx 23.9
LOS by Appr: D C * C

PM Peak Hours

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

Intersection #214 Presidio/Pacific

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

Street Name: Presidio Blvd. Pacific Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 16 Jan 2008 << PM Peak Hour
Base Vol: 5 393 9 44 499 24 6 7 2 19 26 39
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 393 9 44 499 24 6 7 2 19 26 39
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 6 451 10 50 572 28 7 8 2 22 30 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 451 10 50 572 28 7 8 2 22 30 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 6 451 10 50 572 28 7 8 2 22 30 45

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.01 0.97 0.02 0.08 0.88 0.04 0.40 0.47 0.13 0.23 0.31 0.46
Final Sat.: 9 685 16 58 656 32 197 229 66 123 169 253

Capacity Analysis Module:
Vol/Sat: 0.66 0.66 0.66 0.87 0.87 0.87 0.03 0.03 0.03 0.18 0.18 0.18
Crit Moves: ****
Delay/Veh: 16.6 16.6 16.6 30.5 30.5 30.5 9.8 9.8 9.8 10.3 10.3 10.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.6 16.6 16.6 30.5 30.5 30.5 9.8 9.8 9.8 10.3 10.3 10.3
LOS by Move: C C C D D D A A A B B B
ApproachDel: 16.6 30.5 9.8 10.3
Delay Adj: 1.00 1.00
ApprAdjDel: 16.6 30.5 9.8 10.3
LOS by Appr: C D A B

PM Peak Hours

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

Intersection #215 Presidio/Jackson

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

Street Name: Presidio Blvd. Jackson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 16 Jan 2008 << PM Peak Hour
Base Vol: 9 346 38 29 458 32 35 73 10 32 94 27
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 9 346 38 29 458 32 35 73 10 32 94 27
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 10 392 43 33 519 36 40 83 11 36 107 31
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 392 43 33 519 36 40 83 11 36 107 31
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 10 392 43 33 519 36 40 83 11 36 107 31

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.88 0.10 0.06 0.88 0.06 0.30 0.62 0.08 0.21 0.61 0.18
Final Sat.: 14 526 58 35 557 39 137 287 39 101 297 85

Capacity Analysis Module:
Vol/Sat: 0.75 0.75 0.75 0.93 0.93 0.93 0.29 0.29 0.29 0.36 0.36 0.36
Crit Moves: ****
Delay/Veh: 22.7 22.7 22.7 43.4 43.4 43.4 12.6 12.6 12.6 13.2 13.2 13.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 22.7 22.7 22.7 43.4 43.4 43.4 12.6 12.6 12.6 13.2 13.2 13.2
LOS by Move: C C C E E E B B B B B B
ApproachDel: 22.7 43.4 12.6 13.2
Delay Adj: 1.00 1.00
ApprAdjDel: 22.7 43.4 12.6 13.2
LOS by Appr: C E B B

PM Peak Hours

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

Intersection #216 Presidio/Washington

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

Street Name: Presidio Blvd. Washington St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 16 Jan 2008 << PM Peak Hour
Base Vol: 10 343 29 15 436 41 39 70 11 16 45 23
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 343 29 15 436 41 39 70 11 16 45 23
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 12 395 33 17 503 47 45 81 13 18 52 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 12 395 33 17 503 47 45 81 13 18 52 27
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 12 395 33 17 503 47 45 81 13 18 52 27

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.03 0.90 0.07 0.03 0.89 0.08 0.32 0.59 0.09 0.19 0.54 0.27
Final Sat.: 17 582 49 21 600 56 161 289 45 93 261 133

Capacity Analysis Module:
Vol/Sat: 0.68 0.68 0.68 0.84 0.84 0.84 0.28 0.28 0.28 0.20 0.20 0.20
Crit Moves: ****
Delay/Veh: 18.4 18.4 18.4 28.2 28.2 28.2 11.7 11.7 11.7 10.9 10.9 10.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 18.4 18.4 18.4 28.2 28.2 28.2 11.7 11.7 11.7 10.9 10.9 10.9
LOS by Move: C C C D D D B B B B B B
ApproachDel: 18.4 28.2 11.7 10.9
Delay Adj: 1.00 1.00
ApprAdjDel: 18.4 28.2 11.7 10.9
LOS by Appr: C D B B

PM Peak Hours

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

Intersection #217 Arguello/Jackson

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

Street Name: Arguello Blvd. Jackson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 15 Jan 2008 << PM Peak Hour
Base Vol: 0 244 50 37 408 0 0 0 0 76 0 39
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 244 50 37 408 0 0 0 0 76 0 39
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 0 282 58 43 471 0 0 0 0 88 0 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 282 58 43 471 0 0 0 0 88 0 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 282 58 43 471 0 0 0 0 88 0 45

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.83 0.17 0.08 0.92 0.00 0.00 0.00 0.00 0.66 0.01 0.33
Final Sat.: 0 612 126 63 696 0 0 0 0 385 0 198

Capacity Analysis Module:
Vol/Sat: xxxx 0.46 0.46 0.68 0.68 xxxx xxxx xxxx xxxx 0.23 0.00 0.23
Crit Moves: ****
Delay/Veh: 0.0 11.5 11.5 16.6 16.6 0.0 0.0 0.0 0.0 10.1 10.1 10.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 11.5 11.5 16.6 16.6 0.0 0.0 0.0 0.0 10.1 10.1 10.1
LOS by Move: * B B C C * * * * B B B
ApproachDel: 11.5 16.6 xxxxxx 10.1
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 11.5 16.6 xxxxxx 10.1
LOS by Appr: B C * B

PM Peak Hours

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

Intersection #218 Arguello/Washington St

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

Street Name: Arguello Blvd. Washington St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 15 Jan 2008 << PM Peak Hour
Base Vol: 19 276 34 15 464 9 4 6 24 72 9 13
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 19 276 34 15 464 9 4 6 24 72 9 13
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 23 332 41 18 558 11 5 7 29 87 11 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 332 41 18 558 11 5 7 29 87 11 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 23 332 41 18 558 11 5 7 29 87 11 16

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.84 0.10 0.03 0.95 0.02 0.12 0.18 0.70 0.77 0.09 0.14
Final Sat.: 40 585 72 23 697 14 62 93 373 403 50 73

Capacity Analysis Module:
Vol/Sat: 0.57 0.57 0.57 0.80 0.80 0.80 0.08 0.08 0.08 0.22 0.22 0.22
Crit Moves: **** **
Delay/Veh: 14.1 14.1 14.1 23.7 23.7 23.7 9.4 9.4 9.4 10.7 10.7 10.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 14.1 14.1 14.1 23.7 23.7 23.7 9.4 9.4 9.4 10.7 10.7 10.7
LOS by Move: B B B C C C A A A B B B
ApproachDel: 14.1 23.7 10.7
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 14.1 23.7 9.4 10.7
LOS by Appr: B C A B

PM Peak Hours

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

Intersection #219 Arguello/Moraga

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

Street Name: Arguello Moraga
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 0 1 0 0 0 1! 0 0

Volume Module: >> Count Date: 16 Jan 2008 << PM Peak Hour
Base Vol: 50 23 115 2 36 2 0 30 77 210 38 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 23 115 2 36 2 0 30 77 210 38 3
User Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 61 28 140 2 44 2 0 37 94 256 46 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 61 28 140 2 44 2 0 37 94 256 46 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 61 28 140 2 44 2 0 37 94 256 46 4

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.27 0.12 0.61 0.05 0.90 0.05 0.00 0.28 0.72 0.84 0.15 0.01
Final Sat.: 192 88 442 31 565 31 0 209 537 595 108 8

Capacity Analysis Module:
Vol/Sat: 0.32 0.32 0.32 0.08 0.08 0.08 xxxx 0.17 0.17 0.43 0.43 0.43
Crit Moves: **** **
Delay/Veh: 9.7 9.7 9.7 8.6 8.6 8.6 0.0 8.4 8.4 11.3 11.3 11.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.7 9.7 9.7 8.6 8.6 8.6 0.0 8.4 8.4 11.3 11.3 11.3
LOS by Move: A A A A A A * A A B B B
ApproachDel: 9.7 8.6 8.4 11.3
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 9.7 8.6 8.4 11.3
LOS by Appr: A A A B

PM Peak Hours

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #220 Montgomery/Sheridan

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

Table with columns for Street Name (Montgomery St., Sheridan Ave.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), and Lanes.

Table with columns for Volume Module: >> Count Date: 17 Jan 2008 << PM Peak Hour. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table for Saturation Flow Module with columns for Adjustment, Lanes, and Final Sat. values.

Table for Capacity Analysis Module with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

Preferred Alternative – AM Peak Hour

Scenario Report

Scenario: AM 2030-Preferred

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

Trip Generation Report

Forecast for AM 2030-Preferred

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	14.00	36.00	14	36	50	8.2
	Zone 14 Subtotal					14	36	50	8.2
15	Ruger & Simo	1.00	mixed use	16.00	21.00	16	21	37	6.1
	Zone 15 Subtotal					16	21	37	6.1
32	S. Main Post	1.00	mixed use	-10.00	-2.00	-10	-2	-12	-2.0
	Zone 32 Subtotal					-10	-2	-12	-2.0
33	W. Main Post	1.00	Mixed Use	48.00	116.00	48	116	164	26.8
	Zone 33 Subtotal					48	116	164	26.8
34	E. Main Post	1.00	mixed use	-26.00	3.00	-26	3	-23	-3.8
	Zone 34 Subtotal					-26	3	-23	-3.8
35	N. Main Post	1.00	mixed use	3.00	6.00	3	6	9	1.5
	Zone 35 Subtotal					3	6	9	1.5
36	West Letterm	1.00	mixed use	12.00	-35.00	12	-35	-23	-3.8
	Zone 36 Subtotal					12	-35	-23	-3.8
753	LDA	1.00	mixed use	106.00	53.00	106	53	159	26.0
	Zone 753 Subtotal					106	53	159	26.0
767	Commissary/P	1.00	mixed use	90.00	160.00	90	160	250	40.9
	Zone 767 Subtotal					90	160	250	40.9
TOTAL						253	358	611	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

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

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#201 Lombard/Divisadero													
Base	353	390	743	266	195	461	3488	2383	5871	2225	3364	5589	12664
Added	0	0	0	0	0	0	141	99	240	99	141	240	480
Total	353	390	743	266	195	461	3629	2482	6111	2324	3505	5829	13144
#202 Lombard/Richardson													
Base	2387	3417	5804	3196	2233	5429	226	159	385	0	0	0	11618
Added	99	141	240	58	25	83	83	74	157	0	0	0	480
Total	2486	3558	6044	3254	2258	5512	309	233	542	0	0	0	12098
#203 Lyon/Lombard													
Base	159	253	412	366	254	620	539	378	917	95	274	369	2318
Added	9	10	19	0	0	0	93	83	176	74	83	157	352
Total	168	263	431	366	254	620	632	461	1093	169	357	526	2670
#204 Greenwich/Divisadero													
Base	335	361	696	396	358	754	186	125	311	142	215	357	2118
Added	0	0	0	0	0	0	10	9	19	9	10	19	38
Total	335	361	696	396	358	754	196	134	330	151	225	376	2156
#205 Greenwich/Lyon													
Base	107	164	271	248	173	421	0	0	0	88	106	194	886
Added	0	0	0	10	9	19	0	0	0	9	10	19	38
Total	107	164	271	258	182	440	0	0	0	97	116	213	924
#206 Francisco/Richardson													
Base	2222	3170	5392	3113	2529	5642	287	57	344	198	64	262	11640
Added	25	58	83	58	25	83	0	0	0	0	0	0	166
Total	2247	3228	5475	3171	2554	5725	287	57	344	198	64	262	11806
#207 Richardson/Gorgas													
Base	17	37	54	160	16	176	3137	2682	5819	2526	3105	5631	11680
Added	58	0	58	0	0	0	0	25	25	25	58	83	166
Total	75	37	112	160	16	176	3137	2707	5844	2551	3163	5714	11846
#208 Doyle/Marina/Lyon													
Base	12	41	53	128	321	449	1349	291	1640	606	1442	2048	4190
Added	0	0	0	104	53	157	-5	2	-3	55	99	154	308
Total	12	41	53	232	374	606	1344	293	1637	661	1541	2202	4498
#209 Graham/Lincoln													
Base	277	180	457	44	92	136	465	421	886	571	664	1235	2714
Added	26	12	38	0	0	0	111	47	158	59	137	196	392
Total	303	192	495	44	92	136	576	468	1044	630	801	1431	3106
#210 Lincoln/Halleck													
Base	0	0	0	300	379	679	620	652	1272	688	577	1265	3216
Added	0	0	0	69	43	112	140	58	198	69	177	246	556
Total	0	0	0	369	422	791	760	710	1470	757	754	1511	3772

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#211 Lincoln/Girard													
Base	0	0	0	548	393	941	605	681	1286	575	654	1229	3456
Added	0	0	0	16	96	112	179	54	233	38	83	121	466
Total	0	0	0	564	489	1053	784	735	1519	613	737	1350	3922
#212 Presidio/Letterman/Lincoln													
Base	528	557	1085	644	632	1276	289	198	487	66	140	206	3054
Added	41	77	118	76	41	117	1	-8	-7	8	16	24	252
Total	569	634	1203	720	673	1393	290	190	480	74	156	230	3306
#213 Lombard/Presidio													
Base	746	660	1406	560	512	1072	0	0	0	412	546	958	3436
Added	40	39	79	77	41	118	0	0	0	29	66	95	292
Total	786	699	1485	637	553	1190	0	0	0	441	612	1053	3728
#214 Presidio/Pacific													
Base	698	649	1347	671	716	1387	83	70	153	93	110	203	3090
Added	28	32	60	32	28	60	0	0	0	0	0	0	120
Total	726	681	1407	703	744	1447	83	70	153	93	110	203	3210
#215 Presidio/Jackson													
Base	683	632	1315	654	701	1355	171	171	342	263	267	530	3542
Added	28	32	60	32	28	60	0	0	0	0	0	0	120
Total	711	664	1375	686	729	1415	171	171	342	263	267	530	3662
#216 Presidio/Washington													
Base	654	489	1143	524	694	1218	239	144	383	135	225	360	3104
Added	28	32	60	32	28	60	0	0	0	0	0	0	120
Total	682	521	1203	556	722	1278	239	144	383	135	225	360	3224
#217 Arguello/Jackson													
Base	625	512	1137	464	553	1017	0	0	0	163	187	350	2504
Added	19	29	48	29	19	48	0	0	0	0	0	0	96
Total	644	541	1185	493	572	1065	0	0	0	163	187	350	2600
#218 Arguello/Washington St													
Base	751	561	1312	502	624	1126	37	51	88	102	156	258	2784
Added	19	29	48	29	19	48	0	0	0	0	0	0	96
Total	770	590	1360	531	643	1174	37	51	88	102	156	258	2880
#219 Arguello/Moraga													
Base	485	354	839	0	0	0	119	186	305	374	438	812	1956
Added	19	29	48	0	0	0	1	-8	-7	18	17	35	76
Total	504	383	887	0	0	0	120	178	298	392	455	847	2032
#220 Montgomery/Sheridan													
Base	34	176	210	90	540	630	661	69	730	0	0	0	1570
Added	69	4	73	23	111	134	42	19	61	0	0	0	268
Total	103	180	283	113	651	764	703	88	791	0	0	0	1838

Intersection	Base		Future		Change in
	LOS Veh	V/C	LOS Veh	V/C	
#201 Lombard/Divisadero	B 13.9	0.914	B 16.2	0.941	+ 2.318 D/V
#202 Lombard/Richardson	B 6.0	0.431	B 6.8	0.436	+ 0.793 D/V
#203 Lyon/Lombard	C 21.3	0.843	E 42.0	1.037	+ 0.194 V/C
#204 Greenwich/Divisadero	B 13.9	0.614	B 14.2	0.624	+ 0.010 V/C
#205 Greenwich/Lyon	A 8.5	0.300	A 8.6	0.314	+ 0.014 V/C
#206 Francisco/Richardson	B 15.1	0.753	B 16.0	0.764	+ 0.832 D/V
#207 Richardson/Gorgas	A 8.1	0.699	A 8.4	0.702	+ 0.318 D/V
#208 Doyle/Marina/Lyon	C 34.6	0.450	C 34.0	0.507	-0.574 D/V
#209 Graham/Lincoln	C 20.5	0.784	E 39.7	1.015	+ 0.232 V/C
#210 Lincoln/Halleck	F 170.0	0.000	F 564.8	0.000	+394.728 D/V
#211 Lincoln/Girard	F 672.2	0.000	F OVRFL	0.000	+666.528 D/V
#212 Presidio/Letterman/Lincoln	C 20.0	0.788	D 26.2	0.899	+ 0.110 V/C
#213 Lombard/Presidio	F 78.5	1.271	F 95.8	1.371	+ 0.100 V/C
#214 Presidio/Pacific	F 60.6	1.052	F 73.0	1.095	+ 0.042 V/C
#215 Presidio/Jackson	F 116.3	1.270	F 134.4	1.322	+ 0.052 V/C
#216 Presidio/Washington	F 64.5	1.142	F 80.1	1.209	+ 0.067 V/C
#217 Arguello/Jackson	B 14.1	0.670	C 15.1	0.714	+ 0.044 V/C
#218 Arguello/Washington St	E 41.4	1.023	E 47.9	1.058	+ 0.035 V/C
#219 Arguello/Moraga	B 14.9	0.667	C 16.1	0.699	+ 0.032 V/C
#220 Montgomery/Sheridan	C 18.7	0.786	D 26.2	0.889	+ 0.103 V/C

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #201 Lombard/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.941
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 90 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 24 24 24 24 24 24 59 59 59 59 59 59
Lanes: 1 0 0 1 0 1 0 0 1 1 1 0 0 1 1 1 0

Volume Module:
Base Vol: 204 119 30 96 140 30 0 3238 250 0 2149 76
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 204 119 30 96 140 30 0 3238 250 0 2149 76
Added Vol: 0 0 0 0 0 0 0 141 0 0 99 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 204 119 30 96 140 30 0 3379 250 0 2248 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 204 119 30 96 140 30 0 3379 250 0 2248 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 204 119 30 96 140 30 0 3379 250 0 2248 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 204 119 30 96 140 30 0 3379 250 0 2248 76

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.46 0.97 0.97 0.49 0.97 0.97 0.91 0.90 0.90 0.91 0.91 0.91
Lanes: 1.00 0.80 0.20 1.00 0.82 0.18 0.00 2.79 0.21 0.00 2.90 0.10
Final Sat.: 872 1472 371 937 1524 327 0 4781 354 0 4992 169

Capacity Analysis Module:
Vol/Sat: 0.23 0.08 0.08 0.10 0.09 0.09 0.00 0.71 0.71 0.00 0.45 0.45
Crit Moves: ****
Green/Cycle: 0.27 0.27 0.27 0.27 0.27 0.27 0.00 0.73 0.73 0.00 0.73 0.73
Volume/Cap: 0.88 0.30 0.30 0.38 0.34 0.34 0.00 0.96 0.96 0.00 0.61 0.61
Uniform Del: 31.6 26.3 26.3 27.0 26.6 26.6 0.0 10.9 10.9 0.0 5.8 5.8
IncrementDel: 29.1 0.4 0.4 1.0 0.4 0.4 0.0 8.0 8.0 0.0 0.3 0.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00
Delay/Veh: 60.7 26.7 26.7 27.9 27.1 27.1 0.0 18.9 18.9 0.0 6.1 6.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 60.7 26.7 26.7 27.9 27.1 27.1 0.0 18.9 18.9 0.0 6.1 6.1
HCM2kAvg: 15 3 3 5 4 4 0 37 37 0 11 11

Level of Service Computation Report

1994 HCM Operations Method (Future Volume Alternative)

Intersection #202 Lombard/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 90 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Ovl Include
Min. Green: 25 90 0 0 57 57 0 0 25 0 0 0
Lanes: 1 0 3 0 0 0 0 0 2 1 0 0 0 0 0 0 0

Volume Module:
Base Vol: 154 2233 0 0 3191 5 0 0 226 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 154 2233 0 0 3191 5 0 0 226 0 0 0
Added Vol: 74 25 0 0 58 0 0 0 83 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 228 2258 0 0 3249 5 0 0 309 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 228 2258 0 0 3249 5 0 0 309 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 228 2258 0 0 3249 5 0 0 309 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.10 1.00 1.00 1.10 1.10 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 228 2484 0 0 3574 6 0 0 309 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.77 1.00 1.00 1.00
Lanes: 1.00 3.00 0.00 0.00 2.99 0.01 0.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 5700 0 0 5691 9 0 0 1463 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.13 0.44 0.00 0.00 0.63 0.63 0.00 0.00 0.21 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.30 1.00 0.00 0.00 0.70 0.70 0.00 0.00 0.30 0.00 0.00 0.00
Volume/Cap: 0.41 0.44 0.00 0.00 0.90 0.90 0.00 0.00 0.69 0.00 0.00 0.00
Uniform Del: 18.9 0.0 0.0 0.0 8.5 8.5 0.0 0.0 21.0 0.0 0.0 0.0
IncrementDel: 0.3 0.0 0.0 0.0 2.4 2.4 0.0 0.0 3.2 0.0 0.0 0.0
Delay Adj: 0.85 0.85 0.00 0.00 0.85 0.85 0.00 0.00 0.85 0.00 0.00 0.00
Delay/Veh: 16.4 0.0 0.0 0.0 9.7 9.7 0.0 0.0 21.0 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: 16.4 0.0 0.0 0.0 9.7 9.7 0.0 0.0 21.0 0.0 0.0 0.0
DesignQueue: 8 0 0 0 65 0 0 0 11 0 0 0

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 100 Critical Vol./Cap. (X): 1.037
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: 0 Level Of Service: E

Table with columns for Street Name (Lyon St., Lombard St.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with columns for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #204 Greenwich/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Divisadero, Greenwich), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with columns for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

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

Intersection #205 Greenwich/Lyon
Cycle (sec): 100 Critical Vol./Cap. (X): 0.314
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (Lyon, Greenwich), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol for various movements.

Saturation Flow Module table showing Adjustment, Lanes, and Final Sat for various movements.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

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

Intersection #206 Francisco/Richardson
Cycle (sec): 90 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 90 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol for various movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat for various movements.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #207 Richardson/Gorgas

Cycle (sec): 90 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 90 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 12 12 12 52 52 52 52 52 52
Lanes: 1 0 1 0 0 0 0 0 1 0 0 2 1 0

Volume Module:
Base Vol: 12 0 5 0 0 160 0 3100 37 0 2510 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 0 5 0 0 160 0 3100 37 0 2510 16
Added Vol: 0 0 58 0 0 0 0 0 0 0 25 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 12 0 63 0 0 160 0 3100 37 0 2535 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 12 0 63 0 0 160 0 3100 37 0 2535 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 12 0 63 0 0 160 0 3100 37 0 2535 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 12 0 63 0 0 160 0 3100 37 0 2535 16

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 1.00 0.87 1.00 1.00 0.87 1.00 0.91 0.85 1.00 0.91 0.91
Lanes: 1.09 0.00 0.91 0.00 0.00 1.00 0.00 3.00 1.00 0.00 2.98 0.02
Final Sat.: 1791 0 1504 0 0 1644 0 5187 1615 0 5149 33

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.04 0.00 0.00 0.10 0.00 0.60 0.02 0.00 0.49 0.49
Crit Moves: ****
Green/Cycle: 0.11 0.00 0.11 0.00 0.00 0.13 0.00 0.76 0.76 0.00 0.76 0.76
Volume/Cap: 0.06 0.00 0.38 0.00 0.00 0.73 0.00 0.79 0.03 0.00 0.65 0.65
Uniform Del: 35.8 0.0 37.1 0.0 0.0 37.4 0.0 6.7 2.8 0.0 5.3 5.3
IncrementDel: 0.0 0.0 1.2 0.0 0.0 11.8 0.0 1.1 0.0 0.0 0.4 0.4
Delay Adj: 1.00 0.00 1.00 0.00 0.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00
Delay/Veh: 35.8 0.0 38.3 0.0 0.0 49.2 0.0 7.8 2.8 0.0 5.7 5.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 35.8 0.0 38.3 0.0 0.0 49.2 0.0 7.8 2.8 0.0 5.7 5.7
HCM2kAvg: 0 0 2 0 0 6 0 19 0 0 12 12

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #208 Doyle/Marina/Lyon

Cycle (sec): 75 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: 96 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 29 0 29 29 0 29 0 38 38 38 38 38
Lanes: 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0

Volume Module:
Base Vol: 0 0 12 122 0 6 0 1308 41 0 285 321
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 12 122 0 6 0 1308 41 0 285 321
Added Vol: 0 0 0 104 0 0 0 0 -5 0 0 2 53
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 12 226 0 6 0 1303 41 0 287 374
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 12 226 0 6 0 1303 41 0 287 374
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 12 226 0 6 0 1303 41 0 287 374
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 12 226 0 6 0 1303 41 0 287 374

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.85 0.95 1.00 0.85 1.00 0.95 0.95 1.00 0.87 0.87
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.00 1.94 1.06 0.00 1.00 1.00
Final Sat.: 1900 0 1615 1805 0 1615 0 3482 110 0 1652 1652

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.13 0.00 0.00 0.00 0.37 0.37 0.00 0.17 0.23
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.30 0.30 0.00 0.60 0.00 0.40 0.40 0.00 0.40 0.40
Volume/Cap: 0.00 0.00 0.02 0.41 0.00 0.01 0.00 0.95 0.95 0.00 0.44 0.57
Uniform Del: 0.0 0.0 23.6 26.7 0.0 7.5 0.0 28.0 28.0 0.0 21.2 22.6
IncrementDel: 0.0 0.0 0.0 0.5 0.0 0.0 0.0 13.0 13.0 0.0 0.2 0.7
Delay Adj: 0.00 0.00 1.00 1.00 0.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00
Delay/Veh: 0.0 0.0 23.6 27.2 0.0 7.6 0.0 41.0 41.0 0.0 21.4 23.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 23.6 27.2 0.0 7.6 0.0 41.0 41.0 0.0 21.4 23.3
HCM2kAvg: 0 0 0 6 0 0 0 24 24 0 6 9

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 1.015
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: 0 Level of Service: E

Street Name: Graham St. Lincoln Blvd.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 27 30 220 18 10 16 20 426 19 151 378 42
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 27 30 220 18 10 16 20 426 19 151 378 42
Added Vol: 0 0 26 0 0 0 0 111 0 12 47 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 27 30 246 18 10 16 20 537 19 163 425 42
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 27 30 246 18 10 16 20 537 19 163 425 42
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 30 246 18 10 16 20 537 19 163 425 42
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 27 30 246 18 10 16 20 537 19 163 425 42

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.09 0.10 0.81 0.41 0.23 0.36 1.00 0.97 0.03 1.00 0.91 0.09
Final Sat.: 48 54 442 176 98 156 501 529 19 508 502 50

Capacity Analysis Module:
Vol/Sat: 0.56 0.56 0.56 0.10 0.10 0.10 0.04 1.02 0.32 0.85 0.85
Crit Moves: ****
Delay/Veh: 16.9 16.9 16.9 11.6 11.6 11.6 10.1 67.4 67.4 13.0 34.6 34.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.9 16.9 16.9 11.6 11.6 11.6 10.1 67.4 67.4 13.0 34.6 34.6
LOS by Move: C C B B B F F B D D
ApproachDel: 16.9 11.6 65.4 29.0
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 16.9 11.6 65.4 29.0
LOS by Appr: C B F D

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Average Delay (sec/veh): 111.5 Worst Case Level Of Service: F[564.8]

Street Name: Halleck St. Lincoln Blvd.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 1 0 1 0 0 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 123 0 177 166 454 0 0 475 213
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 123 0 177 166 454 0 0 475 213
Added Vol: 0 0 0 52 0 17 15 125 0 0 41 28
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 175 0 194 181 579 0 0 516 241
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 175 0 194 181 579 0 0 516 241
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 175 0 194 181 579 0 0 516 241
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxxx xxxxx xxxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxxx 1578 xxxxx 637 757 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 122 xxxxx 481 863 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx 102 xxxxx 481 863 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxx 1.71 xxxxx 0.40 0.21 xxxxx xxxxx xxxxx xxxxx xxxxx

Level of Service Module:
Queue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.8 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Stopped Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 10.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx 174 xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 29.1 xxxxxx xxxxxx xxxxx xxxxxx xxxxx xxxxxx
Shrd StpDel:xxxxxx xxxxx xxxxxx xxxxxx 565 xxxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * F * * * * *
ApproachDel: xxxxxxxx 564.8 xxxxxxxx xxxxxxxx
ApproachLOS: * * F * *

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Average Delay (sec/veh): 386.7 Worst Case Level Of Service: F[1338.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns for traffic volumes and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 12 columns for gap metrics and 4 rows for Critical Gp, FollowUpTim, etc.

Capacity Module table with 12 columns for capacity metrics and 5 rows for Cnflct Vol, Potent Cap., Move Cap., etc.

Level of Service Module table with 12 columns for LOS metrics and 10 rows for Queue, Stopped Del, LOS by Move, etc.

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.2 Optimal Cycle: 0 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Street Name, Approach, Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns for traffic volumes and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 12 columns for gap metrics and 4 rows for Critical Gp, FollowUpTim, etc.

Capacity Module table with 12 columns for capacity metrics and 5 rows for Cnflct Vol, Potent Cap., Move Cap., etc.

Level of Service Module table with 12 columns for LOS metrics and 10 rows for Queue, Stopped Del, LOS by Move, etc.

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

Intersection #213 Lombard/Presidio

Cycle (sec): 100 Critical Vol./Cap. (X): 1.371
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 95.8
Optimal Cycle: 0 Level Of Service: F

Street Name: Presidio Blvd. Lombard St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 1 0 0 0 1

Volume Module:
Base Vol: 0 391 355 191 369 0 0 0 0 291 0 121
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 391 355 191 369 0 0 0 0 291 0 121
Added Vol: 0 24 16 50 27 0 0 0 0 12 0 17
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 415 371 241 396 0 0 0 0 303 0 138
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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 415 371 241 396 0 0 0 0 303 0 138
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 415 371 241 396 0 0 0 0 303 0 138
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 415 371 241 396 0 0 0 0 303 0 138

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.53 0.47 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 303 271 487 524 0 0 0 0 459 0 540

Capacity Analysis Module:
Vol/Sat: xxxx 1.37 1.37 0.49 0.76 xxxx xxxx xxxx 0.66 xxxx 0.26
Crit Moves: ****
Delay/Veh: 0.0 197 196.9 16.9 27.5 0.0 0.0 0.0 0.0 24.0 0.0 11.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 197 196.9 16.9 27.5 0.0 0.0 0.0 0.0 24.0 0.0 11.5
LOS by Move: * F F C D * * * C * B
ApproachDel: 196.9 23.5 xxxxxxx 20.1
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 196.9 23.5 xxxxxxx 20.1
LOS by Appr: F C * C

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

Intersection #214 Presidio/Pacific

Cycle (sec): 100 Critical Vol./Cap. (X): 1.095
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 73.0
Optimal Cycle: 0 Level Of Service: F

Street Name: Presidio Blvd. Pacific Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 12 655 31 46 593 32 32 33 18 38 26 29
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 655 31 46 593 32 32 33 18 38 26 29
Added Vol: 0 28 0 0 32 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 12 683 31 46 625 32 32 33 18 38 26 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 12 683 31 46 625 32 32 33 18 38 26 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 12 683 31 46 625 32 32 33 18 38 26 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 12 683 31 46 625 32 32 33 18 38 26 29

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.94 0.04 0.06 0.89 0.05 0.38 0.40 0.22 0.41 0.28 0.31
Final Sat.: 11 624 28 43 589 30 190 195 107 204 140 156

Capacity Analysis Module:
Vol/Sat: 1.09 1.09 1.09 1.06 1.06 1.06 0.17 0.17 0.17 0.19 0.19 0.19
Crit Moves: ****
Delay/Veh: 85.7 85.7 85.7 75.1 75.1 75.1 11.6 11.6 11.6 11.7 11.7 11.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 85.7 85.7 85.7 75.1 75.1 75.1 11.6 11.6 11.6 11.7 11.7 11.7
LOS by Move: F F F F F B B B B B
ApproachDel: 85.7 75.1 11.6 11.7
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 85.7 75.1 11.6 11.7
LOS by Appr: F F B B

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

Intersection #215 Presidio/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 1.322
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 134.4
Optimal Cycle: 0 Level Of Service: F

Street Name: Presidio Blvd. Jackson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 9 615 59 59 565 30 11 149 11 56 132 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 9 615 59 59 565 30 11 149 11 56 132 75
Added Vol: 0 28 0 0 32 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 643 59 59 597 30 11 149 11 56 132 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 9 643 59 59 597 30 11 149 11 56 132 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 643 59 59 597 30 11 149 11 56 132 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 9 643 59 59 597 30 11 149 11 56 132 75

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.01 0.91 0.08 0.09 0.87 0.04 0.06 0.88 0.06 0.21 0.50 0.29
Final Sat.: 7 486 45 46 465 23 28 377 28 100 235 133

Capacity Analysis Module:
Vol/Sat: 1.32 1.32 1.32 1.28 1.28 1.28 0.40 0.40 0.40 0.56 0.56 0.56
Crit Moves: ****
Delay/Veh: 178.2 178 178.2 162.4 162 162.4 16.0 16.0 16.0 19.6 19.6 19.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 178.2 178 178.2 162.4 162 162.4 16.0 16.0 16.0 19.6 19.6 19.6
LOS by Move: F F F F F C C C C C
ApproachDel: 178.2 162.4 16.0 19.6
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 178.2 162.4 16.0 19.6
LOS by Appr: F F C C

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

Intersection #216 Presidio/Washington

Cycle (sec): 100 Critical Vol./Cap. (X): 1.209
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 80.1
Optimal Cycle: 0 Level Of Service: F

Street Name: Presidio Blvd. Washington St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 15 610 29 38 440 46 59 158 22 27 83 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 610 29 38 440 46 59 158 22 27 83 25
Added Vol: 0 28 0 0 32 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 638 29 38 472 46 59 158 22 27 83 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 638 29 38 472 46 59 158 22 27 83 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 638 29 38 472 46 59 158 22 27 83 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 15 638 29 38 472 46 59 158 22 27 83 25

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.94 0.04 0.07 0.85 0.08 0.25 0.66 0.09 0.20 0.61 0.19
Final Sat.: 12 528 24 39 479 47 117 313 44 88 271 82

Capacity Analysis Module:
Vol/Sat: 1.21 1.21 1.21 0.99 0.99 0.99 0.51 0.51 0.51 0.31 0.31 0.31
Crit Moves: ****
Delay/Veh: 131.8 132 131.8 59.5 59.5 59.5 17.7 17.7 17.7 14.2 14.2 14.2
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: 131.8 132 131.8 59.5 59.5 59.5 17.7 17.7 17.7 14.2 14.2 14.2
LOS by Move: F F F F F C C C B B B
ApproachDel: 131.8 59.5 17.7 14.2
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 131.8 59.5 17.7 14.2
LOS by Appr: F F C B

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #217 Arguello/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.714
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Street Name: Arguello Blvd. Jackson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 1 0 0 1 0 0 0 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 0 486 139 48 416 0 0 0 0 96 0 67
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 486 139 48 416 0 0 0 0 96 0 67
Added Vol: 0 19 0 0 29 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 505 139 48 445 0 0 0 0 96 0 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 505 139 48 445 0 0 0 0 96 0 67
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 505 139 48 445 0 0 0 0 96 0 67
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 505 139 48 445 0 0 0 0 96 0 67

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.57 0.43 0.10 0.90 0.00 0.00 0.00 0.00 0.59 0.00 0.41
Final Sat.: 0 1043 297 67 623 0 0 0 0 330 0 230

Capacity Analysis Module:
Vol/Sat: xxxx 0.48 0.47 0.71 0.71 xxxx xxxx xxxx 0.29 xxxx 0.29
Crit Moves: ****
Delay/Veh: 0.0 12.9 12.2 19.5 19.5 0.0 0.0 0.0 0.0 11.2 0.0 11.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 12.9 12.2 19.5 19.5 0.0 0.0 0.0 0.0 11.2 0.0 11.2
LOS by Move: * B B C C * * * B * B
ApproachDel: 12.7 19.5
Delay Adj: 1.00 1.00
ApprAdjDel: 12.7 19.5
LOS by Appr: B C * B

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.058
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 47.9
Optimal Cycle: 0 Level Of Service: E

Street Name: Arguello Blvd. Washington St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 23 592 136 9 471 22 4 11 22 68 6 28
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 592 136 9 471 22 4 11 22 68 6 28
Added Vol: 0 19 0 0 29 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 23 611 136 9 500 22 4 11 22 68 6 28
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 23 611 136 9 500 22 4 11 22 68 6 28
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 611 136 9 500 22 4 11 22 68 6 28
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 23 611 136 9 500 22 4 11 22 68 6 28

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.03 0.79 0.18 0.02 0.94 0.04 0.11 0.30 0.59 0.67 0.06 0.27
Final Sat.: 22 577 129 12 645 28 55 151 302 342 30 141

Capacity Analysis Module:
Vol/Sat: 1.06 1.06 1.06 0.78 0.78 0.78 0.07 0.07 0.07 0.20 0.20 0.20
Crit Moves: ****
Delay/Veh: 71.4 71.4 71.4 23.6 23.6 23.6 10.1 10.1 10.1 11.3 11.3 11.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 71.4 71.4 71.4 23.6 23.6 23.6 10.1 10.1 10.1 11.3 11.3 11.3
LOS by Move: F F F C C C B B B B B B
ApproachDel: 71.4 23.6 10.1 11.3
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 71.4 23.6 10.1 11.3
LOS by Appr: F C B B

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #219 Arguello/Moraga

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 0 Level Of Service: C

Street Name: Arguello Moraga
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0

Volume Module:
Base Vol: 113 0 372 0 0 0 0 66 53 301 73 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 113 0 372 0 0 0 0 66 53 301 73 0
Added Vol: 0 0 19 0 0 0 0 -2 3 26 -8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 0 391 0 0 0 0 64 56 327 65 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 113 0 391 0 0 0 0 64 56 327 65 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 113 0 391 0 0 0 0 64 56 327 65 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 113 0 391 0 0 0 0 64 56 327 65 0

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.22 0.00 0.78 0.00 1.00 0.00 0.00 0.53 0.47 0.83 0.17 0.00
Final Sat.: 162 0 559 0 0 0 0 321 281 525 104 0

Capacity Analysis Module:
Vol/Sat: 0.70 xxxx 0.70 xxxx xxxx xxxx 0.20 0.20 0.62 0.62 xxxx
Crit Moves: ****
Delay/Veh: 17.4 0.0 17.4 0.0 0.0 0.0 0.0 9.7 9.7 16.4 16.4 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 17.4 0.0 17.4 0.0 0.0 0.0 0.0 9.7 9.7 16.4 16.4 0.0
LOS by Move: C * C * * * * A A C C *
ApproachDel: 17.4 xxxxxx 9.7 16.4
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 17.4 xxxxxx 9.7 16.4
LOS by Appr: C * A C

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #220 Montgomery/Sheridan

Cycle (sec): 100 Critical Vol./Cap. (X): 0.889
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 0 Level Of Service: D

Street Name: Montgomery St. Sheridan Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 1 0 0 0

Volume Module:
Base Vol: 13 21 0 0 34 56 519 0 142 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 13 21 0 0 34 56 519 0 142 0 0 0
Added Vol: 0 69 0 0 4 19 42 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 90 0 0 38 75 561 0 142 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 13 90 0 0 38 75 561 0 142 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 90 0 0 38 75 561 0 142 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 13 90 0 0 38 75 561 0 142 0 0 0

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.13 0.87 0.00 0.00 0.34 0.66 0.80 0.00 0.20 0.00 1.00 0.00
Final Sat.: 76 525 0 0 217 429 631 0 160 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.17 0.17 xxxx xxxx 0.17 0.17 0.89 xxxx 0.89 xxxx xxxx
Crit Moves: ****
Delay/Veh: 9.9 9.9 0.0 0.0 9.4 9.4 31.3 0.0 31.3 0.0 0.0 0.0
Delay Adj: 1.00 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 9.9 0.0 0.0 9.4 9.4 31.3 0.0 31.3 0.0 0.0 0.0
LOS by Move: A A * * A A D * D * * *
ApproachDel: 9.9 9.4 31.3 xxxxxx
Delay Adj: 1.00 1.00 1.00 xxxxxx
ApprAdjDel: 9.9 9.4 31.3 xxxxxx
LOS by Appr: A A D *

Preferred Alternative – PM Peak Hour

Scenario Report

Scenario: PM 2030-Preferred

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

Trip Generation Report

Forecast for PM 2030-Preferred

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	43.00	35.00	43	35	78	5.3
	Zone 14 Subtotal					43	35	78	5.3
15	Ruger & Simo	1.00	mixed use	43.00	41.00	43	41	84	5.7
	Zone 15 Subtotal					43	41	84	5.7
32	S. Main Post	1.00	mixed use	-16.00	-16.00	-16	-16	-32	-2.2
	Zone 32 Subtotal					-16	-16	-32	-2.2
33	W. Main Post	1.00	Mixed Use	322.00	314.00	322	314	636	43.0
	Zone 33 Subtotal					322	314	636	43.0
34	E. Main Post	1.00	mixed use	83.00	28.00	83	28	111	7.5
	Zone 34 Subtotal					83	28	111	7.5
35	N. Main Post	1.00	mixed use	21.00	3.00	21	3	24	1.6
	Zone 35 Subtotal					21	3	24	1.6
36	West Letterm	1.00	mixed use	-59.00	-15.00	-59	-15	-74	-5.0
	Zone 36 Subtotal					-59	-15	-74	-5.0
753	LDA	1.00	mixed use	126.00	188.00	126	188	314	21.2
	Zone 753 Subtotal					126	188	314	21.2
767	Commissary/P	1.00	mixed use	169.00	169.00	169	169	338	22.9
	Zone 767 Subtotal					169	169	338	22.9
TOTAL						732	747	1479	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

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

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#201 Lombard/Divisadero													
Base	378	385	763	298	285	583	2398	3242	5640	3117	2279	5396	12382
Added	0	0	0	0	0	0	378	384	762	384	378	762	1524
Total	378	385	763	298	285	583	2776	3626	6402	3501	2657	6158	13906
#202 Lombard/Richardson													
Base	3319	2500	5819	2171	3119	5290	329	200	529	0	0	0	11638
Added	383	377	760	182	200	382	195	183	378	0	0	0	1520
Total	3702	2877	6579	2353	3319	5672	524	383	907	0	0	0	13158
#203 Lyon/Lombard													
Base	217	183	400	318	325	643	569	517	1086	223	302	525	2654
Added	21	22	43	0	0	0	217	204	421	183	195	378	842
Total	238	205	443	318	325	643	786	721	1507	406	497	903	3496
#204 Greenwich/Divisadero													
Base	345	332	677	343	385	728	145	164	309	203	155	358	2072
Added	0	0	0	0	0	0	22	21	43	21	22	43	86
Total	345	332	677	343	385	728	167	185	352	224	177	401	2158
#205 Greenwich/Lyon													
Base	107	120	227	177	214	391	0	0	0	130	80	210	828
Added	0	0	0	22	21	43	0	0	0	21	22	43	86
Total	107	120	227	199	235	434	0	0	0	151	102	253	914
#206 Francisco/Richardson													
Base	3119	2250	5369	2217	3331	5548	251	69	320	145	82	227	11464
Added	200	182	382	182	200	382	0	0	0	0	0	0	764
Total	3319	2432	5751	2399	3531	5930	251	69	320	145	82	227	12228
#207 Richardson/Gorgas													
Base	253	63	316	69	34	103	2150	3439	5589	3298	2234	5532	11540
Added	182	0	182	0	0	0	0	200	200	200	182	382	764
Total	435	63	498	69	34	103	2150	3639	5789	3498	2416	5914	12304
#208 Doyle/Marina/Lyon													
Base	40	25	65	247	491	738	922	1549	2471	2009	1153	3162	6436
Added	0	0	0	118	127	245	-2	-9	-11	118	116	234	468
Total	40	25	65	365	618	983	920	1540	2460	2127	1269	3396	6904
#209 Graham/Lincoln													
Base	152	134	286	22	7	29	434	391	825	508	584	1092	2232
Added	50	53	103	0	0	0	269	287	556	340	319	659	1318
Total	202	187	389	22	7	29	703	678	1381	848	903	1751	3550
#210 Lincoln/Halleck													
Base	0	3	3	314	340	654	542	543	1085	584	554	1138	2880
Added	0	0	0	89	103	192	335	345	680	376	352	728	1600
Total	0	3	3	403	443	846	877	888	1765	960	906	1866	4480

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#211 Lincoln/Girard													
Base	0	0	0	336	497	833	589	585	1174	600	443	1043	3050
Added	0	0	0	267	202	469	343	419	762	152	141	293	1524
Total	0	0	0	603	699	1302	932	1004	1936	752	584	1336	4574
#212 Presidio/Letterman/Lincoln													
Base	539	546	1085	463	601	1064	237	188	425	148	52	200	2774
Added	168	158	326	137	139	276	8	25	33	28	19	47	682
Total	707	704	1411	600	740	1340	245	213	458	176	71	247	3456
#213 Lombard/Presidio													
Base	733	676	1409	549	597	1146	0	0	0	529	538	1067	3622
Added	90	98	188	159	168	327	0	0	0	141	124	265	780
Total	823	774	1597	708	765	1473	0	0	0	670	662	1332	4402
#214 Presidio/Pacific													
Base	731	630	1361	686	743	1429	14	66	80	89	81	170	3040
Added	69	76	145	76	69	145	0	0	0	0	0	0	290
Total	800	706	1506	762	812	1574	14	66	80	89	81	170	3330
#215 Presidio/Jackson													
Base	637	654	1291	661	677	1338	160	168	328	250	209	459	3416
Added	69	76	145	76	69	145	0	0	0	0	0	0	290
Total	706	730	1436	737	746	1483	160	168	328	250	209	459	3706
#216 Presidio/Washington													
Base	664	599	1263	658	705	1363	206	130	336	110	204	314	3276
Added	69	76	145	76	69	145	0	0	0	0	0	0	290
Total	733	675	1408	734	774	1508	206	130	336	110	204	314	3566
#217 Arguello/Jackson													
Base	488	603	1091	546	454	1000	0	0	0	123	100	223	2314
Added	60	60	120	60	60	120	0	0	0	0	0	0	240
Total	548	663	1211	606	514	1120	0	0	0	123	100	223	2554
#218 Arguello/Washington St													
Base	542	657	1199	582	485	1067	32	36	68	107	85	192	2526
Added	60	60	120	60	60	120	0	0	0	0	0	0	240
Total	602	717	1319	642	545	1187	32	36	68	107	85	192	2766
#219 Arguello/Moraga													
Base	431	449	880	0	0	0	180	188	368	377	351	728	1976
Added	60	61	121	0	0	0	-11	-10	-21	46	44	90	190
Total	491	510	1001	0	0	0	169	178	347	423	395	818	2166
#220 Montgomery/Sheridan													
Base	62	196	258	85	226	311	341	66	407	0	0	0	976
Added	187	31	218	127	269	396	82	96	178	0	0	0	792
Total	249	227	476	212	495	707	423	162	585	0	0	0	1768

Intersection	Impact Analysis Report Level Of Service					
	Base Del/LOS	Base V/C	Future Del/LOS	Future V/C	Change in	
#201 Lombard/Divisadero	B 13.0	0.849	B 17.9	0.923	+ 4.959	D/V
#202 Lombard/Richardson	A 3.6	0.602	B 12.3	0.786	+ 8.782	D/V
#203 Lyon/Lombard	D 31.0	0.961	F 132.6	1.518	+ 0.557	V/C
#204 Greenwich/Divisadero	B 13.4	0.549	B 14.1	0.570	+ 0.020	V/C
#205 Greenwich/Lyon	A 8.2	0.222	A 8.4	0.254	+ 0.032	V/C
#206 Francisco/Richardson	B 15.0	0.712	B 19.3	0.751	+ 4.289	D/V
#207 Richardson/Gorgas	A 7.0	0.796	B 16.4	0.946	+ 9.456	D/V
#208 Doyle/Marina/Lyon	B 17.7	0.726	C 27.5	0.845	+ 9.808	D/V
#209 Graham/Lincoln	B 13.8	0.621	F 71.8	1.106	+ 0.485	V/C
#210 Lincoln/Halleck	F 108.0	0.000	F OVRFL	0.000	+1174.673	D/
#211 Lincoln/Girard	F 506.5	0.000	F OVRFL	0.000	+2587.569	D/
#212 Presidio/Letterman/Lincoln	C 17.6	0.781	E 43.8	1.107	+ 0.325	V/C
#213 Lombard/Presidio	F 88.3	1.344	F 127.7	1.588	+ 0.244	V/C
#214 Presidio/Pacific	F 53.7	1.029	F 83.6	1.133	+ 0.103	V/C
#215 Presidio/Jackson	F 100.0	1.216	F 143.3	1.356	+ 0.140	V/C
#216 Presidio/Washington	F 81.6	1.125	F 120.9	1.243	+ 0.118	V/C
#217 Arguello/Jackson	C 17.6	0.744	C 23.3	0.840	+ 0.096	V/C
#218 Arguello/Washington St	C 22.3	0.817	D 32.4	0.918	+ 0.101	V/C
#219 Arguello/Moraga	B 14.0	0.613	C 17.2	0.709	+ 0.096	V/C
#220 Montgomery/Sheridan	A 9.2	0.394	B 12.5	0.599	+ 0.205	V/C

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #201 Lombard/Divisadero

Cycle (sec): 90 Critical Vol./Cap. (X): 0.923
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 90 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 27 27 27 27 27 27 54 54 54 54 54 54
Lanes: 1 0 0 1 0 1 0 0 1 1 1 0 0 1 1 1 0

Volume Module:
Base Vol: 194 161 23 80 163 55 0 2176 222 0 2993 124
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 194 161 23 80 163 55 0 2176 222 0 2993 124
Added Vol: 0 0 0 0 0 0 0 0 378 0 0 384 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 194 161 23 80 163 55 0 2554 222 0 3377 124
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 194 161 23 80 163 55 0 2554 222 0 3377 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 194 161 23 80 163 55 0 2554 222 0 3377 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 194 161 23 80 163 55 0 2554 222 0 3377 124

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.42 0.98 0.98 0.47 0.96 0.96 0.91 0.90 0.90 0.91 0.91 0.91
Lanes: 1.00 0.87 0.13 1.00 0.75 0.25 0.00 2.76 0.24 0.00 2.89 0.11
Final Sat.: 792 1631 233 885 1367 461 0 4715 410 0 4978 183

Capacity Analysis Module:
Vol/Sat: 0.24 0.10 0.10 0.09 0.12 0.12 0.00 0.54 0.54 0.00 0.68 0.68
Crit Moves: ****
Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.00 0.70 0.70 0.00 0.70 0.70
Volume/Cap: 0.82 0.33 0.33 0.30 0.40 0.40 0.00 0.77 0.77 0.00 0.97 0.97
Uniform Del: 29.2 24.5 24.5 24.2 25.0 25.0 0.0 8.8 8.8 0.0 12.6 12.6
IncrmntDel: 19.3 0.3 0.3 0.6 0.5 0.5 0.0 1.1 1.1 0.0 9.0 9.0
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: 48.5 24.8 24.8 24.9 25.5 25.5 0.0 9.9 9.9 0.0 21.6 21.6
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: 48.5 24.8 24.8 24.9 25.5 25.5 0.0 9.9 9.9 0.0 21.6 21.6
HCM2kAvg: 14 4 4 4 5 5 0 18 18 0 37 37

Level of Service Computation Report

1994 HCM Operations Method (Future Volume Alternative)

Intersection #202 Lombard/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.786
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 90 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Ovl Include
Min. Green: 25 90 0 0 57 57 0 0 25 0 0 0
Lanes: 1 0 3 0 0 0 0 2 1 0 0 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 200 3119 0 0 2171 0 0 0 329 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 200 3119 0 0 2171 0 0 0 329 0 0 0
Added Vol: 183 200 0 0 182 0 0 0 195 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 383 3319 0 0 2353 0 0 0 524 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 383 3319 0 0 2353 0 0 0 524 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 383 3319 0 0 2353 0 0 0 524 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.10 1.00 1.00 1.10 1.10 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 383 3651 0 0 2588 0 0 0 524 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.77 1.00 1.00 1.00
Lanes: 1.00 3.00 0.00 0.00 3.00 0.00 0.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 5700 0 0 5700 0 0 0 1463 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.21 0.64 0.00 0.00 0.45 0.00 0.00 0.00 0.36 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.30 1.00 0.00 0.00 0.70 0.00 0.00 0.00 0.30 0.00 0.00 0.00
Volume/Cap: 0.70 0.64 0.00 0.00 0.65 0.00 0.00 0.00 1.17 0.00 0.00 0.00
Uniform Del: 21.0 0.0 0.0 0.0 5.8 0.0 0.0 0.0 23.8 0.0 0.0 0.0
IncrmntDel: 2.7 0.2 0.0 0.0 0.3 0.0 0.0 0.0 106.1 0.0 0.0 0.0
Delay Adj: 0.85 0.85 0.00 0.00 0.85 0.00 0.00 0.00 0.85 0.00 0.00 0.00
Delay/Veh: 20.5 0.2 0.0 0.0 5.2 0.0 0.0 0.0 126.3 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: 20.5 0.2 0.0 0.0 5.2 0.0 0.0 0.0 126.3 0.0 0.0 0.0
DesignQueue: 14 0 0 0 45 0 0 0 20 0 0 0

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

Intersection #203 Lyon/Lombard

Cycle (sec): 100 Critical Vol./Cap. (X): 1.518
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 132.6
Optimal Cycle: 0 Level Of Service: F

Table with columns for Street Name (Lyon St., Lombard St.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with columns for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

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

Intersection #204 Greenwich/Divisadero

Cycle (sec): 100 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Divisadero, Greenwich), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with columns for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #205 Greenwich/Lyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.254
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (Lyon, Greenwich), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table showing Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #206 Francisco/Richardson

Cycle (sec): 90 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 90 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #207 Richardson/Gorgas

Cycle (sec): 90 Critical Vol./Cap. (X): 0.946
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 90 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 12 12 12 52 52 52 52 52 52
Lanes: 1 0 1 0 0 0 0 0 3 0 1 0 0 2 1 0

Volume Module:
Base Vol: 106 0 147 0 0 69 0 2087 63 0 3264 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 106 0 147 0 0 69 0 2087 63 0 3264 34
Added Vol: 0 0 182 0 0 0 0 0 0 0 200 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 106 0 329 0 0 69 0 2087 63 0 3464 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 106 0 329 0 0 69 0 2087 63 0 3464 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 106 0 329 0 0 69 0 2087 63 0 3464 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 106 0 329 0 0 69 0 2087 63 0 3464 34

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 1.00 0.88 1.00 1.00 0.87 1.00 0.91 0.85 1.00 0.91 0.91
Lanes: 1.14 0.00 0.86 0.00 0.00 1.00 0.00 3.00 1.00 0.00 2.97 0.03
Final Sat.: 1896 0 1434 0 0 1644 0 5187 1615 0 5131 50

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.23 0.00 0.00 0.04 0.00 0.40 0.04 0.00 0.68 0.68
Crit Moves: ****
Green/Cycle: 0.24 0.00 0.24 0.00 0.00 0.13 0.00 0.71 0.71 0.00 0.71 0.71
Volume/Cap: 0.23 0.00 0.95 0.00 0.00 0.31 0.00 0.56 0.05 0.00 0.95 0.95
Uniform Del: 27.4 0.0 33.5 0.0 0.0 35.3 0.0 6.2 3.9 0.0 11.4 11.4
IncrementDel: 0.1 0.0 28.8 0.0 0.0 0.8 0.0 0.2 0.0 0.0 6.3 6.3
Delay Adj: 1.00 0.00 1.00 0.00 0.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00
Delay/Veh: 27.4 0.0 62.3 0.0 0.0 36.1 0.0 6.4 3.9 0.0 17.6 17.6
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: 27.4 0.0 62.3 0.0 0.0 36.1 0.0 6.4 3.9 0.0 17.6 17.6
HCM2kAvg: 2 0 15 0 0 2 0 10 1 0 34 34

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #208 Doyle/Marina/Lyon

Cycle (sec): 60 Critical Vol./Cap. (X): 0.845
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 90 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 24 0 24 24 0 24 0 28 0 0 28 0
Lanes: 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0

Volume Module:
Base Vol: 0 0 40 216 0 31 0 897 25 0 1518 491
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 40 216 0 31 0 897 25 0 1518 491
Added Vol: 0 0 0 118 0 0 0 -2 0 0 -9 127
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 40 334 0 31 0 895 25 0 1509 618
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 40 334 0 31 0 895 25 0 1509 618
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 40 334 0 31 0 895 25 0 1509 618
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 40 334 0 31 0 895 25 0 1509 618

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.85 0.77 1.00 0.85 1.00 0.95 0.95 1.00 0.91 0.91
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.00 1.95 0.05 0.00 1.42 0.58
Final Sat.: 1900 0 1615 1461 0 1615 0 3498 98 0 2448 1003

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.02 0.23 0.00 0.02 0.00 0.26 0.26 0.00 0.62 0.62
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.40 0.40 0.00 0.40 0.00 0.60 0.60 0.00 0.60 0.60
Volume/Cap: 0.00 0.00 0.06 0.57 0.00 0.05 0.00 0.43 0.43 0.00 1.03 1.03
Uniform Del: 0.0 0.0 11.1 14.0 0.0 11.0 0.0 6.5 6.5 0.0 12.0 12.0
IncrementDel: 0.0 0.0 0.0 1.4 0.0 0.0 0.0 0.1 0.1 0.0 27.1 27.1
Delay Adj: 0.00 0.00 1.00 1.00 0.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00
Delay/Veh: 0.0 0.0 11.1 15.4 0.0 11.0 0.0 6.6 6.6 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: 0.0 0.0 11.1 15.4 0.0 11.0 0.0 6.6 6.6 0.0 39.1 39.1
HCM2kAvg: 0 0 0 7 0 0 0 5 5 0 31 31

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 1.106
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 71.8
Optimal Cycle: 0 Level Of Service: F

Street Name: Graham St. Lincoln Blvd.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0

Volume Module:
Base Vol: 2 0 150 7 0 15 7 427 0 134 374 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2 0 150 7 0 15 7 427 0 134 374 0
Added Vol: 0 0 50 0 0 0 0 269 0 53 287 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 2 0 200 7 0 15 7 696 0 187 661 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 2 0 200 7 0 15 7 696 0 187 661 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2 0 200 7 0 15 7 696 0 187 661 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 2 0 200 7 0 15 7 696 0 187 661 0

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.01 0.00 0.99 0.32 0.00 0.68 0.01 0.99 0.00 1.00 1.00 0.00
Final Sat.: 6 0 559 151 0 323 6 630 0 557 603 0

Capacity Analysis Module:
Vol/Sat: 0.36 xxxx 0.36 0.05 xxxx 0.05 1.11 1.11 xxxx 0.34 1.10 xxxx
Crit Moves: ****
Delay/Veh: 12.8 0.0 12.8 10.7 0.0 10.7 90.6 90.6 0.0 12.4 88.6 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.8 0.0 12.8 10.7 0.0 10.7 90.6 90.6 0.0 12.4 88.6 0.0
LOS by Move: B * B B * B F F * B F *
ApproachDel: 12.8 10.7 90.6 71.8
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 12.8 10.7 90.6 71.8
LOS by Appr: B B F F

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Average Delay (sec/veh): 231.6 Worst Case Level Of Service: F[1282.6]

Street Name: Halleck St. Lincoln Blvd.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Channel Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 1 0 0 1 0

Volume Module:
Base Vol: 0 0 0 153 0 161 138 401 3 0 382 202
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 153 0 161 138 401 3 0 382 202
Added Vol: 0 0 0 52 0 37 35 300 0 0 308 68
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 205 0 198 173 701 3 0 690 270
User Adj: 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
PHF Volume: 0 0 0 205 0 198 173 701 3 0 690 270
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 205 0 198 173 701 3 0 690 270

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxxx xxxxx xxxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxxx 1874 xxxxx 825 960 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 80 xxxxx 376 725 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx 65 xxxxx 376 725 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxx 3.14 xxxxx 0.53 0.24 xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.9 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Stopped Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 11.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx 110 xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 40.4 xxxxxx xxxxxx xxxxx xxxxxx xxxxx xxxxxx
Shrd StpDel:xxxxxx xxxxx xxxxxx xxxxxx 1283 xxxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * F * * * * *
ApproachDel: xxxxxxxx 1282.6 xxxxxxxx xxxxxxxx
ApproachLOS: * F * *

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Average Delay (sec/veh): 819.4 Worst Case Level Of Service: F[3094.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns for traffic volumes and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 12 columns for gap metrics and 3 rows for Critical Gp, FollowUpTim, and Capacity Module.

Capacity Module:

Table with 12 columns for capacity metrics and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for LOS metrics and 10 rows for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 1.107 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 43.8 Optimal Cycle: 0 Level Of Service: E

Table with 4 columns: Lincoln/Presidio, Presidio/Letterman, East Bound, West Bound. Rows include Street Name, Approach, Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns for traffic volumes and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Adjustment, Lanes, Final Sat., and Capacity Analysis Module.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

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

Intersection #213 Lombard/Presidio

Cycle (sec): 100 Critical Vol./Cap. (X): 1.588
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 127.7
Optimal Cycle: 0 Level Of Service: F

Street Name: Presidio Blvd. Lombard St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0

Volume Module:
Base Vol: 0 409 324 214 335 0 0 0 0 341 0 188
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 409 324 214 335 0 0 0 0 341 0 188
Added Vol: 0 59 31 93 66 0 0 0 0 32 0 109
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 468 355 307 401 0 0 0 0 373 0 297
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 468 355 307 401 0 0 0 0 373 0 297
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 468 355 307 401 0 0 0 0 373 0 297
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 468 355 307 401 0 0 0 0 373 0 297

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.57 0.43 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 295 224 459 490 0 0 0 0 456 0 535

Capacity Analysis Module:
Vol/Sat: xxxx 1.59 1.59 0.67 0.82 xxxx xxxx xxxx 0.82 xxxx 0.55
Crit Moves: ****
Delay/Veh: 0.0 292 292.2 24.9 35.1 0.0 0.0 0.0 0.0 37.1 0.0 17.4
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: 0.0 292 292.2 24.9 35.1 0.0 0.0 0.0 0.0 37.1 0.0 17.4
LOS by Move: * F F C E * * * E * C
ApproachDel: 292.2 30.7 xxxxxx 28.3
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 292.2 30.7 xxxxxx 28.3
LOS by Appr: F D * D

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

Intersection #214 Presidio/Pacific

Cycle (sec): 100 Critical Vol./Cap. (X): 1.133
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 83.6
Optimal Cycle: 0 Level Of Service: F

Street Name: Presidio Blvd. Pacific Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 9 703 19 56 606 24 3 6 5 19 33 37
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 9 703 19 56 606 24 3 6 5 19 33 37
Added Vol: 0 69 0 0 76 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 772 19 56 682 24 3 6 5 19 33 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 9 772 19 56 682 24 3 6 5 19 33 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 772 19 56 682 24 3 6 5 19 33 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 9 772 19 56 682 24 3 6 5 19 33 37

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.01 0.97 0.02 0.07 0.90 0.03 0.21 0.43 0.36 0.21 0.37 0.42
Final Sat.: 8 682 17 52 631 22 107 215 179 114 198 222

Capacity Analysis Module:
Vol/Sat: 1.13 1.13 1.13 1.08 1.08 1.08 0.03 0.03 0.03 0.17 0.17 0.17
Crit Moves: ****
Delay/Veh: 97.0 97.0 97.0 79.2 79.2 79.2 10.3 10.3 10.3 11.0 11.0 11.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 97.0 97.0 97.0 79.2 79.2 79.2 10.3 10.3 10.3 11.0 11.0 11.0
LOS by Move: F F F F F B B B B B
ApproachDel: 97.0 79.2 10.3 11.0
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 97.0 79.2 10.3 11.0
LOS by Appr: F F B B

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

Intersection #215 Presidio/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 1.356
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 143.3
Optimal Cycle: 0 Level Of Service: F

Street Name: Presidio Blvd. Jackson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 8 575 54 54 579 28 55 101 4 71 132 47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 575 54 54 579 28 55 101 4 71 132 47
Added Vol: 0 69 0 0 76 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 8 644 54 54 655 28 55 101 4 71 132 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 8 644 54 54 655 28 55 101 4 71 132 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 644 54 54 655 28 55 101 4 71 132 47
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 8 644 54 54 655 28 55 101 4 71 132 47

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.01 0.91 0.08 0.07 0.89 0.04 0.34 0.63 0.03 0.28 0.53 0.19
Final Sat.: 6 499 42 40 483 21 148 273 11 132 246 88

Capacity Analysis Module:
Vol/Sat: 1.29 1.29 1.29 1.36 1.36 1.36 0.37 0.37 0.37 0.54 0.54 0.54
Crit Moves: ****
Delay/Veh: 165.5 165 165.5 191.9 192 191.9 15.6 15.6 15.6 18.8 18.8 18.8
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 165.5 165 165.5 191.9 192 191.9 15.6 15.6 15.6 18.8 18.8 18.8
LOS by Move: F F F F F C C C C C
ApproachDel: 165.5 191.9 15.6 18.8
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 165.5 191.9 15.6 18.8
LOS by Appr: F F C C

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

Intersection #216 Presidio/Washington

Cycle (sec): 100 Critical Vol./Cap. (X): 1.243
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 120.9
Optimal Cycle: 0 Level Of Service: F

Street Name: Presidio Blvd. Washington St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 20 609 35 44 566 48 68 125 13 20 62 28
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 609 35 44 566 48 68 125 13 20 62 28
Added Vol: 0 69 0 0 76 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 678 35 44 642 48 68 125 13 20 62 28
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 678 35 44 642 48 68 125 13 20 62 28
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 678 35 44 642 48 68 125 13 20 62 28
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 678 35 44 642 48 68 125 13 20 62 28

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.03 0.92 0.05 0.06 0.87 0.07 0.33 0.61 0.06 0.18 0.57 0.25
Final Sat.: 16 546 28 35 516 39 159 291 30 83 256 116

Capacity Analysis Module:
Vol/Sat: 1.24 1.24 1.24 1.24 1.24 1.24 0.43 0.43 0.43 0.24 0.24 0.24
Crit Moves: ****
Delay/Veh: 143.6 144 143.6 143.9 144 143.9 15.8 15.8 15.8 13.0 13.0 13.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 143.6 144 143.6 143.9 144 143.9 15.8 15.8 15.8 13.0 13.0 13.0
LOS by Move: F F F F F C C C C C
ApproachDel: 143.6 143.9 15.8 13.0
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 143.6 143.9 15.8 13.0
LOS by Appr: F F C B

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

Intersection #217 Arguello/Jackson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 0 Level Of Service: C

Street Name: Arguello Blvd. Jackson St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 0 421 67 33 513 0 0 0 0 90 0 33
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 421 67 33 513 0 0 0 0 90 0 33
Added Vol: 0 60 0 0 60 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 481 67 33 573 0 0 0 0 90 0 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 481 67 33 573 0 0 0 0 90 0 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 481 67 33 573 0 0 0 0 90 0 33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 481 67 33 573 0 0 0 0 90 0 33

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.88 0.12 0.05 0.95 0.00 0.00 0.00 0.00 0.73 0.00 0.27
Final Sat.: 0 633 88 39 682 0 0 0 0 390 0 143

Capacity Analysis Module:
Vol/Sat: xxxx 0.76 0.76 0.84 0.84 xxxx xxxx xxxx 0.23 xxxx 0.23
Crit Moves: ****
Delay/Veh: 0.0 21.3 21.3 27.6 27.6 0.0 0.0 0.0 0.0 11.0 0.0 11.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 21.3 21.3 27.6 27.6 0.0 0.0 0.0 0.0 11.0 0.0 11.0
LOS by Move: * C D * * * B * B
ApproachDel: 21.3 27.6 xxxxxx 11.0
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 21.3 27.6 xxxxxx 11.0
LOS by Appr: C D * B

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

Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: 0 Level Of Service: D

Street Name: Arguello Blvd. Washington St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 0 1 0 0 0 1! 0 0

Volume Module:
Base Vol: 20 465 57 20 551 11 0 8 24 82 5 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 465 57 20 551 11 0 8 24 82 5 20
Added Vol: 0 60 0 0 60 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 525 57 20 611 11 0 8 24 82 5 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 525 57 20 611 11 0 8 24 82 5 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 525 57 20 611 11 0 8 24 82 5 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 20 525 57 20 611 11 0 8 24 82 5 20

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.03 0.88 0.09 0.03 0.95 0.02 0.00 0.25 0.75 0.76 0.05 0.19
Final Sat.: 23 608 66 22 666 12 0 128 385 391 24 95

Capacity Analysis Module:
Vol/Sat: 0.86 0.86 0.86 0.92 0.92 0.92 xxxx 0.06 0.06 0.21 0.21 0.21
Crit Moves: ****
Delay/Veh: 30.8 30.8 30.8 38.4 38.4 38.4 0.0 9.9 9.9 11.4 11.4 11.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 30.8 30.8 30.8 38.4 38.4 38.4 0.0 9.9 9.9 11.4 11.4 11.4
LOS by Move: D D D E E E * A A B B B
ApproachDel: 30.8 38.4 9.9 11.4
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 30.8 38.4 9.9 11.4
LOS by Appr: D E A B

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #219 Arguello/Moraga

Cycle (sec): 100 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 0 Level Of Service: C

Street Name: Arguello Moraga
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 1 0 0 0

Volume Module:

Base Vol: 128 0 303 0 0 0 0 0 48 132 317 60 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 128 0 303 0 0 0 0 0 48 132 317 60 0
Added Vol: 3 0 57 0 0 0 0 -13 2 59 -13 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 131 0 360 0 0 0 0 35 134 376 47 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 131 0 360 0 0 0 0 35 134 376 47 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 131 0 360 0 0 0 0 35 134 376 47 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 131 0 360 0 0 0 0 35 134 376 47 0

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.27 0.00 0.73 0.00 0.00 0.00 0.00 0.21 0.79 0.89 0.11 0.00
Final Sat.: 185 0 508 0 0 0 0 129 493 554 69 0

Capacity Analysis Module:

Vol/Sat: 0.71 xxxx 0.71 xxxx xxxx xxxx 0.27 0.27 0.68 0.68 xxxx
Crit Moves: ****
Delay/Veh: 18.3 0.0 18.3 0.0 0.0 0.0 0.0 10.1 10.1 18.7 18.7 0.0
Delay Adj: 1.00 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 0.0 18.3 0.0 0.0 0.0 0.0 10.1 10.1 18.7 18.7 0.0
LOS by Move: C * C * * * * B B C C *
ApproachDel: 18.3 xxxxxx 10.1 18.7
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 18.3 xxxxxx 10.1 18.7
LOS by Appr: C * B C

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #220 Montgomery/Sheridan

Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Street Name: Montgomery St. Sheridan Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0

Volume Module:

Base Vol: 29 33 0 0 0 48 37 193 0 148 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 33 0 0 0 48 37 193 0 148 0 0 0
Added Vol: 0 187 0 0 0 31 96 82 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 29 220 0 0 0 79 133 275 0 148 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 29 220 0 0 0 79 133 275 0 148 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 220 0 0 0 79 133 275 0 148 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 29 220 0 0 0 79 133 275 0 148 0 0 0

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.12 0.88 0.00 0.00 0.37 0.63 0.65 0.00 0.35 0.00 0.00 0.00
Final Sat.: 75 572 0 0 254 428 459 0 247 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.38 0.38 xxxx xxxx 0.31 0.31 0.60 xxxx 0.60 xxxx xxxx xxxx
Crit Moves: ****
Delay/Veh: 11.3 11.3 0.0 0.0 10.0 10.0 14.5 0.0 14.5 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.3 11.3 0.0 0.0 10.0 10.0 14.5 0.0 14.5 0.0 0.0 0.0
LOS by Move: B B * * A A B * B * * *
ApproachDel: 11.3 10.0 14.5 xxxxxx
Delay Adj: 1.00 1.00 1.00 1.00 xxxxxx
ApprAdjDel: 11.3 10.0 14.5 xxxxxx
LOS by Appr: B A B *

Preferred Alternative, Mitigated – AM Peak Hour

Scenario Report
 Scenario: AM Preferred Mitigated

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

Trip Generation Report

Forecast for AM 2030-Preferred

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	14.00	36.00	14	36	50	8.2
	Zone 14 Subtotal					14	36	50	8.2
15	Ruger & Simo	1.00	mixed use	16.00	21.00	16	21	37	6.1
	Zone 15 Subtotal					16	21	37	6.1
32	S. Main Post	1.00	mixed use	-10.00	-2.00	-10	-2	-12	-2.0
	Zone 32 Subtotal					-10	-2	-12	-2.0
33	W. Main Post	1.00	Mixed Use	48.00	116.00	48	116	164	26.8
	Zone 33 Subtotal					48	116	164	26.8
34	E. Main Post	1.00	mixed use	-26.00	3.00	-26	3	-23	-3.8
	Zone 34 Subtotal					-26	3	-23	-3.8
35	N. Main Post	1.00	mixed use	3.00	6.00	3	6	9	1.5
	Zone 35 Subtotal					3	6	9	1.5
36	West Letterm	1.00	mixed use	12.00	-35.00	12	-35	-23	-3.8
	Zone 36 Subtotal					12	-35	-23	-3.8
753	LDA	1.00	mixed use	106.00	53.00	106	53	159	26.0
	Zone 753 Subtotal					106	53	159	26.0
767	Commissary/P	1.00	mixed use	90.00	160.00	90	160	250	40.9
	Zone 767 Subtotal					90	160	250	40.9
TOTAL						253	358	611	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

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

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#201 Lombard/Divisadero													
Base	353	390	743	266	195	461	3488	2383	5871	2225	3364	5589	12664
Added	0	0	0	0	0	0	141	99	240	99	141	240	480
Total	353	390	743	266	195	461	3629	2482	6111	2324	3505	5829	13144
#202 Lombard/Richardson													
Base	2387	3417	5804	3196	2233	5429	226	159	385	0	0	0	11618
Added	99	141	240	58	25	83	83	74	157	0	0	0	480
Total	2486	3558	6044	3254	2258	5512	309	233	542	0	0	0	12098
#203 Lyon/Lombard													
Base	159	253	412	366	254	620	539	378	917	95	274	369	2318
Added	9	10	19	0	0	0	93	83	176	74	83	157	352
Total	168	263	431	366	254	620	632	461	1093	169	357	526	2670
#204 Greenwich/Divisadero													
Base	335	361	696	396	358	754	186	125	311	142	215	357	2118
Added	0	0	0	0	0	0	10	9	19	9	10	19	38
Total	335	361	696	396	358	754	196	134	330	151	225	376	2156
#205 Greenwich/Lyon													
Base	107	164	271	248	173	421	0	0	0	88	106	194	886
Added	0	0	0	10	9	19	0	0	0	9	10	19	38
Total	107	164	271	258	182	440	0	0	0	97	116	213	924
#206 Francisco/Richardson													
Base	2222	3170	5392	3113	2529	5642	287	57	344	198	64	262	11640
Added	25	58	83	58	25	83	0	0	0	0	0	0	166
Total	2247	3228	5475	3171	2554	5725	287	57	344	198	64	262	11806
#207 Richardson/Gorgas													
Base	17	37	54	160	16	176	3137	2682	5819	2526	3105	5631	11680
Added	58	0	58	0	0	0	0	25	25	25	58	83	166
Total	75	37	112	160	16	176	3137	2707	5844	2551	3163	5714	11846
#208 Doyle/Marina/Lyon													
Base	12	41	53	128	321	449	1349	291	1640	606	1442	2048	4190
Added	0	0	0	104	53	157	-5	2	-3	55	99	154	308
Total	12	41	53	232	374	606	1344	293	1637	661	1541	2202	4498
#209 Graham/Lincoln													
Base	277	180	457	44	92	136	465	421	886	571	664	1235	2714
Added	26	12	38	0	0	0	111	47	158	59	137	196	392
Total	303	192	495	44	92	136	576	468	1044	630	801	1431	3106
#210 Lincoln/Halleck													
Base	0	0	0	300	379	679	620	652	1272	688	577	1265	3216
Added	0	0	0	69	43	112	140	58	198	69	177	246	556
Total	0	0	0	369	422	791	760	710	1470	757	754	1511	3772

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#211 Lincoln/Girard													
Base	0	0	0	548	393	941	605	681	1286	575	654	1229	3456
Added	0	0	0	16	96	112	179	54	233	38	83	121	466
Total	0	0	0	564	489	1053	784	735	1519	613	737	1350	3922
#212 Presidio/Letterman/Lincoln													
Base	528	557	1085	644	632	1276	289	198	487	66	140	206	3054
Added	41	77	118	76	41	117	1	-8	-7	8	16	24	252
Total	569	634	1203	720	673	1393	290	190	480	74	156	230	3306
#213 Lombard/Presidio													
Base	746	660	1406	560	512	1072	0	0	0	412	546	958	3436
Added	40	39	79	77	41	118	0	0	0	29	66	95	292
Total	786	699	1485	637	553	1190	0	0	0	441	612	1053	3728
#214 Presidio/Pacific													
Base	698	649	1347	671	716	1387	83	70	153	93	110	203	3090
Added	28	32	60	32	28	60	0	0	0	0	0	0	120
Total	726	681	1407	703	744	1447	83	70	153	93	110	203	3210
#215 Presidio/Jackson													
Base	683	632	1315	654	701	1355	171	171	342	263	267	530	3542
Added	28	32	60	32	28	60	0	0	0	0	0	0	120
Total	711	664	1375	686	729	1415	171	171	342	263	267	530	3662
#216 Presidio/Washington													
Base	654	489	1143	524	694	1218	239	144	383	135	225	360	3104
Added	28	32	60	32	28	60	0	0	0	0	0	0	120
Total	682	521	1203	556	722	1278	239	144	383	135	225	360	3224
#217 Arguello/Jackson													
Base	625	512	1137	464	553	1017	0	0	0	163	187	350	2504
Added	19	29	48	29	19	48	0	0	0	0	0	0	96
Total	644	541	1185	493	572	1065	0	0	0	163	187	350	2600
#218 Arguello/Washington St													
Base	751	561	1312	502	624	1126	37	51	88	102	156	258	2784
Added	19	29	48	29	19	48	0	0	0	0	0	0	96
Total	770	590	1360	531	643	1174	37	51	88	102	156	258	2880
#219 Arguello/Moraga													
Base	485	354	839	0	0	0	119	186	305	374	438	812	1956
Added	19	29	48	0	0	0	1	-8	-7	18	17	35	76
Total	504	383	887	0	0	0	120	178	298	392	455	847	2032
#220 Montgomery/Sheridan													
Base	34	176	210	90	540	630	661	69	730	0	0	0	1570
Added	69	4	73	23	111	134	42	19	61	0	0	0	268
Total	103	180	283	113	651	764	703	88	791	0	0	0	1838

Intersection	Impact Analysis Report					
	Level Of Service					
	Base		Future		Change	
	Del/ LOS	V/ C	Del/ LOS	V/ C	in	
#201 Lombard/Divisadero	B	13.9	0.914	B	16.2	0.941 + 2.318 D/V
#202 Lombard/Richardson	B	6.0	0.431	B	6.8	0.436 + 0.793 D/V
#203 Lyon/Lombard	B	13.3	0.617	B	14.3	0.684 + 0.978 D/V
#204 Greenwich/Divisadero	B	13.9	0.614	B	14.2	0.624 + 0.010 V/C
#205 Greenwich/Lyon	A	8.5	0.300	A	8.6	0.314 + 0.014 V/C
#206 Francisco/Richardson	B	15.1	0.753	B	16.0	0.764 + 0.832 D/V
#207 Richardson/Gorgas	A	8.1	0.699	A	8.4	0.702 + 0.318 D/V
#208 Doyle/Marina/Lyon	C	34.6	0.450	C	34.0	0.507 -0.574 D/V
#209 Graham/Lincoln	B	10.3	0.448	B	10.3	0.531 + 0.091 D/V
#210 Lincoln/Halleck	B	10.4	0.639	B	13.0	0.737 + 2.538 D/V
#211 Lincoln/Girard	B	17.1	0.677	B	20.0	0.769 + 2.802 D/V
#212 Presidio/Letterman/Lincoln	B	13.4	0.434	B	12.9	0.466 -0.494 D/V
#213 Lombard/Presidio	B	17.8	0.763	C	21.2	0.826 + 3.386 D/V
#214 Presidio/Pacific	A	5.3	0.487	A	5.3	0.507 -0.042 D/V
#215 Presidio/Jackson	B	10.4	0.597	B	10.4	0.618 + 0.051 D/V
#216 Presidio/Washington	A	9.5	0.546	A	9.4	0.563 -0.038 D/V
#217 Arguello/Jackson	B	14.1	0.670	C	15.1	0.714 + 0.044 V/C
#218 Arguello/Washington St	D	28.6	0.934	D	33.1	0.969 + 0.036 V/C
#219 Arguello/Moraga	B	14.9	0.667	C	16.1	0.699 + 0.032 V/C
#220 Montgomery/Sheridan	C	18.7	0.786	D	26.2	0.889 + 0.103 V/C

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #203 Lyon/Lombard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.684
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 37 Level Of Service: B

Table with columns for Street Name (Lyon St., Lombard St.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Include), Rights, Min. Green, and Lanes.

Volume Module:

Table showing traffic volume data for various approaches and movements, including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table showing saturation flow data for different lane configurations, including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis data, including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #209 Graham/Lincoln

Cycle (sec): 60 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 28 Level Of Service: B

Table with columns for Street Name (Graham St., Lincoln Blvd.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Include), Rights, Min. Green, and Lanes.

Volume Module:

Table showing traffic volume data for various approaches and movements, including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table showing saturation flow data for different lane configurations, including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis data, including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Cycle (sec): 60 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 43 Level Of Service: B

Table with columns for Street Name (Halleck St., Lincoln Blvd.), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Include), Rights, Min. Green, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.769
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 47 Level Of Service: B

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Include), Rights, Min. Green, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 27 Level Of Service: B

Street Name: Lincoln/Presidio Presidio/Letterman
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 104 415 9 101 464 79 174 30 85 8 15 43
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 104 415 9 101 464 79 174 30 85 8 15 43
Added Vol: -8 38 11 5 71 0 0 0 1 5 0 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 96 453 20 106 535 79 174 30 86 13 15 46
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 96 453 20 106 535 79 174 30 86 13 15 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 96 453 20 106 535 79 174 30 86 13 15 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 96 453 20 106 535 79 174 30 86 13 15 46

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.31 0.99 0.99 0.72 0.72 0.72 0.76 0.76 0.76 0.87 0.87 0.87
Lanes: 1.00 0.96 0.04 0.29 1.49 0.22 0.60 0.10 0.30 0.18 0.20 0.62
Final Sat.: 593 1809 80 400 2019 298 867 149 428 289 333 1022

Capacity Analysis Module:
Vol/Sat: 0.16 0.25 0.25 0.26 0.26 0.26 0.20 0.20 0.20 0.04 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.57 0.57 0.57 0.57 0.57 0.57 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.28 0.44 0.44 0.47 0.47 0.47 0.47 0.47 0.47 0.10 0.10 0.10
Uniform Del: 10.0 11.2 11.2 11.4 11.4 11.4 18.2 18.2 18.2 15.3 15.3 15.3
IncrcmntDel: 0.5 0.3 0.3 0.2 0.2 0.2 0.6 0.6 0.6 0.1 0.1 0.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 10.4 11.4 11.4 11.6 11.6 11.6 18.8 18.8 18.8 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: 10.4 11.4 11.4 11.6 11.6 11.6 18.8 18.8 18.8 15.3 15.3 15.3
HCM2kAvg: 4 8 8 8 8 8 7 7 7 1 1 1

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 60 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 56 Level Of Service: C

Street Name: Presidio Blvd. Lombard St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0

Volume Module:
Base Vol: 0 391 355 191 369 0 0 0 0 291 0 121
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 391 355 191 369 0 0 0 0 291 0 121
Added Vol: 0 24 16 50 27 0 0 0 0 12 0 17
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 415 371 241 396 0 0 0 0 303 0 138
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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 415 371 241 396 0 0 0 0 303 0 138
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 415 371 241 396 0 0 0 0 303 0 138
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 415 371 241 396 0 0 0 0 303 0 138

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.94 0.94 0.95 1.00 1.00 1.00 1.00 1.00 0.95 1.00 0.85
Lanes: 0.00 0.53 0.47 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 939 839 1805 1900 0 0 0 0 1805 0 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.44 0.44 0.13 0.21 0.00 0.00 0.00 0.00 0.17 0.00 0.09
Crit Moves: ****
Green/Cycle: 0.00 0.54 0.54 0.16 0.70 0.00 0.00 0.00 0.00 0.20 0.00 0.20
Volume/Cap: 0.00 0.83 0.83 0.83 0.30 0.00 0.00 0.00 0.00 0.83 0.00 0.42
Uniform Del: 0.0 11.6 11.6 24.3 3.5 0.0 0.0 0.0 0.0 22.9 0.0 20.8
IncrcmntDel: 0.0 6.0 6.0 17.3 0.1 0.0 0.0 0.0 0.0 14.2 0.0 0.9
Delay Adj: 0.00 1.00 1.00 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Delay/Veh: 0.0 17.6 17.6 41.6 3.6 0.0 0.0 0.0 0.0 37.1 0.0 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: 0.0 17.6 17.6 41.6 3.6 0.0 0.0 0.0 0.0 37.1 0.0 21.7
HCM2kAvg: 0 15 15 7 3 0 0 0 0 8 0 3

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 60 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.3
Optimal Cycle: 27 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Rows include Presidio Blvd. and Pacific Ave. with North and South bound movements.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg for Capacity Analysis Module.

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 60 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 32 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Rows include Presidio Blvd. and Jackson St. with North and South bound movements.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg for Capacity Analysis Module.

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

 Intersection #216 Presidio/Washington

Cycle (sec): 60 Critical Vol./Cap. (X): 0.563
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
 Optimal Cycle: 29 Level Of Service: A

Street Name:	Presidio Blvd.				Washington St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	15	610	29	38	440	46	59	158	22	27	83	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	610	29	38	440	46	59	158	22	27	83	25
Added Vol:	0	28	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	638	29	38	472	46	59	158	22	27	83	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	638	29	38	472	46	59	158	22	27	83	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	638	29	38	472	46	59	158	22	27	83	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	638	29	38	472	46	59	158	22	27	83	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.93	0.93	0.93	0.89	0.89	0.89	0.91	0.91	0.91
Lanes:	0.02	0.94	0.04	0.07	0.85	0.08	0.25	0.66	0.09	0.20	0.61	0.19
Final Sat.:	41	1746	79	121	1499	146	418	1121	156	345	1060	319

Capacity Analysis Module:

Vol/Sat:	0.37	0.37	0.37	0.31	0.31	0.31	0.14	0.14	0.14	0.08	0.08	0.08
Crit Moves:	****			****								
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.56	0.56	0.56	0.48	0.48	0.48	0.56	0.56	0.56	0.31	0.31	0.31
Uniform Del:	5.8	5.8	5.8	5.4	5.4	5.4	19.6	19.6	19.6	18.3	18.3	18.3
IncrcmntDel:	0.6	0.6	0.6	0.3	0.3	0.3	1.7	1.7	1.7	0.4	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.4	6.4	6.4	5.7	5.7	5.7	21.3	21.3	21.3	18.7	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:	6.4	6.4	6.4	5.7	5.7	5.7	21.3	21.3	21.3	18.7	18.7	18.7
HCM2kAvg:	8	8	8	6	6	6	5	5	5	2	2	2

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

 Intersection #218 Arguello/Washington St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.969
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 33.1
 Optimal Cycle: 0 Level Of Service: D

Street Name:	Arguello Blvd.				Washington St.								
Approach:	North Bound		South Bound		East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign						
Rights:	Include		Include		Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	0	1	0	0	1! 0	0	0	0	1! 0	0

Volume Module:

Base Vol:	23	592	136	9	471	22	4	11	22	68	6	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	592	136	9	471	22	4	11	22	68	6	28
Added Vol:	0	19	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	611	136	9	500	22	4	11	22	68	6	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	611	136	9	500	22	4	11	22	68	6	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	611	136	9	500	22	4	11	22	68	6	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	611	136	9	500	22	4	11	22	68	6	28

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.96	1.00	0.02	0.94	0.04	0.11	0.30	0.59	0.67	0.06	0.27
Final Sat.:	24	630	753	11	634	28	55	151	302	342	30	141

Capacity Analysis Module:

Vol/Sat:	0.97	0.97	0.18	0.79	0.79	0.79	0.07	0.07	0.07	0.20	0.20	0.20
Crit Moves:	****			****								
Delay/Veh:	50.3	50.3	8.5	24.6	24.6	24.6	10.1	10.1	10.1	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	50.3	8.5	24.6	24.6	24.6	10.1	10.1	10.1	11.2	11.2	11.2
LOS by Move:	F	F	A	C	C	C	B	B	B	B	B	B
ApproachDel:	42.9		24.6		10.1		11.2		1.00			
Delay Adj:	1.00		1.00		1.00		1.00		1.00			
ApprAdjDel:	42.9		24.6		10.1		11.2		1.00			
LOS by Appr:	E		C		B		B		1.00			

Preferred Alternative, Mitigated – PM Peak Hour

Scenario Report
 Scenario: PM Preferred Mitigated

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

Trip Generation Report

Forecast for PM 2030-Preferred

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	West Crissy	1.00	mixed use	43.00	35.00	43	35	78	5.3
	Zone 14 Subtotal					43	35	78	5.3
15	Ruger & Simo	1.00	mixed use	43.00	41.00	43	41	84	5.7
	Zone 15 Subtotal					43	41	84	5.7
32	S. Main Post	1.00	mixed use	-16.00	-16.00	-16	-16	-32	-2.2
	Zone 32 Subtotal					-16	-16	-32	-2.2
33	W. Main Post	1.00	Mixed Use	322.00	314.00	322	314	636	43.0
	Zone 33 Subtotal					322	314	636	43.0
34	E. Main Post	1.00	mixed use	83.00	28.00	83	28	111	7.5
	Zone 34 Subtotal					83	28	111	7.5
35	N. Main Post	1.00	mixed use	21.00	3.00	21	3	24	1.6
	Zone 35 Subtotal					21	3	24	1.6
36	West Letterm	1.00	mixed use	-59.00	-15.00	-59	-15	-74	-5.0
	Zone 36 Subtotal					-59	-15	-74	-5.0
753	LDA	1.00	mixed use	126.00	188.00	126	188	314	21.2
	Zone 753 Subtotal					126	188	314	21.2
767	Commissary/P	1.00	mixed use	169.00	169.00	169	169	338	22.9
	Zone 767 Subtotal					169	169	338	22.9
TOTAL						732	747	1479	100.0

Trip Distribution Report

Percent Of Trips M POST SEIS

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

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#201 Lombard/Divisadero													
Base	378	385	763	298	285	583	2398	3242	5640	3117	2279	5396	12382
Added	0	0	0	0	0	0	378	384	762	384	378	762	1524
Total	378	385	763	298	285	583	2776	3626	6402	3501	2657	6158	13906
#202 Lombard/Richardson													
Base	3319	2500	5819	2171	3119	5290	329	200	529	0	0	0	11638
Added	383	377	760	182	200	382	195	183	378	0	0	0	1520
Total	3702	2877	6579	2353	3319	5672	524	383	907	0	0	0	13158
#203 Lyon/Lombard													
Base	217	183	400	318	325	643	569	517	1086	223	302	525	2654
Added	21	22	43	0	0	0	217	204	421	183	195	378	842
Total	238	205	443	318	325	643	786	721	1507	406	497	903	3496
#204 Greenwich/Divisadero													
Base	345	332	677	343	385	728	145	164	309	203	155	358	2072
Added	0	0	0	0	0	0	22	21	43	21	22	43	86
Total	345	332	677	343	385	728	167	185	352	224	177	401	2158
#205 Greenwich/Lyon													
Base	107	120	227	177	214	391	0	0	0	130	80	210	828
Added	0	0	0	22	21	43	0	0	0	21	22	43	86
Total	107	120	227	199	235	434	0	0	0	151	102	253	914
#206 Francisco/Richardson													
Base	3119	2250	5369	2217	3331	5548	251	69	320	145	82	227	11464
Added	200	182	382	182	200	382	0	0	0	0	0	0	764
Total	3319	2432	5751	2399	3531	5930	251	69	320	145	82	227	12228
#207 Richardson/Gorgas													
Base	253	63	316	69	34	103	2150	3439	5589	3298	2234	5532	11540
Added	182	0	182	0	0	0	0	200	200	200	182	382	764
Total	435	63	498	69	34	103	2150	3639	5789	3498	2416	5914	12304
#208 Doyle/Marina/Lyon													
Base	40	25	65	247	491	738	922	1549	2471	2009	1153	3162	6436
Added	0	0	0	118	127	245	-2	-9	-11	118	116	234	468
Total	40	25	65	365	618	983	920	1540	2460	2127	1269	3396	6904
#209 Graham/Lincoln													
Base	152	134	286	22	7	29	434	391	825	508	584	1092	2232
Added	50	53	103	0	0	0	269	287	556	340	319	659	1318
Total	202	187	389	22	7	29	703	678	1381	848	903	1751	3550
#210 Lincoln/Halleck													
Base	0	3	3	314	340	654	542	543	1085	584	554	1138	2880
Added	0	0	0	89	103	192	335	345	680	376	352	728	1600
Total	0	3	3	403	443	846	877	888	1765	960	906	1866	4480

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#211 Lincoln/Girard													
Base	0	0	0	336	497	833	589	585	1174	600	443	1043	3050
Added	0	0	0	267	202	469	343	419	762	152	141	293	1524
Total	0	0	0	603	699	1302	932	1004	1936	752	584	1336	4574
#212 Presidio/Letterman/Lincoln													
Base	539	546	1085	463	601	1064	237	188	425	148	52	200	2774
Added	168	158	326	137	139	276	8	25	33	28	19	47	682
Total	707	704	1411	600	740	1340	245	213	458	176	71	247	3456
#213 Lombard/Presidio													
Base	733	676	1409	549	597	1146	0	0	0	529	538	1067	3622
Added	90	98	188	159	168	327	0	0	0	141	124	265	780
Total	823	774	1597	708	765	1473	0	0	0	670	662	1332	4402
#214 Presidio/Pacific													
Base	731	630	1361	686	743	1429	14	66	80	89	81	170	3040
Added	69	76	145	76	69	145	0	0	0	0	0	0	290
Total	800	706	1506	762	812	1574	14	66	80	89	81	170	3330
#215 Presidio/Jackson													
Base	637	654	1291	661	677	1338	160	168	328	250	209	459	3416
Added	69	76	145	76	69	145	0	0	0	0	0	0	290
Total	706	730	1436	737	746	1483	160	168	328	250	209	459	3706
#216 Presidio/Washington													
Base	664	599	1263	658	705	1363	206	130	336	110	204	314	3276
Added	69	76	145	76	69	145	0	0	0	0	0	0	290
Total	733	675	1408	734	774	1508	206	130	336	110	204	314	3566
#217 Arguello/Jackson													
Base	488	603	1091	546	454	1000	0	0	0	123	100	223	2314
Added	60	60	120	60	60	120	0	0	0	0	0	0	240
Total	548	663	1211	606	514	1120	0	0	0	123	100	223	2554
#218 Arguello/Washington St													
Base	542	657	1199	582	485	1067	32	36	68	107	85	192	2526
Added	60	60	120	60	60	120	0	0	0	0	0	0	240
Total	602	717	1319	642	545	1187	32	36	68	107	85	192	2766
#219 Arguello/Moraga													
Base	431	449	880	0	0	0	180	188	368	377	351	728	1976
Added	60	61	121	0	0	0	-11	-10	-21	46	44	90	190
Total	491	510	1001	0	0	0	169	178	347	423	395	818	2166
#220 Montgomery/Sheridan													
Base	62	196	258	85	226	311	341	66	407	0	0	0	976
Added	187	31	218	127	269	396	82	96	178	0	0	0	792
Total	249	227	476	212	495	707	423	162	585	0	0	0	1768

Intersection	Impact Analysis Report Level Of Service					
	Base Del/LOS	Base V/C	Future Del/LOS	Future V/C	Change in	
#201 Lombard/Divisadero	B 13.0	0.849	B 17.9	0.923	+ 4.959	D/V
#202 Lombard/Richardson	A 3.6	0.602	B 12.3	0.786	+ 8.782	D/V
#203 Lyon/Lombard	B 13.7	0.649	B 19.7	0.865	+ 5.980	D/V
#204 Greenwich/Divisadero	B 13.4	0.549	B 14.1	0.570	+ 0.020	V/C
#205 Greenwich/Lyon	A 8.2	0.222	A 8.4	0.254	+ 0.032	V/C
#206 Francisco/Richardson	B 15.0	0.712	B 19.3	0.751	+ 4.289	D/V
#207 Richardson/Gorgas	A 7.0	0.796	B 16.4	0.946	+ 9.456	D/V
#208 Doyle/Marina/Lyon	B 17.7	0.726	C 27.5	0.845	+ 9.808	D/V
#209 Graham/Lincoln	A 7.1	0.358	A 7.3	0.550	+ 0.242	D/V
#210 Lincoln/Halleck	B 10.9	0.591	B 18.7	0.887	+ 7.746	D/V
#211 Lincoln/Girard	B 15.3	0.684	C 24.0	0.897	+ 8.771	D/V
#212 Presidio/Letterman/Lincoln	A 9.8	0.427	A 9.5	0.518	-0.345	D/V
#213 Lombard/Presidio	C 20.5	0.798	C 33.4	0.930	+12.873	D/V
#214 Presidio/Pacific	A 4.1	0.500	A 4.1	0.548	+ 0.070	D/V
#215 Presidio/Jackson	B 10.0	0.589	B 10.2	0.638	+ 0.185	D/V
#216 Presidio/Washington	A 8.6	0.552	A 8.6	0.599	+ 0.023	D/V
#217 Arguello/Jackson	C 17.6	0.744	C 23.3	0.840	+ 0.096	V/C
#218 Arguello/Washington St	C 22.9	0.833	D 33.4	0.934	+ 0.101	V/C
#219 Arguello/Moraga	B 14.0	0.613	C 17.2	0.709	+ 0.096	V/C
#220 Montgomery/Sheridan	A 9.2	0.394	B 12.5	0.599	+ 0.205	V/C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #203 Lyon/Lombard
Cycle (sec): 60 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 65 Level Of Service: B
Street Name: Lyon St. Lombard St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
Volume Module:
Base Vol: 124 68 25 29 65 224 212 248 109 9 169 45
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 124 68 25 29 65 224 212 248 109 9 169 45
Added Vol: 21 0 0 0 0 0 0 195 22 0 183 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 145 68 25 29 65 224 212 443 131 9 352 45
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 145 68 25 29 65 224 212 443 131 9 352 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 145 68 25 29 65 224 212 443 131 9 352 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 145 68 25 29 65 224 212 443 131 9 352 45
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.51 0.51 0.51 0.87 0.87 0.87 0.78 0.78 0.78 0.97 0.97 0.97
Lanes: 0.61 0.29 0.10 0.09 0.20 0.71 0.27 0.56 0.17 0.02 0.87 0.11
Final Sat.: 588 276 101 151 338 1164 399 833 246 41 1600 205
Capacity Analysis Module:
Vol/Sat: 0.25 0.25 0.25 0.19 0.19 0.19 0.53 0.53 0.53 0.22 0.22 0.22
Crit Moves: ****
Green/Cycle: 0.29 0.29 0.29 0.29 0.29 0.29 0.61 0.61 0.61 0.61 0.61 0.61
Volume/Cap: 0.87 0.87 0.87 0.67 0.67 0.67 0.87 0.87 0.87 0.36 0.36 0.36
Uniform Del: 20.4 20.4 20.4 19.0 19.0 19.0 9.5 9.5 9.5 5.7 5.7 5.7
IncrementDel: 23.7 23.7 23.7 3.9 3.9 3.9 8.7 8.7 8.7 0.2 0.2 0.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 44.0 44.0 44.0 22.8 22.8 22.8 18.2 18.2 18.2 5.9 5.9 5.9
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: 44.0 44.0 44.0 22.8 22.8 22.8 18.2 18.2 18.2 5.9 5.9 5.9
HCM2kAvg: 12 12 12 7 7 7 19 19 19 4 4 4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #209 Graham/Lincoln
Cycle (sec): 60 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 29 Level Of Service: A
Street Name: Graham St. Lincoln Blvd.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0
Volume Module:
Base Vol: 2 0 150 7 0 15 7 427 0 134 374 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2 0 150 7 0 15 7 427 0 134 374 0
Added Vol: 0 0 50 0 0 0 0 269 0 53 287 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 2 0 200 7 0 15 7 696 0 187 661 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 2 0 200 7 0 15 7 696 0 187 661 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2 0 200 7 0 15 7 696 0 187 661 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 2 0 200 7 0 15 7 696 0 187 661 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 1.00 0.86 0.83 1.00 0.83 1.00 1.00 1.00 0.49 1.00 1.00
Lanes: 0.01 0.00 0.99 0.32 0.00 0.68 0.01 0.99 0.00 1.00 1.00 0.00
Final Sat.: 16 0 1626 501 0 1073 19 1872 0 935 1900 0
Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.12 0.01 0.00 0.01 0.37 0.37 0.00 0.20 0.35 0.00
Crit Moves: ****
Green/Cycle: 0.22 0.00 0.22 0.22 0.00 0.22 0.68 0.68 0.00 0.68 0.68 0.00
Volume/Cap: 0.55 0.00 0.55 0.06 0.00 0.06 0.55 0.55 0.00 0.30 0.51 0.00
Uniform Del: 20.6 0.0 20.6 18.3 0.0 18.3 5.0 5.0 0.0 3.9 4.8 0.0
IncrementDel: 1.8 0.0 1.8 0.1 0.0 0.1 0.5 0.5 0.0 0.3 0.4 0.0
Delay Adj: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
Delay/Veh: 22.4 0.0 22.4 18.4 0.0 18.4 5.5 5.5 0.0 4.2 5.2 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: 22.4 0.0 22.4 18.4 0.0 18.4 5.5 5.5 0.0 4.2 5.2 0.0
HCM2kAvg: 4 0 4 0 0 0 7 7 0 3 7 0

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #210 Lincoln/Halleck

Cycle (sec): 60 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: 71 Level Of Service: B

Street Name: Halleck St. Lincoln Blvd.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 0 1 0 0 1 0

Volume Module:
Base Vol: 0 0 0 153 0 161 138 401 3 0 382 202
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 153 0 161 138 401 3 0 382 202
Added Vol: 0 0 0 52 0 37 35 300 0 0 308 68
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 205 0 198 173 701 3 0 690 270
User Adj: 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
PHF Volume: 0 0 0 205 0 198 173 701 3 0 690 270
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 205 0 198 173 701 3 0 690 270
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 205 0 198 173 701 3 0 690 270

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.78 1.00 0.78 0.56 1.00 1.00 1.00 0.96 0.96
Lanes: 0.00 0.00 0.00 0.51 0.00 0.49 1.00 0.99 0.01 0.00 0.72 0.28
Final Sat.: 0 0 0 750 0 725 1064 1890 8 0 1314 514

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.27 0.00 0.27 0.16 0.37 0.37 0.00 0.53 0.53
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.31 0.00 0.31 0.59 0.59 0.59 0.00 0.59 0.59
Volume/Cap: 0.00 0.00 0.00 0.89 0.00 0.89 0.27 0.63 0.63 0.00 0.89 0.89
Uniform Del: 0.0 0.0 0.0 19.8 0.0 19.8 6.0 7.9 7.9 0.0 10.5 10.5
IncrementDel: 0.0 0.0 0.0 18.7 0.0 18.7 0.2 1.1 1.1 0.0 9.1 9.1
Delay Adj: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00
Delay/Veh: 0.0 0.0 0.0 38.4 0.0 38.4 6.2 9.1 9.1 0.0 19.6 19.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 38.4 0.0 38.4 6.2 9.1 9.1 0.0 19.6 19.6
HCM2kAvg: 0 0 0 13 0 13 3 9 9 0 19 19

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #211 Lincoln/Girard

Cycle (sec): 60 Critical Vol./Cap. (X): 0.897
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 75 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 0 0 0 187 0 149 333 256 0 0 436 164
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 187 0 149 333 256 0 0 436 164
Added Vol: 0 0 0 0 0 267 202 141 0 0 152 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 187 0 416 535 397 0 0 588 164
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 187 0 416 535 397 0 0 588 164
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 187 0 416 535 397 0 0 588 164
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 187 0 416 535 397 0 0 588 164

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.95 1.00 0.85 0.95 1.00 1.00 1.00 0.97 0.97
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.78 0.22
Final Sat.: 0 0 0 1805 0 1615 1805 1900 0 0 1443 402

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.10 0.00 0.26 0.30 0.21 0.00 0.00 0.41 0.41
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.12 0.00 0.45 0.33 0.78 0.00 0.00 0.45 0.57
Volume/Cap: 0.00 0.00 0.00 0.90 0.00 0.58 0.90 0.27 0.00 0.00 0.90 0.72
Uniform Del: 0.0 0.0 0.0 26.2 0.0 12.4 19.1 1.8 0.0 0.0 15.1 9.4
IncrementDel: 0.0 0.0 0.0 35.6 0.0 1.2 16.3 0.1 0.0 0.0 12.4 2.4
Delay Adj: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00
Delay/Veh: 0.0 0.0 0.0 61.8 0.0 13.6 35.4 1.9 0.0 0.0 27.5 11.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 61.8 0.0 13.6 35.4 1.9 0.0 0.0 27.5 11.8
HCM2kAvg: 0 0 0 7 0 6 14 2 0 0 17 11

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #212 Presidio/Letterman/Lincoln

Cycle (sec): 60 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 27 Level Of Service: A

Street Name: Lincoln/Presidio Presidio/Letterman
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 0 0

Volume Module:

Base Vol: 106 425 8 28 393 42 74 16 147 6 40 102
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 106 425 8 28 393 42 74 16 147 6 40 102
Added Vol: 25 130 13 6 131 0 0 0 8 19 0 9
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 131 555 21 34 524 42 74 16 155 25 40 111
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 131 555 21 34 524 42 74 16 155 25 40 111
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 131 555 21 34 524 42 74 16 155 25 40 111
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 131 555 21 34 524 42 74 16 155 25 40 111

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.41 1.00 1.00 0.86 0.86 0.86 0.80 0.80 0.80 0.86 0.86 0.86
Lanes: 1.00 0.96 0.04 0.11 1.75 0.14 0.30 0.07 0.63 0.14 0.23 0.63
Final Sat.: 781 1822 69 184 2840 228 459 99 961 232 372 1032

Capacity Analysis Module:

Vol/Sat: 0.17 0.30 0.30 0.18 0.18 0.18 0.16 0.16 0.16 0.11 0.11 0.11
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: 0.29 0.52 0.52 0.31 0.31 0.31 0.52 0.52 0.52 0.35 0.35 0.35
Uniform Del: 6.1 7.3 7.3 6.2 6.2 6.2 17.0 17.0 17.0 15.9 15.9 15.9
IncrcmntDel: 0.3 0.4 0.4 0.1 0.1 0.1 1.0 1.0 1.0 0.4 0.4 0.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 6.4 7.7 7.7 6.3 6.3 6.3 18.0 18.0 18.0 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: 6.4 7.7 7.7 6.3 6.3 6.3 18.0 18.0 18.0 16.3 16.3 16.3
HCM2kAvg: 3 7 7 3 3 3 5 5 5 3 3 3

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #213 Lombard/Presidio

Cycle (sec): 60 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: 88 Level Of Service: C

Street Name: Presidio Blvd. Lombard St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0

Volume Module:

Base Vol: 0 409 324 214 335 0 0 0 0 341 0 188
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 409 324 214 335 0 0 0 0 341 0 188
Added Vol: 0 59 31 93 66 0 0 0 0 32 0 109
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 468 355 307 401 0 0 0 0 373 0 297
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 468 355 307 401 0 0 0 0 373 0 297
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 468 355 307 401 0 0 0 0 373 0 297
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 468 355 307 401 0 0 0 0 373 0 297

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.94 0.94 0.95 1.00 1.00 1.00 1.00 1.00 0.95 1.00 0.85
Lanes: 0.00 0.57 0.43 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 1018 772 1805 1900 0 0 0 0 1805 0 1615

Capacity Analysis Module:

Vol/Sat: 0.00 0.46 0.46 0.17 0.21 0.00 0.00 0.00 0.00 0.21 0.00 0.18
Crit Moves: ****
Green/Cycle: 0.00 0.49 0.49 0.18 0.68 0.00 0.00 0.00 0.00 0.22 0.00 0.22
Volume/Cap: 0.00 0.93 0.93 0.93 0.31 0.00 0.00 0.00 0.00 0.93 0.00 0.83
Uniform Del: 0.0 14.2 14.2 24.1 4.0 0.0 0.0 0.0 0.0 22.9 0.0 22.2
IncrcmntDel: 0.0 15.9 15.9 31.8 0.1 0.0 0.0 0.0 0.0 27.9 0.0 14.6
Delay Adj: 0.00 1.00 1.00 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Delay/Veh: 0.0 30.0 30.0 56.0 4.1 0.0 0.0 0.0 0.0 50.8 0.0 36.8
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 30.0 30.0 56.0 4.1 0.0 0.0 0.0 0.0 50.8 0.0 36.8
HCM2kAvg: 0 20 20 10 3 0 0 0 0 12 0 8

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #214 Presidio/Pacific

Cycle (sec): 60 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 4.1
Optimal Cycle: 28 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module data for Presidio Blvd and Pacific Ave.

Table with columns for Volume Module data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with columns for Saturation Flow Module data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with columns for Capacity Analysis Module data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #215 Presidio/Jackson

Cycle (sec): 60 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 34 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module data for Presidio Blvd and Jackson St.

Table with columns for Volume Module data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with columns for Saturation Flow Module data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with columns for Capacity Analysis Module data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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

Intersection #216 Presidio/Washington
Cycle (sec): 60 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 31 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Presidio Blvd and Washington St.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

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

Intersection #218 Arguello/Washington St
Cycle (sec): 100 Critical Vol./Cap. (X): 0.934
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: 0 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Arguello Blvd and Washington St.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table showing Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

Parking Demand Calculation

Preferred Alternative

	LONG-TERM DEMAND					SHORT-TERM DEMAND						TOTAL DEMAND						
	Unit	Space per Unit	Emps per KGSF	% Auto	VOR	Midday Demand (spaces)	Evening Demand (spaces)	Weekend Demand (spaces)	Daily Veh. Trips	% Non-work	Trip Ends	Turnover Rate	Midday Demand (spaces)	Evening Demand (spaces)	Weekend Demand (spaces)	Midday	Evening	Weekend
Industrial/Warehouse	267	gsf	1.53	67.2%	1.08	0	0	0	1	60%	2	6	0	0	0	0	0	0
Office	436,366	gsf	3.27	59.1%	1.03	819	41	82	3,324	47%	2	6	130	7	13	949	47	95
Retail	56,645	gsf	2.86	64.9%	1.37	77	51	58	3,287	92%	2	10	151	101	113	228	152	171
Restaurant	21,403	gsf	2.86	64.9%	1.37	29	29	29	3,312	92%	2	7	163	218	218	192	247	247
Lodging	132	rooms	1	---	---	66	132	132	389	---	---	---				66	132	132
Conference	25,537	gsf	1.53	64.7%	1.26	20	13	27	88	92%	2	3	14	9	18	34	22	45
Recreational	-	gsf	0.81	59.6%	1.50	0	0	0	0	92%	2	4	0	0	0	0	0	0
YMCA	21,067	gsf	0.81	59.6%	1.50	7	7	7	630	92%	2	4.5	64	81	81	71	87	87
Cultural/Educational	240,457	gsf	1.53	64.0%	1.50	157	105	143	3,398	92%	2	10	156	104	142	313	209	285
Theatre	800	seats	0.023	64.0%	1.40	4.2	8	8	305	92%	2	1	95	189	140	99	198	149
Residential	63	du	2.5	---	---	79	158	158	227	---	---	---				79	158	158
Infrastructure	28,323	gsf	0.81	53.7%	1.08	11	1	1	8	60%	2	6	0	0	0	12	1	2
Military	640	gsf	0.81	67.3%	1.50	0	0	0	0	92%	2					0	0	0
Disney	82,072	gsf	0.5	64.0%	1.50	17	10	10	1,056	92%	2	4.5	108	79	189	125	89	199
Museum	100,000	gsf	0.5	64.0%	1.50	21	13	13	1,167	92%	2	4	134	98	195	156	111	207
TOTAL						1,308	568	667	17,193				1,016	885	1,109	2,324	1,453	1,777
TOTAL EXCLUDING INFANTRY TERRACE						1,252	455	554					1,016	885	1,109	2,268	1,340	1,664

Notes:

Estimates include Building 102 which accounts for approximately 87/15/23 spaces during the midday weekday, evening and weekend, respectively.

Transit Ridership Calculations

Presidio (Area B) Ridership with Preferred Alternative in Main Post

AM Peak Hour

ORIGIN/ DESTINATION	TOTAL		Muni 1, 1AX & 1BX		Muni 28 & 29		Muni 30 & 30X		Muni 41 & 45		Muni 43		PresidiGo		AC TRANSIT		BART		GGT BUSES		Caltrain	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Superdistrict 1	72	35	2	3			19	8	21	9			30	15								
Superdistrict 2	176	85	4	7	71	32			1	1	75	33	25	11								
Superdistrict 3	147	71	3	6	39	17	8	4	9	5	35	15	53	24								
Superdistrict 4	121	58			74	36			0	0	35	17	11	4								
East Bay	143	69	2	4	2	1	7	3	61	22			89	45	49	22	91	41				
North Bay	126	61			49	23													124	56		
South Bay	59	28			7	4	6	4	14	7			32	14			29	13			29	13
Other	41	20									21	10	21	10			36	16			4	2
ALL ORIGINS	885	428	11	19	242	113	41	18	105	45	165	76	260	123	49	22	157	71	124	56	33	15

PM Peak Hour

ORIGIN/ DESTINATION	TOTAL		Muni 1, 1AX & 1BX		Muni 28 & 29		Muni 30 & 30X		Muni 41 & 45		Muni 43		PresidiGo		AC TRANSIT		BART		GGT BUSES		Caltrain	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Superdistrict 1	56	68	2	2			14	18	16	20			24	29								
Superdistrict 2	137	165	6	4	53	66			2	1	56	69	18	23								
Superdistrict 3	106	128	5	3	23	31	7	8	9	9	23	29	40	48								
Superdistrict 4	86	104			53	64			1	0	26	31	7	9								
East Bay	166	200	5	4	3	3	6	8	50	73			113	131	54	68	101	126				
North Bay	110	132			42	51													103	128		
South Bay	93	112			12	13	11	12	20	25			50	61			43	54			43	54
Other	118	142									59	71	59	71			99	123			11	14
ALL ORIGINS	873	1050	18	13	186	228	37	46	97	128	164	200	312	371	54	68	243	303	103	128	54	68