

VOLUME 4

DRAFT ENVIRONMENTAL IMPACT REPORT



THE 34TH AMERICA'S CUP



JAMES R. HERMAN CRUISE TERMINAL
AND NORTHEAST WHARF PLAZA

SAN FRANCISCO PLANNING DEPARTMENT CASE NO. 2010.0493E
STATE CLEARINGHOUSE NO. 2011022040

DRAFT EIR PUBLICATION DATE: JULY 11, 2011
DRAFT EIR PUBLIC HEARING DATE: AUGUST 11, 2011
DRAFT EIR PUBLIC COMMENT PERIOD: JULY 11, 2011 – AUGUST 25, 2011

WRITTEN COMMENTS SHOULD BE SENT TO THE
ENVIRONMENTAL REVIEW OFFICER
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103



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PLANNING
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SECTION 1

Scope of Work

SCOPE OF WORK

34th America's Cup Races and James R. Herman Cruise Terminal and Northeast Wharf Plaza TRANSPORTATION ANALYSIS

Adavant Consulting and LCW Consulting (referred to in the scope of work as “the transportation consultants”) are pleased to submit this scope of work for the transportation impact analysis for the 34th America's Cup Races (“AC34”) and James R. Herman Cruise Terminal and Northeast Wharf Plaza (“Cruise Terminal”) projects. This scope was based on The Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (“SF Guidelines”) and scoping discussions with the Planning Department.

Task 1: Prepare Transportation Scope of Work

The transportation consultants will meet with Planning Department, SFMTA, and Port of San Francisco, and other city agencies, as determined by the Planning Department, to discuss and agree upon the required level of detail for the transportation analysis, and will develop a detailed scope of work that will be submitted to the Planning Department for review and approval.

The transportation analysis will include the following impact analysis scenarios:

1. Existing;
2. Existing plus Cruise Terminal project;
3. Existing plus AC34 in 2012 (in the vicinity of Pier 80 and the Marina);
4. Existing plus AC34 in 2013; and
5. 2035 Cumulative.

Task 2: Existing Data Collection Effort

The transportation consultants will gather previously-collected transportation data and conduct new data collection in order to describe the existing transportation conditions in the areas affected by the two project components. The existing conditions will be analyzed consistent with the methodologies and approaches identified in the *SF Guidelines*. The study areas for the Cruise Terminal and AC34 projects are as follows:

Cruise Terminal Study Area - The transportation study area for the Cruise Terminal will be generally bounded by Bay Street, Kearny Street, Montgomery Street, Lombard Street, Sansome Street, Green Street and the San Francisco Bay.

AC34 Study Area – Since the AC34 events would involve spectators gathering at numerous locations along the waterfront, the transportation study area will extend a couple of blocks inland from the waterfront to incorporate the effects of transportation management plan for the events (i.e., the People's Plan that will be developed by the project sponsor). In general, the study area's inland boundaries will be at Lincoln Boulevard in the Presidio, Lombard Street, Sansome Street, First Street, Harrison Street, Second Street, Fifth Street, Townsend Street and Channel Street. In the vicinity of Pier 80, the study area will be limited to the intersections in the immediate vicinity of the pier. In the vicinity of the Presidio, the study area will be limited to the

intersections immediately adjacent to access points into the Presidio. Within Marin, the study area will include the transportation network in the immediate vicinity of proposed improvements related to race events at Cavallo Point.

Task 2.1 – Traffic: The transportation consultants will obtain weekday p.m. (4 to 6 p.m.) and Saturday midday (11 a.m. to 1 p.m.) peak period intersection turning movement counts at the 39 study intersections identified in Table 1. Weekday a.m. (7 to 9 a.m.) peak period intersection turning movement volumes will be collected at 18 intersections – intersections 1 through 18 in Table 1. The traffic volume counts along the waterfront will be compared to previously collected traffic data to determine if any adjustments for seasonal variability will be required.

Table 1 – Study Intersections

1. Beach Street/Columbus Avenue	21. Fremont Street/Folsom Street
2. North Point Street/Columbus Ave	22. King Street/Third Street
3. North Point Street/Stockton Street	23. King Street/Fourth Street
4. Bay Street/Columbus Avenue	24. 16th Street/Third Street
5. Bay Street/Stockton Street	25. Cesar Chavez Street/Third Street
6. Bay Street/Kearny Street	26. Cesar Chavez Street/Illinois Street
7. Broadway/Sansome Street	27. Lincoln Avenue/25th Avenue
8. Broadway/Battery Street	28. Lake Street/14th Avenue
9. The Embarcadero/Beach Street	29. Lake Street/15th Avenue
10. The Embarcadero/North Point Street	30. Jackson Street/Arguello Blvd
11. The Embarcadero/Bay Street	31. Pacific Avenue/Presidio Blvd
12. The Embarcadero/Chestnut Street	32. Lombard Street/Lyon Street
13. The Embarcadero/Lombard Street	33. Lombard Street/Divisadero Street
14. The Embarcadero/Green Street	34. Lombard Street/Fillmore Street
15. The Embarcadero/Broadway	35. Bay Street/Laguna Street
16. The Embarcadero/Washington Street	36. Bay Street/Van Ness Avenue
17. The Embarcadero/Mission Street	37. Bay Street/Hyde Street
18. The Embarcadero/Harrison Street	38. Alexander Ave/Bunker Road
19. The Embarcadero/Bryant Street	39. Alexander Ave/Ft. Baker (East) Rd
20. The Embarcadero/Brannan Street	

Existing and future intersection lane geometries and signal timing information for the study intersections will be obtained from SFMTA, and lane geometries will be confirmed in the field.

Cruise Terminal – For the Cruise Terminal Analysis, intersections 1 through 18 will be analyzed for weekday a.m., weekday p.m. and Saturday midday conditions.

Traffic information on conditions in the vicinity of Pier 35 when a cruise ship is in port (data collection conducted in May and June 2010) will be obtained from CHS Consulting. Additional field observations of passenger loading/unloading conditions and vehicular access to and from the pier when a cruise ship is in port will be conducted in February and March 2011. The Port of SF will also be contacted to provide relevant information about current traffic management operations at Pier 35.

AC34 – For the AC34 analysis, all 39 study intersections identified in Table 1 will be analyzed for weekday p.m. and Saturday Midday conditions.

Task 2.2 – Transit: The transportation consultants will compile transit data, including bus, rail and ferry lines, weekday and weekend frequencies, ridership and capacity on all local and regional transit routes in the vicinity of the proposed project sites.

Cruise Terminal - The transportation consultants will obtain the updated Muni and regional screenline analyses for existing weekday p.m. peak conditions (2010) and the year 2030 from the effort being conducted for the Transit Center District Plan EIR.

The transportation consultants will obtain information on existing F-Market historic streetcar operations, including capacity and utilization, for weekday a.m., weekday p.m., and Saturday midday conditions.

AC34 - For the Muni lines servicing the study area, the transportation consultants will obtain weekday p.m. and Saturday midday peak hour ridership and capacity data from SFMTA's ongoing Transit Effectiveness Project ("TEP").

For the AC34 transit analysis, the individual Muni transit line data will be combined into cordons representing five general areas along the waterfront: Presidio/Crissy Field, Marina Green/Fort Mason, Fisherman's Wharf/Aquatic Park (to Bay Street), Embarcadero North (between Bay Street and Folsom Street), and Embarcadero South (between Folsom Street and King Street/Fifth Street). The lines to be included at each cordon will be presented to SFMTA and Planning Department for review and approval. Muni 76-Marin Headlands line serving the Cavallo Point/Fort Baker area on Sundays will be described.

Transit routes, as well as weekday ridership and capacity data will also be provided for Caltrain, Golden Gate Transit, SamTrans, AC Transit, and BART. To the extent available, Saturday ridership and capacity will also be provided. Golden Gate Transit bus lines serving the Fort Baker area on weekdays and weekends will be described.

Task 2.3 – Bicycles: The transportation consultants will describe existing and proposed bicycle routes in the vicinity of the project sites. Bicycle conditions, as they relate to the project sites, will be described qualitatively.

Cruise Terminal – The transportation consultants will conduct bicycle counts on The Embarcadero between Battery and Sansome Streets (in front of the proposed terminal site) during the weekday a.m. (7 to 9 a.m.) weekday p.m. (4 to 6 p.m.) and Saturday midday (11 a.m. to 1 p.m.) peak periods. Counts will be segregated by direction and location: bicyclists traveling northbound within the bicycle lane, and those riding northbound or southbound on The Embarcadero promenade.

AC34 – No additional bicycle data collection, other than identified above for the Cruise Terminal analysis will be conducted.

Task 2.4 – Pedestrians:

Cruise Terminal – The transportation consultants will conduct weekday a.m. (7 to 9 a.m.), weekday p.m. (4 to 6 p.m.) and Saturday midday (11 a.m. to 1 p.m.) peak period pedestrian counts at the following locations:

- Crosswalks at the intersection of The Embarcadero/Bay;
- Crosswalks at the intersection of The Embarcadero/Lombard/Battery;
- Crosswalks at the intersection of The Embarcadero/Chestnut/Sansome;
- The east side of The Embarcadero south of Pier 27;
- The east side of The Embarcadero north of Pier 31; and
- The east side of The Embarcadero at the location of the proposed cruise terminal driveway

The transportation consultants will confirm sidewalk and crosswalk dimensions, and note any obstructions that reduce effective sidewalk width.

AC34 – No additional pedestrian data collection, other than identified above for the Cruise Terminal analysis will be conducted. The transportation consultants will conduct a qualitative assessment of the pedestrian conditions in the vicinity of the project sites.

Task 2.5 – Parking: The transportation consultants will summarize parking supply and occupancy for the weekday and Saturday midday (11 a.m. to 1 p.m.) periods.¹ The parking supply and occupancy will be based on previously-collected information, new data collection, and data on city-owned parking facilities as provided by the Parking Authority.

Cruise Terminal – The transportation consultants will conduct surveys of existing off-street parking supply and occupancy for weekday and Saturday midday (11 a.m. to 1 p.m.) period. The Cruise Terminal parking study area will be bounded by Bay Street, Kearny Street, Montgomery Street, Lombard Street, Sansome Street, Green Street and the San Francisco Bay. On-street parking regulations on the project adjacent to Pier 27 will be noted. The Port of San Francisco will be contacted to provide available on-street parking data from their on-going parking management plan.

AC34 – Off-street parking supply and utilization will be developed for weekday and Saturday midday period for the five general areas along the waterfront that would be affected by AC34 events: Presidio/Crissy Field, Marina Green/Fort Mason, Fisherman's Wharf/Aquatic Park (to Bay Street), Embarcadero North (between Bay Street and Folsom Street), and Embarcadero South (between Folsom Street and King Street/Fifth Street). As noted above, the study area's inland boundaries for the AC 34 analysis will be at Lincoln Boulevard in the Presidio, Lombard

¹ Weekday evening parking occupancy for the study areas not conducted because Cruise Terminal arrival/departure activities completed by 3 p.m., and AC34 race events proposed to occur between 1 and 5 p.m.

Street, Sansome Street, First Street, Second Street, and Townsend Street. The off-street facilities will include the facilities identified above for the Cruise Terminal study area, as well as other facilities that are anticipated to be used for AC34 events. The off-street parking facilities to be included will be determined based on discussions with the Planning Department and SFMTA.

Task 3: Develop Project Travel Demand

The transportation consultants will prepare travel demand estimates for Cruise Terminal operations, and for the America's Cup events in 2012 and 2013. The travel demand methodology and estimates will be documented in a technical memorandum, which will be submitted for review prior to use in the impact analysis. The travel demand estimates will be based on existing available information on Pier 35 Cruise terminal operations, field observations conducted in May/June 2010 and March 2011, information from the project sponsors, information from the SFMTA on travel characteristics for larger San Francisco events, and the *SF Guidelines*.

Cruise Terminal - The transportation consultants will develop daily, as well as a.m., midday and p.m. peak hour, travel demand estimates for cruise terminal operations based on information obtained on existing terminal operations, information regarding the proposed cruise terminal operations, and information contained within the *SF Guidelines*. Information related to existing cruise terminal travel characteristics in New York City and Seattle, and the travel demand analysis conducted for the previously approved cruise terminal at Piers 30/32 will be used for comparison, and as input into the travel demand calculations, as appropriate. Based on the travel demand calculations, short-term and long-term parking demand estimates will be calculated.

Based on information on existing and proposed cruise terminal operations the truck delivery and service vehicle daily and peak demand will also be estimated.

Travel demand associated with the commercial (restaurant and retail) uses of the cruise terminal will be estimated in accordance with the *SF Guidelines*. It is assumed that these uses will be accessible to the general public during both cruise and non-cruise days. A linked trip reduction factor of 90 percent (similar to other retail studies conducted along The Embarcadero) will be applied to the trip generation rates presented in the *SF Guidelines* to account for linked trips along the waterfront (i.e., at least half of the trips are already in the area, independently of these uses). Travel demand associated with the open space will be considered part of background travel along The Embarcadero, and not as a new trip generator.

America's Cup – The transportation consultants will develop weekday and Saturday daily, and weekday p.m. and Saturday midday peak hour, travel demand estimates for representative race events in both 2012 and 2013. The travel demand estimates will be prepared based on information on spectator viewing areas and race operations for both 2012 (in the Marina and near Pier 80 only) and 2013 events provided by the AC34 sponsors, the projected number of spectators, and anticipated travel characteristics of the spectators.

The methodology used to estimate daily and peak hour travel demand will be developed in consultation with the Planning Department. The travel demand estimates will be based on the *SF Guidelines*, information contained within the draft People Plan (to be prepared by the project

sponsor) regarding plans for traffic, transit and pedestrian management, transit service, and bicycle facilities, and other information that might be available from previous AC events in Spain and New Zealand, to be gathered by the transportation consultant. The transportation consultants will work with Planning Department and SFMTA to develop the People Plan. The People Plan will be produced by the project sponsor.

Task 4: Develop Future 2035 Cumulative Conditions

The transportation consultants will prepare future year 2035 Cumulative traffic volumes and transit ridership projections for the traffic and transit analyses.

Traffic – 2035 Cumulative conditions will be developed for intersections 1 through 18 in Table 1 above for weekday a.m., weekday p.m., and Saturday midday peak hours. 2035 Cumulative conditions for intersections 19 through 39 will not be analyzed, as these intersections are included in the analysis only for the short-term conditions associated with the America's Cup events.

Future year 2035 Cumulative traffic volumes will be based on traffic growth rates between 2010 and 2035, as obtained from the San Francisco County Transportation Authority travel demand model ("SF-CHAMP"), modified, as appropriate, to reflect expected future projects generally along the northeast waterfront. The manual adjustments will be made to incorporate developments that may not be completely accounted for in the SF-CHAMP model, and to reflect localized turning movements related to access points to proposed developments. The transportation consultants will meet with the Planning Department and the Port of San Francisco to review and agree on the future levels of development along the waterfront.

Transit – Future year 2035 Cumulative conditions will be developed for the weekday p.m. peak hour Muni downtown screenlines and regional screenlines based on the 2030 Cumulative transit screenlines developed for the Transit Center District Plan EIR effort (assumed to be available for use by March 1, 2011). The 2030 transit ridership will be adjusted to 2035 Cumulative conditions based on growth rates developed from the SF-CHAMP model for the Muni screenlines, and extrapolated from regional transit ridership growth identified between 2010 and 2030 for the regional screenlines.

Task 5: Conduct Project Impact Assessment

The transportation consultants will identify impacts associated with the Cruise Terminal and AC34 projects. This will include impacts on the study intersections, transit, pedestrian and bicycle circulation, freight loading supply and demand conditions, emergency access, and construction-related activities. In addition, information on parking conditions will also be provided.

Task 5.1 – Cruise Terminal

Traffic. The transportation consultants will determine the weekday a.m., weekday p.m., and Saturday midday peak hour intersection LOS conditions for Existing plus Project and future

2035 Cumulative conditions at the 18 study intersections identified for the Cruise Terminal project.

The discussion of the future conditions will include the proposed project's percent contribution to the 2035 Cumulative volumes. The transportation consultants, in consultation with the Planning Department, will determine if the proposed project's contribution at study intersections currently operating (or projected to operate) at LOS E or LOS F is considered considerable.

On-site Operations and Access. The transportation consultants will review the *Pier 27 Traffic Simulation Study* prepared by CHS Consultants, and, based on the revised travel demand estimates and the most current scheme for Pier 27, will work with CHS Consulting Group to update the VISSIM micro-simulation analysis for the EIR scenarios. The results of the analysis will be used to document operations and adequacy of on-site taxi and passenger vehicle loading/unloading operations, bus circulation, on-site parking, and queuing at the entrance to Pier 27 on The Embarcadero.

Transit. The transportation consultants will estimate the increase in weekday p.m. peak hour transit ridership for local and regional transit providers associated with the Cruise Terminal operations. For both Muni routes and regional transit providers, a screenline analysis will be conducted for Existing plus Project and 2035 Cumulative conditions.

In addition, the transportation consultants will estimate the increase in weekday a.m., weekday p.m., and Saturday midday peak hour ridership on the F-Market historic streetcar line for Existing plus Project conditions.

Bicycles. The transportation consultants will qualitatively assess bicycle conditions in the vicinity of Pier 27, and potential impacts to bicycle circulation or parking resulting from the project. Potential bicycle safety issues will be identified, including potential conflicts between project-generated vehicular traffic and bicycle circulation, including the effect on nearby citywide bicycle routes.

The Cruise Terminal, including the associated commercial uses, and Northeast Wharf Plaza's bicycle parking and bicycle-related facilities (e.g., showers and lockers) will be described, and assessed in relation to the *Planning Code* requirements.

Pedestrians. The transportation consultants will assess pedestrian conditions in the vicinity of the project site, including the number of new pedestrian trips that would be added to the network. Project-generated pedestrian trips will be analyzed for Existing plus Project conditions at the crosswalk locations, and at one location on The Embarcadero promenade adjacent to Pier 27. The traffic management plan proposed to be implemented by the cruise terminal operators when a cruise ship is at the terminal will be reviewed, and discussion of pedestrian operations at the entrance to Pier 27 will be provided.

Loading. The transportation consultants will prepare a loading supply/code/demand analysis. The proposed loading supply will be compared to the *Planning Code* requirements prepared by the Cruise Terminal design team and to the estimated demand generated by the Cruise Terminal.

Emergency Access. The transportation consultants will describe existing emergency vehicle access to Pier 27, and will indicate whether emergency access would be affected by the proposed project.

Construction. The transportation consultants will evaluate potential short-term construction impacts that would be generated by the proposed project based on construction schedule and traffic data provided by the Cruise Terminal design team. Construction impact evaluation will address the staging and duration of construction activity, construction truck routing, estimated daily truck volumes, street and/or sidewalk closures, impacts on Muni operations, and construction worker parking.

Parking. The transportation consultants will prepare a parking supply/code/demand discussion for the proposed project. The *Planning Code* requirements prepared by the Cruise Terminal design team will be reviewed and any exceptions to the *Planning Code* requirements will be noted, as appropriate.

Mitigation/Improvement Measures. The transportation consultants will identify project-generated impacts to the transportation network. New mitigation measures will be proposed to improve operations where significant project-related impacts have been identified, and improvement measures will be proposed where non-significant impacts have been identified. If there are no impacts associated with the proposed project, this will be noted in the transportation report.

Task 5.2 – AC34

The transportation analysis will be prepared for representative race events for both 2012 and 2013 conditions.

Traffic. The transportation consultants will determine the weekday p.m. and Saturday midday peak hour intersection LOS conditions for Existing plus Project conditions at the 39 study intersections identified in Table 1. At locations where street closures would affect intersection operations, a qualitative discussion of operations will be provided. A qualitative discussion of weekday midday peak hour travel demand relative to intersection operations during the midday peak period will be provided.

Transit. The transportation consultants will estimate the increase in weekday p.m. and Saturday midday peak hour transit ridership for local and regional transit providers associated with race events. The transit analysis will be conducted for the five cordons outlined in Task 2.2. Additional Muni and regional transit service proposed to be provided during the race events will be incorporated into the transit capacity utilization analysis.

The analysis will also qualitatively discuss the impacts of traffic on transit operations for those corridors that are likely to be most affected by the AC34 events.

Water Transportation. The impact on established commuter and recreational ferry service, shipping channels, and planned water taxis during the race events will be identified, and provisions to address any service interruptions will be discussed.

Bicycles. The transportation consultants will qualitatively assess bicycle conditions in the vicinity of the event sites, and potential impacts to bicycle circulation resulting from temporary street closures. Potential bicycle safety issues will be identified, including potential conflicts between project-generated vehicular traffic and bicycle circulation, including the effect on nearby citywide bicycle routes.

Pedestrians. The transportation consultants will qualitatively assess pedestrian conditions in the vicinity of the project site, and will identify the number of new pedestrian trips that would be added to the network at the various spectator areas.

Loading. Based on information regarding deliveries by the event sponsors, the transportation consultants will provide a discussion of loading operations (e.g., locations, time, access) for the various event sites. Impacts of temporary street closure on deliveries and service vehicle access to residences and commercial establishments will be discussed qualitatively.

Emergency Access. The transportation consultants will describe plans developed for maintaining emergency access to the waterfront on race event days.

Secondary Viewing Areas. The existing transportation network will be qualitatively described for the secondary viewing areas, including access by automobile, transit, bicycle, and walking. Impacts on the secondary viewing areas will be analyzed qualitatively, by location, and will include a discussion of all modes.

Construction. The transportation consultants will evaluate potential short-term construction impacts that would be generated by the proposed project based on information provide by the project sponsor. To the extent that sufficient information is available, construction impact evaluation will address the staging and duration of construction activity, construction truck routing, estimated daily truck volumes, street and/or sidewalk closures, impacts on Muni operations, and construction worker parking.

Parking. The transportation consultants will prepare a parking supply and demand discussion for the proposed project. The use of temporary satellite parking facilities proposed by the event sponsors will be included in the parking supply. Displacement of parking spaces resulting from the use of existing off-street parking facilities for event operations will be identified.

Mitigation/Improvement Measures. The transportation consultants will identify project-generated impacts to the transportation network. As appropriate, mitigation and improvement measures to improve operations on event days will be identified.

Task 6: Prepare Documentation

Technical Memoranda – As part of Task 3 (Project Travel Demand) and Task 4 (Development of Future Year 2035 Cumulative Conditions) above, the transportation consultants will prepare technical memoranda summarizing the methodology and results of the project travel demand effort and the development of cumulative traffic and transit conditions. The memoranda will be submitted to the Planning Department for review and approval prior to use in the impact analysis.

EIR Section – The transportation consultants will prepare an EIR section documenting: 1) the existing conditions, 2) analysis methodology and assumptions, and 3) impact analysis results. Sections 1 and 2 will be submitted for review by the Planning Department prior to incorporation into the Preliminary Draft 1 EIR. The completed EIR section will be reviewed and revised consistent with the overall EIR schedule. Two reviews of the completed transportation section is assumed.

Transportation Appendix – A stand-alone technical appendix will be prepared that will include, but not be limited to, the following:

1. Proposed Cruise Terminal circulation plans;
2. Traffic volume summaries – including figures with turning movement volumes at the study intersections for Existing, Existing plus Project, and 2035 Cumulative conditions;
3. Intersection LOS Calculations and summary tables
4. Transit Screenlines – Muni and Regional – for Existing, Existing plus Cruise Terminal project, and 2035 Cumulative conditions (weekday p.m.);
5. Transit Cordon calculations for Existing and Existing plus Project conditions for the AC34 conditions (weekday p.m. and Saturday midday);
6. Travel Demand Calculations for Cruise Terminal and AC34; and
7. Supporting Technical Memoranda.

Data collection information (e.g., traffic volume counts, pedestrian counts) will be submitted to the Planning Department under separate cover, and will not be included in the technical appendix.

Task 7: Attendance at Meetings

The transportation consultants will meet with the Planning Department, and other city agencies, as appropriate, to work out details related to transportation scope of work, impact assumptions (e.g., road closures, transit line reroutes), methodology, and development of improvement and/or mitigation measures.

Task 8: Prepare Data for Air Quality and Noise Analysis

The transportation consultants will summarize and package the Existing, Existing plus Project (Cruise Terminal and AC34), and 2035 Cumulative traffic volumes from the previous tasks for submittal to the noise and air quality analysts for their studies.

Task 9: Respond to Comments on Draft EIR

The transportation consultants will prepare responses to comments on the transportation section of the Draft EIR.

SECTION 2

Travel Demand Calculations

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34th America's Cup

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34th America's Cup Visitation Estimates - 2012

LOCATION	AVERAGE PEAK WEEKEND RACE DAY SPECTATORS						AVERAGE PEAK WEEKEDAY RACE DAY SPECTATORS					
	# of Visitors	% of Total	# of Visitors	% of Total	# of Visitors	% of Total	# of Visitors	% of Total	# of Visitors	% of Total	# of Visitors	% of Total
SPECTATORS ON BOATS												
Recreational			11,000	[a]	85%				3,800	83%		
Commercial Charter			2,000	[a]	15%				800	17%		
Super Yachts			0	[a]	0%				0	0%		
<i>Subtotal</i>			<i>13,000</i>	<i>[a]</i>	<i>100%</i>	13,000	[a]	7%	<i>4,600</i>	<i>100%</i>	4,600	10%
LANDSIDE SPECTATORS												
Outside San Francisco												
Treasure Island			5,500	[a]	38%				1,300	67%		
Alcatraz Island (private)			500	[a]	3%				0	0%		
Angel Island			1,000	[a]	7%				50	3%		
Fort Baker/Marin Headlands/North side of GGB			2,000	[a]	14%				250	13%		
Cavallo Point (private)			800	[a]	6%				100	5%		
Sausalito			3,500	[a]	24%				200	10%		
Tiburon/Belvedere			1,000	[a]	7%				50	3%		
<i>Subtotal Outside San Francisco</i>			<i>14,300</i>	<i>[a]</i>	<i>100%</i>	14,300	[a]	7%	<i>1,950</i>	<i>100%</i>	1,950	4%
Programmed Areas in San Francisco												
Live Sites												
Justin Herman Plaza	5,000	[b]	100%				0	0%				
Union Square	0	[b]	0%				0	0%				
Civic Center	0	[b]	0%				0	0%				
<i>Subtotal Live Sites</i>	<i>5,000</i>	<i>[a]</i>	<i>100%</i>	5,000	[a]	4%	<i>0</i>	<i>0%</i>	0	0%		
Marina Green				57,000	[a]	42%			18,000	62%		
Piers 27 & 29 (Village)				0	[a]	0%			0	0%		
Crissy Field (Fort Point to Lyon Street)				75,000	[a]	55%			11,000	38%		
<i>Subtotal Programmed Areas in SF</i>			<i>137,000</i>	<i>[a]</i>	<i>100%</i>	137,000	[a]	69%	<i>29,000</i>	<i>100%</i>	29,000	64%
Non-Programmed Areas in San Francisco												
The Presidio (incl. south side of GGB)				2,000	[a]	6%			450	5%		
Fort Mason to Aquatic Park				3,000	[a]	9%			900	10%		
Fisherman's Wharf				15,000	[a]	45%			3,500	37%		
NE Embarcadero (Pier 42 to Fisherman's Wharf) [c]				10,000	[a]	30%			4,600	49%		
Other				3,000	[a]	9%			0	0%		
<i>Subtotal Non-Programmed Areas in SF</i>			<i>33,000</i>	<i>[a]</i>	<i>100%</i>	33,000	[a]	17%	<i>9,450</i>	<i>100%</i>	9,450	21%
<i>Subtotal Landside Spectators</i>						184,300	[a]	93%			40,400	90%
TOTAL ALL AVERAGE PEAK WEEKEND DAY SPECTATORS						197,300		100%			45,000	100%

[a] Sources: AECOM, America's Cup - April 2011

[c] Includes visitors to Team bases at Piers 30/32

LANDSIDE LOCATIONS (Summary by Study Area)	WEEKEND RACE DAY		WEEKDAY RACE DAY	
	# of Visitors	% of Total	# of Visitors	% of Total
Presidio and Crissy Field	77,000	41.8%	11,450	28.3%
Marina and Fort Mason to Aquatic Park	60,000	32.6%	18,900	46.8%
Fisherman's Wharf	15,000	8.1%	3,500	8.7%
NE Embarcadero (Fisherman's Wharf to Pier 42)	15,000	8.1%	4,600	11.4%
Downtown	0	0.0%	0	0.0%
Other SF	3,000	1.6%	0	0.0%
Treasure Island	5,500	3.0%	1,300	3.2%
Alcatraz Island and Angel Island	1,500	0.8%	50	0.1%
Marin County	7,300	4.0%	600	1.5%
TOTAL	184,300	100.0%	40,400	100.0%

34th America's Cup - 2012

Visitation Weekend Peak Race Day Landside Locations	Spectators		Person Trips				Vehicle Trips	Avg. Veh Occup
			Auto	Transit	Walk/Other	Total		
Presidio and Crissy Field	77,000	45%	83,686	49,862	28,152	161,700	23,098	3.62
Marina and Fort Mason to Acquatic Park	60,000	35%	65,210	38,853	21,937	126,000	17,999	3.62
Fisherman's Wharf	15,000	9%	16,302	9,713	5,484	31,500	4,500	3.62
NE Embarcadero (Fisherman's Wharf to Pier 42)	15,000	9%	16,302	9,713	5,484	31,500	4,500	3.62
Downtown	0	0%	0	0	0	0	0	0.00
Other SF	3,000	2%	3,260	1,943	1,097	6,300	900	3.62
<i>Total SF Locations</i>	<i>170,000</i>	<i>100%</i>	<i>184,762</i>	<i>110,085</i>	<i>62,154</i>	<i>357,000</i>	<i>50,996</i>	<i>3.62</i>
			<i>52%</i>	<i>31%</i>	<i>17%</i>	<i>100%</i>		
Treasure Island	5,500	38%	11,219	283	49	11,550	2,998	3.74
Alcatraz Island and Angel Island	1,500	10%	3,060	77	13	3,150	818	3.74
Marin County	7,300	51%	14,890	375	65	15,330	3,980	3.74
<i>Total Non-SF Locations</i>	<i>14,300</i>	<i>100%</i>	<i>29,169</i>	<i>735</i>	<i>127</i>	<i>30,030</i>	<i>7,796</i>	<i>3.74</i>
			<i>97%</i>	<i>2%</i>	<i>0%</i>	<i>100%</i>		
TOTAL ALL LOCATIONS	184,300		213,930	110,820	62,280	387,030	58,792	
			<i>55%</i>	<i>29%</i>	<i>16%</i>			

Visitation Weekday Peak Race Day Landside Locations	Spectators		Person Trips				Vehicle Trips	Avg. Veh Occup
			Auto	Transit	Walk/Other	Total		
Presidio and Crissy Field	11,450	30%	13,341	6,516	4,188	24,045	5,800	2.30
Marina and Fort Mason to Acquatic Park	18,900	49%	22,021	10,755	6,913	39,690	9,574	2.30
Fisherman's Wharf	3,500	9%	4,078	1,992	1,280	7,350	1,773	2.30
NE Embarcadero (Fisherman's Wharf to Pier 42)	4,600	12%	5,360	2,618	1,683	9,660	2,330	2.30
Downtown	0	0%	0	0	0	0	0	0.00
Other SF	0	0%	0	0	0	0	0	0.00
<i>Total SF Locations</i>	<i>38,450</i>	<i>100%</i>	<i>44,800</i>	<i>21,881</i>	<i>14,064</i>	<i>80,745</i>	<i>19,477</i>	<i>2.30</i>
			<i>55%</i>	<i>27%</i>	<i>17%</i>	<i>100%</i>		
Treasure Island	1,300	67%	2,652	67	11	2,730	1,182	2.24
Alcatraz Island and Angel Island	50	3%	102	3	0	105	45	2.24
Marin County	600	31%	1,224	31	5	1,260	545	2.24
<i>Total Non-SF Locations</i>	<i>1,950</i>	<i>100%</i>	<i>3,977</i>	<i>100</i>	<i>17</i>	<i>4,095</i>	<i>1,773</i>	<i>2.24</i>
			<i>97%</i>	<i>2%</i>	<i>0%</i>	<i>100%</i>		
TOTAL ALL LOCATIONS	40,400		48,777	21,981	14,081	84,840	21,249	
			<i>57%</i>	<i>26%</i>	<i>17%</i>			

34th America's Cup - 2012PROJECT TRIP GENERATION - WEEKDAY PEAK RACE DAY
SUMMARY OF TRIPS

VISITATION	
SF Locations =	38,450 visitors
Non-SF Locations =	1,950 visitors
TOTAL =	40,400 visitors

Assumptions for PM Peak		
Inbound	Work	Non-work
	25%	25%
Outbound	75%	75%

Person-trips by Mode All Locations	Daily Trips				PM Peak Hour Trips				
	SF	non-SF	Total		SF	non-SF	Total		% Daily
Auto	44,800	3,977	48,777	57%	8,985	800	9,785	58%	20%
Transit	21,881	100	21,981	26%	4,346	16	4,362	26%	20%
Walk/Other	14,064	17	14,081	17%	2,818	3	2,821	17%	20%
Total	80,745	4,095	84,840	100%	16,149	819	16,968	100%	20%
	95%	5%	100%		95%	5%	100%		
Vehicle Trips	19,477	1,773	21,249		3,893	356	4,249		20%
	92%	8%	100%		92%	8%	100%		
<i>Avg. veh. occupancy</i>	2.30	2.24	2.30		2.31	2.25	2.30		

Origin Distribution All Locations	Total Daily Person-Trips			PM Peak Hr Total Person-Trips			PM Peak Hour Transit-Trips			PM Peak Hour Vehicle-Trips		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	20,279	491	20,770	4,056	98	4,154	724	1	726	244	43	287
East Bay	22,597	1,838	24,435	4,519	368	4,887	1,597	8	1,606	1,192	147	1,339
North Bay	9,409	1,183	10,592	1,882	237	2,118	249	4	253	857	122	979
South Bay	24,584	473	25,057	4,917	95	5,011	1,461	2	1,462	1,450	39	1,489
Out of Region	3,877	109	3,986	775	22	797	314	0	315	150	6	156
Total	80,745	4,095	84,840	16,149	819	16,968	4,346	16	4,362	3,893	356	4,249

PM Peak Hour All Locations	Inbound to			Outbound from			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
Total Person Trips	4,037	205	4,242	12,112	614	12,726	16,149	819	16,968
	25%	25%	25%	75%	75%	75%			
Transit Trips	1,086	4	1,090	3,259	12	3,271	4,346	16	4,362
	25%	25%	25%	75%	75%	75%			
Vehicle Trips	973	89	1,062	2,920	267	3,187	3,893	356	4,249
	25%	25%	25%	75%	75%	75%			

PM Peak Hour All Locations	AUTO PERSON TRIPS									TRANSIT TRIPS								
	Inbound to			Outbound from			Total			Inbound to			Outbound from			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	131	24	155	393	71	465	525	95	620	181	0	181	543	1	544	724	1	726
East Bay	729	90	819	2,187	269	2,456	2,916	359	3,274	399	2	401	1,198	6	1,204	1,597	8	1,606
North Bay	408	58	466	1,224	174	1,398	1,631	232	1,863	62	1	63	187	3	190	249	4	253
South Bay	863	23	887	2,590	70	2,660	3,454	93	3,547	365	0	366	1,096	1	1,097	1,461	2	1,462
Out of Region	115	5	120	345	16	361	460	21	482	79	0	79	236	0	236	314	0	315
Total	2,246	200	2,446	6,739	600	7,339	8,985	800	9,785	1,086	4	1,090	3,259	12	3,271	4,346	16	4,362

PM Peak Hour All Locations	WALK/OTHER PERSON TRIPS									TOTAL PERSON TRIPS								
	Inbound to			Outbound from			Total			Inbound to			Outbound from			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	702	0	702	2,105	1	2,107	2,807	2	2,809	1,014	25	1,039	3,042	74	3,116	4,056	98	4,154
East Bay	2	0	2	5	0	5	7	1	7	1,130	92	1,222	3,390	276	3,665	4,519	368	4,887
North Bay	0	0	0	1	0	1	1	0	2	470	59	530	1,411	177	1,589	1,882	237	2,118
South Bay	1	0	1	2	0	2	3	0	3	1,229	24	1,253	3,688	71	3,759	4,917	95	5,011
Out of Region	0	0	0	1	0	1	1	0	1	194	5	199	581	16	598	775	22	797
Total	705	1	705	2,114	2	2,116	2,818	3	2,821	4,037	205	4,242	12,112	614	12,726	16,149	819	16,968

34th America's Cup - 2012**PROJECT TRIP GENERATION - WEEKDAY PEAK RACE DAY****SUMMARY OF TRIPS**

PM Peak Hour All Locations	VEHICLE TRIPS								
	Inbound to			Outbound from			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	61	11	72	183	32	215	244	43	287
East Bay	298	37	335	894	110	1,004	1,192	147	1,339
North Bay	214	30	245	643	91	734	857	122	979
South Bay	363	10	372	1,088	29	1,117	1,450	39	1,489
Out of Region	38	1	39	113	4	117	150	6	156
Total	973	89	1,062	2,920	267	3,187	3,893	356	4,249
	25%	25%	25%	75%	75%	75%			

PM Peak Hour Trips by SF Viewing Location	Daily Visitors	Auto Person Trips			Transit Trips			Walk/Other Trips			Total Person Trips			Vehicle-Trips		
		Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Presidio and Crissy Field	11,450	669	2,007	2,676	324	971	1,294	210	629	839	1,202	3,607	4,809	290	869	1,159
Marina and Fort Mason to Aquatic Park	18,900	1,104	3,313	4,417	534	1,602	2,136	346	1,039	1,385	1,985	5,954	7,938	478	1,435	1,914
Fisherman's Wharf	3,500	204	613	818	99	297	396	64	192	257	368	1,103	1,470	89	266	354
NE Embarcadero (Fisherman's Wharf to Pier 42)	4,600	269	806	1,075	130	390	520	84	253	337	483	1,449	1,932	116	349	466
Downtown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other SF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	38,450	2,246	6,739	8,985	1,086	3,259	4,346	705	2,114	2,818	4,037	12,112	16,149	973	2,920	3,893

PM Peak Hour Veh-Trips by SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Presidio and Crissy Field	18	89	64	108	11	290	54	266	191	324	34	869	73	355	255	432	45	1,159
Marina and FM to Aq Park	30	146	105	178	18	478	90	439	316	535	55	1,435	120	586	421	713	74	1,914
Fisherman's Wharf	6	27	19	33	3	89	17	81	58	99	10	266	22	108	78	132	14	354
NE Embarcadero (FW to P42)	7	36	26	43	4	116	22	107	77	130	13	349	29	143	102	173	18	466
Downtown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other SF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	61	298	214	363	38	973	183	894	643	1,088	113	2,920	244	1,192	857	1,450	150	3,893

PM Vehicle Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	10	37	0	10	1	58	31	110	0	29	4	175	41	147	0	39	6	233
Alcatraz Island (private)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Angel Island	0	0	2	0	0	2	0	0	7	0	0	7	0	0	10	0	0	10
F. Baker/M. Headlands	0	0	12	0	0	12	0	0	36	0	0	36	0	0	48	0	0	48
Cavallo Point (private)	0	0	4	0	0	5	1	0	13	0	0	14	2	0	17	0	0	19
Sausalito	0	0	10	0	0	10	0	0	29	0	0	29	0	0	38	0	0	38
Tiburon/Belvedere	0	0	2	0	0	2	0	0	7	0	0	7	0	0	10	0	0	10
Total	11	37	30	10	1	89	32	110	91	29	4	267	43	147	122	39	6	356
	12%	41%	34%	11%	2%	100%	12%	41%	34%	11%	2%	100%	12%	41%	34%	11%	2%	100%

34th America's Cup - 2012**PROJECT TRIP GENERATION - WEEKDAY PEAK RACE DAY****SUMMARY OF TRIPS**

PM Auto Person Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	23	90	0	23	5	141	69	269	0	70	16	423	91	359	0	93	21	565
Alcatraz Island (private)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Angel Island	0	0	5	0	0	5	0	0	14	0	0	14	0	0	18	0	0	18
F. Baker/M. Headlands	0	0	23	0	0	23	0	0	68	0	0	68	0	0	91	0	0	91
Cavallo Point (private)	1	0	8	0	0	9	3	0	24	0	0	27	4	0	33	0	0	36
Sausalito	0	0	18	0	0	18	0	0	54	0	0	54	0	0	73	0	0	73
Tiburon/Belvedere	0	0	5	0	0	5	0	0	14	0	0	14	0	0	18	0	0	18
Total	24	90	58	23	5	200	71	269	174	70	16	600	95	359	232	93	21	800

PM Transit Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	0	2	0	0	0	3	1	6	0	1	0	9	1	8	0	2	0	12
Alcatraz Island (private)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Angel Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
F. Baker/M. Headlands	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	2
Cavallo Point (private)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Sausalito	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1
Tiburon/Belvedere	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	0	4	1	6	3	1	0	12	1	8	4	2	0	16

PM Walk/Other Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	0	0	0	0	0	1	1	0	0	0	0	2	2	1	0	0	0	2
Alcatraz Island (private)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Angel Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
F. Baker/M. Headlands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cavallo Point (private)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sausalito	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tiburon/Belvedere	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	0	0	2	2	1	0	0	0	3

Total PM Person Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	24	92	0	24	5	145	71	276	0	71	16	434	95	368	0	95	22	579
Alcatraz Island (private)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Angel Island	0	0	5	0	0	5	0	0	14	0	0	14	0	0	18	0	0	18
F. Baker/M. Headlands	0	0	23	0	0	23	0	0	69	0	0	69	0	0	92	0	0	92
Cavallo Point (private)	1	0	8	0	0	9	3	0	25	0	0	28	4	0	33	0	0	37
Sausalito	0	0	18	0	0	18	0	0	55	0	0	55	0	0	74	0	0	74
Tiburon/Belvedere	0	0	5	0	0	5	0	0	14	0	0	14	0	0	18	0	0	18
Total	25	92	59	24	5	205	74	276	177	71	16	614	98	368	236	95	22	819

34th America's Cup - 2012PROJECT TRIP GENERATION - WEEKEND PEAK RACE DAY
SUMMARY OF TRIPS

VISITATION	
SF Locations =	170,000 visitors
Non-SF Locations =	14,300 visitors
TOTAL =	184,300 visitors

Assumptions for Midday Peak	Work	Non-work
Inbound	80%	80%
Outbound	20%	20%

Person-trips by Mode All Locations	Daily Trips				Midday Peak Hour Trips				
	SF	non-SF	Total		SF	non-SF	Total		% Daily
Auto	184,762	29,169	213,930	55%	46,295	7,335	53,630	55%	25%
Transit	110,085	735	110,820	29%	27,388	147	27,534	28%	25%
Walk/Other	62,154	127	62,280	16%	15,567	25	15,593	16%	25%
Total	357,000	30,030	387,030	100%	89,250	7,508	96,758	100%	25%
	92%	8%	100%		92%	8%	100%		
Vehicle Trips	50,996	7,796	58,792		12,644	1,952	14,596		25%
	87%	13%	100%		87%	13%	100%		
<i>Avg. veh. occupancy</i>	3.62	3.74	3.64		3.66	3.76	3.67		

Origin Distribution All Locations	Total Daily Person-Trips			Midday Peak Hr Total Person-Trips			Midday Peak Hour Transit-Trips			Midday Peak Hour Vehicle-Trips		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	89,617	3,629	93,245	22,404	907	23,311	4,000	13	4,014	820	232	1,051
East Bay	100,009	13,263	113,272	25,002	3,316	28,318	8,836	76	8,912	4,236	849	5,085
North Bay	41,568	8,759	50,327	10,392	2,190	12,582	3,624	40	3,664	1,841	577	2,418
South Bay	108,689	3,504	112,193	27,172	876	28,048	9,426	14	9,440	4,988	237	5,225
Out of Region	17,116	876	17,992	4,279	219	4,498	1,500	4	1,505	759	58	817
Total	357,000	30,030	387,030	89,250	7,508	96,758	27,388	147	27,534	12,644	1,952	14,596

Midday Peak Hour All Locations	Inbound to			Outbound from			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
Total Person Trips	71,400	6,006	77,406	17,850	1,502	19,352	89,250	7,508	96,758
	80%	80%	80%	20%	20%	20%			
Transit Trips	21,910	118	22,028	5,478	29	5,507	27,388	147	27,534
	80%	80%	80%	20%	20%	20%			
Vehicle Trips	10,115	1,562	11,677	2,529	390	2,919	12,644	1,952	14,596
	80%	80%	80%	20%	20%	20%			

Midday Peak Hour All Locations	AUTO PERSON TRIPS						TRANSIT TRIPS					
	Inbound to			Outbound from			Inbound to			Outbound from		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	2,319	701	3,019	580	175	755	2,898	876	3,774	3,200	10	3,211
East Bay	12,904	2,588	15,492	3,226	647	3,873	16,130	3,235	19,365	7,069	60	7,130
North Bay	5,408	1,719	7,127	1,352	430	1,782	6,760	2,148	8,908	2,899	32	2,931
South Bay	14,186	689	14,875	3,546	172	3,719	17,732	861	18,593	7,541	11	7,552
Out of Region	2,220	172	2,392	555	43	598	2,775	214	2,989	1,200	4	1,204
Total	37,036	5,868	42,904	9,259	1,467	10,726	46,295	7,335	53,630	21,910	118	22,028
										5,478	29	5,507
										27,388	147	27,534

Midday Peak Hour All Locations	WALK/OTHER PERSON TRIPS						TOTAL PERSON TRIPS					
	Inbound to			Outbound from			Inbound to			Outbound from		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	12,404	15	12,419	3,101	4	3,105	15,505	18	15,524	17,923	726	18,649
East Bay	29	4	33	7	1	8	36	5	41	20,002	2,653	22,654
North Bay	6	1	8	2	0	2	8	2	10	8,314	1,752	10,066
South Bay	11	0	12	3	0	3	14	0	15	21,738	701	22,439
Out of Region	3	0	3	1	0	1	4	0	4	3,423	175	3,598
Total	12,454	20	12,474	3,113	5	3,119	15,567	25	15,593	71,400	6,006	77,406
										17,850	1,502	19,352
										89,250	7,508	96,758

34th America's Cup - 2012**PROJECT TRIP GENERATION - WEEKEND PEAK RACE DAY****SUMMARY OF TRIPS**

Midday Peak Hour All Locations	VEHICLE TRIPS								
	Inbound to			Outbound from			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	656	185	841	164	46	210	820	232	1,051
East Bay	3,389	679	4,068	847	170	1,017	4,236	849	5,085
North Bay	1,473	462	1,934	368	115	484	1,841	577	2,418
South Bay	3,990	189	4,180	998	47	1,045	4,988	237	5,225
Out of Region	607	46	654	152	12	163	759	58	817
Total	10,115	1,562	11,677	2,529	390	2,919	12,644	1,952	14,596
	80%	80%	80%	20%	20%	20%			

Midday Peak Hour Trips by SF Viewing Location	Daily Visitors	Auto Person Trips			Transit Trips			Walk/Other Trips			Total Person Trips			Vehicle-Trips		
		Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Presidio and Crissy Field	77,000	16,775	4,194	20,969	9,924	2,481	12,405	5,641	1,410	7,051	32,340	8,085	40,425	4,582	1,145	5,727
Marina and Fort Mason to Aquatic Park	60,000	13,072	3,268	16,339	7,733	1,933	9,666	4,395	1,099	5,494	25,200	6,300	31,500	3,570	893	4,463
Fisherman's Wharf	15,000	3,268	817	4,085	1,933	483	2,417	1,099	275	1,374	6,300	1,575	7,875	893	223	1,116
NE Embarcadero (Fisherman's Wharf to Pier 42)	15,000	3,268	817	4,085	1,933	483	2,417	1,099	275	1,374	6,300	1,575	7,875	893	223	1,116
Downtown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other SF	3,000	654	163	817	387	97	483	220	55	275	1,260	315	1,575	179	45	223
Total	170,000	37,036	9,259	46,295	21,910	5,478	27,388	12,454	3,113	15,567	71,400	17,850	89,250	10,115	2,529	12,644

Midday Peak Hr Vh-Trips by SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Presidio and Crissy Field	297	1,535	667	1,807	275	4,582	74	384	167	452	69	1,145	371	1,919	834	2,259	344	5,727
Marina and FM to Aq Park	231	1,196	520	1,408	214	3,570	58	299	130	352	54	893	289	1,495	650	1,760	268	4,463
Fisherman's Wharf	58	299	130	352	54	893	14	75	32	88	13	223	72	374	162	440	67	1,116
NE Embarcadero (FW to P42)	58	299	130	352	54	893	14	75	32	88	13	223	72	374	162	440	67	1,116
Downtown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other SF	12	60	26	70	11	179	3	15	6	18	3	45	14	75	32	88	13	223
Total	656	3,389	1,473	3,990	607	10,115	164	847	368	998	152	2,529	820	4,236	1,841	4,988	759	12,644

Midday Vehicle Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	87	388	0	111	9	596	22	97	0	28	2	149	109	485	0	139	12	745
Alcatraz Island (private)	22	11	0	22	0	55	5	3	0	6	0	14	27	13	0	28	0	69
Angel Island	11	54	45	0	0	110	3	13	11	0	0	27	14	67	56	0	0	137
F. Baker/M. Headlands	22	0	135	56	9	222	5	0	34	14	2	55	27	0	169	70	12	277
Cavallo Point (private)	44	22	23	0	0	88	11	5	6	0	0	22	55	27	28	0	0	110
Sausalito	0	140	214	0	28	382	0	35	54	0	7	95	0	175	268	0	35	477
Tiburon/Belvedere	0	65	45	0	0	110	0	16	11	0	0	27	0	81	56	0	0	137
Total	185	679	462	189	46	1,562	46	170	115	47	12	390	232	849	577	237	58	1,952
	12%	43%	30%	12%	3%	100%	12%	43%	30%	12%	3%	100%	12%	43%	30%	12%	3%	100%

34th America's Cup - 2012**PROJECT TRIP GENERATION - WEEKEND PEAK RACE DAY****SUMMARY OF TRIPS**

Midday Auto Person Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	330	1,479	0	405	34	2,248	82	370	0	101	9	562	412	1,849	0	507	43	2,810
Alcatraz Island (private)	82	41	0	81	0	205	21	10	0	20	0	51	103	51	0	101	0	256
Angel Island	41	205	168	0	0	414	10	51	42	0	0	104	52	257	210	0	0	518
F. Baker/M. Headlands	82	0	503	203	34	822	21	0	126	51	9	206	103	0	629	253	43	1,028
Cavallo Point (private)	165	82	84	0	0	331	41	21	21	0	0	83	206	103	105	0	0	414
Sausalito	0	534	796	0	103	1,433	0	134	199	0	26	358	0	668	996	0	129	1,792
Tiburon/Belvedere	0	247	168	0	0	414	0	62	42	0	0	104	0	308	210	0	0	518
Total	701	2,588	1,719	689	172	5,868	175	647	430	172	43	1,467	876	3,235	2,148	861	214	7,335

Midday Transit Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	5	35	0	7	1	47	1	9	0	2	0	12	6	43	0	8	1	59
Alcatraz Island (private)	1	1	0	1	0	4	0	0	0	0	0	1	2	1	0	2	0	4
Angel Island	1	5	3	0	0	9	0	1	1	0	0	2	1	6	4	0	0	11
F. Baker/M. Headlands	1	0	9	3	1	15	0	0	2	1	0	4	2	0	12	4	1	18
Cavallo Point (private)	2	2	2	0	0	6	1	0	0	0	0	1	3	2	2	0	0	7
Sausalito	0	12	15	0	2	29	0	3	4	0	1	7	0	16	18	0	3	37
Tiburon/Belvedere	0	6	3	0	0	9	0	1	1	0	0	2	0	7	4	0	0	11
Total	10	60	32	11	4	118	3	15	8	3	1	29	13	76	40	14	4	147

Midday Walk/Other Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	7	2	0	0	0	9	2	1	0	0	0	2	9	3	0	0	0	12
Alcatraz Island (private)	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
Angel Island	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
F. Baker/M. Headlands	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	3
Cavallo Point (private)	3	0	0	0	0	4	1	0	0	0	0	1	4	0	0	0	0	5
Sausalito	0	1	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2
Tiburon/Belvedere	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	15	4	1	0	0	20	4	1	0	0	0	5	18	5	1	0	0	25

Total Midday Person Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	342	1,516	0	412	35	2,305	85	379	0	103	9	576	427	1,895	0	515	44	2,881
Alcatraz Island (private)	85	42	0	82	0	210	21	11	0	21	0	52	107	53	0	103	0	262
Angel Island	43	211	171	0	0	424	11	53	43	0	0	106	53	263	214	0	0	530
F. Baker/M. Headlands	85	0	513	206	35	839	21	0	128	52	9	210	107	0	641	258	44	1,049
Cavallo Point (private)	171	84	85	0	0	340	43	21	21	0	0	85	213	105	107	0	0	426
Sausalito	0	547	812	0	105	1,464	0	137	203	0	26	366	0	684	1,015	0	131	1,830
Tiburon/Belvedere	0	253	171	0	0	424	0	63	43	0	0	106	0	316	214	0	0	529
Total	726	2,653	1,752	701	175	6,006	181	663	438	175	44	1,501	907	3,316	2,189	876	219	7,507

34th America's Cup Visitation Estimates - 2013

LOCATION	AVERAGE PEAK WEEKEND RACE DAY SPECTATORS						AVERAGE PEAK WEEKDAY RACE DAY SPECTATORS						
	# of Visitors	% of Total	# of Visitors	% of Total	# of Visitors	% of Total	# of Visitors	% of Total	# of Visitors	% of Total	# of Visitors	% of Total	
SPECTATORS ON BOATS													
Recreational			13,200	[a]	73%				4,400	70%			
Commercial Charter			3,000	[a]	17%				1,000	16%			
Super Yachts			1,800	[a]	10%				900	14%			
Subtotal			18,000	[a]	100%	18,000	[a]	5%	6,300	100%	6,300	13%	
LANDSIDE SPECTATORS													
Outside San Francisco													
Treasure Island			12,000	[a]	50%				1,500	67%			
Alcatraz Island (private)			500	[a]	2%				0	0%			
Angel Island			1,000	[a]	4%				50	2%			
Fort Baker/Marin Headlands/North side of GGB			3,500	[a]	15%				300	13%			
Cavallo Point (private)			800	[a]	3%				150	7%			
Sausalito			5,000	[a]	21%				225	10%			
Tiburon/Belvedere			1,200	[a]	5%				25	1%			
Subtotal Outside San Francisco			24,000	[a]	100%	24,000	[a]	7%	2,250	100%	2,250	5%	
Programmed Areas in San Francisco													
Live Sites													
Justin Herman Plaza	8,000	[b]	40%				0	0%					
Union Square	6,000	[b]	30%				0	0%					
Civic Center	6,000	[b]	30%				0	0%					
Subtotal Live Sites	20,000	[a]	100%	20,000	[a]	10%			0	0%			
Marina Green			55,000	[a]	27%				8,200	27%			
Piers 27 & 29 (Village)			50,000	[a]	25%				10,350	34%			
Crissy Field (Fort Point to Lyon Street)			77,000	[a]	38%				12,300	40%			
Subtotal Programmed Areas in SF			202,000	[a]	100%	202,000	[a]	60%	30,850	100%	30,850	62%	
Non-Programmed Areas in San Francisco													
The Presidio (incl. south side of GGB)			5,000	[a]	6%				500	5%			
Fort Mason to Acquatic Park			7,000	[a]	8%				1,000	9%			
Fisherman's Wharf			25,000	[a]	28%				3,900	37%			
NE Embarcadero (Pier 42 to Fisherman's Wharf) [c]			48,000	[a]	53%				5,200	49%			
Other			5,000	[a]	6%				0	0%			
Subtotal Non-Programmed Areas in SF			90,000	[a]	100%	90,000	[a]	27%	10,600	100%	10,600	21%	
Subtotal Landside Spectators						316,000	[a]	95%			43,700	87%	
TOTAL ALL AVERAGE PEAK WEEKEND DAY SPECTATORS					334,000	100%						50,000	100%

[a] Sources: AECOM, America's Cup - April 2011

[c] Includes visitors to Team bases at Piers 30/32

LANDSIDE LOCATIONS (Summary by Study Area)	WEEKEND RACE DAY		WEEKDAY RACE DAY	
	# of Visitors	% of Total	# of Visitors	% of Total
Presidio and Crissy Field	82,000	25.9%	12,800	29.3%
Marina and Fort Mason to Aquatic Park	62,000	19.6%	9,200	21.1%
Fisherman's Wharf	25,000	7.9%	3,900	8.9%
NE Embarcadero (Fisherman's Wharf to Pier 42)	106,000	33.5%	15,550	35.6%
Downtown	12,000	3.8%	0	0.0%
Other SF	5,000	1.6%	0	0.0%
Treasure Island	12,000	3.8%	1,500	3.4%
Alcatraz Island and Angel Island	1,500	0.5%	50	0.1%
Marin County	10,500	3.3%	700	1.6%
TOTAL	316,000	100.0%	43,700	100.0%

34th America's Cup - 2013

Visitation Weekend Peak Race Day Landside Locations	Spectators		Person Trips				Vehicle Trips	Avg. Veh Occup
			Auto	Transit	Walk/Other	Total		
Presidio and Crissy Field	82,000	28%	89,120	53,100	29,980	172,200	24,598	3.62
Marina and Fort Mason to Acquatic Park	62,000	21%	67,384	40,149	22,668	130,200	18,599	3.62
Fisherman's Wharf	25,000	9%	27,171	16,189	9,140	52,500	7,499	3.62
NE Embarcadero (Fisherman's Wharf to Pier 42)	106,000	36%	115,204	68,641	38,755	222,600	31,797	3.62
Downtown	12,000	4%	13,042	7,771	4,387	25,200	3,600	3.62
Other SF	5,000	2%	5,434	3,238	1,828	10,500	1,500	3.62
<i>Total SF Locations</i>	<i>292,000</i>	<i>100%</i>	<i>317,355</i>	<i>189,087</i>	<i>106,758</i>	<i>613,200</i>	<i>87,593</i>	<i>3.62</i>
			<i>52%</i>	<i>31%</i>	<i>17%</i>	<i>100%</i>		
Treasure Island	12,000	50%	24,477	617	106	25,200	6,542	3.74
Alcatraz Island and Angel Island	1,500	6%	3,060	77	13	3,150	818	3.74
Marin County	10,500	44%	21,417	540	93	22,050	5,724	3.74
<i>Total Non-SF Locations</i>	<i>24,000</i>	<i>100%</i>	<i>48,954</i>	<i>1,233</i>	<i>212</i>	<i>50,400</i>	<i>13,084</i>	<i>3.74</i>
			<i>97%</i>	<i>2%</i>	<i>0%</i>	<i>100%</i>		
TOTAL ALL LOCATIONS	316,000		366,309	190,320	106,970	663,600	100,677	
			<i>55%</i>	<i>29%</i>	<i>16%</i>			

Visitation Weekday Peak Race Day Landside Locations	Spectators		Person Trips				Vehicle Trips	Avg. Veh Occup
			Auto	Transit	Walk/Other	Total		
Presidio and Crissy Field	12,800	31%	14,914	7,284	4,682	26,880	6,484	2.30
Marina and Fort Mason to Acquatic Park	9,200	22%	10,719	5,235	3,365	19,320	4,660	2.30
Fisherman's Wharf	3,900	9%	4,544	2,219	1,427	8,190	1,976	2.30
NE Embarcadero (Fisherman's Wharf to Pier 42)	15,550	38%	18,118	8,849	5,688	32,655	7,877	2.30
Downtown	0	0%	0	0	0	0	0	0.00
Other SF	0	0%	0	0	0	0	0	0.00
<i>Total SF Locations</i>	<i>41,450</i>	<i>100%</i>	<i>48,295</i>	<i>23,588</i>	<i>15,162</i>	<i>87,045</i>	<i>20,996</i>	<i>2.30</i>
			<i>55%</i>	<i>27%</i>	<i>17%</i>	<i>100%</i>		
Treasure Island	1,500	67%	3,060	77	13	3,150	1,364	2.24
Alcatraz Island and Angel Island	50	2%	102	3	0	105	45	2.24
Marin County	700	31%	1,428	36	6	1,470	636	2.24
<i>Total Non-SF Locations</i>	<i>2,250</i>	<i>100%</i>	<i>4,589</i>	<i>116</i>	<i>20</i>	<i>4,725</i>	<i>2,045</i>	<i>2.24</i>
			<i>97%</i>	<i>2%</i>	<i>0%</i>	<i>100%</i>		
TOTAL ALL LOCATIONS	43,700		52,885	23,704	15,181	91,770	23,042	
			<i>58%</i>	<i>26%</i>	<i>17%</i>			

34th America's Cup - 2013PROJECT TRIP GENERATION - WEEKDAY PEAK RACE DAY
SUMMARY OF TRIPS

VISITATION	
SF Locations =	41,450 visitors
Non-SF Locations =	2,250 visitors
TOTAL =	43,700 visitors

Assumptions for PM Peak		
Inbound	Work	Non-work
	25%	25%
Outbound	75%	75%

Person-trips by Mode All Locations	Daily Trips				PM Peak Hour Trips				
	SF	non-SF	Total		SF	non-SF	Total		% Daily
Auto	48,295	4,589	52,885	58%	9,686	923	10,610	58%	20%
Transit	23,588	116	23,704	26%	4,685	19	4,703	26%	20%
Walk/Other	15,162	20	15,181	17%	3,038	3	3,041	17%	20%
Total	87,045	4,725	91,770	100%	17,409	945	18,354	100%	20%
	95%	5%	100%		95%	5%	100%		
Vehicle Trips	20,996	2,045	23,042		4,197	411	4,608		20%
	91%	9%	100%		91%	9%	100%		
<i>Avg. veh. occupancy</i>	2.30	2.24	2.30		2.31	2.25	2.30		

Origin Distribution All Locations	Total Daily Person-Trips			PM Peak Hour Total Person-Trips			PM Peak Hour Transit-Trips			PM Peak Hour Vehicle-Trips		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	21,861	567	22,428	4,372	113	4,486	781	2	782	263	50	313
East Bay	24,360	2,121	26,481	4,872	424	5,296	1,722	10	1,732	1,285	170	1,455
North Bay	10,143	1,365	11,508	2,029	273	2,302	268	5	273	924	141	1,064
South Bay	26,502	546	27,048	5,300	109	5,410	1,575	2	1,576	1,563	45	1,608
Out of Region	4,179	126	4,305	836	25	861	339	1	340	162	7	169
Total	87,045	4,725	91,770	17,409	945	18,354	4,685	19	4,703	4,197	411	4,608

PM Peak Hour All Locations	Inbound to			Outbound from			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
Total Person Trips	4,352	236	4,589	13,057	709	13,766	17,409	945	18,354
	25%	25%	25%	75%	75%	75%			
Transit Trips	1,171	5	1,176	3,514	14	3,527	4,685	19	4,703
	25%	25%	25%	75%	75%	75%			
Vehicle Trips	1,049	103	1,152	3,148	308	3,456	4,197	411	4,608
	25%	25%	25%	75%	75%	75%			

PM Peak Hour All Locations	AUTO PERSON TRIPS									TRANSIT TRIPS								
	Inbound to			Outbound from			Total			Inbound to			Outbound from			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	141	27	169	424	82	506	566	109	675	195	0	196	586	1	587	781	2	782
East Bay	786	103	889	2,357	310	2,668	3,143	414	3,557	430	2	433	1,291	7	1,299	1,722	10	1,732
North Bay	440	67	507	1,319	201	1,520	1,759	268	2,026	67	1	68	201	4	205	268	5	273
South Bay	931	27	958	2,792	81	2,873	3,723	107	3,830	394	0	394	1,181	1	1,182	1,575	2	1,576
Out of Region	124	6	130	372	19	391	496	25	521	85	0	85	254	0	255	339	1	340
Total	2,422	231	2,652	7,265	692	7,957	9,686	923	10,610	1,171	5	1,176	3,514	14	3,527	4,685	19	4,703

PM Peak Hour All Locations	WALK/OTHER PERSON TRIPS									TOTAL PERSON TRIPS								
	Inbound to			Outbound from			Total			Inbound to			Outbound from			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	756	1	757	2,269	2	2,271	3,026	2	3,028	1,093	28	1,121	3,279	85	3,364	4,372	113	4,486
East Bay	2	0	2	5	0	6	7	1	8	1,218	106	1,324	3,654	318	3,972	4,872	424	5,296
North Bay	0	0	0	1	0	1	2	0	2	507	68	575	1,521	205	1,726	2,029	273	2,302
South Bay	1	0	1	2	0	2	3	0	3	1,325	27	1,352	3,975	82	4,057	5,300	109	5,410
Out of Region	0	0	0	1	0	1	1	0	1	209	6	215	627	19	646	836	25	861
Total	759	1	760	2,278	2	2,281	3,038	3	3,041	4,352	236	4,589	13,057	709	13,766	17,409	945	18,354

34th America's Cup - 2013**PROJECT TRIP GENERATION - WEEKDAY PEAK RACE DAY****SUMMARY OF TRIPS**

PM Peak Hour All Locations	VEHICLE TRIPS								
	Inbound to non-SF			Outbound from non-SF			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	66	12	78	197	37	234	263	50	313
East Bay	321	42	364	964	127	1,091	1,285	170	1,455
North Bay	231	35	266	693	105	798	924	141	1,064
South Bay	391	11	402	1,173	34	1,206	1,563	45	1,608
Out of Region	41	2	42	122	5	127	162	7	169
Total	1,049	103	1,152	3,148	308	3,456	4,197	411	4,608
	25%	25%	25%	75%	75%	75%			

PM Peak Hour Trips by SF Viewing Location	Daily Visitors	Auto Person Trips			Transit Trips			Walk/Other Trips			Total Person Trips			Vehicle-Trips		
		Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Presidio and Crissy Field	12,800	748	2,243	2,991	362	1,085	1,447	235	704	938	1,344	4,032	5,376	324	972	1,296
Marina and Fort Mason to Aquatic Park	9,200	537	1,612	2,150	260	780	1,040	169	506	674	966	2,898	3,864	233	699	932
Fisherman's Wharf	3,900	228	684	911	110	331	441	71	214	286	410	1,229	1,638	99	296	395
NE Embarcadero (Fisherman's Wharf to Pier 42)	15,550	908	2,725	3,634	439	1,318	1,757	285	855	1,140	1,633	4,898	6,531	394	1,181	1,574
Downtown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other SF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	41,450	2,422	7,265	9,686	1,171	3,514	4,685	759	2,278	3,038	4,352	13,057	17,409	1,049	3,148	4,197

PM Peak Hour Veh-Trips by SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Presidio and Crissy Field	20	99	71	121	13	324	61	298	214	362	38	972	81	397	285	483	50	1,296
Marina and FM to Aq Park	15	71	51	87	9	233	44	214	154	260	27	699	58	285	205	347	36	932
Fisherman's Wharf	6	30	22	37	4	99	19	91	65	110	11	296	25	121	87	147	15	395
NE Embarcadero (FW to P42)	25	121	87	147	15	394	74	362	260	440	46	1,181	99	482	346	587	61	1,574
Downtown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other SF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	66	321	231	391	41	1,049	197	964	693	1,173	122	3,148	263	1,285	924	1,563	162	4,197

PM Vehicle Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	9	42	0	10	2	63	26	127	0	31	5	189	35	170	0	41	7	252
Alcatraz Island (private)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Angel Island	0	0	3	0	0	3	0	0	8	0	0	8	0	0	11	0	0	11
F. Baker/M. Headlands	0	0	15	1	0	16	0	0	45	3	0	48	0	0	61	3	0	64
Cavallo Point (private)	4	0	4	0	0	7	11	0	11	0	0	22	15	0	15	0	0	30
Sausalito	0	0	12	0	0	12	0	0	37	0	0	37	0	0	49	0	0	49
Tiburon/Belvedere	0	0	1	0	0	1	0	0	4	0	0	4	0	0	5	0	0	5
Total	12	42	35	11	2	103	37	127	105	34	5	308	50	170	141	45	7	411
	12%	41%	34%	11%	2%	100%	12%	41%	34%	11%	2%	100%	12%	41%	34%	11%	2%	100%

34th America's Cup - 2013**PROJECT TRIP GENERATION - WEEKDAY PEAK RACE DAY****SUMMARY OF TRIPS**

PM Auto Person Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	19	103	0	25	6	154	58	310	0	74	19	461	77	414	0	99	25	615
Alcatraz Island (private)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Angel Island	0	0	5	0	0	5	0	0	15	0	0	15	0	0	21	0	0	21
F. Baker/M. Headlands	0	0	29	2	0	31	0	0	87	6	0	93	0	0	115	8	0	124
Cavallo Point (private)	8	0	7	0	0	15	24	0	22	0	0	46	32	0	29	0	0	61
Sausalito	0	0	23	0	0	23	0	0	70	0	0	70	0	0	93	0	0	93
Tiburon/Belvedere	0	0	3	0	0	3	0	0	8	0	0	8	0	0	10	0	0	10
Total	27	103	67	27	6	231	82	310	201	81	19	692	109	414	268	107	25	923

PM Transit Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	0	2	0	0	0	3	1	7	0	1	0	10	1	10	0	2	1	13
Alcatraz Island (private)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Angel Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
F. Baker/M. Headlands	0	0	1	0	0	1	0	0	2	0	0	2	0	0	2	0	0	2
Cavallo Point (private)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
Sausalito	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	2
Tiburon/Belvedere	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	0	5	1	7	4	1	0	14	2	10	5	2	1	19

PM Walk/Other Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	0	0	0	0	0	1	1	0	0	0	0	2	2	1	0	0	0	2
Alcatraz Island (private)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Angel Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
F. Baker/M. Headlands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cavallo Point (private)	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
Sausalito	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tiburon/Belvedere	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	2	0	0	0	0	2	2	1	0	0	0	3

Total PM Person Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	20	106	0	25	6	158	60	318	0	76	19	473	80	424	0	101	25	630
Alcatraz Island (private)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Angel Island	0	0	5	0	0	5	0	0	16	0	0	16	0	0	21	0	0	21
F. Baker/M. Headlands	0	0	29	2	0	32	0	0	88	6	0	94	0	0	118	8	0	126
Cavallo Point (private)	8	0	7	0	0	16	25	0	22	0	0	47	34	0	29	0	0	63
Sausalito	0	0	24	0	0	24	0	0	71	0	0	71	0	0	94	0	0	94
Tiburon/Belvedere	0	0	3	0	0	3	0	0	8	0	0	8	0	0	10	0	0	10
Total	28	106	68	27	6	236	85	318	205	82	19	709	113	424	273	109	25	945

34th America's Cup - 2013PROJECT TRIP GENERATION - WEEKEND PEAK RACE DAY
SUMMARY OF TRIPS

VISITATION	
SF Locations =	292,000 visitors
Non-SF Locations =	24,000 visitors
TOTAL =	316,000 visitors

Assumptions for Midday Peak		
Inbound	Work	Non-work
	80%	80%
Outbound	20%	20%

Person-trips by Mode All Locations	Daily Trips				Midday Peak Hour Trips				
	SF	non-SF	Total		SF	non-SF	Total		% Daily
Auto	317,355	48,954	366,309	55%	79,519	12,311	91,830	55%	25%
Transit	189,087	1,233	190,320	29%	47,042	247	47,289	29%	25%
Walk/Other	106,758	212	106,970	16%	26,739	42	26,782	16%	25%
Total	613,200	50,400	663,600	100%	153,300	12,600	165,900	100%	25%
	92%	8%	100%		92%	8%	100%		
Vehicle Trips	87,593	13,084	100,677		21,718	3,276	24,995		25%
	87%	13%	100%		87%	13%	100%		
<i>Avg. veh. occupancy</i>	3.62	3.74	3.64		3.66	3.76	3.67		

Origin Distribution All Locations	Total Daily Person-Trips			Midday Peak Hr Total Person-Trips			Midday Peak Hour Transit-Trips			Midday Peak Hour Vehicle-Trips		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	153,930	6,090	160,020	38,483	1,523	40,005	6,871	22	6,893	1,408	389	1,797
East Bay	171,780	22,260	194,040	42,945	5,565	48,510	15,178	127	15,305	7,277	1,424	8,701
North Bay	71,400	14,700	86,100	17,850	3,675	21,525	6,225	67	6,292	3,162	969	4,131
South Bay	186,690	5,880	192,570	46,673	1,470	48,143	16,191	24	16,215	8,568	397	8,965
Out of Region	29,400	1,470	30,870	7,350	368	7,718	2,577	7	2,584	1,304	97	1,401
Total	613,200	50,400	663,600	153,300	12,600	165,900	47,042	247	47,289	21,718	3,276	24,995

Midday Peak Hour All Locations	Inbound to			Outbound from			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
Total Person Trips	122,640	10,080	132,720	30,660	2,520	33,180	153,300	12,600	165,900
	80%	80%	80%	20%	20%	20%			
Transit Trips	37,634	197	37,831	9,408	49	9,458	47,042	247	47,289
	80%	80%	80%	20%	20%	20%			
Vehicle Trips	17,375	2,621	19,996	4,344	655	4,999	21,718	3,276	24,995
	80%	80%	80%	20%	20%	20%			

Midday Peak Hour All Locations	AUTO PERSON TRIPS									TRANSIT TRIPS								
	Inbound to			Outbound from			Total			Inbound to			Outbound from			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	3,982	1,176	5,158	996	294	1,290	4,978	1,470	6,448	5,497	18	5,515	1,374	4	1,379	6,871	22	6,893
East Bay	22,164	4,344	26,508	5,541	1,086	6,627	27,705	5,430	33,136	12,142	102	12,244	3,036	25	3,061	15,178	127	15,305
North Bay	9,289	2,884	12,174	2,322	721	3,043	11,611	3,606	15,217	4,980	53	5,033	1,245	13	1,258	6,225	67	6,292
South Bay	24,366	1,156	25,522	6,091	289	6,381	30,457	1,445	31,903	12,953	19	12,972	3,238	5	3,243	16,191	24	16,215
Out of Region	3,813	288	4,101	953	72	1,025	4,766	360	5,126	2,062	6	2,068	515	1	517	2,577	7	2,584
Total	63,615	9,849	73,464	15,904	2,462	18,366	79,519	12,311	91,830	37,634	197	37,831	9,408	49	9,458	47,042	247	47,289

Midday Peak Hour All Locations	WALK/OTHER PERSON TRIPS									TOTAL PERSON TRIPS								
	Inbound to			Outbound from			Total			Inbound to			Outbound from			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	21,306	24	21,331	5,327	6	5,333	26,633	31	26,664	30,786	1,218	32,004	7,697	305	8,001	38,483	1,523	40,005
East Bay	49	6	56	12	2	14	62	8	70	34,356	4,452	38,808	8,589	1,113	9,702	42,945	5,565	48,510
North Bay	11	2	13	3	1	3	14	3	16	14,280	2,940	17,220	3,570	735	4,305	17,850	3,675	21,525
South Bay	19	1	20	5	0	5	24	1	25	37,338	1,176	38,514	9,335	294	9,629	46,673	1,470	48,143
Out of Region	5	0	5	1	0	1	6	0	7	5,880	294	6,174	1,470	74	1,544	7,350	368	7,718
Total	21,391	34	21,425	5,348	8	5,356	26,739	42	26,782	122,640	10,080	132,720	30,660	2,520	33,180	153,300	12,600	165,900

34th America's Cup - 2013**PROJECT TRIP GENERATION - WEEKEND PEAK RACE DAY****SUMMARY OF TRIPS**

Midday Peak Hour All Locations	VEHICLE TRIPS								
	Inbound to			Outbound from			Total		
	SF	non-SF	Total	SF	non-SF	Total	SF	non-SF	Total
San Francisco	1,126	311	1,438	282	78	359	1,408	389	1,797
East Bay	5,821	1,140	6,961	1,455	285	1,740	7,277	1,424	8,701
North Bay	2,529	775	3,305	632	194	826	3,162	969	4,131
South Bay	6,854	318	7,172	1,714	79	1,793	8,568	397	8,965
Out of Region	1,043	78	1,121	261	19	280	1,304	97	1,401
Total	17,375	2,621	19,996	4,344	655	4,999	21,718	3,276	24,995
	80%	80%	80%	20%	20%	20%			

Midday Peak Hour Trips by SF Viewing Location	Daily Visitors	Auto Person Trips			Transit Trips			Walk/Other Trips			Total Person Trips			Vehicle-Trips		
		Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Presidio and Crissy Field	82,000	17,864	4,466	22,331	10,568	2,642	13,210	6,007	1,502	7,509	34,440	8,610	43,050	4,879	1,220	6,099
Marina and Fort Mason to Aquatic Park	62,000	13,507	3,377	16,884	7,991	1,998	9,988	4,542	1,135	5,677	26,040	6,510	32,550	3,689	922	4,611
Fisherman's Wharf	25,000	5,446	1,362	6,808	3,222	806	4,028	1,831	458	2,289	10,500	2,625	13,125	1,488	372	1,859
NE Embarcadero (Fisherman's Wharf to Pier 42)	106,000	23,093	5,773	28,866	13,662	3,415	17,077	7,765	1,941	9,707	44,520	11,130	55,650	6,307	1,577	7,884
Downtown	12,000	2,614	654	3,268	1,547	387	1,933	879	220	1,099	5,040	1,260	6,300	714	179	893
Other SF	5,000	1,089	272	1,362	644	161	806	366	92	458	2,100	525	2,625	298	74	372
Total	292,000	63,615	15,904	79,519	37,634	9,408	47,042	21,391	5,348	26,739	122,640	30,660	153,300	17,375	4,344	21,718

Midday Peak Hr Vh-Trips by SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Presidio and Crissy Field	316	1,635	710	1,925	293	4,879	79	409	178	481	73	1,220	395	2,043	888	2,406	366	6,099
Marina and FM to Aq Park	239	1,236	537	1,455	222	3,689	60	309	134	364	55	922	299	1,545	671	1,819	277	4,611
Fisherman's Wharf	96	498	217	587	89	1,488	24	125	54	147	22	372	121	623	271	734	112	1,859
NE Embarcadero (FW to P42)	409	2,113	918	2,488	379	6,307	102	528	230	622	95	1,577	511	2,641	1,148	3,110	473	7,884
Downtown	46	239	104	282	43	714	12	60	26	70	11	179	58	299	130	352	54	893
Other SF	19	100	43	117	18	298	5	25	11	29	4	74	24	125	54	147	22	372
Total	1,126	5,821	2,529	6,854	1,043	17,375	282	1,455	632	1,714	261	4,344	1,408	7,277	3,162	8,568	1,304	21,718

Midday Vehicle Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	204	806	0	250	44	1,304	51	202	0	62	11	326	255	1,008	0	312	55	1,630
Alcatraz Island (private)	21	11	11	11	0	55	5	3	3	3	0	14	27	13	14	14	0	68
Angel Island	11	54	44	0	0	109	3	13	11	0	0	27	13	67	55	0	0	136
F. Baker/M. Headlands	21	0	288	57	22	388	5	0	72	14	6	97	27	0	360	71	28	485
Cavallo Point (private)	54	11	22	0	0	87	13	3	6	0	0	22	67	13	28	0	0	108
Sausalito	0	194	343	0	11	548	0	48	86	0	3	137	0	242	429	0	14	685
Tiburon/Belvedere	0	65	66	0	0	131	0	16	17	0	0	33	0	81	83	0	0	164
Total	311	1,140	775	318	78	2,621	78	285	194	79	19	655	389	1,424	969	397	97	3,276
	12%	43%	30%	12%	3%	100%	12%	43%	30%	12%	3%	100%	12%	43%	30%	12%	3%	100%

34th America's Cup - 2013**PROJECT TRIP GENERATION - WEEKEND PEAK RACE DAY****SUMMARY OF TRIPS**

Midday Auto Person Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	770	3,074	0	908	164	4,917	193	768	0	227	41	1,229	963	3,842	0	1,136	206	6,146
Alcatraz Island (private)	81	41	41	41	0	205	20	10	10	10	0	51	101	51	52	52	0	256
Angel Island	41	205	165	0	0	410	10	51	41	0	0	103	51	256	206	0	0	513
F. Baker/M. Headlands	81	0	1,071	206	82	1,441	20	0	268	52	21	360	101	0	1,339	258	103	1,802
Cavallo Point (private)	203	41	82	0	0	326	51	10	21	0	0	82	253	51	103	0	0	408
Sausalito	0	738	1,277	0	41	2,056	0	184	319	0	10	514	0	922	1,597	0	51	2,570
Tiburon/Belvedere	0	246	247	0	0	493	0	61	62	0	0	123	0	307	309	0	0	616
Total	1,176	4,344	2,884	1,156	288	9,849	294	1,086	721	289	72	2,462	1,470	5,430	3,606	1,445	360	12,311

Midday Transit Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	11	72	0	15	3	102	3	18	0	4	1	25	14	90	0	19	4	127
Alcatraz Island (private)	1	1	1	1	0	4	0	0	0	0	0	1	2	1	1	1	0	5
Angel Island	1	5	3	0	0	8	0	1	1	0	0	2	1	6	4	0	0	11
F. Baker/M. Headlands	1	0	20	3	2	26	0	0	5	1	0	7	2	0	25	4	2	33
Cavallo Point (private)	3	1	2	0	0	6	1	0	0	0	0	1	4	1	2	0	0	7
Sausalito	0	17	24	0	1	42	0	4	6	0	0	10	0	22	29	0	1	52
Tiburon/Belvedere	0	6	5	0	0	10	0	1	1	0	0	3	0	7	6	0	0	13
Total	18	102	53	19	6	197	4	25	13	5	1	49	22	127	67	24	7	247

Midday Walk/Other Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	16	5	0	0	0	21	4	1	0	0	0	5	20	6	0	1	0	26
Alcatraz Island (private)	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
Angel Island	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
F. Baker/M. Headlands	2	0	1	0	0	3	0	0	0	0	0	0	2	0	1	0	0	3
Cavallo Point (private)	4	0	0	0	0	4	1	0	0	0	0	1	5	0	0	0	0	5
Sausalito	0	1	1	0	0	2	0	0	0	0	0	0	0	1	1	0	0	2
Tiburon/Belvedere	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	24	6	2	1	0	34	6	2	0	0	0	8	31	8	2	1	0	42

Total Midday Person Trips by Non-SF Viewing Location	Inbound Arriving from						Outbound Destined to						Total					
	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total	SF	EB	NB	SB	Other	Total
Treasure Island	798	3,150	0	924	168	5,040	200	788	0	231	42	1,260	998	3,938	0	1,155	210	6,300
Alcatraz Island (private)	84	42	42	42	0	210	21	11	10	11	0	52	105	53	52	53	0	262
Angel Island	42	210	168	0	0	420	11	53	42	0	0	105	53	263	210	0	0	525
F. Baker/M. Headlands	84	0	1,092	210	84	1,470	21	0	273	53	21	367	105	0	1,365	263	105	1,837
Cavallo Point (private)	210	42	84	0	0	336	53	11	21	0	0	84	263	53	105	0	0	420
Sausalito	0	756	1,302	0	42	2,100	0	189	325	0	11	525	0	945	1,627	0	53	2,625
Tiburon/Belvedere	0	252	252	0	0	504	0	63	63	0	0	126	0	315	315	0	0	630
Total	1,218	4,452	2,940	1,176	294	10,080	305	1,113	734	294	74	2,519	1,523	5,565	3,674	1,470	368	12,599

34th America's Cup - 2013

PROJECT TRIP GENERATION - WEEKDAY PEAK RACE DAY
LAND SPECTATORS IN SAN FRANCISCO (WORK TRIPS)

Daily Visitation:		41,450 spectators		PEAK HOUR		Weekday PM		Saturday Middy	
DAILY				% of total daily trips during peak hour [c]:		20%		25%	
Person-trip generation rate [a]:		2.1 trips/spect.		Peak hour person-trip generation rate:		0.4 trips/spect.		0.5 trips/spect.	
Total daily person-trips:		87,045 person-trips		Total person-trips during peak hour:		17,409 person-trips		21,761 person-trips	
Percent of Work trips [b]:		5%		% of Work trips during peak hour [d]:		4%		4%	
Number of daily Work trips:		4,352 person-trips		No. of peak hour Work person-trips:		696 person-trips		870 person-trips	
Origins	Distribution [e]	Mode	Percent [f]	Avg. Veh. Occupancy [f]	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips
San Francisco	25.1%	Auto	13.8%	1.32	151	114	24	18	30
		Transit	36.0%		393		63		79
		Walk/Other	50.2%		549		88		110
		TOTAL	100.0%		1,093	114	175	18	219
East Bay	28.0%	Auto	39.4%	3.33	480	144	77	23	96
		Transit	57.0%		694		111		139
		Walk/Other	3.6%		44		7		9
		TOTAL	100.0%		1,218	144	195	23	244
North Bay	11.7%	Auto	52.8%	1.70	268	158	43	25	54
		Transit	45.3%		230		37		46
		Walk/Other	1.9%		10		2		2
		TOTAL	100.0%		507	158	81	25	101
South Bay	30.4%	Auto	58.0%	1.23	769	625	123	100	154
		Transit	40.7%		539		86		108
		Walk/Other	1.3%		17		3		3
		TOTAL	100.0%		1,325	625	212	100	265
Out of Region	4.8%	Auto	47.8%	1.50	100	67	16	11	20
		Transit	50.0%		104		17		21
		Walk/Other	2.2%		5		1		1
		TOTAL	100.0%		209	67	33	11	42
TOTAL	100.0%	Auto	40.6%	1.60	1,767	1,107	283	177	353
		Transit	45.1%		1,961		314		392
		Walk/Other	14.3%		624		100		125
		TOTAL	100.0%		4,352	1,107	696	177	870

[a] Two trips per spectator plus two trips per employee

[b] Assumes one employee for every 20 spectators based on America's Cup Management data

[c] Middy and PM peak hour percentages estimated from BART ridership profile data for 2010 SF Fleet Week and SF Giants World Series Championship Parade (Nov 3, 2010) [Middy peak hour: 20% in/ 5% out; PM peak hour: 5% in / 15% out]

[d] SF Guidelines: Appendix C - Table C-2 (Retail)

[e] AECOM - April 2011

[f] SF Guidelines: Work trips to SD1-All (All of SF assumed to be like SD1)

34th America's Cup - 2013

PROJECT TRIP GENERATION - WEEKDAY PEAK RACE DAY
LAND SPECTATORS IN SAN FRANCISCO (NON-WORK TRIPS)

Daily Visitation:		41,450 spectators		PEAK HOUR		Weekday PM		Saturday Middy	
DAILY				% of total daily trips during peak hour [c]:		20%		25%	
Person-trip Generation Rate [a]:		2.1 trips/spect.		Peak hour person-trip generation rate:		0.4 trips/spect.		0.5 trips/spect.	
Total Person-trips:		87,045 person-trips		Total person-trips during peak hour:		17,409 person-trips		21,761 person-trips	
Percent of Non-Work trips [b]:		95%		% of Non-Work trips during peak hour [d]:		96%		96%	
Number of daily Non-Work trips:		82,693 person-trips		No. of peak hour Non-Work person-trips:		16,713 person-trips		20,891 person-trips	
Origins	Distribution [e]	Mode	Percent [f]	Avg. Veh. Occupancy [g]	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips
San Francisco	25.1%	Auto	12.9%	2.21	2,679	1,210	541	245	677
		Transit	17.1%		3,551		718		897
		Walk/Other	70.0%		14,538		2,938		3,673
		TOTAL	100.0%		20,768	1,210	4,197	245	5,247
East Bay	28.0%	Auto	65.6%	2.43	15,172	6,244	3,066	1,262	3,833
		Transit	34.4%		7,970		1,611		2,013
		Walk/Other			0		0		0
		TOTAL	100.0%		23,142	6,244	4,677	1,262	5,846
North Bay	11.7%	Auto	88.1%	1.91	8,490	4,445	1,716	898	2,145
		Transit	11.9%		1,146		232		290
		Walk/Other			0		0		0
		TOTAL	100.0%		9,636	4,445	1,947	898	2,434
South Bay	30.4%	Auto	70.7%	2.46	17,812	7,241	3,600	1,463	4,500
		Transit	29.3%		7,364		1,488		1,860
		Walk/Other			0		0		0
		TOTAL	100.0%		25,177	7,241	5,088	1,463	6,360
Out of Region	4.8%	Auto	59.8%	3.17	2,375	749	480	151	600
		Transit	40.2%		1,595		322		403
		Walk/Other			0		0		0
		TOTAL	100.0%		3,970	749	802	151	1,003
TOTAL	100.0%	Auto	56.3%	2.34	46,528	19,889	9,404	4,020	11,755
		Transit	26.2%		21,627		4,371		5,464
		Walk/Other	17.6%		14,538		2,938		3,673
		TOTAL	100.0%		82,693	19,889	16,713	4,020	20,891

[a] Two trips per spectator plus two trips per employee

[b] Assumes one employee for every 20 spectators based on America's Cup Management data

[c] Middy and PM peak hour percentages estimated from BART ridership profile data for 2010 SF Fleet Week and SF Giants World Series Championship Parade (Nov 3, 2010) [Middy peak hour: 20% in/ 5% out; PM peak hour: 5% in / 15% out]

[d] SF Guidelines: Appendix C - Table C-2 (Retail)

[e] AECOM - April 2011

[f] SF Guidelines: Visitor trips to SD1-All Other (All of SF assumed to be like SD1. Outside SF, Walk/Other % has been proportionally allocated to Auto and Transit %)

[g] SF Guidelines: Visitor trips to SD1-All Other (All of SF assumed to be like SD1)

34th America's Cup - 2013

PROJECT TRIP GENERATION - WEEKDAY PEAK RACE DAY
LAND SPECTATORS OUTSIDE SAN FRANCISCO (WORK TRIPS)

Daily Visitation: 2,250 spectators				PEAK HOUR		Weekday PM		Saturday Midday		
DAILY				% of total daily trips during peak hour [c]:		20%		25%		
Person-trip generation rate [a]: 2.1 trips/spect.				Peak hour person-trip generation rate:		0.4 trips/spect.		0.5 trips/spect.		
Total daily person-trips: 4,725 person-trips				Total person-trips during peak hour:		945 person-trips		1,181 person-trips		
Percent of Work trips [b]: 5%				% of Work trips during peak hour [d]:		4%		4%		
Number of daily Work trips: 236 person-trips				No. of peak hour Work person-trips:		38 person-trips		47 person-trips		
Origins	Distribution [e]	Mode	Percent [f]	Avg. Veh. Occupancy [f]	Daily		Weekday PM		Saturday Midday	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
San Francisco	12.0%	Auto	13.8%	1.32	4	3	1	0	1	1
		Transit	36.0%		10		2		2	
		Walk/Other	50.2%		14		2		3	
		TOTAL	100.0%		28	3	5	0	6	1
East Bay	44.9%	Auto	39.4%	3.33	42	13	7	2	8	3
		Transit	57.0%		60		10		12	
		Walk/Other	3.6%		4		1		1	
		TOTAL	100.0%		106	13	17	2	21	3
North Bay	28.9%	Auto	52.8%	1.70	36	21	6	3	7	4
		Transit	45.3%		31		5		6	
		Walk/Other	1.9%		1		0		0	
		TOTAL	100.0%		68	21	11	3	14	4
South Bay	11.6%	Auto	58.0%	1.23	16	13	3	2	3	3
		Transit	40.7%		11		2		2	
		Walk/Other	1.3%		0		0		0	
		TOTAL	100.0%		27	13	4	2	5	3
Out of Region	2.7%	Auto	47.8%	1.50	3	2	0	0	1	0
		Transit	50.0%		3		1		1	
		Walk/Other	2.2%		0		0		0	
		TOTAL	100.0%		6	2	1	0	1	0
TOTAL	100.0%	Auto	42.6%	1.95	101	52	16	8	20	10
		Transit	49.0%		116		19		23	
		Walk/Other	8.4%		20		3		4	
		TOTAL	100.0%		236	52	38	8	47	10

[a] Two trips per spectator plus two trips per employee

[b] Assumes one employee for every 20 spectators based on America's Cup Management data

[c] Midday and PM peak hour percentages estimated from BART ridership profile data for 2010 SF Fleet Week and SF Giants World Series Championship Parade (Nov 3, 2010) [Midday peak hour: 20% in/ 5% out; PM peak hour: 5% in / 15% out]

[d] SF Guidelines; Appendix C - Table C-2 (Retail)

[e] AECOM - April 2011

[f] SF Guidelines; Work trips to SD1-All (All of SF assumed to be like SD1)

34th America's Cup - 2013

PROJECT TRIP GENERATION - WEEKDAY PEAK RACE DAY
LAND SPECTATORS OUTSIDE SAN FRANCISCO (NON-WORK TRIPS)

Daily Visitation: 2,250 spectators				PEAK HOUR		Weekday PM		Saturday Midday		
DAILY				% of total daily trips during peak hour [c]:		20%		25%		
Person-trip Generation Rate [a]: 2.1 trips/spect.				Peak hour person-trip generation rate:		0.4 trips/spect.		0.5 trips/spect.		
Total Person-trips: 4,725 person-trips				Total person-trips during peak hour:		945 person-trips		1,181 person-trips		
Percent of Non-Work trips [b]: 95%				% of Non-Work trips during peak hour [d]:		96%		96%		
Number of daily Non-Work trips: 4,489 person-trips				No. of peak hour Non-Work person-trips:		907 person-trips		1,134 person-trips		
Origins	Distribution [e]	Mode	Percent [f]	Avg. Veh. Occupancy [g]	DAILY		Weekday PM		Saturday Midday	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
San Francisco	12.0%	Auto	100.0%	2.21	539	243	109	49	136	61
		Transit			0		0		0	
		Walk/Other			0		0		0	
		TOTAL	100.0%		539	243	109	49	136	61
East Bay	44.9%	Auto	100.0%	2.43	2,015	829	407	168	509	209
		Transit			0		0		0	
		Walk/Other			0		0		0	
		TOTAL	100.0%		2,015	829	407	168	509	209
North Bay	28.9%	Auto	100.0%	1.91	1,297	679	262	137	328	172
		Transit			0		0		0	
		Walk/Other			0		0		0	
		TOTAL	100.0%		1,297	679	262	137	328	172
South Bay	11.6%	Auto	100.0%	2.46	519	211	105	43	131	53
		Transit			0		0		0	
		Walk/Other			0		0		0	
		TOTAL	100.0%		519	211	105	43	131	53
Out of Region	2.7%	Auto	100.0%	3.82	120	31	24	6	30	8
		Transit			0		0		0	
		Walk/Other			0		0		0	
		TOTAL	100.0%		120	31	24	6	30	8
TOTAL	100.0%	Auto	100.0%	2.25	4,489	1,994	907	403	1,134	504
		Transit	0.0%		0		0		0	
		Walk/Other	0.0%		0		0		0	
		TOTAL	100.0%		4,489	1,994	907	403	1,134	504

[a] Two trips per spectator plus two trips per employee

[b] Assumes one employee for every 20 spectators based on America's Cup Management data

[c] Midday and PM peak hour percentages estimated from BART ridership profile data for 2010 SF Fleet Week and SF Giants World Series Championship Parade (Nov 3, 2010) [Midday peak hour: 20% in/ 5% out; PM peak hour: 5% in / 15% out]

[d] SF Guidelines; Appendix C - Table C-2 (Retail)

[e] AECOM - April 2011

[f] All visitor trips are allocated to Auto

[g] SF Guidelines; Visitor trips to SD1-All Other (All of SF assumed to be like SD1)

34th America's Cup - 2013

PROJECT TRIP GENERATION - WEEKEND PEAK RACE DAY
LAND SPECTATORS IN SAN FRANCISCO (WORK TRIPS)

Daily Visitation: 292,000 spectators				PEAK HOUR			Weekday PM		Saturday Middy	
DAILY				% of total daily trips during peak hour [c]:			20%		25%	
Person-trip Generation Rate [a,b] 2.1 trips/spect.				Peak hour person-trip generation rate:			0.4 trips/spect.		0.5 trips/spect.	
Total daily person-trips: 613,200 person-trips				Total person-trips during peak hour:			122,640 person-trips		153,300 person-trips	
Percent of Work trips [b]: 5%				% of Work trips during peak hour [d]:			4%		4%	
Number of daily Work trips: 30,660 person-trips				No. of peak hour Work person-trips:			4,906 person-trips		6,132 person-trips	
Origins	Distribution [e]	Mode	Percent [f]	Avg. Veh. Occupancy [f]	Daily		Weekday PM		Saturday Middy	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
San Francisco	25.1%	Auto Transit Walk/Other	13.8% 36.0% 50.2%	1.32	1,062 2,771 3,864	804	170 443 618	129	212 554 773	161
		TOTAL	100.0%		7,697	804	1,231	129	1,539	161
East Bay	28.0%	Auto Transit Walk/Other	39.4% 57.0% 3.6%	3.33	3,384 4,896 309	1,016	541 783 49	163	677 979 62	203
		TOTAL	100.0%		8,589	1,016	1,374	163	1,718	203
North Bay	11.6%	Auto Transit Walk/Other	52.8% 45.3% 1.9%	1.70	1,885 1,617 68	1,109	302 259 11	177	377 323 14	222
		TOTAL	100.0%		3,570	1,109	571	177	714	222
South Bay	30.4%	Auto Transit Walk/Other	58.0% 40.7% 1.3%	1.23	5,414 3,799 121	4,402	866 608 19	704	1,083 760 24	880
		TOTAL	100.0%		9,335	4,402	1,494	704	1,867	880
Out of Region	4.8%	Auto Transit Walk/Other	47.8% 50.0% 2.2%	1.50	703 735 32	468	112 118 5	75	141 147 6	94
		TOTAL	100.0%		1,470	468	235	75	294	94
TOTAL	100.0%	Auto Transit Walk/Other	40.6% 45.1% 14.3%	1.60	12,448 13,818 4,394	7,799	1,992 2,211 703	1,248	2,490 2,764 879	1,560
		TOTAL	100.0%		30,660	7,799	4,906	1,248	6,132	1,560

[a] Two trips per spectator plus two trips per employee

[b] Assumes one employee for every 20 spectators based on America's Cup Management data

[c] Middy and PM peak hour percentages estimated from BART ridership profile data for 2010 SF Fleet Week and SF Giants World Series Championship Parade (Nov 3, 2010) [Middy peak hour: 20% in/ 5% out; PM peak hour: 5% in / 15% out]

[d] SF Guidelines: Appendix C - Table C-2 (Retail)

[e] AECOM - April 2011

[f] SF Guidelines: Work trips to SD1-All (All of SF assumed to be like SD1)

34th America's Cup - 2013

PROJECT TRIP GENERATION - WEEKEND PEAK RACE DAY
LAND SPECTATORS IN SAN FRANCISCO (NON-WORK TRIPS)

Daily Visitation:				292,000 spectators		PEAK HOUR		Weekday PM		Saturday Middy	
DAILY						% of total daily trips during peak hour [c]:		20%		25%	
Person-trip Generation Rate [a,b]				2.1 trips/spect.		Peak hour person-trip generation rate:		0.4 trips/spect.		0.5 trips/spect.	
Total Person-trips:				613,200 person-trips		Total person-trips during peak hour:		122,640 person-trips		153,300 person-trips	
Percent of Non-Work trips [b]:				95%		% of Non-Work trips during peak hour [d]:		96%		96%	
Number of daily Non-Work trips:				582,540 person-trips		No. of peak hour Non-Work person-trips:		117,734 person-trips		147,168 person-trips	
Origins	Distribution [e]	Mode	Percent [f]	Avg. Veh.	DAILY		Weekday PM		Saturday Middy		
				Occupancy [g]	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	
San Francisco	25.1%	Auto	12.9%	3.82	18,864	4,937	3,813	998	4,766	1,247	
		Transit	17.1%		25,006		5,054		6,317		
		Walk/Other	70.0%		102,363		20,688		25,860		
		TOTAL	100.0%		146,234	4,937	29,555	998	36,943	1,247	
East Bay	28.0%	Auto	65.6%	3.82	106,988	27,999	21,623	5,659	27,029	7,073	
		Transit	34.4%		56,203		11,359		14,199		
		Walk/Other			0		0		0		
		TOTAL	100.0%		163,191	27,999	32,982	5,659	41,227	7,073	
North Bay	11.6%	Auto	65.6%	3.82	44,469	11,638	8,988	2,352	11,234	2,940	
		Transit	34.4%		23,361		4,721		5,902		
		Walk/Other			0		0		0		
		TOTAL	100.0%		67,830	11,638	13,709	2,352	17,136	2,940	
South Bay	30.4%	Auto	65.6%	3.82	116,275	30,429	23,500	6,150	29,375	7,687	
		Transit	34.4%		61,081		12,345		15,431		
		Walk/Other			0		0		0		
		TOTAL	100.0%		177,356	30,429	35,844	6,150	44,806	7,687	
Out of Region	4.8%	Auto	65.6%	3.82	18,311	4,792	3,701	968	4,626	1,211	
		Transit	34.4%		9,619		1,944		2,430		
		Walk/Other			0		0		0		
		TOTAL	100.0%		27,930	4,792	5,645	968	7,056	1,211	
TOTAL	100.0%	Auto	52.3%	3.82	304,907	79,794	61,623	16,127	77,029	20,158	
		Transit	30.1%		175,269		35,423		44,279		
		Walk/Other	17.6%		102,363		20,688		25,860		
		TOTAL	100.0%		582,540	79,794	117,734	16,127	147,168	20,158	

[a] Two trips per spectator plus two trips per employee

[b] Assumes one employee for every 20 spectators based on America's Cup Management data

[c] Middy and PM peak hour percentages estimated from BART ridership profile data for 2010 SF Fleet Week and SF Giants World Series Championship Parade (Nov 3, 2010) [Middy peak hour: 20% in/ 5% out; PM peak hour: 5% in / 15% out]

[d] SF Guidelines: Appendix C - Table C-2 (Retail)

[e] AECOM - April 2011

[f] SF Guidelines: Visitor trips to SD1-All Other (All of SF assumed to be like SD1. Outside SF, all assumed to be similar to East Bay; in addition Walk/Other % has been proportionally allocated to Auto and Transit %)

[g] Fisherman's Wharf Visitor Survey - Fisherman's Wharf Community Benefit District, November 2006

34th America's Cup - 2013

PROJECT TRIP GENERATION - WEEKEND PEAK RACE DAY
LAND SPECTATORS OUTSIDE SAN FRANCISCO (WORK TRIPS)

Daily Visitation:		24,000 spectators		PEAK HOUR		Weekday PM		Saturday Middy	
DAILY				% of total daily trips during peak hour [c]:		20%		25%	
Person-trip Generation Rate [a,b]		2.1 trips/spect.		Peak hour person-trip generation rate:		0.4 trips/spect.		0.5 trips/spect.	
Total daily person-trips:		50,400 person-trips		Total person-trips during peak hour:		10,080 person-trips		12,600 person-trips	
Percent of Work trips [b]:		5%		% of Work trips during peak hour [d]:		4%		4%	
Number of daily Work trips:		2,520 person-trips		No. of peak hour Work person-trips:		403 person-trips		504 person-trips	
Origins	Distribution [e]	Mode	Percent [f]	Avg. Veh. Occupancy [f]	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips
San Francisco	12.1%	Auto	13.8%	1.32	42	32	7	5	8
		Transit	36.0%		110		18		22
		Walk/Other	50.2%		153		24		31
		TOTAL	100.0%		305	32	49	5	61
East Bay	44.2%	Auto	39.4%	3.33	439	132	70	21	88
		Transit	57.0%		634		102		127
		Walk/Other	3.6%		40		6		8
		TOTAL	100.0%		1,113	132	178	21	223
North Bay	29.2%	Auto	52.8%	1.70	388	228	62	37	78
		Transit	45.3%		333		53		67
		Walk/Other	1.9%		14		2		3
		TOTAL	100.0%		735	228	118	37	147
South Bay	11.7%	Auto	58.0%	1.23	171	139	27	22	34
		Transit	40.7%		120		19		24
		Walk/Other	1.3%		4		1		1
		TOTAL	100.0%		294	139	47	22	59
Out of Region	2.9%	Auto	47.8%	1.50	35	23	6	4	7
		Transit	50.0%		37		6		7
		Walk/Other	2.2%		2		0		0
		TOTAL	100.0%		74	23	12	4	15
TOTAL	100.0%	Auto	42.6%	1.94	1,074	554	172	89	215
		Transit	48.9%		1,233		197		247
		Walk/Other	8.4%		212		34		42
		TOTAL	100.0%		2,520	554	403	89	504

[a] Two trips per spectator plus two trips per employee

[b] Assumes one employee for every 20 spectators based on America's Cup Management data

[c] Middy and PM peak hour percentages estimated from BART ridership profile data for 2010 SF Fleet Week and SF Giants World Series Championship Parade (Nov 3, 2010) [Middy peak hour: 20% in/ 5% out; PM peak hour: 5% in / 15% out]

[d] SF Guidelines; Appendix C - Table C-2 (Retail)

[e] AECOM - April 2011

[f] SF Guidelines; Work trips to SD1-All (All of SF assumed to be like SD1)

34th America's Cup - 2013

PROJECT TRIP GENERATION - WEEKEND PEAK RACE DAY
LAND SPECTATORS OUTSIDE SAN FRANCISCO (NON-WORK TRIPS)

Daily Visitation:		24,000 spectators		PEAK HOUR		Weekday PM		Saturday Middy	
DAILY				% of total daily trips during peak hour [c]:		20%		25%	
Person-trip Generation Rate [a,b]		2.1 trips/spect.		Peak hour person-trip generation rate:		0.4 trips/spect.		0.5 trips/spect.	
Total Person-trips:		50,400 person-trips		Total person-trips during peak hour:		10,080 person-trips		12,600 person-trips	
Percent of Non-Work trips [b]:		95%		% of Non-Work trips during peak hour [d]:		96%		96%	
Number of daily Non-Work trips:		47,880 person-trips		No. of peak hour Non-Work person-trips:		9,677 person-trips		12,096 person-trips	
Origins	Distribution [e]	Mode	Percent [f]	Avg. Veh. Occupancy [g]	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips
San Francisco	12.1%	Auto	100.0%	3.82	5,786	1,514	1,169	306	1,462
		Transit			0		0		0
		Walk/Other			0		0		0
		TOTAL	100.0%		5,786	1,514	1,169	306	1,462
East Bay	44.2%	Auto	100.0%	3.82	21,147	5,534	4,274	1,118	5,342
		Transit			0		0		0
		Walk/Other			0		0		0
		TOTAL	100.0%		21,147	5,534	4,274	1,118	5,342
North Bay	29.2%	Auto	100.0%	3.82	13,965	3,655	2,822	739	3,528
		Transit			0		0		0
		Walk/Other			0		0		0
		TOTAL	100.0%		13,965	3,655	2,822	739	3,528
South Bay	11.7%	Auto	100.0%	3.82	5,586	1,462	1,129	295	1,411
		Transit			0		0		0
		Walk/Other			0		0		0
		TOTAL	100.0%		5,586	1,462	1,129	295	1,411
Out of Region	2.9%	Auto	100.0%	3.82	1,397	365	282	74	353
		Transit			0		0		0
		Walk/Other			0		0		0
		TOTAL	100.0%		1,397	365	282	74	353
TOTAL	100.0%	Auto	100.0%	3.82	47,880	12,530	9,677	2,532	12,096
		Transit	0.0%		0		0		0
		Walk/Other	0.0%		0		0		0
		TOTAL	100.0%		47,880	12,530	9,677	2,532	12,096

[a] Two trips per spectator plus two trips per employee

[b] Assumes one employee for every 20 spectators based on America's Cup Management data

[c] Middy and PM peak hour percentages estimated from BART ridership profile data for 2010 SF Fleet Week and SF Giants World Series Championship Parade (Nov 3, 2010) [Middy peak hour: 20% in/ 5% out; PM peak hour: 5% in / 15% out]

[d] SF Guidelines; Appendix C - Table C-2 (Retail)

[e] AECOM - April 2011

[f] All visitor trips are allocated to Auto

[g] Fisherman's Wharf Visitor Survey - Fisherman's Wharf Community Benefit District, November 2006

Cruise Terminal Project

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San Francisco JRH Cruise Terminal at Pier 27

Travel Demand Assumptions Comparison

HOME PORT SCENARIO	LOCATION				NOTES (asterisk indicates input data)
	Terminal 30 Seattle [a]	Pier 12 New York [b]	Piers 30/32 San Francisco [c]	Pier 27 San Francisco	
Cruise Ship Characteristics					
Total one-way passengers	3,780 [d]	3,080 [e]	3,000	3,000 *	Represents over 90% of vessel calls in SF
Crew members	1,380 [d]	1,200 [e]	N/A	1,277	Calculated from rate below
Number of passengers per crew member	2.74	2.57	N/A	2.35 *	Economic Impact Study, BAE [f]
Passenger Terminal					
Building size (gsf)	144,000	190,000	100,000	85,000 *	D. Oshima (SF Port): May 13, 2011
Terminal employees	274	290	N/A	220 *	M. Nerney (SF Port) & L. Looper (Metro): March 2, 2011
Employment density (gsf/employee)	526	655	N/A	386	Calculated
Passenger density (gsf/passenger)	38	62	33	28	Calculated
Terminal employees/1,000 passengers	72	94	N/A	73	Calculated
Daily Person-trips					
Total person-trips	16,659	14,365	9,000	12,300	Calculated from trip rate below
Total person-trips/passenger	4.4	4.7	3.0 [g]	4.1 *	Estimated: average from Seattle, NY and SF
Work/Non-Work Trips					
Work percentage (excludes crew)	5%	8%	12%	6% *	Average from Seattle and NY
Non-Work percentage (includes crew)	95%	92%	88%	94%	Calculated from above
Work person-trips (excludes crew)	870	1,122	1,080	790	Calculated
Non-Work person-trips (includes crew)	15,789	13,243	7,920	11,510	Calculated
Work person-trips/employee	3.2	3.9	N/A	3.0 *	SF Guidelines - Manufacturing/Industrial uses
Non-Work person-trips/passenger	4.2	4.3	2.6	3.8	Calculated
Modal Split					
Person-trips (includes work and non-work)					
Private Auto	21%	57%	32%	49% *	Estimated for visitors (50%); SF Guidelines for workers (38.9%)
Motor Coach/Bus Shuttle	54%	----- [h]	52%	19% *	Estimated for visitors (20%); SF Guidelines for workers (0%)
Public Transit	----- [j]	1%	14%	12% *	Estimated for visitors (9%); SF Guidelines for workers (51.7%)
Taxi/Limo	24%	40%	----- [k]	18% *	Estimated for visitors (19%); SF Guidelines for workers (0%)
Walk/Other	----- [j]	1%	2%	2% *	Estimated for visitors (2%); SF Guidelines for workers (9.4%)
<i>All Person-trips</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>	
Vehicle-trips (includes work and non-work)					
Private Auto	39%	58%	86%	65%	Calculated
Motor Coach/Bus Shuttle	14%	----- [h]	10%	5%	Calculated
Taxi/Limo	39%	34%	----- [k]	27%	Calculated
Trucks	7%	8%	4%	3%	Calculated
<i>All Vehicle-trips</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>	
Vehicle Occupancy (persons per vehicle)					
Private Auto (work)	1.00	N/A	1.20	1.54 *	SF Guidelines - Work trips to SD1
Private Auto (non-work)	2.56	3.50	2.25	2.81 *	Pier 35 Cruise Terminal survey [i] (Visitor trips to SD1 = 2.37)
All Private Autos (excludes taxis)	2.06	N/A	2.00	2.70	Calculated
Motor Coach/Bus Shuttle	14.3 [l]	----- [h]	30.0	14.4 *	Pier 35 Cruise Terminal survey (M Coach = 25; Shuttle = 5) [i]
Taxi/Limo (excludes driver)	2.29	4.00	----- [k]	2.43 *	Pier 35 Cruise Terminal survey [i]
<i>Average All Vehicles (incl. trucks)</i>	<i>3.81</i>	<i>3.50</i>	<i>4.76</i>	<i>3.19</i>	<i>Calculated</i>
Daily Vehicle-trips					
Private Auto vehicle-trips	1,704	2,382	1,380	2,152	Calculated (CHS ±2600, EDAW ±4000, Metro ±3200) [m]
Private Auto veh-trips/ 1,000 passengers	451	774	460	717	Calculated (Pier 35 Cruise Terminal survey = 628 [i])
Motor Coach/Bus Shuttle vehicle-trips	620	----- [h]	158	160	Calc. (Coaches only=CHS ±100, EDAW ±140, Metro ±100) [m]
M Coach Bus veh-trips/1,000 passengers	164	-----	53	53	Calculated (Pier 35 Cruise Terminal survey = 55 [i])
Taxi/Limo vehicle-trips	1,726	1,397	----- [k]	900	Calculated (CHS ±740, EDAW ±460, Metro ±720) [m]
Taxi/Limo veh-trips/1,000 passengers	457	454	----- [k]	300	Calculated (Pier 35 Cruise Terminal survey = 290 [i])
Truck vehicle-trips	322	320	65	95	Calculated (CHS ±50 after 8 am, EDAW ±120, Metro ±140) [m]
Truck veh-trips/1,000 passengers	85	104	22	32 *	Pier 35 Cruise Terminal survey [i]
Total vehicle-trips	4,372	4,100	1,603	3,307	Calculated
Total vehicle-trips/1,000 passengers	1,157	1,331	534	1,102	Calculated
Percent of veh. parked while on cruise	25%	N/A	N/A	10% *	Estimated; professional judgment (±50 autos per cruise)
Origins/Destinations					
Passengers					
Stay overnight at a hotel in SF				21% *	Economic Impact Study, BAE [f]
Drive to/from Port on cruise day				65% *	Economic Impact Study, BAE [f]
Fly to/from SF on cruise day				14% *	Economic Impact Study, BAE [f]
<i>All passengers</i>				<i>100%</i>	
Crew members					
Stay overnight at a hotel in SF				9% *	Economic Impact Study, BAE [f]
Travel to/from ship on cruise day				91% *	Economic Impact Study, BAE [f]
<i>All crew members</i>				<i>100%</i>	

San Francisco JRH Cruise Terminal at Pier 27
Travel Demand Assumptions Comparison

HOME PORT SCENARIO	LOCATION				NOTES (asterisk indicates input data)
	Terminal 30 Seattle [a]	Pier 12 New York [b]	Piers 30/32 San Francisco [c]	Pier 27 San Francisco	
AM Peak Hour [n]					
Percent of Daily Trips					
Work	7%	9%	5%	8% *	Average from Seattle and NY
Non-Work	13%	15%	5%	6%	Calculated (Pier 35 Cruise Terminal survey [i] = 7%)
All Trips	12%	9%	5%	6%	Calculated
Percent of Daily Vehicle-trips					
Private Auto	10%	9%	5%	4% *	Seattle and NY (work) and Pier 35 survey [i] (non-work)
Motor Coach/Bus Shuttle	15%	----- [h]	5%	14% *	Pier 35 Cruise Terminal survey [i]
Taxi/Limo	13%	9%	----- [k]	9% *	Pier 35 Cruise Terminal survey [i]
Trucks	11%	15%	----- [o]	15% *	Pier 35 Cruise Terminal survey [i]
All Vehicle-trips	12%	9%	5%	6%	Calculated
Vehicle-trips					
Private Auto	171	203	68	83	Calculated (CHS ±80, EDAW 290 to 440) [m]
Motor Coach/Bus Shuttle	95	----- [h]	7	22	Calculated (CHS ±20, EDAW 20 to 30) [m]
Taxi/Limo	231	119	----- [k]	81	Calculated (CHS ±75, EDAW 60 to 90) [m]
Trucks	35	49	----- [o]	14	Calculated (CHS ±17, EDAW 16 to 24) [m]
All Vehicle-trips	532	370	75	200	Calculated
Inbound/Outbound Vehicle-trips	<i>in / out</i>	<i>in / out</i>	<i>in / out</i>	<i>in / out</i>	
Private Auto	44% / 56%	48% / 52%	----- [p]	49% / 51% *	Pier 35 Cruise Terminal survey [i]
Motor Coach/Bus Shuttle	79% / 21%	----- [h]	----- [p]	60% / 40% *	Pier 35 Cruise Terminal survey [i]
Taxi/Limo	43% / 57%	48% / 52%	----- [p]	54% / 46% *	Pier 35 Cruise Terminal survey [i]
Trucks	51% / 49%	70% / 30%	----- [p]	48% / 52% *	Pier 35 Cruise Terminal survey [i]
All Vehicle-trips	50% / 50%	51% / 49%	65% / 35%	52% / 48%	Calculated
Midday Peak Hour [q]					
Percent of Daily Trips					
Work	6%	11%	7%	9% *	Average from Seattle and NY
Non-Work	16%	20%	7%	18%	Calculated (Pier 35 Cruise Terminal survey [i] = 17%)
All Trips	14%	17%	7%	17%	Calculated
Percent of Daily Vehicle-trips					
Private Auto	13%	11%	7%	16% *	Seattle and NY (work) and Pier 35 survey [i] (non-work)
Motor Coach/Bus Shuttle	13%	----- [h]	7%	17% *	Pier 35 Cruise Terminal survey [i]
Taxi/Limo	16%	11%	----- [k]	19% *	Pier 35 Cruise Terminal survey [i]
Trucks	12%	20%	----- [o]	12% *	Pier 35 Cruise Terminal survey [i]
All Vehicle-trips	14%	17%	7%	17%	Calculated
Vehicle-trips					
Private Auto	226	253	101	354	Calculated (CHS ±430, EDAW 330 to 500) [m]
Motor Coach/Bus Shuttle	80	----- [h]	11	27	Calculated (CHS ±16, EDAW 18 to 24) [m]
Taxi/Limo	278	148	----- [k]	171	Calculated (CHS ±150, EDAW 20 to 30) [m]
Trucks	40	62	----- [o]	11	Calculated (CHS ±10, EDAW 4 to 6) [m]
All Vehicle-trips	624	464	112	563	
Inbound/Outbound Vehicle-trips	<i>in / out</i>	<i>in / out</i>	<i>in / out</i>	<i>in / out</i>	
Private Auto	45% / 55%	60% / 40%	----- [p]	52% / 48% *	Pier 35 Cruise Terminal survey [i]
Motor Coach/Bus Shuttle	43% / 58%	----- [h]	----- [p]	45% / 55% *	Pier 35 Cruise Terminal survey [i]
Taxi/Limo	50% / 50%	60% / 40%	----- [p]	53% / 47% *	Pier 35 Cruise Terminal survey [i]
Trucks	50% / 50%	30% / 70%	----- [p]	32% / 68% *	Pier 35 Cruise Terminal survey [i]
All Vehicle-trips	47% / 53%	56% / 44%	51% / 49%	52% / 48%	Calculated

San Francisco JRH Cruise Terminal at Pier 27

Travel Demand Assumptions Comparison

HOME PORT SCENARIO	LOCATION				NOTES (asterisk indicates input data)
	Terminal 30 Seattle [a]	Pier 12 New York [b]	Piers 30/32 San Francisco [c]	Pier 27 San Francisco	
PM Peak Hour [r]					
Percent of Daily Trips					
Work	1.3%	1.8%	5.3%	1.5% *	Average from Seattle and NY
Non-Work	1.5%	1.7%	5.3%	1.6%	Calculated
All Trips	1.5%	1.8%	5.3%	1.6%	Calculated
Percent of Daily Vehicle-trips					
Private Auto	1.5%	1.8%	4.6%	1.7% *	Average from Seattle and NY
Motor Coach/Bus Shuttle	1.5%	----- [h]	5.3%	1.5% *	Average from Seattle and NY
Taxi/Limo	1.5%	1.8%	----- [k]	1.6% *	Average from Seattle and NY
Trucks	0.9%	1.7%	----- [o]	1.3% *	Average from Seattle and NY
All Vehicle-trips	1.5%	1.8%	4.5%	1.6%	Calculated
Vehicle-trips					
Private Auto	26	43	64	36	Calculated (CHS and EDAW, no analysis after 3 pm) [m]
Motor Coach/Bus Shuttle	9	----- [h]	8	2	Calculated (CHS and EDAW, no analysis after 3 pm) [m]
Taxi/Limo	26	25	----- [k]	15	Calculated (CHS and EDAW, no analysis after 3 pm) [m]
Trucks	3	5	----- [o]	1	Calculated (CHS and EDAW, no analysis after 3 pm) [m]
All Vehicle-trips	64	73	72	54	
Inbound/Outbound Vehicle-trips	<i>in / out</i>	<i>in / out</i>	<i>in / out</i>	<i>in / out</i>	
Private Auto	69% / 31%	12% / 88%	----- [p]	12% / 88% *	Estimated; based on NY
Motor Coach/Bus Shuttle	56% / 44%	----- [h]	----- [p]	0% / 100% *	Estimated; professional judgment
Taxi/Limo	50% / 50%	10% / 90%	----- [p]	10% / 90% *	Estimated; based on NY
Trucks	100% / 0%	30% / 70%	----- [p]	0% / 100% *	Estimated; professional judgment
All Vehicle-trips	61% / 39%	11% / 89%	41% / 59%	11% / 89%	Calculated

[a] Transportation Technical Report for Draft FEIS - Cruise Terminal at Terminal 91, Heffron Transportation, Inc.; September 14, 2006.

[b] Environmental Assessment Statement - Brooklyn Piers 7-12, Philip Habib & Associates; September 6, 2006.

[c] San Francisco Cruise Terminal Mixed-Use Project - Transportation Impact Report; The Duffey Company, November 15, 2001.

[d] Two vessels: *Zaandam* and *Vision of the Seas*; surveyed on June 2, 2006.

[e] One vessel: *Crown Princess*; surveyed on June 23, 2006.

[f] Port of San Francisco Economic Impact Study, Bay Area Economics, July 18, 2008.

[g] San Francisco and Los Angeles Cruise Terminal Trip Generation Study, Korve Engineering, May 26, 2000.

[h] Motor Coach/Bus Shuttle travel is not reported separately; might be included as part of the private auto travel.

[i] Pier 35 Cruise Terminal survey; CHS Consulting Group May-June 2010 (1950-passenger cruise ship).

[j] Cruise terminal located in an industrial port area with minimal public transportation and walk access.

[k] Taxis and limousines are not reported as a separate mode of travel.

[l] Includes hotel shuttles, shuttle express and motor coach service to/from the airport.

[m] CHS = Pier 27 Traffic Simulation Study - Final Report, CHS Consulting Group, October 15, 2010 (4,000-passenger cruise ship);

EDAW = Pier 27 Cruise Terminal Conceptual Site Planning Study - Summary Report, BAE and EDAW/AECOM, February 2, 2008 (4,400-passenger cruise ship);

Metro = San Francisco Cruise Terminal and Northeast Wharf Plaza - Facility Program Statement Rev.2; KMD/PLA/BA, April 29, 2010 (Metro Cruise Services, 4,000- to 4,400-passenger cruise ship).

[n] Highest hour between 7 and 9 am.

[o] Peak hour truck traffic not estimated.

[p] Not estimated separately.

[q] Highest hour between 11 am and 1 pm.

[r] Highest hour between 4 and 6 pm.

Typical sequence for SF Home-Port cruise ship operations:

- 6:00 AM Start of operations.**
Terminal operations and security staff arrive at the terminal.
- 6:30 AM Set up and preparation.**
Cruise line shore personnel, longshoremen, Federal agents and other dock personnel arrive.
Most provisioning trucks arrive at the terminal and are stationed at the pier.
- 7 to 8 AM Vessel docks at the pier. [a]**
The vessel is met by the agent, longshoremen, Federal agencies, line handlers, Port personnel and cruise line representatives
The gangway is moved and connected to the ship's passenger door(s).
The vessel is inspected by Federal agencies.
- Ship is cleared by U.S. Customs (CBP); begin baggage unloading.**
Baggage is removed and transported to the customs area by the longshoremen
Longshoremen proceed to remove from the vessel any items requested and begin provisioning
Additional provisioning trucks arrive at the pier.
- 8:30 AM Passenger disembarkation begins.**
Passengers arrive at the baggage claim area where they collect their baggage in the designated baggage lay-down zone
Passengers clear Immigration, and then proceed to the Customs area (Red & Green Channel) where passengers retrieve their baggage, either with or without engaging the services of a longshoreman/porter.
A minimum of 90% of passengers will be cleared during disembarkation (when passenger enters the terminal concourse until exits the terminal into the ground transportation area) in 30 minutes or less. [Source: Facility Program Statement, April 29, 2010]
- 30 to 9 AM Passengers begin departing the terminal.**
After passengers clear Customs, they exit the building where they board their designated bus, taxi, or privately operated vehicle or onto the public way for travelers on foot and depart the site.
Passengers using prearranged bus transportation to the airport or hotels either drop off their luggage with a representative, or carry their luggage to the bus. In some cases, the cruise lines can arrange for separate truck transportation of the luggage to their destination
Some embarking passengers begin to arrive at the terminal.
- 9 to 11 AM Some embarking passengers begin to arrive at the terminal.**
- 11:00 AM Passenger disembarkation is virtually completed.**
Last disembarking passengers depart the terminal before noon
- 1 AM to 2 PM Majority of embarking passengers arrive at the terminal.**
Passengers drop off their luggage at curbside, where they are met by porters, and initiate check-in procedures.
Passengers arriving via privately owned vehicles or taxi are dropped off curbside where they are met by porters, and initiate check-in procedures. Their baggage is collected and moved to the proper adjacent baggage screening area; passengers arriving on foot drop baggage at the curb-side collection area near the terminal entrance.
All baggage is screened via baggage scanner and then stacked into baggage cages for movement to the cruise vessel service shell door across the apron via forklift. They are sorted accordingly based upon each cruise vessel's home-port operating plan.
- Noon Passenger boarding begins.**
Cruise line commences boarding of the vessel.
Passengers travel through the entrance vestibule/lobby and arrive to the security screening area
Passengers are processed through security, including hand carried baggage screening and passenger portal screening prior to entering the check-in area.
Passengers are then processed for boarding at the check-in area and may wait at an adjacent waiting area
Passengers board the ship.
- 30 to 3 PM Last vehicles arrive at the terminal.**
Last provisioning trucks arrive at the pier.
Last vehicles arrive at the terminal with passengers.
- 3:30 PM Passenger embarkation is completed.**
- 4:00 PM Vessel departs for the cruise. [b]**
- 5 to 6 PM End of operations.**
Last provisioning trucks depart the pier.
Cruise line shore personnel, longshoremen and all other dock personnel leave.
Terminal operations staff secure the facility.

[a] 68% of all vessels in 2003-2011 docked in SF between 6 and 8 AM.

[b] 63% of all vessels in 2003-2011 departed SF between 3 and 6 PM; about half of them departed before 4 PM.

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION - WEEKDAY AM PEAK HOUR

SUMMARY OF TRIPS

Proposed Project: Cruise Terminal = 3,000 - passenger home-port cruise ship
 Retail Use = 5,000 gsf
 Restaurant/Café Use = 0 gsf
 Special Event = 600 - guest evening event

Person-trips by Mode	Weekday Daily Trips						AM Peak Hour Trips					Percent of Daily during AM Peak Hour				
	Cruise	Retail	Rest./Café	Event	Total		Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total
Auto	6,062	37	0	503	6,603	48%	254	7	0	0	261	4.2%	18.8%	0.0%	0.0%	3.9%
M.Coach/Shuttle Bus	2,302				2,302	17%	322				322	14.0%	0.0%	0.0%	0.0%	14.0%
Transit	1,444	27	0	433	1,904	14%	104	9	0	0	113	7.2%	34.9%	0.0%	0.0%	5.9%
Taxi (Cruise only)	2,187				2,187	16%	197				197	9.0%	0.0%	0.0%	0.0%	9.0%
Walk/Other	305	38	0	444	786	6%	22	2	0	0	23	7.2%	4.5%	0.0%	0.0%	3.0%
Total	12,300	102	0	1,380	13,782	100%	898	18	0	0	916	7.3%	17.7%	0.0%	0.0%	6.6%
	89%	1%	0%	10%	100%		98%	2%	0%	0%	100%					
Vehicle Trips	3,307	18	0	239	3,564		200	5	0	0	205	6.1%	25.2%	0.0%	0.0%	5.8%
	93%	1%	0%	7%	100%		98%	2%	0%	0%	100%					
Avg. veh. occupancy	3.19	2.06	0.00	2.11	3.11		3.85	1.54	0.00	0.00	3.80					

Weekday Distribution	Total Daily Person-trips	AM Peak Hour Person-Trips					AM Peak Hour Transit-Trips					AM Peak Hour Vehicle-Trips				
		Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total
Superdistrict 1	2,927	192	2	0	0	194	19	1	0	0	20	42	0	0	0	42
Superdistrict 2	1,929	126	3	0	0	129	16	2	0	0	18	28	1	0	0	29
Superdistrict 3	1,833	119	3	0	0	122	15	2	0	0	17	27	1	0	0	28
Superdistrict 4	1,009	65	2	0	0	67	9	1	0	0	10	15	1	0	0	15
East Bay	1,644	106	4	0	0	110	16	2	0	0	18	22	0	0	0	22
North Bay	701	46	1	0	0	47	5	1	0	0	6	10	0	0	0	11
South Bay	1,047	67	3	0	0	70	9	1	0	0	10	17	1	0	0	18
Out of Region	2,692	177	0	0	0	177	16	0	0	0	16	39	0	0	0	39
Total	13,782	898	18	0	0	916	104	9	0	0	113	200	5	0	0	205

Assumptions for AM Peak	Cruise (combined)	Retail		Restaurant/Café		Event	
		Work	Non-work	Work	Non-work	Work	Non-work
Inbound	52%	100%	50%	90%	50%		
Outbound	48%	0%	50%	10%	50%		

AM Peak Hour	Inbound					Outbound					Total				
	Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total
Total Person Trips	469	18	0	0	487	430	0	0	0	430	898	18	0	0	916
	52%	100%	0%	0%	53%	48%	0%	0%	0%	47%					
Transit Trips	54	9	0	0	63	50	0	0	0	50	104	9	0	0	113
	52%	100%	0%	0%	56%	48%	0%	0%	0%	44%					
Vehicle Trips	105	5	0	0	109	96	0	0	0	96	200	5	0	0	205
	52%	100%	0%	0%	53%	48%	0%	0%	0%	47%					

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION - WEEKDAY AM PEAK HOUR

SUMMARY OF TRIPS

AM Peak Hour Auto Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	27	0	0	0	27	25	0	0	0	25	52	0	0	0	52
Superdistrict 2	18	1	0	0	19	17	0	0	0	17	35	1	0	0	36
Superdistrict 3	18	1	0	0	19	16	0	0	0	16	34	1	0	0	35
Superdistrict 4	10	1	0	0	11	9	0	0	0	9	19	1	0	0	20
East Bay	16	2	0	0	18	15	0	0	0	15	31	2	0	0	32
North Bay	7	1	0	0	8	6	0	0	0	6	13	1	0	0	14
South Bay	11	2	0	0	13	10	0	0	0	10	21	2	0	0	23
Out of Region	25	0	0	0	26	23	0	0	0	23	49	0	0	0	49
Total	132	7	0	0	139	121	0	0	0	121	254	7	0	0	261

AM Peak Hour Transit Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	10	1	0	0	11	9	0	0	0	9	19	1	0	0	20
Superdistrict 2	8	2	0	0	10	8	0	0	0	8	16	2	0	0	18
Superdistrict 3	8	2	0	0	9	7	0	0	0	7	15	2	0	0	17
Superdistrict 4	5	1	0	0	6	4	0	0	0	4	9	1	0	0	10
East Bay	8	2	0	0	10	7	0	0	0	7	16	2	0	0	18
North Bay	3	1	0	0	3	3	0	0	0	3	5	1	0	0	6
South Bay	4	1	0	0	6	4	0	0	0	4	9	1	0	0	10
Out of Region	8	0	0	0	8	8	0	0	0	8	16	0	0	0	16
Total	54	9	0	0	63	50	0	0	0	50	104	9	0	0	113

M.Coach/Shuttle/Taxi/ Walk/Other Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	63	1	0	0	65	58	0	0	0	58	122	1	0	0	123
Superdistrict 2	39	0	0	0	39	36	0	0	0	36	75	0	0	0	75
Superdistrict 3	37	0	0	0	37	34	0	0	0	34	70	0	0	0	70
Superdistrict 4	20	0	0	0	20	18	0	0	0	18	38	0	0	0	38
East Bay	31	0	0	0	31	28	0	0	0	28	59	0	0	0	60
North Bay	14	0	0	0	14	13	0	0	0	13	27	0	0	0	27
South Bay	20	0	0	0	20	18	0	0	0	18	38	0	0	0	38
Out of Region	59	0	0	0	59	54	0	0	0	54	112	0	0	0	112
Total	282	2	0	0	284	259	0	0	0	259	541	2	0	0	543

AM Peak Hour Total Person Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	100	2	0	0	103	92	0	0	0	92	192	2	0	0	194
Superdistrict 2	66	3	0	0	68	60	0	0	0	60	126	3	0	0	129
Superdistrict 3	62	3	0	0	65	57	0	0	0	57	119	3	0	0	122
Superdistrict 4	34	2	0	0	36	31	0	0	0	31	65	2	0	0	67
East Bay	55	4	0	0	59	51	0	0	0	51	106	4	0	0	110
North Bay	24	1	0	0	25	22	0	0	0	22	46	1	0	0	47
South Bay	35	3	0	0	38	32	0	0	0	32	67	3	0	0	70
Out of Region	92	0	0	0	93	85	0	0	0	85	177	0	0	0	177
Total	469	18	0	0	487	430	0	0	0	430	898	18	0	0	916

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION - WEEKDAY AM PEAK HOUR

SUMMARY OF TRIPS

AM Peak Hour Vehicle-Trips	Inbound					Outbound					Total				
	Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total
Superdistrict 1	22	0	0	0	22	20	0	0	0	20	42	0	0	0	42
Superdistrict 2	15	1	0	0	15	13	0	0	0	13	28	1	0	0	29
Superdistrict 3	14	1	0	0	15	13	0	0	0	13	27	1	0	0	28
Superdistrict 4	8	1	0	0	8	7	0	0	0	7	15	1	0	0	15
East Bay	11	0	0	0	12	11	0	0	0	11	22	0	0	0	22
North Bay	5	0	0	0	6	5	0	0	0	5	10	0	0	0	11
South Bay	9	1	0	0	10	8	0	0	0	8	17	1	0	0	18
Out of Region	21	0	0	0	21	19	0	0	0	19	39	0	0	0	39
Total	105	5	0	0	109	96	0	0	0	96	200	5	0	0	205

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION - WEEKDAY PM PEAK HOUR

SUMMARY OF TRIPS

Proposed Project: Cruise Terminal = 3,000 - passenger home-port cruise ship
 Retail Use = 5,000 gsf
 Restaurant/Café Use = 0 gsf
 Special Event = 600 - guest evening event

Person-trips by Mode	Weekday Daily Trips						PM Peak Hour Trips					Percent of Daily during PM Peak Hour				
	Cruise	Retail	Rest./Café	Event	Total		Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total
Auto	6,062	37	0	503	6,603	48%	100	3	0	66	170	1.7%	9.0%	0.0%	13.2%	2.6%
M.Coach/Shuttle Bus	2,302				2,302	17%	33				33	1.5%	0.0%	0.0%	0.0%	1.5%
Transit	1,444	27	0	433	1,904	14%	23	2	0	52	77	1.6%	9.0%	0.0%	11.9%	4.0%
Taxi (Cruise only)	2,187				2,187	16%	36				36	1.6%	0.0%	0.0%	0.0%	1.6%
Walk/Other	305	38	0	444	786	6%	5	3	0	66	74	1.6%	9.0%	0.0%	14.9%	9.4%
Total	12,300	102	0	1,380	13,782	100%	197	9	0	184	390	1.6%	9.0%	0.0%	13.3%	2.8%
	89%	1%	0%	10%	100%		51%	2%	0%	47%	100%					
Vehicle Trips	3,307	18	0	239	3,564		54	2	0	29	85	1.6%	9.0%	0.0%	12.3%	2.4%
	93%	1%	0%	7%	100%		64%	2%	0%	35%	100%					
Avg. veh. occupancy	3.19	2.06	0.00	2.11	3.11		3.13	2.06	0.00	2.25	2.81					

Weekday Distribution	Total Daily Person-trips	PM Peak Hour Person-Trips					PM Peak Hour Transit-Trips					PM Peak Hour Vehicle-Trips				
		Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total
Superdistrict 1	2,927	42	2	0	39	83	4	0	0	7	12	11	0	0	2	14
Superdistrict 2	1,929	28	1	0	26	54	3	0	0	10	14	8	0	0	4	12
Superdistrict 3	1,833	26	1	0	25	52	3	0	0	10	13	7	0	0	4	12
Superdistrict 4	1,009	14	0	0	14	28	2	0	0	5	7	4	0	0	3	7
East Bay	1,644	23	1	0	22	46	3	1	0	7	11	6	0	0	4	10
North Bay	701	10	0	0	9	20	1	0	0	1	3	3	0	0	3	6
South Bay	1,047	15	1	0	14	30	2	0	0	4	6	4	0	0	4	9
Out of Region	2,692	39	3	0	36	77	4	0	0	9	12	11	0	0	4	15
Total	13,782	197	9	0	184	390	23	2	0	52	77	54	2	0	29	85

Assumptions for PM Peak	Cruise (combined)	Retail		Restaurant/Café		Event	
		Work	Non-work	Work	Non-work	Work	Non-work
Inbound	11%	0%	50%	0%	50%	100%	100%
Outbound	89%	100%	50%	100%	50%	0%	0%

PM Peak Hour	Inbound					Outbound					Total				
	Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total
Total Person Trips	21	3	0	184	208	176	6	0	0	182	197	9	0	184	390
	11%	35%	0%	100%	53%	89%	65%	0%	0%	47%					
Transit Trips	2	1	0	52	54	20	2	0	0	22	23	2	0	52	77
	11%	21%	0%	100%	71%	89%	79%	0%	0%	29%					
Vehicle Trips	6	0	0	29	36	48	1	0	0	50	54	2	0	29	85
	11%	29%	0%	100%	42%	89%	71%	0%	0%	58%					

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION - WEEKDAY PM PEAK HOUR

SUMMARY OF TRIPS

PM Peak Hour Auto Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	2	0	0	5	7	19	0	0	0	19	21	0	0	5	27
Superdistrict 2	1	0	0	8	10	12	0	0	0	13	14	0	0	8	22
Superdistrict 3	1	0	0	10	11	12	0	0	0	12	13	0	0	10	23
Superdistrict 4	1	0	0	6	7	6	0	0	0	7	7	0	0	6	13
East Bay	1	0	0	10	12	10	0	0	0	11	12	1	0	10	22
North Bay	1	0	0	6	7	5	0	0	0	5	5	0	0	6	12
South Bay	1	0	0	8	9	7	0	0	0	7	8	1	0	8	17
Out of Region	2	0	0	13	15	18	0	0	0	18	20	1	0	13	34
Total	11	1	0	66	78	89	2	0	0	92	100	3	0	66	170

PM Peak Hour Transit Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	0	0	0	7	8	4	0	0	0	4	4	0	0	7	12
Superdistrict 2	0	0	0	10	10	3	0	0	0	3	3	0	0	10	14
Superdistrict 3	0	0	0	10	10	3	0	0	0	3	3	0	0	10	13
Superdistrict 4	0	0	0	5	5	2	0	0	0	2	2	0	0	5	7
East Bay	0	0	0	7	7	3	0	0	0	3	3	1	0	7	11
North Bay	0	0	0	1	1	1	0	0	0	1	1	0	0	1	3
South Bay	0	0	0	4	4	2	0	0	0	2	2	0	0	4	6
Out of Region	0	0	0	9	9	3	0	0	0	3	4	0	0	9	12
Total	2	1	0	52	54	20	2	0	0	22	23	2	0	52	77

M.Coach/Shuttle/Taxi/ Walk/Other Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	2	0	0	27	29	15	1	0	0	16	17	1	0	27	45
Superdistrict 2	1	0	0	8	9	9	0	0	0	9	10	0	0	8	18
Superdistrict 3	1	0	0	5	7	9	0	0	0	9	10	0	0	5	15
Superdistrict 4	1	0	0	3	4	5	0	0	0	5	5	0	0	3	8
East Bay	1	0	0	5	6	7	0	0	0	7	8	0	0	5	14
North Bay	0	0	0	2	2	3	0	0	0	3	4	0	0	2	5
South Bay	1	0	0	2	2	5	0	0	0	5	5	0	0	2	7
Out of Region	2	1	0	14	16	14	1	0	0	14	15	1	0	14	31
Total	8	2	0	66	76	66	2	0	0	68	74	3	0	66	144

PM Peak Hour Total Person Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	5	1	0	39	44	38	1	0	0	39	42	2	0	39	83
Superdistrict 2	3	0	0	26	29	25	1	0	0	25	28	1	0	26	54
Superdistrict 3	3	0	0	25	28	23	1	0	0	24	26	1	0	25	52
Superdistrict 4	2	0	0	14	15	13	0	0	0	13	14	0	0	14	28
East Bay	2	0	0	22	25	21	1	0	0	22	23	1	0	22	46
North Bay	1	0	0	9	11	9	0	0	0	9	10	0	0	9	20
South Bay	2	0	0	14	16	13	1	0	0	14	15	1	0	14	30
Out of Region	4	1	0	36	41	35	1	0	0	36	39	3	0	36	77
Total	21	3	0	184	208	176	6	0	0	182	197	9	0	184	390

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION - WEEKDAY PM PEAK HOUR

SUMMARY OF TRIPS

PM Peak Hour Vehicle-Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	1	0	0	2	4	10	0	0	0	10	11	0	0	2	14
Superdistrict 2	1	0	0	4	5	7	0	0	0	7	8	0	0	4	12
Superdistrict 3	1	0	0	4	5	6	0	0	0	7	7	0	0	4	12
Superdistrict 4	0	0	0	3	4	4	0	0	0	4	4	0	0	3	7
East Bay	1	0	0	4	5	5	0	0	0	5	6	0	0	4	10
North Bay	0	0	0	3	4	2	0	0	0	3	3	0	0	3	6
South Bay	0	0	0	4	4	4	0	0	0	4	4	0	0	4	9
Out of Region	1	0	0	4	5	10	0	0	0	10	11	0	0	4	15
Total	6	0	0	29	36	48	1	0	0	50	54	2	0	29	85

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION - SATURDAY MIDDAY PEAK HOUR

SUMMARY OF TRIPS

Proposed Project: Cruise Terminal = 3,000 - passenger home-port cruise ship
 Retail Use = 5,000 gsf
 Restaurant/Café Use = 0 gsf
 Special Event = 600 - guest evening event

Person-trips by Mode	Saturday Daily Trips						Midday Peak Hour Trips					Percent of Daily during Midday Peak Hour				
	Cruise	Retail	Rest./Café	Event	Total		Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total
Auto	6,062	44	0	503	6,609	48%	1,005	4	0	0	1,009	16.6%	10.1%	0.0%	0.0%	15.3%
M.Coach/Shuttle Bus	2,302				2,302	17%	391				391	17.0%	0.0%	0.0%	0.0%	17.0%
Transit	1,444	31	0	433	1,908	14%	211	3	0	0	214	14.6%	10.1%	0.0%	0.0%	11.2%
Taxi (Cruise only)	2,187				2,187	16%	416				416	19.0%	0.0%	0.0%	0.0%	19.0%
Walk/Other	305	44	0	444	792	6%	45	4	0	0	50	14.9%	10.1%	0.0%	0.0%	6.3%
Total	12,300	119	0	1,380	13,799	100%	2,068	12	0	0	2,080	16.8%	10.1%	0.0%	0.0%	15.1%
	89%	1%	0%	10%	100%		99%	1%	0%	0%	100%					
Vehicle Trips	3,307	21	0	239	3,567		563	2	0	0	565	17.0%	10.1%	0.0%	0.0%	15.9%
	93%	1%	0%	7%	100%		100%	0%	0%	0%	100%					
Avg. veh. occupancy	3.19	2.06	0.00	2.11	3.11		3.22	2.06	0.00	0.00	3.21					

Saturday Distribution	Total Daily Person-trips	Midday Peak Hour Person-Trips					Midday Peak Hour Transit-Trips					Midday Peak Hour Vehicle-Trips				
		Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total
Superdistrict 1	2,930	449	2	0	0	451	42	0	0	0	42	121	0	0	0	121
Superdistrict 2	1,930	290	1	0	0	291	31	1	0	0	32	79	0	0	0	79
Superdistrict 3	1,835	272	1	0	0	273	29	0	0	0	30	75	0	0	0	75
Superdistrict 4	1,010	148	1	0	0	148	16	0	0	0	17	40	0	0	0	40
East Bay	1,646	235	2	0	0	237	28	1	0	0	29	62	0	0	0	62
North Bay	702	104	1	0	0	105	11	0	0	0	11	29	0	0	0	29
South Bay	1,049	150	1	0	0	151	16	0	0	0	17	43	0	0	0	43
Out of Region	2,697	421	3	0	0	425	38	0	0	0	38	115	0	0	0	116
Total	13,799	2,068	12	0	0	2,080	211	3	0	0	214	563	2	0	0	565

Assumptions for Midday Peak	Cruise (combined)	Retail		Restaurant/Café		Event	
		Work	Non-work	Work	Non-work	Work	Non-work
Inbound	52%	50%	50%	50%	50%		
Outbound	48%	50%	50%	50%	50%		

Midday Peak Hour	Inbound					Outbound					Total				
	Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total	Cruise	Retail	Rest./Café	Event	Total
Total Person Trips	1,066	6	0	0	1,072	1,002	6	0	0	1,008	2,068	12	0	0	2,080
	52%	50%	0%	0%	52%	48%	50%	0%	0%	48%					
Transit Trips	109	2	0	0	110	102	2	0	0	104	211	3	0	0	214
	52%	50%	0%	0%	52%	48%	50%	0%	0%	48%					
Vehicle Trips	290	1	0	0	292	273	1	0	0	274	563	2	0	0	565
	52%	50%	0%	0%	52%	48%	50%	0%	0%	48%					

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION - SATURDAY MIDDAY PEAK HOUR

SUMMARY OF TRIPS

Midday Peak Hour Auto Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	112	0	0	0	112	105	0	0	0	105	216	0	0	0	217
Superdistrict 2	72	0	0	0	72	68	0	0	0	68	140	0	0	0	140
Superdistrict 3	68	0	0	0	68	64	0	0	0	64	132	0	0	0	132
Superdistrict 4	37	0	0	0	37	35	0	0	0	35	72	0	0	0	72
East Bay	59	0	0	0	59	55	0	0	0	55	114	1	0	0	114
North Bay	26	0	0	0	26	25	0	0	0	25	51	0	0	0	51
South Bay	38	0	0	0	39	36	0	0	0	36	74	1	0	0	75
Out of Region	106	1	0	0	107	100	1	0	0	100	206	1	0	0	207
Total	518	2	0	0	520	487	2	0	0	489	1,005	4	0	0	1,009

Midday Peak Hour Transit Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	22	0	0	0	22	20	0	0	0	20	42	0	0	0	42
Superdistrict 2	16	0	0	0	16	15	0	0	0	15	31	1	0	0	32
Superdistrict 3	15	0	0	0	15	14	0	0	0	14	29	0	0	0	30
Superdistrict 4	8	0	0	0	9	8	0	0	0	8	16	0	0	0	17
East Bay	14	0	0	0	15	14	0	0	0	14	28	1	0	0	29
North Bay	5	0	0	0	6	5	0	0	0	5	11	0	0	0	11
South Bay	8	0	0	0	9	8	0	0	0	8	16	0	0	0	17
Out of Region	19	0	0	0	20	18	0	0	0	18	38	0	0	0	38
Total	109	2	0	0	110	102	2	0	0	104	211	3	0	0	214

M.Coach/Shuttle/Taxi/ Walk/Other Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	98	1	0	0	99	92	1	0	0	93	190	1	0	0	192
Superdistrict 2	61	0	0	0	61	57	0	0	0	58	119	0	0	0	119
Superdistrict 3	57	0	0	0	57	54	0	0	0	54	111	0	0	0	111
Superdistrict 4	31	0	0	0	31	29	0	0	0	29	60	0	0	0	60
East Bay	48	0	0	0	48	45	0	0	0	46	94	0	0	0	94
North Bay	22	0	0	0	22	21	0	0	0	21	42	0	0	0	43
South Bay	31	0	0	0	31	29	0	0	0	29	59	0	0	0	59
Out of Region	92	1	0	0	93	86	1	0	0	87	178	2	0	0	179
Total	439	2	0	0	442	413	2	0	0	415	852	4	0	0	857

Midday Peak Hour Total Person Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	231	1	0	0	232	217	1	0	0	218	449	2	0	0	451
Superdistrict 2	149	1	0	0	150	140	1	0	0	141	290	1	0	0	291
Superdistrict 3	140	1	0	0	141	132	1	0	0	132	272	1	0	0	273
Superdistrict 4	76	0	0	0	76	71	0	0	0	72	148	1	0	0	148
East Bay	121	1	0	0	122	114	1	0	0	115	235	2	0	0	237
North Bay	54	0	0	0	54	50	0	0	0	51	104	1	0	0	105
South Bay	77	1	0	0	78	72	1	0	0	73	150	1	0	0	151
Out of Region	217	2	0	0	219	204	2	0	0	206	421	3	0	0	425
Total	1,066	6	0	0	1,072	1,002	6	0	0	1,008	2,068	12	0	0	2,080

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION - SATURDAY MIDDAY PEAK HOUR

SUMMARY OF TRIPS

Midday Peak Hour Vehicle-Trips	Cruise	Retail	Inbound Rest./Café	Event	Total	Cruise	Retail	Outbound Rest./Café	Event	Total	Cruise	Retail	Total Rest./Café	Event	Total
Superdistrict 1	62	0	0	0	63	59	0	0	0	59	121	0	0	0	121
Superdistrict 2	41	0	0	0	41	38	0	0	0	38	79	0	0	0	79
Superdistrict 3	38	0	0	0	39	36	0	0	0	36	75	0	0	0	75
Superdistrict 4	21	0	0	0	21	20	0	0	0	20	40	0	0	0	40
East Bay	32	0	0	0	32	30	0	0	0	30	62	0	0	0	62
North Bay	15	0	0	0	15	14	0	0	0	14	29	0	0	0	29
South Bay	22	0	0	0	22	21	0	0	0	21	43	0	0	0	43
Out of Region	59	0	0	0	60	56	0	0	0	56	115	0	0	0	116
Total	290	1	0	0	292	273	1	0	0	274	563	2	0	0	565

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION

LAND USE: CRUISE TERMINAL (WORK TRIPS)

Vessel Size: 3,000 passengers				PEAK HOUR		AM Peak Hour		Midday Peak Hour		PM Peak Hour		
DAILY				% of total daily trips during peak hour [b]:		7%		17%		2%		
Person-trip generation rate [a]: 4.1 trips/pax.				Peak hour person-trip generation rate:		0.30 trips/pax.		0.69 trips/pax.		0.07 trips/pax.		
Total daily person-trips: 12,300 person-trips				Total person-trips during peak hour:		898 person-trips		2,068 person-trips		197 person-trips		
Percent of Work trips [b]: 6%				% of Work trips during peak hour [b]:		8%		9%		2%		
Number of daily Work trips: 790 person-trips				No. of peak hour Work person-trips:		60 person-trips		67 person-trips		12 person-trips		
Origins	Distribution [c]	Mode	Percent [c]	Avg. Veh. Occupancy [c]	Daily		AM Peak Hour		Midday Peak Hour		PM Peak Hour	
					Person Trips	Vehicle Trips	Person Trips	Vehicle Trips	Person Trips	Vehicle Trips	Person Trips	Vehicle Trips
Superdistrict 1	12.8%	Auto	13.8%	1.28	14	11	1	1	1	1	0	0
		Motor Coach	0.0%									
		Transit	36.0%		36	3	3	1				
		Taxi	0.0%									
		Walk/Other	50.2%		51	4	4	1				
TOTAL				100.0%	101	11	8	1	9	1	2	0
Superdistrict 2	14.4%	Auto	31.6%	1.23	36	29	3	2	3	2	1	0
		Motor Coach	0.0%									
		Transit	65.8%		75	6	6	1				
		Taxi	0.0%									
		Walk/Other	2.6%		3	0	0	0				
TOTAL				100.0%	114	29	9	2	10	2	2	0
Superdistrict 3	17.0%	Auto	39.5%	1.29	53	41	4	3	5	4	1	1
		Motor Coach	0.0%									
		Transit	54.4%		73	6	6	1				
		Taxi	0.0%									
		Walk/Other	6.1%		8	1	1	0				
TOTAL				100.0%	134	41	10	3	11	4	2	1
Superdistrict 4	11.2%	Auto	41.7%	1.53	37	24	3	2	3	2	1	0
		Motor Coach	0.0%									
		Transit	54.5%		48	4	4	1				
		Taxi	0.0%									
		Walk/Other	3.8%		3	0	0	0				
TOTAL				100.0%	88	24	7	2	8	2	1	0
East Bay	22.4%	Auto	39.4%	3.33	70	21	5	2	6	2	1	0
		Motor Coach	0.0%									
		Transit	57.0%		101	8	9	2				
		Taxi	0.0%									
		Walk/Other	3.6%		6	0	1	0				
TOTAL				100.0%	177	21	13	2	15	2	3	0
North Bay	6.1%	Auto	52.8%	1.70	25	15	2	1	2	1	0	0
		Motor Coach	0.0%									
		Transit	45.3%		22	2	2	0				
		Taxi	0.0%									
		Walk/Other	1.9%		1	0	0	0				
TOTAL				100.0%	48	15	4	1	4	1	1	0
South Bay	14.3%	Auto	58.0%	1.23	66	53	5	4	6	5	1	1
		Motor Coach	0.0%									
		Transit	40.7%		46	4	4	1				
		Taxi	0.0%									
		Walk/Other	1.3%		1	0	0	0				
TOTAL				100.0%	113	53	9	4	10	5	2	1
Out of Region	1.8%	Auto	47.8%	1.50	7	5	1	0	1	0	0	0
		Motor Coach	0.0%									
		Transit	50.0%		7	1	1	0				
		Taxi	0.0%									
		Walk/Other	2.2%		0	0	0	0				
TOTAL				100.0%	14	5	1	0	1	0	0	0
TOTAL	100.0%	Auto	38.9%	1.54	307	199	23	15	26	17	5	3
		Motor Coach	0.0%		0	0	0	0	0	0		
		Transit	51.7%		408	31	35	6				
		Taxi	0.0%		0	0	0	0	0	0		
		Walk/Other	9.4%		74	6	6	1				
TOTAL				100.0%	790	199	60	15	67	17	12	3

[a] Based on Seattle (2006), NY (2006) and San Francisco (2001) cruise terminal studies.

[b] Based on Seattle (2006) and NY (2006) cruise terminal studies.

[c] SF Guidelines: Work trips to SD1-All

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION

LAND USE: CRUISE TERMINAL (NON-WORK TRIPS)

Vessel Size:		3,000 passengers		PEAK HOUR		AM Peak Hour			Midday Peak Hour			PM Peak Hour						
DAILY				% of total daily trips during peak hour [d]:						7%			17%			2%		
Person-trip Generation Rate [a]:				4.1 trips/pax.						0.30 trips/pax.			0.69 trips/pax.			0.07 trips/pax.		
Total Person-trips:				12,300 person-trips						898 person-trips			2,068 person-trips			197 person-trips		
Percent of Non-Work trips [b]:				94%						7%			17%			2%		
Number of daily Non-Work trips:				11,510 person-trips						838 person-trips			2,000 person-trips			185 person-trips		
				DAILY		AM Peak Hour			Midday Peak Hour			PM Peak Hour						
Origins	Distribution [c]	Mode	Percent [d]	Avg. Veh. Occupancy [c]	Person Trips	Vehicle Trips	Percent of Daily [d]	Person Trips	Vehicle Trips	Percent of Daily [d]	Person Trips	Vehicle Trips	Percent of Daily [d]	Person Trips	Vehicle Trips			
Superdistrict 1	22.0%	Auto	50.0%	2.81	1,266	451	4.0%	51	18	17.0%	215	77	1.7%	17	6			
		Motor Coach	20.0%	14.40	506	35	14.0%	71	5	17.0%	86	6	1.5%	7	1			
		Transit	9.0%		228		7.0%	16		17.0%	39		1.6%	4				
		Taxi	19.0%	2.43	481	198	9.0%	43	18	19.0%	91	38	1.6%	8	3			
		Walk/Other	2.0%		51		7.0%	4		17.0%	9		1.6%	1				
		TOTAL	100.0%		2,532	684	7.3%	184	41	17.4%	440	120	1.6%	41	11			
Superdistrict 2	14.0%	Auto	50.0%	2.81	806	287	4.0%	32	11	17.0%	137	49	1.7%	13	5			
		Motor Coach	20.0%	14.40	322	22	14.0%	45	3	17.0%	55	4	1.5%	5	0			
		Transit	9.0%		145		7.0%	10		17.0%	25		1.6%	2				
		Taxi	19.0%	2.43	306	126	9.0%	28	11	19.0%	58	24	1.6%	5	2			
		Walk/Other	2.0%		32		7.0%	2		17.0%	5		1.6%	1				
		TOTAL	100.0%		1,611	435	7.3%	117	26	17.4%	280	76	1.6%	26	7			
Superdistrict 3	13.0%	Auto	50.0%	2.81	748	266	4.0%	30	11	17.0%	127	45	1.7%	12	4			
		Motor Coach	20.0%	14.40	299	21	14.0%	42	3	17.0%	51	4	1.5%	4	0			
		Transit	9.0%		135		7.0%	9		17.0%	23		1.6%	2				
		Taxi	19.0%	2.43	284	117	9.0%	26	11	19.0%	54	22	1.6%	5	2			
		Walk/Other	2.0%		30		7.0%	2		17.0%	5		1.6%	0				
		TOTAL	100.0%		1,496	404	7.3%	109	24	17.4%	260	71	1.6%	24	7			
Superdistrict 4	7.0%	Auto	50.0%	2.81	403	143	4.0%	16	6	17.0%	68	24	1.7%	7	2			
		Motor Coach	20.0%	14.40	161	11	14.0%	23	2	17.0%	27	2	1.5%	2	0			
		Transit	9.0%		73		7.0%	5		17.0%	12		1.6%	1				
		Taxi	19.0%	2.43	153	63	9.0%	14	6	19.0%	29	12	1.6%	3	1			
		Walk/Other	2.0%		16		7.0%	1		17.0%	3		1.6%	0				
		TOTAL	100.0%		806	218	7.3%	59	13	17.4%	140	38	1.6%	13	4			
East Bay	11.0%	Auto	50.0%	2.81	633	225	4.0%	25	9	17.0%	108	38	1.7%	10	4			
		Motor Coach	20.0%	14.40	253	18	14.0%	35	2	17.0%	43	3	1.5%	4	0			
		Transit	9.0%		114		7.0%	8		17.0%	19		1.6%	2				
		Taxi	19.0%	2.43	241	99	9.0%	22	9	19.0%	46	19	1.6%	4	2			
		Walk/Other	2.0%		25		7.0%	2		17.0%	4		1.6%	0				
		TOTAL	100.0%		1,266	342	7.3%	92	20	17.4%	220	60	1.6%	20	6			
North Bay	5.0%	Auto	50.0%	2.81	288	102	4.0%	12	4	17.0%	49	17	1.7%	5	2			
		Motor Coach	20.0%	14.40	115	8	14.0%	16	1	17.0%	20	1	1.5%	2	0			
		Transit	9.0%		52		7.0%	4		17.0%	9		1.6%	1				
		Taxi	19.0%	2.43	109	45	9.0%	10	4	19.0%	21	9	1.6%	2	1			
		Walk/Other	2.0%		12		7.0%	1		17.0%	2		1.6%	0				
		TOTAL	100.0%		576	155	7.3%	42	9	17.4%	100	27	1.6%	9	3			
South Bay	7.0%	Auto	50.0%	2.81	403	143	4.0%	16	6	17.0%	68	24	1.7%	7	2			
		Motor Coach	20.0%	14.40	161	11	14.0%	23	2	17.0%	27	2	1.5%	2	0			
		Transit	9.0%		73		7.0%	5		17.0%	12		1.6%	1				
		Taxi	19.0%	2.43	153	63	9.0%	14	6	19.0%	29	12	1.6%	3	1			
		Walk/Other	2.0%		16		7.0%	1		17.0%	3		1.6%	0				
		TOTAL	100.0%		806	218	7.3%	59	13	17.4%	140	38	1.6%	13	4			
Out of Region	21.0%	Auto	50.0%	2.81	1,209	430	4.0%	48	17	17.0%	205	73	1.7%	20	7			
		Motor Coach	20.0%	14.40	483	34	14.0%	68	5	17.0%	82	6	1.5%	7	0			
		Transit	9.0%		218		7.0%	15		17.0%	37		1.6%	3				
		Taxi	19.0%	2.43	459	189	9.0%	41	17	19.0%	87	36	1.6%	8	3			
		Walk/Other	2.0%		48		7.0%	3		17.0%	8		1.6%	1				
		TOTAL	100.0%		2,417	653	7.3%	176	39	17.4%	420	115	1.6%	39	11			
TOTAL	100.0%	Auto	50.0%	2.81	5,755	2,048	4.0%	230	82	17.0%	978	348	1.7%	95	34			
		Motor Coach	20.0%	14.40	2,302	160	14.0%	322	22	17.0%	391	27	1.5%	33	12			
		Transit	9.0%		1,036		7.0%	73		17.0%	176		1.6%	7	17			
		Taxi	19.0%	2.43	2,187	900	9.0%	197	81	19.0%	416	171	1.6%	36	15			
		Walk/Other	2.0%		230		7.0%	16		17.0%	39		1.6%	4				
		TOTAL	100.0%		3.30	11,510	3,108	7.3%	838	185	17.4%	2,000	546	1.6%	185	51		

San Francisco JRH Cruise Terminal at Pier 27**CALCULATION OF TRIP GENERATION RATES FOR WEEKDAY AM PEAK HOUR & SATURDAY MIDDAY CONDITIONS****ITE RETAIL LAND USE NO. 820 (Shopping Center)**

	Vehicle-trips per 1000 gsf		Weekday-to-Sat. factor
	Weekday	Saturday	
Daily	42.94	49.97	1.16
AM Peak Hour	1.00		
PM Peak Hour	3.73	4.89	1.31
AM % of Daily	2.3%		
PM % of Daily	8.7%	9.8%	1.13
AM to PM Rate Factor	3.73		

ITE RESTAURANT LAND USE NO. 932 (High-Turnover Sit-Down)

	Vehicle-trips per 1000 gsf		Weekday-to-Sat. factor
	Weekday	Saturday	
Daily	127.15	158.37	1.25
AM Peak Hour	11.52		
PM Peak Hour	11.15	14.07	1.26
AM % of Daily	9.1%		
PM % of Daily	8.8%	8.9%	1.01
AM to PM Rate Factor	0.97		

Source: Institute of Transportation Engineers, Trip Generation Report, 8th Edition, 2000

		Weekday AM Trip Generation		Saturday Peak Trip Generation	
		ITE AM peak-to-PM Peak Trip Gen Rate Factor	Proposed AM Peak Hour Rates	ITE Weekday-to-Saturday Trip Gen Rate Factor	Proposed Saturday Rates
SF Guidelines Weekday Rates					
Retail					
Proposed Size (gsf)	5,000				
Linked Trip Factor for Work trips	0%				
Linked Trip Factor for Non-Work trips	90%				
Daily trips per 1000 gsf	150.0			1.16	174.6
AM % of daily			2.4%		
AM trips per 1000 gsf		3.73	3.6		
PM % of daily	9.0%				10.1%
PM trips per 1000 gsf	13.5			1.31	17.7
Restaurant/Café					
Proposed Size (gsf)	0				
Linked Trip Factor for Work trips	0%				
Linked Trip Factor for Non-Work trips	90%				
Daily trips per 1000 gsf	600.0			1.25	747.3
AM % of daily			13.9%		
AM trips per 1000 gsf		0.97	83.7		
PM % of daily	13.5%				13.7%
PM trips per 1000 gsf	81.0			1.26	102.2

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION
 LAND USE: RETAIL (WORK TRIPS)
 Proposed Size: 5,000 gsf

DAILY:				Linked Trip Factor [a]:	0%	PEAK HOUR:													
Weekday person-trip Generation Rate [b]:				150.0	trips/1000 gsf	Peak hour trips as a % of daily trips:				2.4% [d]	9.0% [b]	10.1% [e]							
Total Weekday Person-trips (w/out linked trip factor):				750		Total peak hour person-trip rate (trips/1,000 gsf):				3.6	13.5	17.7							
Weekday Work Trips (w/ linked trip factor) [g]:				4%	30	Total peak hour person-trips (w/out linked trip factor):				18	68	88							
Saturday person-trip Generation Rate [c]:				174.6	trips/1000 gsf	Total peak hour person-trips (w/ linked trip factor):				18	9	12							
Total Saturday Person-trips (w/out linked trip factor):				873		Percent of Work Trips during peak hour:				100% [f]	4% [g]	4% [h]							
Saturday Work Trips (w/ linked trip factor) [h]:				4%	35	Peak hour Work Trips (w/ linked trip factor):				18	3	4							
Origins	Distribution [i]	Mode	Percent [i]	Average Vehicle Occup. [j]	Weekday Daily		Saturday Daily		Weekday AM Pk Hour		Weekday PM Pk Hour		Sat Midday Pk Hour						
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	
Superdistrict 1	12.8%	Auto	13.8%	1.28	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
		Transit	36.0%		1		2		1		0		0		0		0		
		Walk	47.5%		2		2		1		0		0		0		1		
		Other	2.7%		0		0		0		0		0		0		0		
		TOTAL	100.0%		4	0	4	0	2	0	0	0	0	0	0	0	0	0	
Superdistrict 2	14.4%	Auto	31.6%	1.23	1	1	2	1	1	1	0	0	0	0	0	0	0	0	
		Transit	65.8%		3		3		2		0		0		0		0		
		Walk	1.3%		0		0		0		0		0		0		0		
		Other	1.3%		0		0		0		0		0		0		0		
		TOTAL	100.0%		4	1	5	1	3	1	0	0	1	0	0	0	1	0	
Superdistrict 3	17.0%	Auto	39.5%	1.29	2	2	2	2	1	1	0	0	0	0	0	0	0	0	
		Transit	54.4%		3		3		2		0		0		0		0		
		Walk	3.8%		0		0		0		0		0		0		0		
		Other	2.3%		0		0		0		0		0		0		0		
		TOTAL	100.0%		5	2	6	2	3	1	0	0	0	1	0	0	0	0	
Superdistrict 4	11.2%	Auto	41.7%	1.53	1	1	2	1	1	1	0	0	0	0	0	0	0	0	
		Transit	54.5%		2		2		1		0		0		0		0		
		Walk	0.0%		0		0		0		0		0		0		0		
		Other	3.8%		0		0		0		0		0		0		0		
		TOTAL	100.0%		3	1	4	1	2	1	0	0	0	0	0	0	0	0	
East Bay	22.4%	Auto	39.4%	3.33	3	1	3	1	2	0	0	0	0	0	0	0	0	0	
		Transit	57.0%		4		4		2		0		0		0		0		
		Walk	0.0%		0		0		0		0		0		0		0		
		Other	3.6%		0		0		0		0		0		0		0		
		TOTAL	100.0%		7	1	8	1	4	0	1	0	1	0	0	1	0	0	
North Bay	6.1%	Auto	52.8%	1.70	1	1	1	1	1	0	0	0	0	0	0	0	0	0	
		Transit	45.3%		0		0		0		0		0		0		0		
		Walk	0.0%		0		0		0		0		0		0		0		
		Other	1.9%		0		0		0		0		0		0		0		
		TOTAL	100.0%		2	1	2	1	1	0	0	0	0	0	0	0	0	0	
South Bay	14.3%	Auto	58.0%	1.23	2	2	3	2	2	1	0	0	0	0	0	0	0	0	
		Transit	40.7%		2		2		1		0		0		0		0		
		Walk	0.0%		0		0		0		0		0		0		0		
		Other	1.3%		0		0		0		0		0		0		0		
		TOTAL	100.0%		4	2	5	2	3	1	0	0	0	1	0	0	0	0	
Out of Region	1.8%	Auto	47.8%	1.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Transit	50.0%		0		0		0		0		0		0		0		
		Walk	0.0%		0		0		0		0		0		0		0		
		Other	2.2%		0		0		0		0		0		0		0		
		TOTAL	100.0%		1	0	1	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	100.0%	Auto	38.9%	1.54	12	8	14	9	7	5	1	1	1	1	1	1	1	1	
		Transit	51.7%		16		18		9		1		2		2		3		
		Walk	6.9%		2		2		1		0		0		0		0		
		Other	2.5%		1		1		0		0		0		0		1		
		TOTAL	100.0%		30	8	35	9	18	5	3	1	4	4	4	4	4	4	

[a] No linked-trip factor assumed for work trips

[b] SF Guidelines, Appendix C - Table C-1 (General Retail)

[c] The Saturday trip generation rate is based on the weekday to Saturday ratio for Shopping Center [LU 820] from ITE Trip Generation, 8th Edition

[d] The weekday a.m. percentage is based on the weekday a.m. to weekday p.m. ratio for Shopping Center [LU 820] from ITE Trip Generation, 8th Edition

[e] The Saturday midday percentage is based on the Saturday midday to weekday p.m. ratio for Shopping Center [LU 820] from ITE Trip Generation, 8th Edition

[f] All retail trips occurring before 9 a.m. are assumed to be work trips

[g] SF Guidelines, Appendix C - Table C-2 (Retail)

[h] The Saturday daily and midday peak hour percentages of work/non-work trips are assumed to be the same as the weekday p.m. percentages shown in Table C-2 of the SF Guidelines

[i] SF Guidelines, Appendix E - Table E-3 Work Trips to SD1 (All)

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION
 LAND USE: RETAIL (NON-WORK TRIPS)
 Proposed Size: 5,000 gsf

DAILY:					90%	PEAK HOUR:													
Linked Trip Factor [a]:					trips/1000 gsf	Peak hour trips as a % of daily trips:				2.4% [d]		Weekday PM Pk Hour		9.0% [b]		Sat Midday Pk Hour		10.1% [e]	
Weekday person-trip Generation Rate [b]:					150.0	Total peak hour person-trip rate (trips/1,000 gsf):													
Total Weekday Person-trips (w/out linked trip factor):					750	Total peak hour person-trips (w/out linked trip factor):													
Weekday Non-Work Trips (w/ linked trip factor) [g]:					96%	Total peak hour person-trips (w/ linked trip factor):													
Saturday person-trip Generation Rate [c]:					174.6	Percent of Non-Work Trips during peak hour:													
Total Saturday Person-trips (w/out linked trip factor):					873	0% [f]													
Sat. Non-Work Trips (w/ linked trip factor) [h]:					96%	96% [g]													
					84	8													
					Peak hour Non-Work Trips (w/ linked trip factor):														
					0														
Origins	Distribution [i]	Mode	Percent [i]	Average Vehicle Occup. [i]	Weekday Daily		Saturday Daily		Weekday AM Pk Hour		Weekday PM Pk Hour		Sat Midday Pk Hour						
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips					
Superdistrict 1	19.0%	Auto	18.1%	1.62	2	2	3	2	0	0	0	0	0	0	0	0			
		Transit	14.7%		2		2		0		0		0		0				
		Walk	63.0%		9		10		0		0		1		1				
		Other	4.2%		1		1		0		0		0		0				
		TOTAL	100.0%		14	2	16	2	0	0	0	1	0	2	0	0			
Superdistrict 2	7.0%	Auto	27.9%	1.66	1	1	2	1	0	0	0	0	0	0	0	0			
		Transit	32.6%		2		2		0		0		0		0				
		Walk	34.1%		2		2		0		0		0		0				
		Other	5.4%		0		0		0		0		0		0				
		TOTAL	100.0%		5	1	6	1	0	0	0	0	0	1	0	0			
Superdistrict 3	8.0%	Auto	31.2%	2.08	2	1	2	1	0	0	0	0	0	0	0	0			
		Transit	21.7%		1		1		0		0		0		0				
		Walk	41.3%		2		3		0		0		0		0				
		Other	5.8%		0		0		0		0		0		0				
		TOTAL	100.0%		6	1	7	1	0	0	0	1	0	1	0	0			
Superdistrict 4	3.0%	Auto	34.0%	1.51	1	0	1	1	0	0	0	0	0	0	0	0			
		Transit	34.0%		1		1		0		0		0		0				
		Walk	28.0%		1		1		0		0		0		0				
		Other	4.0%		0		0		0		0		0		0				
		TOTAL	100.0%		2	0	3	1	0	0	0	0	0	0	0	0			
East Bay	11.0%	Auto	38.1%	2.35	3	1	4	1	0	0	0	0	0	0	0	0			
		Transit	23.2%		2		2		0		0		0		0				
		Walk	36.6%		3		3		0		0		0		0				
		Other	2.1%		0		0		0		0		0		0				
		TOTAL	100.0%		8	1	9	1	0	0	0	1	0	1	0	0			
North Bay	5.0%	Auto	46.1%	2.27	2	1	2	1	0	0	0	0	0	0	0	0			
		Transit	17.6%		1		1		0		0		0		0				
		Walk	34.1%		1		1		0		0		0		0				
		Other	2.2%		0		0		0		0		0		0				
		TOTAL	100.0%		4	1	4	1	0	0	0	0	0	0	0	0			
South Bay	8.0%	Auto	73.8%	2.84	4	1	5	2	0	0	0	0	0	0	1	0			
		Transit	14.1%		1		1		0		0		0		0				
		Walk	10.1%		1		1		0		0		0		0				
		Other	2.0%		0		0		0		0		0		0				
		TOTAL	100.0%		6	1	7	2	0	0	0	1	0	1	0	0			
Out of Region	39.0%	Auto	37.0%	3.12	10	3	12	4	0	0	1	0	1	0	1	0			
		Transit	8.4%		2		3		0		0		0		0				
		Walk	28.3%		8		9		0		1		1		1				
		Other	26.3%		7		9		0		1		1		1				
		TOTAL	100.0%		28	3	33	4	0	0	3	0	3	0	3	0			
TOTAL	100.0%	Auto	35.7%	2.43	26	11	30	12	0	0	2	1	3	1	3	1			
		Transit	15.7%		11		13		0		1		2		3				
		Walk	36.1%		26		30		0		2		3		3				
		Other	12.5%		9		10		0		1		1		1				
		TOTAL	100.0%		72	11	84	12	0	0	6	1	8	1	8	1			

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION

LAND USE: EVENT SPACE (WORK TRIPS)

Proposed Size: 600 guests

DAILY:				Linked Trip Factor [a]:	0%	PEAK HOUR:				Weekday AM Pk Hour	Weekday PM Pk Hour	Sat Midday Pk Hour
Weekday person-trip Generation Rate [b]:				2.50	trips/guest	Peak hour trips as a % of daily trips:				0.0% [c]	13.5% [d]	0.0% [c]
Total Weekday Person-trips (w/out linked trip factor):				1,500		Total peak hour person-trip rate (trips/guest):				0.0	0.3	0.0
Weekday Work Trips (w/linked trip factor) [e]:				20%	300	Total peak hour person-trips (w/out linked trip factor):				0	203	0
Saturday person-trip Generation Rate [b]:				2.50	trips/guest	Total peak hour person-trips (w/linked trip factor):				0	184	0
Total Saturday Person-trips (w/out linked trip factor):				1,500		Percent of Work Trips during peak hour:				0	8% [f]	0
Saturday Work Trips (w/linked trip factor) [g]:				20%	300	Peak hour Work Trips (w/linked trip factor):				0	16	0
Origins	Distribution [h]	Mode	Percent [h]	Average Vehicle Occup. [h]	Weekday Daily Person Trips	Saturday Daily Vehicle-Trips	Weekday AM Pk Hour Person Trips	Weekday PM Pk Hour Vehicle-Trips	Sat Midday Pk Hour Person Trips	Vehicle-Trips		
Superdistrict 1	12.8%	Auto	13.8%	1.28	5	4	5	4	0	0	0	0
		Transit	36.0%		14	14	0	0	1	0	0	0
		Walk	47.5%		18	18	0	0	1	0	0	0
		Other	2.7%		1	1	0	0	0	0	0	0
		TOTAL	100.0%		38	4	38	4	0	0	2	0
Superdistrict 2	14.4%	Auto	31.6%	1.23	14	11	14	11	0	0	1	0
		Transit	45.8%		28	28	0	0	2	1	0	0
		Walk	1.3%		1	1	0	0	0	0	0	0
		Other	1.3%		1	1	0	0	0	0	0	0
		TOTAL	100.0%		43	11	43	11	0	0	2	1
Superdistrict 3	17.0%	Auto	39.5%	1.29	20	16	20	16	0	0	1	1
		Transit	54.4%		28	28	0	0	1	0	0	0
		Walk	3.8%		2	2	0	0	0	0	0	0
		Other	2.3%		1	1	0	0	0	0	0	0
		TOTAL	100.0%		51	16	51	16	0	0	3	1
Superdistrict 4	11.2%	Auto	41.7%	1.53	14	9	14	9	0	0	1	0
		Transit	54.5%		18	18	0	0	1	0	0	0
		Walk	0.0%		0	0	0	0	0	0	0	0
		Other	3.8%		1	1	0	0	0	0	0	0
		TOTAL	100.0%		34	9	34	9	0	0	2	0
East Bay	22.4%	Auto	39.4%	3.33	26	8	26	8	0	0	1	0
		Transit	57.0%		38	38	0	0	2	0	0	0
		Walk	0.0%		0	0	0	0	0	0	0	0
		Other	3.6%		2	2	0	0	0	0	0	0
		TOTAL	100.0%		67	8	67	8	0	0	4	0
North Bay	6.1%	Auto	52.8%	1.70	10	6	10	6	0	0	1	0
		Transit	45.3%		8	8	0	0	0	0	0	0
		Walk	0.0%		0	0	0	0	0	0	0	0
		Other	1.9%		0	0	0	0	0	0	0	0
		TOTAL	100.0%		18	6	18	6	0	0	1	0
South Bay	14.3%	Auto	58.0%	1.23	25	20	25	20	0	0	1	1
		Transit	40.7%		17	17	0	0	1	0	0	0
		Walk	0.0%		0	0	0	0	0	0	0	0
		Other	1.3%		1	1	0	0	0	0	0	0
		TOTAL	100.0%		43	20	43	20	0	0	2	1
Out of Region	1.8%	Auto	47.8%	1.50	5	2	5	2	0	0	0	0
		Transit	50.0%		3	3	0	0	0	0	0	0
		Walk	0.0%		0	0	0	0	0	0	0	0
		Other	2.2%		0	0	0	0	0	0	0	0
		TOTAL	100.0%		8	5	8	5	0	0	0	0
TOTAL	100.0%	Auto	38.9%	1.54	117	76	117	76	0	0	6	4
		Transit	51.7%		155	155	0	0	8	0	0	0
		Walk	6.9%		21	21	0	0	0	0	0	0
		Other	2.5%		7	7	0	0	0	0	0	0
		TOTAL	100.0%		300	76	300	76	0	0	16	4

[a] No linked-trip factor assumed for work trips

[b] Assumes two trips per person and one employee for every four guests

[c] Evening event starting after 6 p.m.

[d] The p.m. percentage is assumed to be the same as a restaurant use; taken from SF Guidelines, Appendix C - Table C-1

[e] Assumes one employee for every four guests

[f] The percentage of work trips is assumed to be double the percentages shown in Table C-2 of the SF Guidelines for restaurant use (4%)

[g] The Saturday daily percentages of work/non-work trips are assumed to be the same as the weekday p.m. percentages shown in Table C-2 of the SF Guidelines for restaurant uses

[h] SF Guidelines, Appendix E - Table E-3 Work Trips to SD1 (All)

San Francisco JRH Cruise Terminal at Pier 27

PROJECT TRIP GENERATION

LAND USE: EVENT SPACE (NON-WORK TRIPS)

Proposed Size: 600 guests

DAILY:				Linked Trip Factor [a]:	10%	PEAK HOUR:				Weekday AM Pk Hour	Weekday PM Pk Hour	Sat Midday Pk Hour
Weekday person-trip Generation Rate [b]:				2.50	trips/guest	Peak hour trips as a % of daily trips:				0.0% [c]	13.5% [d]	0.0% [c]
Total Weekday Person-trips (w/out linked trip factor):				1,500		Total peak hour person-trip rate (trips/guest):				0.0	0.3	0.0
Wday Non-Work Trips (w/linked trip factor) [e]:				80%	1,080	Total peak hour person-trips (w/out linked trip factor):				0	203	0
Saturday person-trip Generation Rate [b]:				2.50	trips/guest	Total peak hour person-trips (w/linked trip factor):				0	184	0
Total Saturday Person-trips (w/out linked trip factor):				1,500		Percent of Non-Work Trips during peak hour:				0	92% [f]	0
Sat. Non-Work Trips (w/linked trip factor) [g]:				80%	1,080	Peak hour Non-Work Trips (w/linked trip factor):				0	168	0
Origins	Distribution [h]	Mode	Percent [h]	Average Vehicle Occup. [h]	Weekday Daily Person Trips	Saturday Daily Vehicle-Trips	Weekday AM Pk Hour Person Trips	Weekday PM Pk Hour Vehicle-Trips	Sat Midday Pk Hour Person Trips	Vehicle-Trips		
Superdistrict 1	22.0%	Auto	12.9%	2.29	31	13	31	13	0	0	5	2
		Transit	17.1%		41	41	0	0	0	6	0	0
		Walk	65.3%		155	155	0	0	0	24	0	0
		Other	4.7%		11	11	0	0	0	2	0	0
		TOTAL	100.0%		238	13	238	13	0	0	37	2
Superdistrict 2	14.0%	Auto	31.9%	2.07	48	23	48	23	0	0	7	4
		Transit	35.0%		53	53	0	0	0	8	0	0
		Walk	26.7%		40	40	0	0	0	6	0	0
		Other	6.4%		10	10	0	0	0	2	0	0
		TOTAL	100.0%		151	23	151	23	0	0	23	4
Superdistrict 3	13.0%	Auto	38.8%	2.39	54	23	54	23	0	0	8	4
		Transit	36.8%		52	52	0	0	0	8	0	0
		Walk	17.4%		24	24	0	0	0	4	0	0
		Other	7.0%		10	10	0	0	0	2	0	0
		TOTAL	100.0%		140	23	140	23	0	0	22	4
Superdistrict 4	7.0%	Auto	42.5%	1.93	32	17	32	17	0	0	5	3
		Transit	32.7%		25	25	0	0	0	4	0	0
		Walk	17.7%		13	13	0	0	0	2	0	0
		Other	7.1%		5	5	0	0	0	1	0	0
		TOTAL	100.0%		76	17	76	17	0	0	12	3
East Bay	11.0%	Auto	47.4%	2.43	56	23	56	23	0	0	9	4
		Transit	24.9%		30	30	0	0	0	5	0	0
		Walk	25.4%		30	30	0	0	0	5	0	0
		Other	2.3%		3	3	0	0	0	0	0	0
		TOTAL	100.0%		119	23	119	23	0	0	18	4
North Bay	5.0%	Auto	71.1%	1.91	38	20	38	20	0	0	6	3
		Transit	9.6%		5	5	0	0	0	1	0	0
		Walk	15.8%		9	9	0	0	0	1	0	0
		Other	3.5%		2	2	0	0	0	0	0	0
		TOTAL	100.0%		54	20	54	20	0	0	8	3
South Bay	7.0%	Auto	59.5%	2.46	45	18	45	18	0	0	7	3
		Transit	24.6%		19	19	0	0	0	3	0	0
		Walk	13.5%		10	10	0	0	0	2	0	0
		Other	2.4%		2	2	0	0	0	0	0	0
		TOTAL	100.0%		76	18	76	18	0	0	12	3
Out of Region	21.0%	Auto	35.9%	3.17	81	26	81	26	0	0	13	4
		Transit	24.1%		55	55	0	0	0	8	0	0
		Walk	27.7%		63	63	0	0	0	10	0	0
		Other	12.3%		28	28	0	0	0	4	0	0
		TOTAL	100.0%		227	26	227	26	0	0	35	4
TOTAL	100.0%	Auto	35.8%	2.37	387	163	387	163	0	0	60	25
		Transit	25.7%		278	278	0	0	0	43	0	0
		Walk	32.0%		345	345	0	0	0	54	0	0
		Other	6.5%		70	70	0	0	0	11	0	0
		TOTAL	100.0%		1,080	163	1,080	163	0	0	168	25

[a] Assumes that 10 percent of the event guests are already in the area

Cruise Terminal Bus Loading Demand

	ARRIVALS			
		Avg.	Max.	Ratio
	Before survey starts	3	8	3.00
80 bus demand	7:30 8:30	2	7	3.00
7 hour period during day	7:45 8:45	3	9	3.18
1.71 35 min loading duration	8:00 9:00	4	10	2.40
	8:15 9:15	9	17	2.00
7 avg spaces	8:30 9:30	16	31	1.96
15 peak spaces	8:45 9:45	23	43	1.86
	9:00 10:00	28	54	1.92
	9:15 10:15	29	55	1.93
14 spaces provided	9:30 10:30	24	49	2.03
6 staging spaces	9:45 10:45	21	48	2.27
4 extra spaces on Pier 29	10:00 11:00	19	44	2.30
Total = 24 spaces	10:15 11:15	22	48	2.23
	10:30 11:30	21	45	2.16
7:30 am to 2:30 pm = 7 hours	10:45 11:45	20	40	2.00
	11:00 12:00	19	41	2.18
	11:15 12:15	15	34	2.34
	11:30 12:30	15	35	2.39
	11:45 12:45	12	33	2.71
	12:00 13:00	18	38	2.09
	12:15 13:15	19	40	2.07
	12:30 13:30	19	39	2.03
	12:45 13:45	21	41	1.97
	13:00 14:00	14	33	2.41
	13:15 14:15	11	30	2.77
	13:30 14:30	9	28	3.17
	13:45 14:45	7	25	3.49
	14:00 15:00	5	20	3.87
	14:15 15:15	4	15	3.75
	14:30 15:30	2	9	3.86
	14:45 15:45	1	3	4.50
	433	972	2.24	Average ratio

Cruise Terminal Truck Loading Demand

	ARRIVALS			
		Avg.	Max.	Ratio
	Before survey starts	11	15	1.32
	7:30 8:30	5	13	2.89
49 truck demand	7:45 8:45	5	13	2.60
9 hour period during day	8:00 9:00	5	11	2.44
0.5 2-hour loading duration	8:15 9:15	4	9	2.35
	8:30 9:30	3	7	2.10
11 avg spaces	8:45 9:45	4	8	2.18
28 peak spaces	9:00 10:00	4	9	2.25
	9:15 10:15	4	10	2.50
	9:30 10:30	3	9	2.84
	9:45 10:45	4	10	2.86
between 29 and 32 spaces provided	10:00 11:00	4	9	2.45
	10:15 11:15	4	8	2.18
	10:30 11:30	4	10	2.50
6:30 am to 3:30 pm = 9 hours	10:45 11:45	3	7	2.63
	11:00 12:00	2	9	3.86
	11:15 12:15	2	9	4.15
	11:30 12:30	2	8	4.80
	11:45 12:45	2	8	4.36
	12:00 13:00	2	5	3.33
	12:15 13:15	2	5	3.00
	12:30 13:30	2	4	2.40
	12:45 13:45	2	5	3.00
	13:00 14:00	1	4	3.43
	13:15 14:15	1	5	3.75
	13:30 14:30	1	4	4.00
	13:45 14:45	1	3	3.60
	14:00 15:00	1	3	3.60
	14:15 15:15	0	1	3.00
	14:30 15:30	0	1	3.00
	14:45 15:45	0	0	0.00
	15:00 16:00	0	0	0.00
	85	222	2.61	Average ratio

SECTION 3

Traffic Volumes Scenarios and Intersection Lane Geometry Summaries

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Existing Traffic Volumes on The Embarcadero

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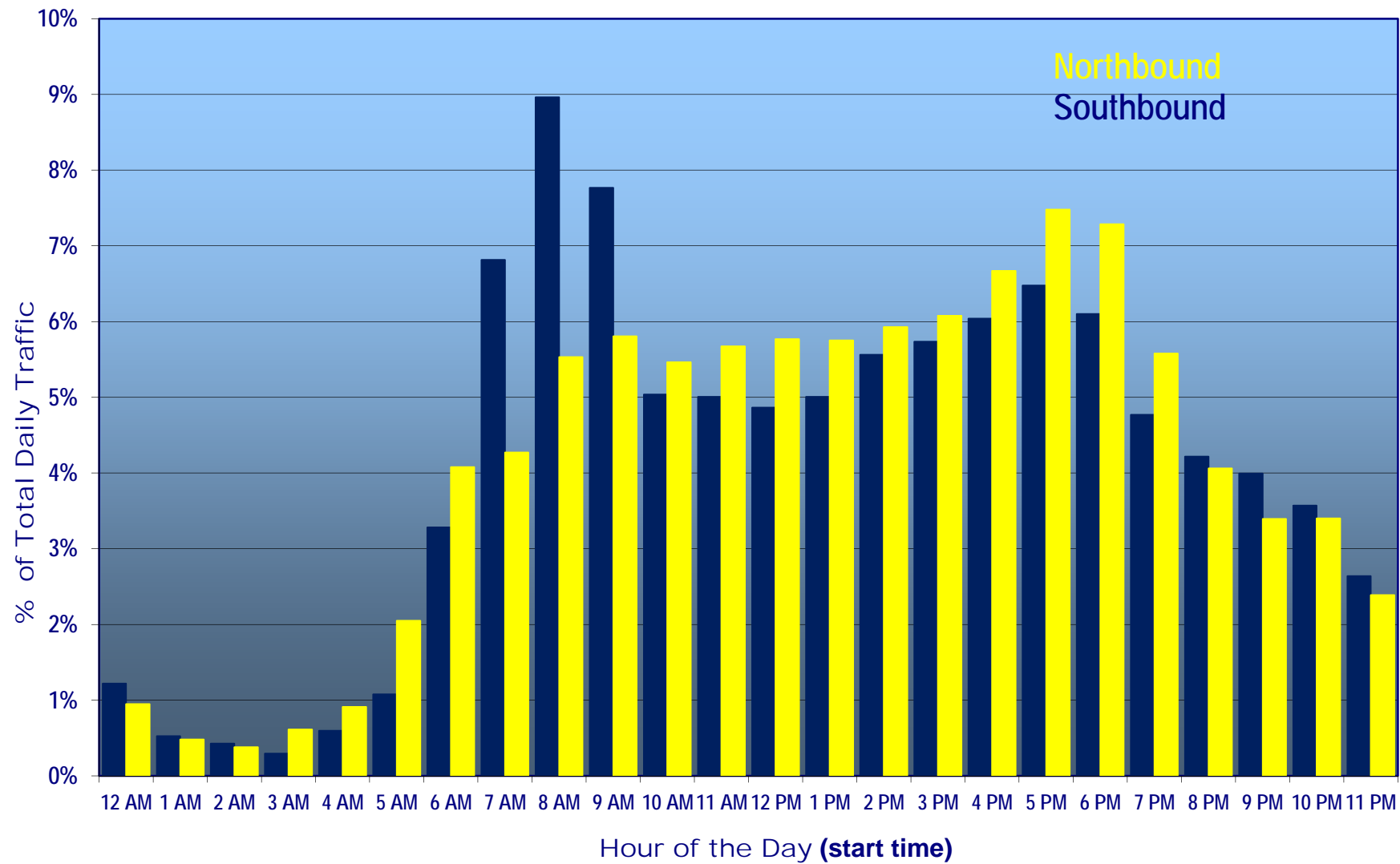
Pier 27 Traffic Counts - Two-way seven-day ADT by Baymetrics
The Embarcadero, between Sansome St. and Lombard St.

Date	Saturday, May 29, 2010		Sunday, May 30, 2010		Monday, May 31, 2010 (Memorial Day)		Tuesday, June 01, 2010 (Sea Princess at P35)		Wednesday, June 02, 2010		Thursday, June 03, 2010		Friday, June 04, 2010	
Direction	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
ADT Volume	16,152	16,273	14,449	15,240	15,491	13,624	15,043	13,594	15,035	14,266	15,090	14,292	15,504	15,228
	32,425		29,689		29,115		28,637		29,301		29,382		30,732	
Traffic Volume Summary by Period														
Midnight - 10 AM	2,424	2,898	2,712	2,594	2,710	2,449	4,683	3,607	4,822	3,575	4,750	3,545	4,540	3,661
Peak hour	9:45 AM 535	9:45 AM 751	9:45 AM 558	9:45 AM 743	9:45 AM 743	9:45 AM 642	9:45 AM 1,406	9:45 AM 900	9:45 AM 1,412	9:15 AM 863	8:45 AM 1,430	9:15 AM 858	8:45 AM 1,235	9:45 AM 898
10 AM - 3 PM	3,611	5,121	3,617	5,205	5,119	5,234	4,070	3,499	3,751	4,164	3,763	4,173	3,874	4,569
Peak hour	2:45 PM 872	2:45 PM 1,122	2:45 PM 893	2:45 PM 1,134	12:15 PM 1,095	1:30 PM 1,127	2:45 PM 1,142	2:45 PM 775	2:45 PM 1,045	2:45 PM 880	2:45 PM 1,028	2:15 PM 887	2:45 PM 1,045	2:45 PM 1,009
3 PM - 8 PM	6,041	5,435	5,764	5,241	5,486	4,551	4,379	4,667	4,539	4,689	4,318	4,836	4,433	4,795
Peak hour	7:45 PM 1,335	7:45 PM 1,168	7:45 PM 1,309	7:45 PM 1,122	7:45 PM 1,207	5:15 PM 1,182	7:45 PM 1,026	7:45 PM 1,122	7:45 PM 1,051	7:45 PM 1,146	7:45 PM 1,062	6:30 PM 1,131	7:45 PM 1,028	7:45 PM 1,094
8 PM - Midnight	4,076	2,819	2,356	2,200	2,176	1,390	1,911	1,821	1,923	1,838	2,259	1,738	2,657	2,203
Peak hour	11:45 PM 1,151	11:45 PM 929	11:45 PM 1,090	11:45 PM 941	11:45 PM 1,015	11:45 PM 553	11:45 PM 662	11:45 PM 695	11:45 PM 665	11:45 PM 721	11:45 PM 697	11:45 PM 738	11:45 PM 734	11:45 PM 799
Peak Hour Traffic by Period														
7 AM - 9 AM	8:45 AM 393	8:45 AM 576	8:45 AM 432	8:45 AM 501	8:45 AM 535	8:45 AM 457	8:45 AM 1,376	8:45 AM 835	8:30 AM 1,401	8:45 AM 793	8:45 AM 1,430	8:45 AM 794	8:45 AM 1,235	8:45 AM 752
Noon - 2 PM	1:15 PM 753	1:45 PM 1,072	1:45 PM 745	1:45 PM 1,077	1:45 PM 1,072	1:30 PM 1,127	1:45 PM 766	1:30 PM 676	1:45 PM 741	1:15 PM 826	1:45 PM 767	1:45 PM 878	1:15 PM 801	1:45 PM 1,009
4 PM - 6 PM	4:30 PM 1,219	4:30 PM 1,144	4:45 PM 1,127	4:45 PM 1,079	4:30 PM 1,126	4:45 PM 1,155	4:45 PM 878	4:45 PM 936	4:45 PM 919	4:45 PM 931	4:45 PM 931	4:30 PM 970	4:15 PM 1,028	4:45 PM 994
12:00 AM	99	81	143	102	73	62	43	35	64	60	63	33	75	46
12:15 AM	102	50	144	70	60	88	30	31	53	32	54	32	55	38
12:30 AM	93	61	130	73	67	53	45	30	38	26	36	33	37	42
12:45 AM	93 387	52 244	103 520	58 303	55 255	45 248	28 146	22 118	39 194	29 147	35 188	33 131	46 213	22 148
1:00 AM	75 363	51 214	90 467	39 240	45 227	40 226	23 126	18 101	35 165	23 110	31 156	27 125	30 168	14 116
1:15 AM	63 324	43 207	89 412	52 222	47 214	28 166	15 111	14 84	19 131	18 96	19 121	12 105	26 139	21 99
1:30 AM	46 277	41 187	70 352	31 180	36 183	21 134	13 79	14 68	13 106	11 81	16 101	22 94	15 117	23 80
1:45 AM	48 232	37 172	48 297	30 152	33 161	22 111	14 65	12 58	24 91	17 69	10 76	13 74	17 88	17 75
2:00 AM	52 209	30 151	45 252	31 144	30 146	23 94	13 55	18 58	16 72	9 55	20 65	20 67	25 83	16 77
2:15 AM	44 190	37 145	44 207	21 113	29 128	18 84	12 52	7 51	7 60	12 49	11 57	11 66	19 76	16 72
2:30 AM	33 177	23 127	34 171	24 106	23 115	8 71	19 58	11 48	22 69	12 50	20 61	9 53	16 77	15 64
2:45 AM	26 155	26 116	32 155	25 101	25 107	9 58	14 58	15 51	17 62	12 45	12 63	14 54	17 77	21 68
3:00 AM	21 124	28 114	18 128	20 90	24 101	19 54	6 51	20 53	13 59	30 66	6 49	23 57	7 59	26 78
3:15 AM	17 97	23 100	16 100	15 84	19 91	6 42	7 46	22 68	16 68	22 76	14 52	29 75	22 62	15 77
3:30 AM	14 78	15 92	16 82	23 83	19 87	10 44	12 39	19 76	14 60	15 79	15 47	22 88	8 54	23 85
3:45 AM	15 67	29 95	10 60	14 72	21 83	14 49	7 32	21 82	11 54	21 88	9 44	20 94	13 50	24 88
4:00 AM	15 61	14 81	13 55	17 69	15 74	24 54	19 45	26 88	14 55	31 89	8 46	26 97	12 55	32 94
4:15 AM	18 62	14 72	15 54	9 63	11 66	26 74	13 51	31 97	14 53	29 96	17 49	28 96	25 58	26 105
4:30 AM	12 60	23 80	19 57	20 60	21 68	17 81	20 59	25 103	29 68	33 114	31 65	45 119	30 80	41 123
4:45 AM	21 66	17 68	12 59	14 60	15 62	18 85	38 90	48 130	17 74	37 130	36 92	27 126	39 106	39 138
5:00 AM	17 68	31 85	16 62	20 63	25 72	27 88	34 105	55 159	34 94	46 145	33 117	42 142	24 118	39 145
5:15 AM	20 70	34 105	22 69	19 73	26 87	20 82	39 131	43 171	28 108	40 156	44 144	50 164	39 132	54 173
5:30 AM	37 95	46 128	29 79	32 85	39 105	59 124	53 164	76 222	48 127	74 197	44 157	72 191	47 149	89 221
5:45 AM	24 98	60 171	39 106	44 115	52 142	60 166	42 168	129 303	61 171	121 281	42 163	131 295	42 152	116 298
6:00 AM	27 108	83 223	30 120	74 169	78 195	93 232	81 215	168 416	86 223	159 394	96 226	147 400	83 211	167 426
6:15 AM	41 129	76 265	34 132	57 207	66 235	72 284	112 288	138 511	115 310	142 496	118 300	134 484	104 276	146 518
6:30 AM	35 127	82 301	57 160	68 243	75 271	79 304	143 378	148 583	131 393	135 557	128 384	146 558	112 341	145 574
6:45 AM	52 155	88 329	68 189	60 259	74 293	73 317	164 500	143 597	169 501	148 584	182 524	132 559	168 467	143 601
7:00 AM	89 217	89 335	62 221	68 253	78 293	69 293	194 613	159 588	209 624	141 566	199 627	142 554	216 600	142 576
7:15 AM	78 254	63 322	93 280	54 250	58 285	65 286	238 739	128 578	264 773	141 565	246 755	121 541	244 740	143 573
7:30 AM	81 300	104 344	87 310	73 255	90 300	85 292	265 861	159 589	301 943	154 584	281 908	179 574	295 923	144 572
7:45 AM	88 336	120 376	94 336	93 288	103 329	97 316	299 996	176 622	319 1,093	194 630	295 1,021	162 604	270 1,025	166 595
8:00 AM	90 337	115 402	99 373	97 317	106 357	91 338	308 1,110	175 638	326 1,210	194 683	354 1,176	190 652	287 1,096	179 632
8:15 AM	96 355	133 472	99 379	90 353	110 409	116 389	362 1,234	202 712	372 1,318	161 703	380 1,310	168 699	348 1,200	175 664
8:30 AM	104 378	153 521	111 403	143 423	146 465	109 413	370 1,339	225 778	384 1,401	205 754	365 1,394	210 730	312 1,217	200 720
8:45 AM	103 393	175 576	123 432	171 501	173 535	141 457	336 1,376	233 835	315 1,397	233 793	331 1,430	226 794	288 1,235	198 752
9:00 AM	122 425	180 641	125 458	161 565	170 599	142 508	338 1,406	240 900	341 1,412	220 819	333 1,409	237 841	283 1,231	230 803
9:15 AM	139 468	189 697	131 490	189 664	189 678	156 548	324 1,368	194 892	324 1,364	205 863	317 1,346	185 858	309 1,192	210 838
9:30 AM	126 490	192 736	152 531	182 703	185 717	163 602	331 1,329	184 851	292 1,272	189 847	282 1,263	194 842	314 1,194	221 859
9:45 AM	148 535	190 751	150 558	211 743	199 743	181 642	259 1,252	193 811	228 1,185	194 808	217 1,149	198 814	221 1,127	237 898

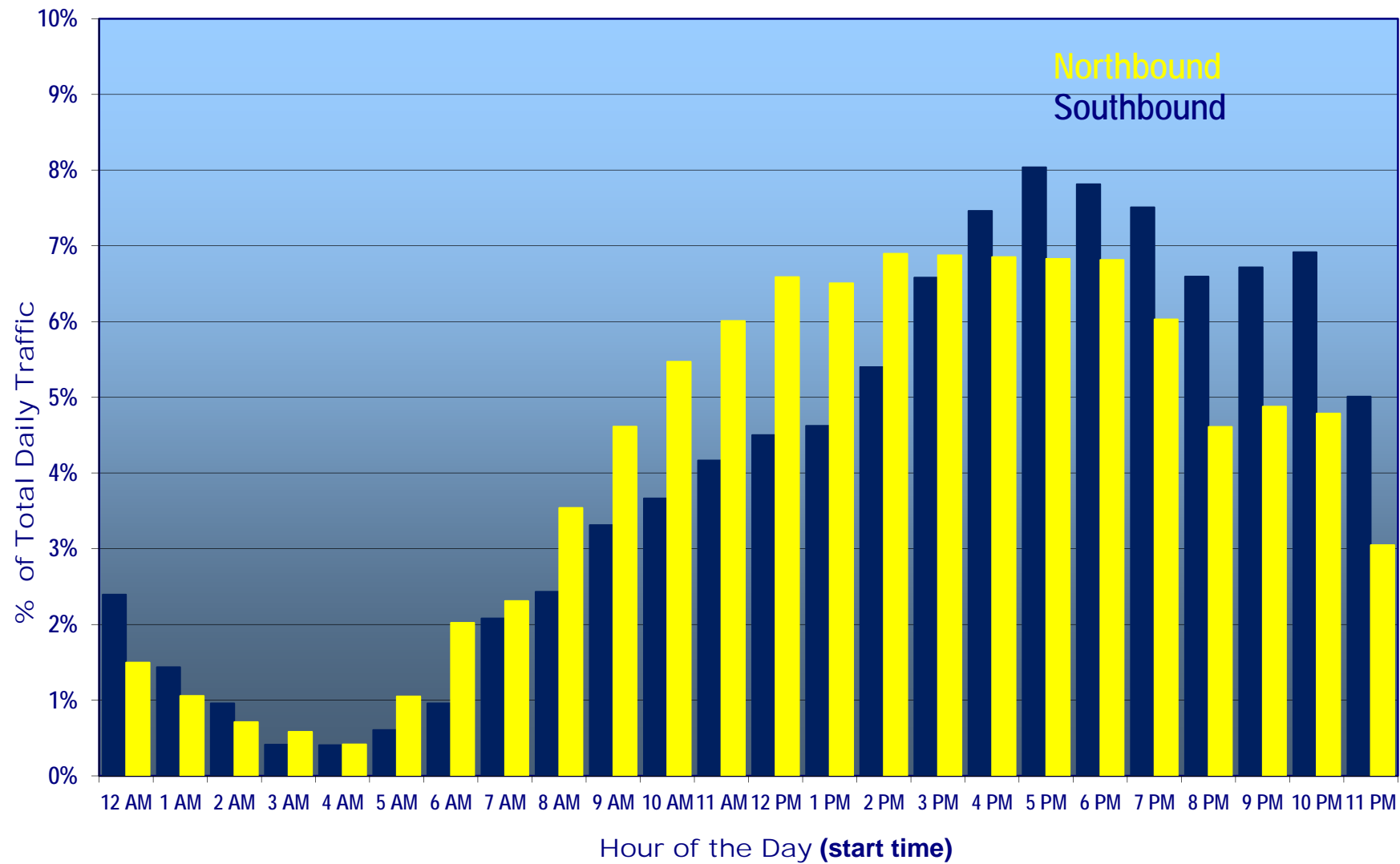
Pier 27 Traffic Counts - Two-way seven-day ADT by Baymetrics
The Embarcadero, between Sansome St. and Lombard St.

Date	Saturday, May 29, 2010		Sunday, May 30, 2010		Monday, May 31, 2010 (Memorial Day)		Tuesday, June 01, 2010 (Sea Princess at P35)		Wednesday, June 02, 2010		Thursday, June 03, 2010		Friday, June 04, 2010	
Direction	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
10:00 AM	139 552	236 807	152 585	205 787	223 796	204 704	228 1,142	176 747	201 1,045	198 786	212 1,028	199 776	201 1,045	193 861
10:15 AM	160 573	228 846	152 606	233 831	228 835	193 741	227 1,045	164 717	184 905	220 801	162 873	185 776	194 930	216 867
10:30 AM	148 595	199 853	146 600	251 900	228 878	228 806	244 958	181 714	156 769	194 806	161 752	175 757	168 784	207 853
10:45 AM	145 592	227 890	140 590	260 949	240 919	230 855	227 926	180 701	162 703	214 826	153 688	223 782	176 739	211 827
11:00 AM	168 621	231 885	178 616	259 1,003	241 937	232 883	229 927	175 700	169 671	230 858	182 658	222 805	177 715	187 821
11:15 AM	150 611	233 890	167 631	296 1,066	267 976	252 942	188 888	178 714	195 682	212 850	183 679	189 809	185 706	224 829
11:30 AM	169 632	247 938	177 662	283 1,098	268 1,016	275 989	198 842	166 699	181 707	224 880	165 683	204 838	188 726	220 842
11:45 AM	186 673	267 978	181 703	271 1,109	271 1,047	274 1,033	197 812	172 691	189 734	208 874	203 733	226 841	208 758	219 850
12:00 PM	170 675	287 1,034	168 693	284 1,134	285 1,091	287 1,088	194 777	172 688	205 770	214 858	170 721	228 847	169 750	265 928
12:15 PM	189 714	260 1,061	160 686	286 1,124	271 1,095	261 1,097	185 774	165 675	169 744	193 839	186 724	193 851	186 751	249 953
12:30 PM	198 743	272 1,086	193 702	248 1,089	260 1,087	282 1,104	202 778	158 667	182 745	224 839	177 736	201 848	187 750	256 989
12:45 PM	170 727	253 1,072	165 686	259 1,077	256 1,072	284 1,114	170 751	163 658	185 741	187 818	191 724	203 825	194 736	239 1,009
1:00 PM	186 743	274 1,059	171 689	266 1,059	270 1,057	268 1,095	186 743	168 654	180 716	194 798	188 742	228 825	216 783	237 981
1:15 PM	199 753	264 1,063	186 715	258 1,031	261 1,047	278 1,112	194 752	179 668	180 727	221 826	172 728	194 826	204 801	249 981
1:30 PM	187 742	246 1,037	185 707	272 1,055	259 1,046	297 1,127	185 735	166 676	190 735	199 801	187 738	229 854	176 790	221 946
1:45 PM	175 747	275 1,059	203 745	255 1,051	267 1,057	274 1,117	201 766	161 674	178 728	198 812	220 767	227 878	181 777	230 937
2:00 PM	192 753	283 1,068	210 784	246 1,031	266 1,053	263 1,112	201 781	179 685	226 774	226 844	194 773	211 861	223 784	233 933
2:15 PM	208 762	266 1,070	208 806	240 1,013	252 1,044	293 1,127	233 820	177 683	212 806	200 823	221 822	220 887	231 811	235 919
2:30 PM	205 780	274 1,098	228 849	253 994	263 1,048	272 1,102	192 827	188 705	202 818	210 834	230 865	196 854	230 865	232 930
2:45 PM	267 872	299 1,122	247 893	280 1,019	243 1,024	287 1,115	189 815	231 775	205 845	198 834	206 851	220 847	180 864	246 946
3:00 PM	229 909	266 1,105	232 915	273 1,046	231 989	281 1,133	210 824	201 797	206 825	210 818	181 838	227 863	216 857	219 932
3:15 PM	234 935	275 1,114	229 936	260 1,066	246 983	272 1,112	226 817	201 821	224 837	196 814	198 815	204 847	241 867	223 920
3:30 PM	274 1,004	276 1,116	259 967	242 1,055	266 986	275 1,115	195 820	245 878	229 864	232 836	199 784	218 869	237 874	220 908
3:45 PM	326 1,063	302 1,119	226 946	236 1,011	303 1,046	273 1,101	196 827	228 875	247 906	207 845	213 791	228 877	262 956	227 889
4:00 PM	250 1,084	248 1,101	270 984	254 992	284 1,099	301 1,121	233 850	228 902	219 919	202 837	198 808	230 880	271 1,011	227 897
4:15 PM	327 1,177	298 1,124	262 1,017	256 988	267 1,120	270 1,119	206 830	231 932	220 915	216 857	271 881	244 920	258 1,028	255 929
4:30 PM	316 1,219	296 1,144	305 1,063	286 1,032	272 1,126	287 1,131	226 861	240 927	223 909	249 874	235 917	268 970	215 1,006	240 949
4:45 PM	312 1,205	273 1,115	290 1,127	283 1,079	274 1,097	297 1,155	213 878	237 936	232 894	264 931	227 931	223 965	217 961	272 994
5:00 PM	294 1,249	301 1,168	321 1,178	276 1,101	309 1,122	312 1,166	238 883	253 961	239 914	260 989	197 930	264 999	255 945	254 1,021
5:15 PM	310 1,232	281 1,151	305 1,221	244 1,089	292 1,147	286 1,182	265 942	236 966	252 946	238 1,011	253 912	239 994	235 922	256 1,022
5:30 PM	339 1,255	260 1,115	317 1,233	241 1,044	313 1,188	207 1,102	248 964	301 1,027	275 998	270 1,032	270 947	274 1,000	258 965	256 1,038
5:45 PM	355 1,298	269 1,111	307 1,250	283 1,044	293 1,207	204 1,009	238 989	282 1,072	250 1,016	325 1,093	229 949	291 1,068	228 976	293 1,059
6:00 PM	312 1,316	274 1,084	302 1,231	285 1,053	265 1,163	181 878	275 1,026	267 1,086	257 1,034	283 1,116	310 1,062	292 1,096	226 947	259 1,064
6:15 PM	329 1,335	254 1,057	327 1,253	274 1,083	241 1,112	187 779	249 1,010	272 1,122	269 1,051	268 1,146	230 1,039	273 1,130	224 936	286 1,094
6:30 PM	328 1,324	287 1,084	348 1,284	272 1,114	273 1,072	170 742	216 978	262 1,083	240 1,016	260 1,136	201 970	275 1,131	181 859	242 1,080
6:45 PM	293 1,262	294 1,109	332 1,309	291 1,122	260 1,039	174 712	234 974	245 1,046	228 994	239 1,050	181 922	241 1,081	181 812	217 1,004
7:00 PM	336 1,286	257 1,092	295 1,302	257 1,094	309 1,083	152 683	204 903	189 968	204 941	224 991	188 800	242 1,031	178 764	230 975
7:15 PM	301 1,258	265 1,103	274 1,249	280 1,100	275 1,117	143 639	200 854	203 899	193 865	196 919	186 756	219 977	207 747	220 909
7:30 PM	301 1,231	234 1,050	274 1,175	222 1,050	265 1,109	142 611	147 785	188 825	145 770	189 848	176 731	221 923	186 752	204 871
7:45 PM	275 1,213	225 981	289 1,132	226 985	248 1,097	137 574	160 711	158 738	187 729	161 770	175 725	163 845	157 728	195 849
8:00 PM	274 1,151	205 929	222 1,059	213 941	231 1,019	131 553	155 662	146 695	144 669	175 721	160 697	135 738	184 734	180 799
8:15 PM	269 1,119	191 855	305 1,090	194 855	220 964	115 525	170 632	143 635	162 638	148 673	155 666	134 653	192 719	163 742
8:30 PM	252 1,070	178 799	248 1,064	196 829	217 916	130 513	150 635	134 581	162 655	144 628	152 642	145 577	171 704	157 695
8:45 PM	270 1,065	176 750	191 966	172 775	155 823	95 471	142 617	134 557	145 613	113 580	144 611	137 551	170 717	143 643
9:00 PM	282 1,073	189 734	183 927	146 708	157 749	119 459	141 603	125 536	133 602	97 502	163 614	130 546	149 682	169 632
9:15 PM	283 1,087	206 749	169 791	145 659	159 688	108 452	143 576	99 492	175 615	98 452	150 609	123 535	171 661	146 615
9:30 PM	272 1,107	190 761	145 688	143 606	171 642	91 413	146 572	104 462	137 590	98 406	188 645	127 517	159 649	133 591
9:45 PM	248 1,085	209 794	130 627	145 579	148 635	95 413	125 555	123 451	121 566	119 412	149 650	111 491	174 653	145 593
10:00 PM	258 1,061	252 857	119 563	142 575	117 595	70 364	107 521	101 427	115 548	194 509	155 642	124 485	198 702	130 554
10:15 PM	308 1,086	197 848	121 515	128 558	112 548	74 330	131 509	119 447	128 501	188 599	133 625	84 446	184 715	143 551
10:30 PM	278 1,092	145 803	103 473	97 512	98 475	63 302	109 472	99 442	95 459	118 619	139 576	102 421	173 729	146 564
10:45 PM	273 1,117	185 779	90 433	124 491	108 435	84 291	81 428	81 400	100 438	89 589	151 578	92 402	167 722	142 561
11:00 PM	222 1,081	146 673	87 401	116 465	81 399	64 285	80 401	91 390	74 397	85 480	123 546	83 361	169 693	123 554
11:15 PM	215 988	131 607	93 373	91 428	80 367	49 260	87 357	99 370	100 369	57 349	122 535	69 346	141 650	104 515
11:30 PM	209 919	115 577	89 359	80 411	66 335	43 240	85 333	163 434	74 348	57 288	99 495	67 311	130 607	97 466
11:45 PM	163 809	104 496	61 330	68 355	56 283	59 215	59 311	60 413	58 306	58 257	76 420	75 294	125 565	82 406

The Embarcadero Daily Traffic Volume Average Weekday Hourly Distribution of Traffic



The Embarcadero Daily Traffic Volume Saturday Hourly Distribution of Traffic



Weekday AM Peak Hour

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Table 1
San Francisco Northern Waterfront Model
Weekday AM Peak Hour

[illegible]

Table 1
San Francisco Northern Waterfront Model
Weekday AM Peak Hour

[illegible]

Table 1
San Francisco Northern Waterfront Model
Weekday AM Peak Hour

[illegible]

Table 1
San Francisco Northern Waterfront Model
Weekday AM Peak Hour

[illegible]

Weekday PM Peak Hour

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Table 2
San Francisco Northern Waterfront Model
Weekday PM Peak Hour

#	Intersection Name	TABLE 2A - INTERSECTION TURNING MOVEMENTS																	
		Northbound					Southbound				Eastbound				Westbound				Total All Approaches
		U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
Existing Base Volumes																			
1	Beach Street/Columbus Avenue	17	0	8	25	0	0	0	0	0	157	92	249	9	76	0	85	359	
2	North Point Street/Columbus Ave	62	38	22	122	22	76	58	156	21	131	44	196	28	292	29	349	823	
3	North Point Street/Stockton Street	23	20	32	75	14	37	22	73	17	235	57	309	7	152	5	164	621	
4	Bay Street/Columbus Avenue	341	86	66	493	0	145	4	149	1	576	187	764	7	1,034	34	1,075	2,481	
5	Bay Street/Stockton Street	21	25	58	104	40	33	31	104	22	506	20	548	23	1,089	30	1,142	1,898	
6	Bay Street/Kearny Street	124	3	24	151	2	3	14	19	10	543	57	610	19	1,004	2	1,025	1,805	
7	Broadway/Sansome Street	274	286	39	599	0	0	0	0	76	543	0	619	0	766	107	873	2,091	
8	Broadway/Battery Street	0	0	0	0	54	597	155	806	0	322	257	579	37	719	0	756	2,141	
9	The Embarcadero/Beach Street/Grant Av	1	148	335	28	512	4	141	0	145	0	0	308	308	17	73	8	98	1,063
10	The Embarcadero/N. Point St./Kearny St.	10	144	468	0	622	1	412	54	467	19	243	13	275	4	25	10	39	1,403
11	The Embarcadero/Bay Street	0	947	606	0	1,553	0	639	30	669	16	0	552	568	0	0	0	0	2,790
12	The Embarcadero/Chestnut St./Sansome	5	31	1,215	0	1,251	18	1,166	7	1,191	79	316	15	410	0	0	0	0	2,852
13	The Embarcadero/Lombard St./Battery	40	63	1,191	11	1,305	12	828	346	1,186	30	7	250	287	40	30	28	98	2,876
14	The Embarcadero/Green Street	13	33	1,256	0	1,302	4	919	11	934	27	0	64	91	0	0	0	0	2,327
15	The Embarcadero/Broadway	53	382	1,216	0	1,651	6	945	42	993	69	0	319	388	0	0	0	0	3,032
16	The Embarcadero/Washington Street	4	298	1,536	0	1,838	9	1,255	55	1,319	95	0	183	278	0	0	0	0	3,435
17	The Embarcadero/Mission Street	0	2	1,800	0	1,802	0	1,388	179	1,567	162	0	87	249	0	0	0	0	3,618
18	The Embarcadero/Harrison Street	0	0	1,388	0	1,388	0	1,237	310	1,547	182	0	169	351	0	0	0	0	3,286
19	The Embarcadero/Bryant Street	0	135	1,273	9	1,417	43	1,325	38	1,406	75	6	168	249	75	62	39	176	3,248
20	The Embarcadero/Brannan Street	3	46	1,300	0	1,349	3	1,293	273	1,569	119	0	15	134	0	0	0	0	3,052
21	Fremont Street/Folsom Street	4	185	73	262	217	39	1	257	167	405	57	629	0	95	66	161	1,309	
22	King Street/Third Street	76	678	260	1,014	0	0	0	0	835	954	14	1,803	143	1,210	40	1,393	4,210	
23	King Street/Fourth Street	8	52	50	110	56	304	432	792	116	1,696	17	1,829	24	1,227	34	1,285	4,016	
24	16th Street/Third Street	0	231	555	0	786	7	286	73	366	87	9	177	273	0	9	5	14	1,439
25	Cesar Chavez Street/Third Street	223	524	16	763	17	321	96	434	96	179	154	429	13	195	18	226	1,852	
26	Cesar Chavez Street/Illinois Street	130	84	3	217	13	62	37	112	35	69	107	211	1	61	24	86	626	
27	Lincoln Blvd/25th Av/El Camino del Mar	0	17	24	225	266	14	20	2	36	1	221	23	245	317	208	5	530	1,077
28	Lake Street/14th Avenue	0	3	12	18	33	8	0	0	8	30	264	1	295	73	298	27	398	734
29	Lake Street/15th Avenue	0	7	5	19	31	31	26	32	89	4	207	4	215	17	263	4	284	619
30	Jackson Street/Arguello Blvd	0	0	310	46	356	43	450	0	493	0	0	0	0	85	0	49	134	983
31	Pacific Avenue/Presidio Blvd	0	5	353	8	366	43	452	30	525	5	8	4	17	23	18	39	80	988
32	Lombard Street/Lyon Street	0	146	22	7	175	22	56	200	278	164	180	94	438	5	228	19	252	1,143
33	Lombard Street/Divisadero Street	0	179	153	27	359	67	140	34	241	0	1,327	172	1,499	1	1,975	120	2,096	4,195
34	Lombard Street/Fillmore Street	0	47	126	36	209	14	199	54	267	4	1,067	65	1,136	3	1,900	65	1,968	3,580
35	Bay Street/Laguna Street	0	173	0	34	207	529	151	13	693	0	210	104	314	19	348	1,208	1,575	2,789
36	Bay Street/Van Ness Avenue	0	73	173	122	368	5	329	191	525	9	581	114	704	39	1,242	21	1,302	2,899
37	Bay Street/Hyde Street	0	0	36	10	46	2	69	19	90	2	681	32	715	0	1,365	21	1,386	2,237
38	Alexander Ave/Bunker Road	0	54	237	0	291	0	299	17	316	37	0	176	213	0	0	0	0	820
39	Alexander Ave/Ft. Baker (East) Rd	0	0	270	10	280	8	308	5	321	0	0	0	0	4	0	26	30	631
40	Bush Street/Van Ness Avenue	0	0	1,386	117	1,503	205	1,253	0	1,458	67	969	115	1,151	0	0	0	0	4,112
41	Pine Street/Van Ness Avenue	0	156	1,298	0	1,454	0	1,312	207	1,519	0	0	0	0	122	1,487	160	1,769	4,742
42	Lombard Street/Van Ness Avenue	0	1,020	227	34	1,281	0	442	98	540	114	112	853	1,079	1	91	9	101	3,001
43	The Embarcadero/Howard Street	0	121	1,548	0	1,669	3	1,145	329	1,477	252	0	169	421	0	0	0	0	3,567
44	The Embarcadero/Folsom Street	0	160	1,412	0	1,572	0	1,292	25	1,317	260	0	256	516	0	0	0	0	3,405

Table 2
San Francisco Northern Waterfront Model
Weekday PM Peak Hour

[illegible]

Table 2
San Francisco Northern Waterfront Model
Weekday PM Peak Hour

[illegible]

Table 2
San Francisco Northern Waterfront Model
Weekday PM Peak Hour

[illegible]

Table 2
 San Francisco Northern Waterfront Model
 Weekday PM Peak Hour

#	Intersection Name	TABLE 2A - INTERSECTION TURNING MOVEMENTS																	
		Northbound					Southbound				Eastbound				Westbound				Total All Approaches
		U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
34th America's Cup Year 2012 Volumes																			
1	Beach Street/Columbus Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	North Point Street/Columbus Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	North Point Street/Stockton Street	0	10	0	10	10	0	0	0	0	0	32	0	32	0	0	0	0	42
4	Bay Street/Columbus Avenue	0	0	0	0	0	0	0	0	0	0	40	0	40	0	180	0	180	220
5	Bay Street/Stockton Street	45	0	0	45	45	0	0	0	0	0	10	10	20	0	45	10	55	120
6	Bay Street/Kearny Street	27	0	32	59	59	0	0	0	0	0	5	5	10	10	27	0	37	106
7	Broadway/Sansome Street	0	12	0	12	12	0	0	0	0	7	15	0	22	0	86	0	86	120
8	Broadway/Battery Street	0	0	0	0	0	0	36	29	64	0	15	0	15	0	57	0	57	136
9	The Embarcadero/Beach Street/Grant Av	0	12	0	0	12	0	0	0	0	0	0	32	32	0	0	0	0	44
10	The Embarcadero/N. Point St./Kearny St.	0	12	12	0	24	0	32	0	32	0	0	32	32	0	0	0	0	88
11	The Embarcadero/Bay Street	0	19	24	0	43	0	27	37	64	0	0	37	37	0	0	0	0	144
12	The Embarcadero/Chestnut St./Sansome	0	0	24	0	24	0	64	0	64	0	19	42	61	0	0	0	0	149
13	The Embarcadero/Lombard St./Battery	0	0	24	0	24	0	42	64	106	0	0	42	42	0	0	0	0	172
14	The Embarcadero/Green Street	0	0	24	0	24	0	84	0	84	0	0	0	0	0	0	0	0	108
15	The Embarcadero/Broadway	0	41	9	0	50	0	27	57	84	15	0	0	15	0	0	0	0	149
16	The Embarcadero/Washington Street	0	0	41	0	41	0	0	27	27	9	0	71	80	0	0	0	0	148
17	The Embarcadero/Mission Street	0	0	203	0	203	0	71	0	71	-162	0	-87	-249	0	0	0	0	25
18	The Embarcadero/Harrison Street	0	0	5	0	5	0	83	41	124	1	0	0	1	0	0	0	0	131
19	The Embarcadero/Bryant Street	0	2	4	0	6	0	79	3	83	1	0	0	1	0	0	0	0	90
20	The Embarcadero/Brannan Street	0	2	5	0	8	0	77	2	79	1	0	0	1	0	0	0	0	88
21	Fremont Street/Folsom Street	0	0	0	0	0	11	0	0	11	0	2	0	2	0	0	0	0	13
22	King Street/Third Street	0	10	2	12	12	0	0	0	0	6	6	0	12	41	36	0	77	101
23	King Street/Fourth Street	0	0	0	0	0	0	0	0	0	0	12	0	12	0	36	0	36	48
24	16th Street/Third Street	0	12	0	12	12	0	36	5	41	2	0	0	2	0	0	0	0	55
25	Cesar Chavez Street/Third Street	0	11	0	11	11	0	33	3	36	1	25	0	26	0	25	0	25	98
26	Cesar Chavez Street/Illinois Street	0	0	0	0	0	0	0	0	0	0	25	0	25	0	25	0	25	50
27	Lincoln Blvd/25th Av/El Camino del Mar	0	0	32	32	32	0	0	0	0	0	0	0	0	95	0	0	95	126
28	Lake Street/14th Avenue	0	32	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0	32
29	Lake Street/15th Avenue	0	0	0	0	0	0	95	0	95	0	0	0	0	0	0	0	0	95
30	Jackson Street/Arguello Blvd	0	32	0	32	32	0	95	0	95	0	0	0	0	0	0	0	0	126
31	Pacific Avenue/Presidio Blvd	0	32	0	32	32	0	95	0	95	0	0	0	0	0	0	0	0	126
32	Lombard Street/Lyon Street	0	0	0	0	0	0	0	0	0	0	300	0	300	0	100	0	100	400
33	Lombard Street/Divisadero Street	0	69	0	69	69	165	208	105	478	35	415	0	450	0	446	55	501	1,499
34	Lombard Street/Fillmore Street	0	69	0	69	69	165	208	105	478	35	545	0	580	0	396	55	451	1,578
35	Bay Street/Laguna Street	80	0	80	159	159	0	0	0	0	0	0	239	239	239	14	0	253	651
36	Bay Street/Van Ness Avenue	14	0	41	54	54	0	0	0	0	0	39	41	80	122	239	0	361	495
37	Bay Street/Hyde Street	0	0	0	0	0	0	0	0	0	0	80	0	80	0	361	0	361	441
38	Alexander Ave/Bunker Road	0	0	0	0	0	0	0	8	8	4	0	1	5	0	0	0	0	14
39	Alexander Ave/Ft. Baker (East) Rd	0	4	0	4	4	0	8	8	16	0	0	0	0	0	0	45	45	65
40	Bush Street/Van Ness Avenue	0	205	0	205	205	6	918	0	924	0	0	0	0	0	0	0	0	1,129
41	Pine Street/Van Ness Avenue	0	205	0	205	205	0	924	0	924	0	0	0	0	0	0	77	77	1,206
42	Lombard Street/Van Ness Avenue	171	35	0	205	205	0	104	58	162	19	0	820	840	0	0	0	0	1,207
43	The Embarcadero/Howard Street	0	0	17	0	17	0	-87	71	-16	186	0	170	356	0	0	0	0	357
44	The Embarcadero/Folsom Street	0	2	5	0	6	0	83	0	83	13	0	41	54	0	0	0	0	143

Table 2
San Francisco Northern Waterfront Model
Weekday PM Peak Hour

#	Intersection Name	TABLE 2A - INTERSECTION TURNING MOVEMENTS																	Total All Approaches	
		Northbound					Southbound				Eastbound				Westbound					
		U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
Existing Base plus AC34 Year 2012 Volumes																				
1	Beach Street/Columbus Avenue	0	17	0	8	25	0	0	0	0	0	157	92	249	9	76	0	85	359	
2	North Point Street/Columbus Ave	0	62	38	22	122	22	76	58	156	21	131	44	196	28	292	29	349	823	
3	North Point Street/Stockton Street	0	23	30	32	85	14	37	22	73	17	267	57	341	7	152	5	164	663	
4	Bay Street/Columbus Avenue	0	341	86	66	493	0	145	4	149	1	616	187	804	7	1,214	34	1,255	2,701	
5	Bay Street/Stockton Street	0	66	25	58	149	40	33	31	104	22	516	30	568	23	1,134	40	1,197	2,018	
6	Bay Street/Kearny Street	0	151	3	56	210	2	3	14	19	10	548	62	620	29	1,031	2	1,062	1,911	
7	Broadway/Sansome Street	0	274	298	39	611	0	0	0	0	83	558	0	641	0	852	107	959	2,211	
8	Broadway/Battery Street	0	0	0	0	0	54	633	184	870	0	337	257	594	37	776	0	813	2,277	
9	The Embarcadero/Beach Street/Grant Av	1	160	335	28	524	4	141	0	145	0	0	340	340	17	73	8	98	1,107	
10	The Embarcadero/N. Point St./Kearny St.	10	156	480	0	646	1	444	54	499	19	243	45	307	4	25	10	39	1,491	
11	The Embarcadero/Bay Street	0	966	630	0	1,596	0	666	67	733	16	0	589	605	0	0	0	0	2,934	
12	The Embarcadero/Chestnut St./Sansome	5	31	1,239	0	1,275	18	1,230	7	1,255	79	335	57	471	0	0	0	0	3,001	
13	The Embarcadero/Lombard St./Battery	40	63	1,215	11	1,329	12	870	410	1,292	30	7	292	329	40	30	28	98	3,048	
14	The Embarcadero/Green Street	13	33	1,280	0	1,326	4	1,003	11	1,018	27	0	64	91	0	0	0	0	2,435	
15/101	The Embarcadero/Broadway	53	423	1,225	0	1,701	6	972	99	1,077	84	0	319	403	0	0	0	0	3,181	
16/102	The Embarcadero/Washington Street	4	298	1,577	0	1,879	9	1,255	82	1,346	104	0	254	358	0	0	0	0	3,583	
17	The Embarcadero/Mission Street	0	2	2,003	0	2,005	0	1,459	179	1,638	0	0	0	0	0	0	0	0	3,643	
18	The Embarcadero/Harrison Street	0	0	1,393	0	1,393	0	1,320	351	1,671	183	0	169	352	0	0	0	0	3,417	
19	The Embarcadero/Bryant Street	0	137	1,277	9	1,423	43	1,404	41	1,489	76	6	168	250	75	62	39	176	3,338	
20	The Embarcadero/Brannan Street	3	48	1,305	0	1,357	3	1,370	275	1,648	120	0	15	135	0	0	0	0	3,140	
21	Fremont Street/Folsom Street	0	4	185	73	262	228	39	1	268	167	407	57	631	0	95	66	161	1,322	
22	King Street/Third Street	0	76	688	262	1,026	0	0	0	0	841	960	14	1,815	184	1,246	40	1,470	4,311	
23	King Street/Fourth Street	0	8	52	50	110	56	304	432	792	116	1,708	17	1,841	24	1,263	34	1,321	4,064	
24	16th Street/Third Street	0	231	567	0	798	7	322	78	407	89	9	177	275	0	9	5	14	1,494	
25	Cesar Chavez Street/Third Street	0	223	535	16	774	17	354	99	470	97	204	154	455	13	220	18	251	1,950	
26	Cesar Chavez Street/Illinois Street	0	130	84	3	217	13	62	37	112	35	94	107	236	1	86	24	111	676	
27	Lincoln Blvd/25th Av/El Camino del Mar	0	17	24	257	298	14	20	2	36	1	221	23	245	412	208	5	625	1,203	
28	Lake Street/14th Avenue	0	3	44	18	65	8	0	0	8	30	264	1	295	73	298	27	398	766	
29	Lake Street/15th Avenue	0	7	5	19	31	31	121	32	184	4	207	4	215	17	263	4	284	714	
30	Jackson Street/Arguello Blvd	0	0	342	46	388	43	545	0	588	0	0	0	0	85	0	49	134	1,109	
31	Pacific Avenue/Presidio Blvd	0	5	385	8	398	43	547	30	620	5	8	4	17	23	18	39	80	1,114	
32	Lombard Street/Lyon Street	0	146	22	7	175	22	56	200	278	164	480	94	738	5	328	19	352	1,543	
33	Lombard Street/Divisadero Street	0	179	222	27	428	232	348	139	719	35	1,742	172	1,949	1	2,421	175	2,597	5,694	
34	Lombard Street/Fillmore Street	0	47	195	36	278	179	407	159	745	39	1,612	65	1,716	3	2,296	120	2,419	5,158	
35	Bay Street/Laguna Street	0	253	0	114	366	529	151	13	693	0	210	343	553	258	362	1,208	1,828	3,440	
36	Bay Street/Van Ness Avenue	0	87	173	163	422	5	329	191	525	9	620	155	784	161	1,481	21	1,663	3,394	
37	Bay Street/Hyde Street	0	0	36	10	46	2	69	19	90	2	761	32	795	0	1,726	21	1,747	2,678	
38	Alexander Ave/Bunker Road	0	54	237	0	291	0	299	25	324	41	0	177	218	0	0	0	0	834	
39	Alexander Ave/Ft. Baker (East) Rd	0	0	274	10	284	8	316	13	337	0	0	0	0	4	0	71	75	696	
40	Bush Street/Van Ness Avenue	0	0	1,591	117	1,708	211	2,171	0	2,382	67	969	115	1,151	0	0	0	0	5,241	
41	Pine Street/Van Ness Avenue	0	156	1,503	0	1,659	0	2,236	207	2,443	0	0	0	0	122	1,487	237	1,846	5,948	
42	Lombard Street/Van Ness Avenue	0	1,191	262	34	1,486	0	546	156	702	133	112	1,673	1,919	1	91	9	101	4,208	
43	The Embarcadero/Howard Street	0	121	1,565	0	1,686	3	1,058	400	1,461	438	0	339	777	0	0	0	0	3,924	
44	The Embarcadero/Folsom Street	0	162	1,417	0	1,578	0	1,375	25	1,400	273	0	297	570	0	0	0	0	3,548	

Table 2
San Francisco Northern Waterfront Model
Weekday PM Peak Hour

#	Intersection Name	TABLE 2A - INTERSECTION TURNING MOVEMENTS																	
		Northbound					Southbound				Eastbound				Westbound				Total All Approaches
		U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
34th America's Cup Year 2013 Volumes																			
1	Beach Street/Columbus Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	North Point Street/Columbus Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	North Point Street/Stockton Street	0	33	0	33	33	0	0	0	0	0	85	0	85	0	0	0	118	
4	Bay Street/Columbus Avenue	0	0	0	0	0	0	0	0	0	0	19	0	19	0	126	0	145	
5	Bay Street/Stockton Street	31	0	0	31	31	0	0	0	0	0	5	5	10	0	31	33	105	
6	Bay Street/Kearny Street	32	0	109	141	141	0	0	0	0	0	2	2	5	33	32	0	210	
7	Broadway/Sansome Street	0	40	0	40	40	0	0	0	0	25	50	0	75	0	290	0	405	
8	Broadway/Battery Street	0	0	0	0	0	0	121	97	217	0	50	0	50	0	193	0	460	
9	The Embarcadero/Beach Street/Grant Av	0	40	0	0	40	0	0	0	0	0	0	85	85	0	0	0	125	
10	The Embarcadero/N. Point St./Kearny St.	0	40	40	0	80	0	85	0	85	0	0	85	85	0	0	0	251	
11	The Embarcadero/Bay Street	0	65	80	0	145	0	106	65	171	0	0	111	111	0	0	0	427	
12	The Embarcadero/Chestnut St./Sansome	0	0	80	0	80	0	217	0	217	0	65	142	207	0	0	0	504	
13	The Embarcadero/Lombard St./Battery	0	0	80	0	80	0	142	217	359	0	0	142	142	0	0	0	581	
14	The Embarcadero/Green Street	0	0	80	0	80	0	284	0	284	0	0	0	0	0	0	0	364	
15	The Embarcadero/Broadway	0	138	30	0	169	0	90	193	284	50	0	0	50	0	0	0	502	
16	The Embarcadero/Washington Street	0	0	138	0	138	0	0	90	90	30	0	241	271	0	0	0	500	
17	The Embarcadero/Mission Street	0	0	300	0	300	0	241	0	241	-162	0	-87	-249	0	0	0	292	
18	The Embarcadero/Harrison Street	0	0	18	0	18	0	280	140	420	4	0	0	4	0	0	0	441	
19	The Embarcadero/Bryant Street	0	6	14	0	20	0	269	11	280	4	0	0	4	0	0	0	304	
20	The Embarcadero/Brannan Street	0	8	18	0	26	0	261	7	269	2	0	0	2	0	0	0	297	
21	Fremont Street/Folsom Street	0	0	0	0	0	37	0	0	37	0	6	0	6	0	0	0	43	
22	King Street/Third Street	0	35	5	40	40	0	0	0	0	20	20	0	40	140	121	0	342	
23	King Street/Fourth Street	0	0	0	0	0	0	0	0	0	0	40	0	40	0	121	0	162	
24	16th Street/Third Street	0	40	0	40	40	0	121	18	140	6	0	0	6	0	0	0	186	
25	Cesar Chavez Street/Third Street	0	37	0	37	37	0	110	11	121	4	25	0	29	0	25	0	212	
26	Cesar Chavez Street/Illinois Street	0	0	0	0	0	0	0	0	0	0	25	0	25	0	25	0	50	
27	Lincoln Blvd/25th Av/El Camino del Mar	0	0	35	35	35	0	0	0	0	0	0	0	0	106	0	0	141	
28	Lake Street/14th Avenue	0	35	0	35	35	0	0	0	0	0	0	0	0	0	0	0	35	
29	Lake Street/15th Avenue	0	0	0	0	0	0	106	0	106	0	0	0	0	0	0	0	106	
30	Jackson Street/Arguello Blvd	0	35	0	35	35	0	106	0	106	0	0	0	0	0	0	0	141	
31	Pacific Avenue/Presidio Blvd	0	35	0	35	35	0	106	0	106	0	0	0	0	0	0	0	141	
32	Lombard Street/Lyon Street	0	0	0	0	0	0	0	0	0	0	335	0	335	0	112	0	447	
33	Lombard Street/Divisadero Street	0	34	0	34	34	80	101	51	233	17	478	0	495	0	539	27	1,327	
34	Lombard Street/Fillmore Street	0	34	0	34	34	80	101	51	233	17	541	0	558	0	515	27	1,366	
35	Bay Street/Laguna Street	39	0	39	78	78	0	0	0	0	0	0	116	116	116	15	0	326	
36	Bay Street/Van Ness Avenue	15	0	45	60	60	0	0	0	0	0	-6	45	39	135	116	0	351	
37	Bay Street/Hyde Street	0	0	0	0	0	0	0	0	0	0	39	0	39	0	252	0	291	
38	Alexander Ave/Bunker Road	4	1	0	5	5	0	3	9	12	4	0	11	15	0	0	0	31	
39	Alexander Ave/Ft. Baker (East) Rd	0	4	1	5	5	0	9	10	19	0	0	2	2	2	0	53	79	
40	Bush Street/Van Ness Avenue	0	264	0	264	264	22	756	0	778	0	0	0	0	0	0	0	1,043	
41	Pine Street/Van Ness Avenue	0	264	0	264	264	0	778	0	778	0	0	0	0	0	0	260	1,302	
42	Lombard Street/Van Ness Avenue	226	38	0	264	264	0	115	65	181	22	0	663	684	0	0	0	1,129	
43	The Embarcadero/Howard Street	0	0	58	0	58	0	-87	241	154	242	0	367	609	0	0	0	821	
44	The Embarcadero/Folsom Street	0	7	15	0	22	0	280	0	280	43	0	140	183	0	0	0	484	

Table 2
San Francisco Northern Waterfront Model
Weekday PM Peak Hour

#	Intersection Name	TABLE 2A - INTERSECTION TURNING MOVEMENTS																	Total All Approaches	
		Northbound					Southbound				Eastbound				Westbound					
		U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
Existing Base plus AC34 Year 2013 Volumes																				
1	Beach Street/Columbus Avenue	0	17	0	8	25	0	0	0	0	0	157	92	249	9	76	0	85	359	
2	North Point Street/Columbus Ave	0	62	38	22	122	22	76	58	156	21	131	44	196	28	292	29	349	823	
3	North Point Street/Stockton Street	0	23	53	32	108	14	37	22	73	17	320	57	394	7	152	5	164	739	
4	Bay Street/Columbus Avenue	0	341	86	66	493	0	145	4	149	1	595	187	783	7	1,160	34	1,201	2,626	
5	Bay Street/Stockton Street	0	52	25	58	135	40	33	31	104	22	511	25	558	23	1,120	63	1,206	2,003	
6	Bay Street/Kearny Street	0	156	3	133	292	2	3	14	19	10	545	59	615	52	1,036	2	1,090	2,015	
7	Broadway/Sansome Street	0	274	326	39	639	0	0	0	0	101	593	0	694	0	1,056	107	1,163	2,496	
8	Broadway/Battery Street	0	0	0	0	0	54	718	252	1,023	0	372	257	629	37	912	0	949	2,601	
9	The Embarcadero/Beach Street/Grant Av	1	188	335	28	552	4	141	0	145	0	0	393	393	17	73	8	98	1,188	
10	The Embarcadero/N. Point St./Kearny St.	10	184	508	0	702	1	497	54	552	19	243	98	360	4	25	10	39	1,654	
11	The Embarcadero/Bay Street	0	1,012	686	0	1,698	0	745	95	840	16	0	663	679	0	0	0	0	3,217	
12	The Embarcadero/Chestnut St./Sansome	5	31	1,295	0	1,331	18	1,383	7	1,408	79	381	157	617	0	0	0	0	3,356	
13	The Embarcadero/Lombard St./Battery	40	63	1,271	11	1,385	12	970	563	1,545	30	7	392	429	40	30	28	98	3,457	
14	The Embarcadero/Green Street	13	33	1,336	0	1,382	4	1,203	11	1,218	27	0	64	91	0	0	0	0	2,691	
15/101	The Embarcadero/Broadway	53	520	1,246	0	1,820	6	1,035	235	1,277	119	0	319	438	0	0	0	0	3,534	
16/102	The Embarcadero/Washington Street	4	298	1,674	0	1,976	9	1,255	145	1,409	125	0	424	549	0	0	0	0	3,935	
17	The Embarcadero/Mission Street	0	2	2,100	0	2,102	0	1,629	179	1,808	0	0	0	0	0	0	0	0	3,910	
18	The Embarcadero/Harrison Street	0	0	1,406	0	1,406	0	1,517	450	1,967	186	0	169	355	0	0	0	0	3,727	
19	The Embarcadero/Bryant Street	0	141	1,287	9	1,437	43	1,594	49	1,686	79	6	168	253	75	62	39	176	3,552	
20	The Embarcadero/Brannan Street	3	54	1,318	0	1,375	3	1,554	280	1,838	121	0	15	136	0	0	0	0	3,349	
21	Fremont Street/Folsom Street	0	4	185	73	262	254	39	1	294	167	411	57	635	0	95	66	161	1,352	
22	King Street/Third Street	0	76	713	265	1,054	0	0	0	0	855	974	14	1,843	283	1,331	40	1,654	4,552	
23	King Street/Fourth Street	0	8	52	50	110	56	304	432	792	116	1,736	17	1,869	24	1,348	34	1,406	4,178	
24	16th Street/Third Street	0	231	595	0	826	7	407	91	506	93	9	177	279	0	9	5	14	1,625	
25	Cesar Chavez Street/Third Street	0	223	561	16	800	17	431	107	555	100	204	154	458	13	220	18	251	2,064	
26	Cesar Chavez Street/Illinois Street	0	130	84	3	217	13	62	37	112	35	94	107	236	1	86	24	111	676	
27	Lincoln Blvd/25th Av/El Camino del Mar	0	17	24	260	301	14	20	2	36	1	221	23	245	423	208	5	636	1,218	
28	Lake Street/14th Avenue	0	3	47	18	68	8	0	0	8	30	264	1	295	73	298	27	398	769	
29	Lake Street/15th Avenue	0	7	5	19	31	31	132	32	195	4	207	4	215	17	263	4	284	725	
30	Jackson Street/Arguello Blvd	0	0	345	46	391	43	556	0	599	0	0	0	0	85	0	49	134	1,124	
31	Pacific Avenue/Presidio Blvd	0	5	388	8	401	43	558	30	631	5	8	4	17	23	18	39	80	1,129	
32	Lombard Street/Lyon Street	0	146	22	7	175	22	56	200	278	164	515	94	773	5	340	19	364	1,590	
33	Lombard Street/Divisadero Street	0	179	187	27	393	147	241	85	474	17	1,805	172	1,994	1	2,514	147	2,662	5,522	
34	Lombard Street/Fillmore Street	0	47	160	36	243	94	300	105	500	21	1,608	65	1,694	3	2,415	92	2,510	4,946	
35	Bay Street/Laguna Street	0	212	0	73	285	529	151	13	693	0	210	220	430	135	363	1,208	1,706	3,115	
36	Bay Street/Van Ness Avenue	0	88	173	167	428	5	329	191	525	9	575	159	743	174	1,358	21	1,554	3,250	
37	Bay Street/Hyde Street	0	0	36	10	46	2	69	19	90	2	720	32	754	0	1,617	21	1,638	2,528	
38	Alexander Ave/Bunker Road	0	58	238	0	296	0	302	26	328	41	0	187	228	0	0	0	0	851	
39	Alexander Ave/Ft. Baker (East) Rd	0	0	274	11	285	8	317	15	340	0	0	2	2	6	0	79	84	710	
40	Bush Street/Van Ness Avenue	0	0	1,650	117	1,767	227	2,009	0	2,236	67	969	115	1,151	0	0	0	0	5,155	
41	Pine Street/Van Ness Avenue	0	156	1,562	0	1,718	0	2,090	207	2,297	0	0	0	0	122	1,487	420	2,029	6,044	
42	Lombard Street/Van Ness Avenue	0	1,246	265	34	1,545	0	557	163	721	136	112	1,516	1,763	1	91	9	101	4,130	
43	The Embarcadero/Howard Street	0	121	1,606	0	1,727	3	1,058	570	1,631	494	0	536	1,030	0	0	0	0	4,388	
44	The Embarcadero/Folsom Street	0	167	1,427	0	1,594	0	1,572	25	1,597	303	0	396	699	0	0	0	0	3,889	

Saturday Midday Peak Hour

Table 3
San Francisco Northern Waterfront Model
Saturday Midday Peak Hour

#	Intersection Name	TABLE 3A - INTERSECTION TURNING MOVEMENTS																	Total All Approaches	
		Northbound					Southbound				Eastbound				Westbound					
		U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
Existing Base Volumes																				
1	Beach Street/Columbus Avenue		39	0	23	62	0	0	0	0	0	269	95	364	14	82	0	96	522	
2	North Point Street/Columbus Ave		42	98	33	173	31	75	50	156	28	171	50	249	41	188	44	273	851	
3	North Point Street/Stockton Street		16	54	52	122	15	25	17	57	22	209	63	294	17	81	13	111	584	
4	Bay Street/Columbus Avenue		173	125	69	367	1	157	8	166	13	575	130	718	32	442	36	510	1,761	
5	Bay Street/Stockton Street		55	42	59	156	24	44	38	106	37	561	33	631	29	447	47	523	1,416	
6	Bay Street/Kearny Street		58	7	14	79	7	9	30	46	20	568	62	650	20	436	9	465	1,240	
7	Broadway/Sansome Street		145	152	18	315	0	0	0	0	72	417	0	489	0	421	38	459	1,263	
8	Broadway/Battery Street		0	0	0	0	15	261	83	359	0	276	161	437	34	376	0	410	1,206	
9	The Embarcadero/Beach Street/Grant Av	1	348	484	48	881	0	155	0	155	0	0	315	315	9	59	9	77	1,428	
10	The Embarcadero/N. Point St./Kearny St.	13	99	826	0	938	1	313	166	480	24	148	50	222	4	34	14	52	1,692	
11	The Embarcadero/Bay Street	0	459	902	0	1,361	0	442	36	478	36	0	552	588	0	0	0	0	2,427	
12	The Embarcadero/Chestnut St./Sansome	6	22	1,141	0	1,169	38	939	17	994	83	222	16	321	0	0	0	0	2,484	
13	The Embarcadero/Lombard St./Battery	3	24	1,130	29	1,186	17	756	189	962	29	4	130	163	9	4	15	28	2,339	
14	The Embarcadero/Green Street	11	19	1,190	0	1,220	9	749	15	773	17	0	7	24	0	0	0	0	2,017	
15	The Embarcadero/Broadway	74	285	1,193	0	1,552	6	726	30	762	52	0	245	297	0	0	0	0	2,611	
16	The Embarcadero/Washington Street	0	235	1,440	0	1,675	11	925	108	1,044	97	0	125	222	0	0	0	0	2,941	
17	The Embarcadero/Mission Street	0	0	1,443	0	1,443	0	896	188	1,084	266	0	53	319	0	0	0	0	2,846	
18	The Embarcadero/Harrison Street	0	0	876	0	876	0	767	219	986	183	0	74	257	0	0	0	0	2,119	
19	The Embarcadero/Bryant Street	0	54	812	14	880	31	744	64	839	58	5	85	148	4	11	5	20	1,887	
20	The Embarcadero/Brannan Street	9	24	821	0	854	2	721	108	831	60	0	43	103	0	0	0	0	1,788	
21	Fremont Street/Folsom Street	0	108	28	136	254	38	0	292	75	297	9	381	0	15	75	90	899		
22	King Street/Third Street	50	331	122	503	0	0	0	0	534	786	29	1,349	123	727	56	906	2,758		
23	King Street/Fourth Street	24	35	23	82	64	193	161	418	81	1,263	0	1,344	41	680	56	777	2,621		
24	16th Street/Third Street	0	103	236	0	339	4	140	32	176	38	0	105	143	0	0	0	0	658	
25	Cesar Chavez Street/Third Street	133	219	8	360	2	146	56	204	83	88	130	301	10	86	8	104	969		
26	Cesar Chavez Street/Ilinois Street	29	27	3	59	9	17	11	37	27	27	45	99	3	65	7	75	270		
27	Lincoln Blvd/25th Av/El Camino del Mar	0	20	22	280	322	25	16	2	43	1	239	27	267	256	166	13	435	1,067	
28	Lake Street/14th Avenue	0	2	9	10	21	3	0	0	3	16	175	6	197	68	151	14	233	454	
29	Lake Street/15th Avenue	0	3	3	15	21	19	20	11	50	1	160	2	163	10	134	6	150	384	
30	Jackson Street/Arguello Blvd	0	0	347	27	374	30	363	0	393	0	0	0	0	39	0	49	88	855	
31	Pacific Avenue/Presidio Blvd	0	3	353	11	367	14	356	18	388	10	1	1	12	15	11	31	57	824	
32	Lombard Street/Lyon Street	0	88	29	21	138	27	34	159	220	186	205	91	482	8	229	18	255	1,095	
33	Lombard Street/Divisadero Street	0	207	186	39	432	80	139	42	261	20	1,313	197	1,530	22	1,608	89	1,719	3,942	
34	Lombard Street/Fillmore Street	0	68	155	25	248	32	173	69	274	15	1,261	62	1,338	12	1,459	65	1,536	3,396	
35	Bay Street/Laguna Street	0	157	0	30	187	621	137	19	777	0	215	106	321	13	239	752	1,004	2,289	
36	Bay Street/Van Ness Avenue	0	63	220	138	421	9	233	175	417	59	738	139	936	100	539	12	651	2,425	
37	Bay Street/Hyde Street	0	7	44	19	70	3	92	36	131	1	762	26	789	0	612	14	626	1,616	
38	Alexander Ave/Bunker Road	0	182	265	0	447	0	221	35	256	106	0	346	452	0	0	0	0	1,155	
39	Alexander Ave/Ft. Baker (East) Rd	0	2	313	54	369	14	216	7	237	0	0	0	0	38	0	46	84	690	
40	Bush Street/Van Ness Avenue	0	0	1,115	117	1,232	198	1,250	0	1,448	65	773	88	926	0	0	0	0	3,606	
41	Pine Street/Van Ness Avenue	0	96	1,107	0	1,203	0	1,319	146	1,465	0	0	0	0	86	689	105	880	3,548	
42	Lombard Street/Van Ness Avenue	0	779	250	41	1,070	0	443	110	553	160	140	829	1,129	0	88	5	93	2,845	
43	The Embarcadero/Howard Street	12	100	1,291	0	1,403	6	764	177	947	147	0	86	233	0	0	0	0	2,583	
44	The Embarcadero/Folsom Street	17	120	1,075	0	1,212	0	842	20	862	330	0	127	457	0	0	0	0	2,531	

Table 3
San Francisco Northern Waterfront Model
Saturday Midday Peak Hour

[illegible]

Table 3
San Francisco Northern Waterfront Model
Saturday Midday Peak Hour

[illegible]

Table 3
San Francisco Northern Waterfront Model
Saturday Midday Peak Hour

[illegible]

Table 3
San Francisco Northern Waterfront Model
Saturday Midday Peak Hour

#	Intersection Name	TABLE 3A - INTERSECTION TURNING MOVEMENTS																		Total All Approaches
		Northbound					Southbound				Eastbound				Westbound					
		U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
The Embarcadero Northbound and Marina Blvd Closures Base Volumes																				
1	Beach Street/Columbus Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	North Point Street/Columbus Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	North Point Street/Stockton Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Bay Street/Columbus Avenue	298	0	69	367	1	0	0	1	0	482	33	515	32	34	0	66	949		
5	Bay Street/Stockton Street	97	0	59	156	0	0	0	0	0	505	33	538	29	35	0	64	758		
6	Bay Street/Kearny Street	65	0	14	79	0	0	0	0	0	508	62	570	0	0	0	0	649		
7	Broadway/Sansome Street	367	0	18	385	0	0	0	0	72	365	0	437	0	136	38	174	996		
8	Broadway/Battery Street	0	0	0	0	15	261	83	359	0	224	161	385	34	91	0	125	869		
9	The Embarcadero/Beach Street/Grant Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	The Embarcadero/N. Point St./Kearny St.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	The Embarcadero/Bay Street	0	0	0	0	0	0	0	0	0	0	0	521	521	0	0	0	0	0	521
12	The Embarcadero/Chestnut St./Sansome	0	0	0	0	0	0	504	17	521	83	0	16	99	0	0	0	0	0	620
13	The Embarcadero/Lombard St./Battery	0	0	0	0	0	0	332	189	521	0	4	130	134	9	4	0	13	668	
14	The Embarcadero/Green Street	0	0	0	0	0	0	331	15	346	0	0	7	7	0	0	0	0	0	353
15	The Embarcadero/Broadway	0	0	0	0	0	0	303	30	333	0	0	245	245	0	0	0	0	0	578
16	The Embarcadero/Washington Street	0	0	0	0	0	0	439	108	547	0	0	125	125	0	0	0	0	0	672
17	The Embarcadero/Mission Street	0	0	0	0	0	0	376	188	564	0	0	0	0	0	0	0	0	0	564
18	The Embarcadero/Harrison Street	0	0	101	0	101	0	253	219	472	183	0	74	257	0	0	0	0	0	830
19	The Embarcadero/Bryant Street	0	248	37	14	299	31	230	64	325	58	5	85	148	4	11	5	20	792	
20	The Embarcadero/Brannan Street	9	153	240	0	402	2	207	108	317	60	0	43	103	0	0	0	0	0	822
21	Fremont Street/Folsom Street	0	108	28	136	254	38	0	292	75	297	9	381	0	15	269	284	1,093		
22	King Street/Third Street	50	331	122	503	0	0	0	0	986	334	29	1,349	123	213	56	392	2,244		
23	King Street/Fourth Street	24	35	23	82	64	193	161	418	81	1,263	0	1,344	41	166	56	263	2,107		
24	16th Street/Third Street	0	103	236	0	339	4	140	32	176	38	0	105	143	0	0	0	0	0	658
25	Cesar Chavez Street/Third Street	133	219	8	360	2	146	56	204	83	88	130	301	10	86	8	104	969		
26	Cesar Chavez Street/Ilinois Street	29	27	3	59	9	17	11	37	27	27	45	99	3	65	7	75	270		
27	Lincoln Blvd/25th Av/El Camino del Mar	0	20	22	280	322	25	16	2	43	1	239	27	267	256	166	13	435	1,067	
28	Lake Street/14th Avenue	0	2	9	10	21	3	0	0	3	16	175	6	197	68	151	14	233	454	
29	Lake Street/15th Avenue	0	3	3	15	21	19	20	11	50	1	160	2	163	10	134	6	150	384	
30	Jackson Street/Arguello Blvd	0	0	347	27	374	30	363	0	393	0	0	0	0	39	0	49	88	855	
31	Pacific Avenue/Presidio Blvd	0	3	353	11	367	14	356	18	388	10	1	1	12	15	11	31	57	824	
32	Lombard Street/Lyon Street	88	29	21	138	27	34	159	220	186	205	91	482	8	229	18	255	1,095		
33	Lombard Street/Divisadero Street	186	186	39	411	80	139	38	257	18	1,492	177	1,688	22	1,833	89	1,944	4,300		
34	Lombard Street/Fillmore Street	61	155	25	241	32	173	260	465	14	1,445	56	1,515	12	1,501	65	1,578	3,799		
35	Bay Street/Laguna Street	157	0	30	187	0	0	0	0	0	250	106	356	107	437	0	544	1,087		
36	Bay Street/Van Ness Avenue	173	0	326	499	0	0	0	0	0	315	35	350	194	144	0	338	1,186		
37	Bay Street/Hyde Street	7	0	63	70	0	0	0	0	0	518	27	545	0	335	0	335	950		
38	Alexander Ave/Bunker Road	0	182	265	0	447	0	221	35	256	106	0	346	452	0	0	0	0	1,155	
39	Alexander Ave/Ft. Baker (East) Rd	0	2	313	54	369	14	216	7	237	0	0	0	0	38	0	46	84	690	
40	Bush Street/Van Ness Avenue	0	1,004	117	1,121	198	1,021	0	1,219	65	773	88	926	0	0	0	0	3,265		
41	Pine Street/Van Ness Avenue	96	996	0	1,092	0	1,083	146	1,229	0	0	0	0	86	689	105	880	3,201		
42	Lombard Street/Van Ness Avenue	701	250	41	992	0	106	193	299	222	126	979	1,327	0	79	5	84	2,702		
43	The Embarcadero/Howard Street	12	423	0	0	435	0	197	177	374	0	0	139	139	0	0	0	0	948	
44	The Embarcadero/Folsom Street	17	314	107	0	437	0	328	20	348	330	0	127	457	0	0	0	0	1,242	

Table 3

San Francisco Northern Waterfront Model
Saturday Midday Peak Hour

#	Intersection Name	TABLE 3A - INTERSECTION TURNING MOVEMENTS																	Total All Approaches	
		Northbound					Southbound				Eastbound				Westbound					
		U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
34th America's Cup Year 2012 Volumes																				
1	Beach Street/Columbus Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	North Point Street/Columbus Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	North Point Street/Stockton Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	Bay Street/Columbus Avenue	0	0	0	0	0	0	0	0	0	0	473	0	473	0	122	0	122	596	
5	Bay Street/Stockton Street	31	0	0	0	31	0	0	0	0	0	118	118	237	0	31	0	31	298	
6	Bay Street/Kearny Street	31	0	0	0	31	0	0	0	0	0	59	59	118	0	0	0	0	149	
7	Broadway/Sansome Street	0	100	0	0	100	0	0	0	0	42	84	0	125	0	39	0	39	264	
8	Broadway/Battery Street	0	0	0	0	0	0	25	13	38	0	84	0	84	0	26	0	26	148	
9	The Embarcadero/Beach Street/Grant Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	The Embarcadero/N. Point St./Kearny St.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	The Embarcadero/Bay Street	0	0	0	0	0	0	0	0	0	0	0	59	59	0	0	0	0	59	
12	The Embarcadero/Chestnut St./Sansome	0	0	0	0	0	0	0	59	59	0	0	0	0	0	0	0	0	59	
13	The Embarcadero/Lombard St./Battery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	The Embarcadero/Green Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	The Embarcadero/Broadway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	The Embarcadero/Washington Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17	The Embarcadero/Mission Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18	The Embarcadero/Harrison Street	0	0	45	0	45	0	58	29	87	13	0	0	13	0	0	0	0	145	
19	The Embarcadero/Bryant Street	0	15	36	0	51	0	56	2	58	9	0	0	9	0	0	0	0	118	
20	The Embarcadero/Brannan Street	0	20	46	0	65	0	54	1	56	6	0	0	6	0	0	0	0	127	
21	Fremont Street/Folsom Street	0	0	0	0	0	88	0	0	88	0	14	0	14	0	0	0	0	102	
22	King Street/Third Street	0	87	15	101	101	0	0	0	0	51	51	0	101	29	25	0	54	257	
23	King Street/Fourth Street	0	0	0	0	0	0	0	0	0	0	101	0	101	0	25	0	25	127	
24	16th Street/Third Street	0	101	0	101	101	0	25	4	29	14	0	0	14	0	0	0	0	145	
25	Cesar Chavez Street/Third Street	0	88	0	88	88	0	22	3	25	13	50	0	63	0	50	0	50	227	
26	Cesar Chavez Street/Ilinois Street	0	0	0	0	0	0	0	0	0	0	50	0	50	0	50	0	50	100	
27	Lincoln Blvd/25th Av/El Camino del Mar	0	0	526	526	526	0	0	0	0	0	0	0	0	132	0	0	132	658	
28	Lake Street/14th Avenue	0	526	0	526	526	0	0	0	0	0	0	0	0	0	0	0	0	526	
29	Lake Street/15th Avenue	0	0	0	0	0	0	132	0	132	0	0	0	0	0	0	0	0	132	
30	Jackson Street/Arguello Blvd	0	526	0	526	526	0	132	0	132	0	0	0	0	0	0	0	0	658	
31	Pacific Avenue/Presidio Blvd	0	526	0	526	526	0	132	0	132	0	0	0	0	0	0	0	0	658	
32	Lombard Street/Lyon Street	0	0	0	0	0	0	0	0	0	0	453	0	453	0	1,810	0	1,810	2,263	
33	Lombard Street/Divisadero Street	0	547	0	547	547	118	137	43	298	173	1,059	0	1,232	0	1,962	470	2,432	4,508	
34	Lombard Street/Fillmore Street	0	547	0	547	547	118	137	43	298	173	1,003	0	1,176	0	2,389	470	2,859	4,879	
35	Bay Street/Laguna Street	595	0	595	1,190	1,190	0	0	0	0	0	0	149	149	149	128	0	277	1,615	
36	Bay Street/Van Ness Avenue	128	0	383	511	511	0	0	0	0	0	563	32	595	96	149	0	245	1,351	
37	Bay Street/Hyde Street	0	0	0	0	0	0	0	0	0	0	946	0	946	0	245	0	245	1,191	
38	Alexander Ave/Bunker Road	65	183	0	248	248	0	28	23	50	2	0	16	18	0	0	0	0	316	
39	Alexander Ave/Ft. Baker (East) Rd	0	30	155	184	184	0	29	68	97	0	0	11	11	11	0	38	48	340	
40	Bush Street/Van Ness Avenue	0	2,008	0	2,008	2,008	32	998	0	1,030	0	0	0	0	0	0	0	0	3,038	
41	Pine Street/Van Ness Avenue	0	2,008	0	2,008	2,008	0	1,030	0	1,030	0	0	0	0	0	0	32	32	3,071	
42	Lombard Street/Van Ness Avenue	1,627	381	0	2,008	2,008	0	95	32	128	130	0	935	1,065	0	0	0	0	3,201	
43	The Embarcadero/Howard Street	0	41	0	0	41	0	0	0	0	0	0	58	58	0	0	0	0	99	
44	The Embarcadero/Folsom Street	0	17	41	0	58	0	58	0	58	0	0	29	29	0	0	0	0	145	

Table 3
San Francisco Northern Waterfront Model
Saturday Midday Peak Hour

#	Intersection Name	TABLE 3A - INTERSECTION TURNING MOVEMENTS																	Total All Approaches
		Northbound					Southbound				Eastbound				Westbound				
		U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
The Embarcadero Northbound and Marina Blvd Closures Baseline plus AC34 Year 2012 Volumes																			
1	Beach Street/Columbus Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	North Point Street/Columbus Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	North Point Street/Stockton Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Bay Street/Columbus Avenue	0	298	0	69	367	1	0	0	1	0	955	33	988	32	156	0	188	1,544
5	Bay Street/Stockton Street	0	128	0	59	187	0	0	0	0	0	623	151	775	29	66	0	95	1,056
6	Bay Street/Kearny Street	0	96	0	14	110	0	0	0	0	0	567	121	688	0	0	0	0	798
7	Broadway/Sansome Street	0	367	100	18	485	0	0	0	0	114	449	0	562	0	175	38	213	1,260
8	Broadway/Battery Street	0	0	0	0	0	15	286	96	397	0	308	161	469	34	117	0	151	1,017
9	The Embarcadero/Beach Street/Grant Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	The Embarcadero/N. Point St./Kearny St.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	The Embarcadero/Bay Street	0	0	0	0	0	0	0	0	0	0	0	580	580	0	0	0	0	580
12	The Embarcadero/Chestnut St./Sansome	0	0	0	0	0	0	504	76	580	83	0	16	99	0	0	0	0	679
13	The Embarcadero/Lombard St./Battery	0	0	0	0	0	0	332	189	521	0	4	130	134	9	4	0	13	668
14	The Embarcadero/Green Street	0	0	0	0	0	0	331	15	346	0	0	7	7	0	0	0	0	353
115	The Embarcadero/Broadway	0	0	0	0	0	0	303	30	333	0	0	245	245	0	0	0	0	578
16/102	The Embarcadero/Washington Street	0	0	0	0	0	0	439	108	547	0	0	125	125	0	0	0	0	672
17	The Embarcadero/Mission Street	0	0	0	0	0	0	376	188	564	0	0	0	0	0	0	0	0	564
18	The Embarcadero/Harrison Street	0	0	146	0	146	0	311	248	559	196	0	74	270	0	0	0	0	975
19	The Embarcadero/Bryant Street	0	263	73	14	350	31	286	66	383	67	5	85	157	4	11	5	20	910
20	The Embarcadero/Brannan Street	9	173	286	0	467	2	261	109	373	66	0	43	109	0	0	0	0	949
21	Fremont Street/Folsom Street	0	0	108	28	136	342	38	0	380	75	311	9	395	0	15	269	284	1,195
22	King Street/Third Street	0	50	418	137	604	0	0	0	0	1,037	385	29	1,450	152	238	56	446	2,501
23	King Street/Fourth Street	0	24	35	23	82	64	193	161	418	81	1,364	0	1,445	41	191	56	288	2,234
24	16th Street/Third Street	0	103	337	0	440	4	165	36	205	52	0	105	157	0	0	0	0	803
25	Cesar Chavez Street/Third Street	0	133	307	8	448	2	168	59	229	96	138	130	364	10	136	8	154	1,196
26	Cesar Chavez Street/Ilinois Street	0	29	27	3	59	9	17	11	37	27	77	45	149	3	115	7	125	370
27	Lincoln Blvd/25th Av/El Camino del Mar	0	20	22	701	743	25	16	2	43	1	239	27	267	361	166	13	540	1,593
28	Lake Street/14th Avenue	0	2	430	10	442	3	0	0	3	16	175	6	197	68	151	14	233	875
29	Lake Street/15th Avenue	0	3	3	15	21	19	125	11	155	1	160	2	163	10	134	6	150	489
30	Jackson Street/Arguello Blvd	0	0	768	27	795	30	468	0	498	0	0	0	0	39	0	49	88	1,381
31	Pacific Avenue/Presidio Blvd	0	3	774	11	788	14	461	18	493	10	1	1	12	15	11	31	57	1,350
32	Lombard Street/Lyon Street	0	88	29	21	138	27	34	159	220	186	567	91	844	8	1,677	18	1,703	2,905
33	Lombard Street/Divisadero Street	0	186	733	39	958	198	276	81	554	191	2,551	177	2,920	22	3,795	559	4,376	8,808
34	Lombard Street/Fillmore Street	0	61	702	25	788	150	310	303	763	187	2,449	56	2,691	12	3,890	535	4,437	8,679
35	Bay Street/Laguna Street	0	752	0	625	1,377	0	0	0	0	0	250	255	504	256	565	0	821	2,702
36	Bay Street/Van Ness Avenue	0	301	0	709	1,010	0	0	0	0	0	878	67	945	290	293	0	583	2,537
37	Bay Street/Hyde Street	0	7	0	63	70	0	0	0	0	0	1,464	27	1,491	0	580	0	580	2,141
38	Alexander Ave/Bunker Road	0	247	448	0	695	0	249	58	306	108	0	362	470	0	0	0	0	1,471
39	Alexander Ave/Ft. Baker (East) Rd	0	2	343	209	553	14	245	75	334	0	0	11	11	49	0	84	132	1,030
40	Bush Street/Van Ness Avenue	0	0	3,011	117	3,128	230	2,019	0	2,249	65	773	88	926	0	0	0	0	6,303
41	Pine Street/Van Ness Avenue	0	96	3,004	0	3,100	0	2,113	146	2,259	0	0	0	0	86	689	137	912	6,272
42	Lombard Street/Van Ness Avenue	0	2,328	631	41	3,000	0	201	225	427	352	126	1,914	2,392	0	79	5	84	5,902
43	The Embarcadero/Howard Street	12	463	0	0	475	0	197	177	374	0	0	197	197	0	0	0	0	1,046
44	The Embarcadero/Folsom Street	17	331	147	0	495	0	386	20	406	330	0	156	486	0	0	0	0	1,387

Table 3
San Francisco Northern Waterfront Model
Saturday Midday Peak Hour

#	Intersection Name	TABLE 3A - INTERSECTION TURNING MOVEMENTS																	Total All Approaches	
		Northbound					Southbound				Eastbound				Westbound					
		U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
34th America's Cup Year 2013 Volumes																				
1	Beach Street/Columbus Avenue		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	North Point Street/Columbus Ave		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	North Point Street/Stockton Street		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	Bay Street/Columbus Avenue		0	0	0	0	0	0	0	0	0	600	0	600	0	157	0	157	757	
5	Bay Street/Stockton Street		39	0	0	39	0	0	0	0	0	150	150	300	0	39	0	39	379	
6	Bay Street/Kearny Street		39	0	0	39	0	0	0	0	0	75	75	150	0	0	0	0	189	
7	Broadway/Sansome Street		0	704	0	704	0	0	0	0	295	590	0	886	0	279	0	279	1,869	
8	Broadway/Battery Street		0	0	0	0	0	176	93	269	0	590	0	590	0	186	0	186	1,045	
9	The Embarcadero/Beach Street/Grant Av		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	The Embarcadero/N. Point St./Kearny St.		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	The Embarcadero/Bay Street		0	0	0	0	0	0	0	0	0	0	75	75	0	0	0	0	75	
12	The Embarcadero/Chestnut St./Sansome		0	0	0	0	0	0	75	75	0	0	0	0	0	0	0	0	75	
13	The Embarcadero/Lombard St./Battery		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	The Embarcadero/Green Street		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	The Embarcadero/Broadway		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	The Embarcadero/Washington Street		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17	The Embarcadero/Mission Street		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18	The Embarcadero/Harrison Street		0	0	316	0	316	0	409	205	614	95	0	0	95	0	0	0	1,025	
19	The Embarcadero/Bryant Street		0	109	254	0	364	0	394	15	409	61	0	0	61	0	0	0	834	
20	The Embarcadero/Brannan Street		0	138	323	0	461	0	384	10	394	41	0	0	41	0	0	0	896	
21	Fremont Street/Folsom Street		0	0	0	0	0	622	0	0	622	0	102	0	102	0	0	0	724	
22	King Street/Third Street		0	614	103	717	0	0	0	0	358	358	0	717	205	179	0	384	1,817	
23	King Street/Fourth Street		0	0	0	0	0	0	0	0	0	717	0	717	0	179	0	179	896	
24	16th Street/Third Street		0	717	0	717	0	179	26	205	102	0	0	102	0	0	0	0	1,024	
25	Cesar Chavez Street/Third Street		0	622	0	622	0	156	24	179	95	50	0	145	0	50	0	50	996	
26	Cesar Chavez Street/Ilinois Street		0	0	0	0	0	0	0	0	0	50	0	50	0	50	0	50	100	
27	Lincoln Blvd/25th Av/El Camino del Mar		0	0	560	560	0	0	0	0	0	0	0	0	140	0	0	140	700	
28	Lake Street/14th Avenue		0	560	0	560	0	0	0	0	0	0	0	0	0	0	0	0	560	
29	Lake Street/15th Avenue		0	0	0	0	0	140	0	140	0	0	0	0	0	0	0	0	140	
30	Jackson Street/Arguello Blvd		0	560	0	560	0	140	0	140	0	0	0	0	0	0	0	0	700	
31	Pacific Avenue/Presidio Blvd		0	560	0	560	0	140	0	140	0	0	0	0	0	0	0	0	700	
32	Lombard Street/Lyon Street		0	0	0	0	0	0	0	0	0	482	0	482	0	1,928	0	1,928	2,410	
33	Lombard Street/Divisadero Street		0	565	0	565	121	141	45	307	179	1,975	0	2,154	0	2,301	486	2,787	5,813	
34	Lombard Street/Fillmore Street		0	565	0	565	121	141	45	307	179	1,917	0	2,096	0	2,742	486	3,228	6,196	
35	Bay Street/Laguna Street		615	0	615	1,230	0	0	0	0	0	0	154	154	154	213	0	367	1,750	
36	Bay Street/Van Ness Avenue		213	0	639	852	0	0	0	0	0	562	53	615	160	154	0	313	1,780	
37	Bay Street/Hyde Street		0	0	0	0	0	0	0	0	0	1,201	0	1,201	0	313	0	313	1,514	
38	Alexander Ave/Bunker Road		64	255	0	319	0	28	22	50	2	0	16	18	0	0	0	0	387	
39	Alexander Ave/Ft. Baker (East) Rd		0	13	244	257	0	25	144	169	0	0	13	13	13	0	76	88	527	
40	Bush Street/Van Ness Avenue		0	2,443	0	2,443	230	1,694	0	1,923	0	0	0	0	0	0	0	0	4,366	
41	Pine Street/Van Ness Avenue		0	2,443	0	2,443	0	1,923	0	1,923	0	0	0	0	0	0	230	230	4,596	
42	Lombard Street/Van Ness Avenue		1,807	635	0	2,443	0	159	54	213	217	0	1,765	1,981	0	0	0	0	4,637	
43	The Embarcadero/Howard Street		0	287	0	287	0	0	0	0	0	0	409	409	0	0	0	0	697	
44	The Embarcadero/Folsom Street		0	123	287	0	410	0	409	0	409	0	0	205	205	0	0	0	1,025	

Table 3
San Francisco Northern Waterfront Model
Saturday Midday Peak Hour

#	Intersection Name	TABLE 3A - INTERSECTION TURNING MOVEMENTS																	Total All Approaches	
		Northbound					Southbound				Eastbound				Westbound					
		U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
The Embarcadero Northbound and Marina Blvd Closures Baseline plus AC34 Year 2013 Volumes																				
1	Beach Street/Columbus Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	North Point Street/Columbus Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	North Point Street/Stockton Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	Bay Street/Columbus Avenue	0	298	0	69	367	1	0	0	1	0	962	33	995	32	159	0	191	1,554	
5	Bay Street/Stockton Street	0	128	0	59	187	0	0	0	0	0	625	153	778	29	66	0	95	1,061	
6	Bay Street/Kearny Street	0	96	0	14	110	0	0	0	0	0	568	122	690	0	0	0	0	800	
7	Broadway/Sansome Street	0	367	564	18	949	0	0	0	0	308	837	0	1,145	0	359	38	397	2,491	
8	Broadway/Battery Street	0	0	0	0	0	15	402	157	574	0	696	161	857	34	240	0	274	1,705	
9	The Embarcadero/Beach Street/Grant Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	The Embarcadero/N. Point St./Kearny St.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	The Embarcadero/Bay Street	0	0	0	0	0	0	0	0	0	0	0	581	581	0	0	0	0	581	
12	The Embarcadero/Chestnut St./Sansome	0	0	0	0	0	0	504	77	581	83	0	16	99	0	0	0	0	680	
13	The Embarcadero/Lombard St./Battery	0	0	0	0	0	0	332	189	521	0	4	130	134	9	4	0	13	668	
14	The Embarcadero/Green Street	0	0	0	0	0	0	331	15	346	0	0	7	7	0	0	0	0	353	
115	The Embarcadero/Broadway	0	0	0	0	0	0	303	30	333	0	0	245	245	0	0	0	0	578	
16/102	The Embarcadero/Washington Street	0	0	0	0	0	0	439	108	547	0	0	125	125	0	0	0	0	672	
17	The Embarcadero/Mission Street	0	0	0	0	0	0	376	188	564	0	0	0	0	0	0	0	0	564	
18	The Embarcadero/Harrison Street	0	0	354	0	354	0	581	383	963	259	0	74	333	0	0	0	0	1,650	
19	The Embarcadero/Bryant Street	0	335	241	14	590	31	545	76	653	107	5	85	197	4	11	5	20	1,460	
20	The Embarcadero/Brannan Street	9	264	498	0	771	2	514	116	632	93	0	43	136	0	0	0	0	1,539	
21	Fremont Street/Folsom Street	0	0	108	28	136	752	38	0	790	75	379	9	463	0	15	269	284	1,672	
22	King Street/Third Street	0	50	822	204	1,076	0	0	0	0	1,273	621	29	1,922	287	356	56	699	3,698	
23	King Street/Fourth Street	0	24	35	23	82	64	193	161	418	81	1,836	0	1,917	41	309	56	406	2,824	
24	16th Street/Third Street	0	103	809	0	912	4	283	52	340	120	0	105	225	0	0	0	0	1,477	
25	Cesar Chavez Street/Third Street	0	133	717	8	858	2	270	75	347	159	128	130	417	10	126	8	144	1,766	
26	Cesar Chavez Street/Ilinois Street	0	29	27	3	59	9	17	11	37	27	67	45	139	3	105	7	115	350	
27	Lincoln Blvd/25th Av/El Camino del Mar	0	20	22	728	770	25	16	2	43	1	239	27	267	368	166	13	547	1,627	
28	Lake Street/14th Avenue	0	2	457	10	469	3	0	0	3	16	175	6	197	68	151	14	233	902	
29	Lake Street/15th Avenue	0	3	3	15	21	19	132	11	162	1	160	2	163	10	134	6	150	496	
30	Jackson Street/Arguello Blvd	0	0	795	27	822	30	475	0	505	0	0	0	0	39	0	49	88	1,415	
31	Pacific Avenue/Presidio Blvd	0	3	801	11	815	14	468	18	500	10	1	1	12	15	11	31	57	1,384	
32	Lombard Street/Lyon Street	0	88	29	21	138	27	34	159	220	186	591	91	868	8	1,771	18	1,797	3,023	
33	Lombard Street/Divisadero Street	0	186	638	39	863	177	252	74	503	161	3,072	177	3,411	22	3,674	478	4,174	8,950	
34	Lombard Street/Fillmore Street	0	61	607	25	693	129	286	296	711	157	2,979	56	3,192	12	3,695	454	4,160	8,756	
35	Bay Street/Laguna Street	0	649	0	522	1,171	0	0	0	0	0	250	229	479	230	607	0	837	2,487	
36	Bay Street/Van Ness Avenue	0	343	0	837	1,180	0	0	0	0	0	764	77	842	322	267	0	589	2,611	
37	Bay Street/Hyde Street	0	7	0	63	70	0	0	0	0	0	1,478	27	1,505	0	586	0	586	2,161	
38	Alexander Ave/Bunker Road	0	246	520	0	766	0	249	57	306	108	0	362	470	0	0	0	0	1,542	
39	Alexander Ave/Ft. Baker (East) Rd	0	2	326	298	626	14	241	151	406	0	0	13	13	51	0	122	172	1,217	
40	Bush Street/Van Ness Avenue	0	0	2,958	117	3,075	382	2,376	0	2,757	65	773	88	926	0	0	0	0	6,758	
41	Pine Street/Van Ness Avenue	0	96	2,951	0	3,047	0	2,621	146	2,767	0	0	0	0	86	689	289	1,064	6,878	
42	Lombard Street/Van Ness Avenue	0	2,147	758	41	2,946	0	233	236	469	395	126	2,391	2,911	0	79	5	84	6,411	
43	The Embarcadero/Howard Street	12	653	0	0	665	0	197	177	374	0	0	467	467	0	0	0	0	1,505	
44	The Embarcadero/Folsom Street	17	412	337	0	766	0	656	20	676	330	0	291	621	0	0	0	0	2,062	

Intersection Lane Geometries



SOURCE: Advant Consulting/LCW Consulting

Case No. 2010.0493E: AC34 / Cruise Terminal and Northeast Wharf Plaza (210317)

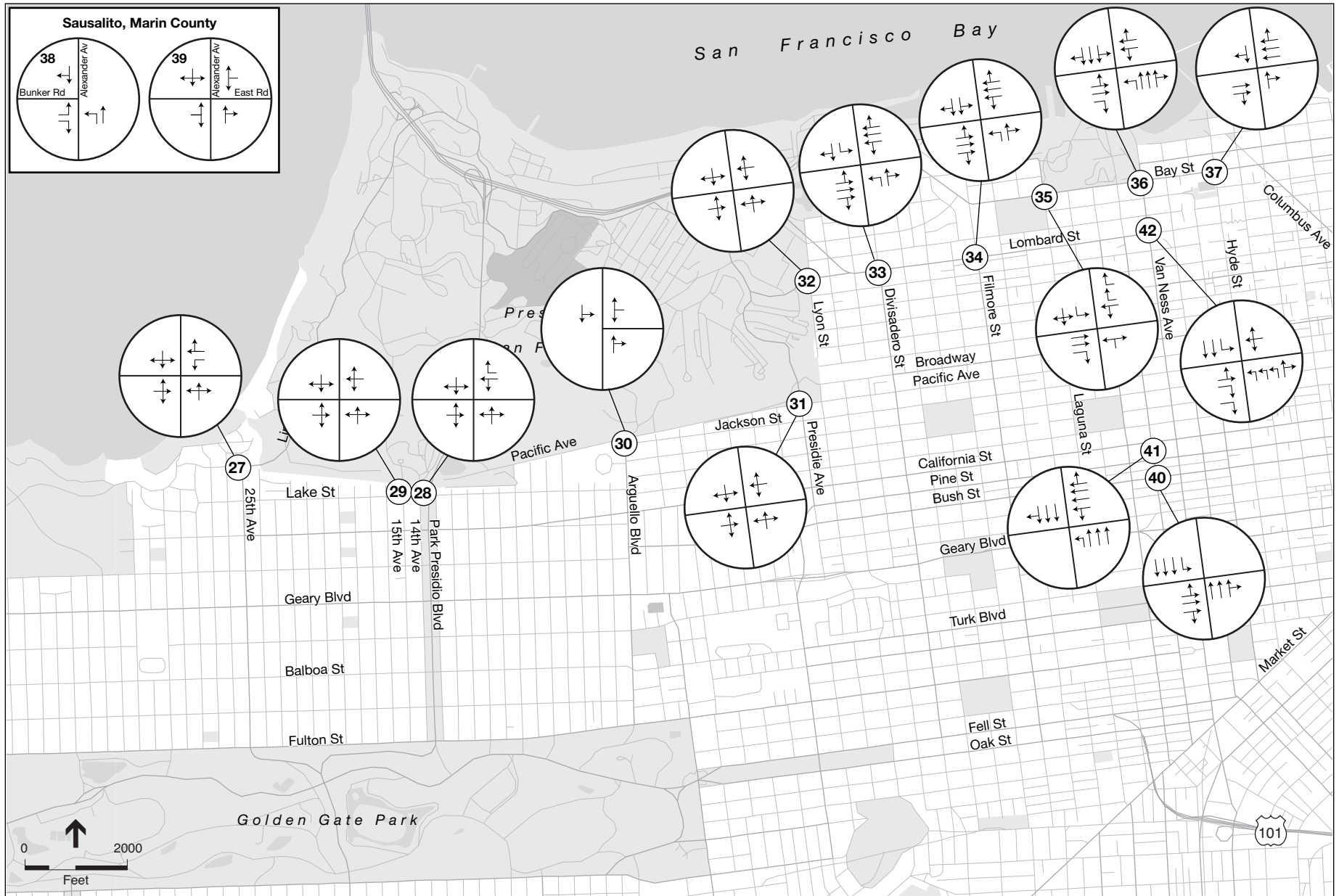
Figure TR-1
Existing Study Intersection Lane Configurations-
Piers 27-29 Vicinity



SOURCE: Advant Consulting/LCW Consulting

Case No. 2010.0493E: AC34 / Cruise Terminal and Northeast Wharf Plaza (210317)

Figure TR-2
Existing Study Intersection Lane Configurations-
South of Bay Bridge



SOURCE: Advant Consulting/LCW Consulting

Case No. 2010.0493E: AC34 / Cruise Terminal and Northeast Wharf Plaza (210317)

Figure TR-3
Existing Study Intersection Lane Configurations
Northwest San Francisco

SECTION 4

Intersection Level of Service Calculations

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Existing Conditions

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Existing Conditions

Weekday AM Peak Hour

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

Intersection #1 Beach St/Columbus Ave

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[9.8]

Street Name: Columbus Ave Beach 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	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 1 0	0 1 0 0 0

Volume Module:

Base Vol:	30	0	4	0	0	0	127	36	6	65	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:	30	0	4	0	0	0	127	36	6	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
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	31	0	4	0	0	0	132	38	6	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	0	4	0	0	0	132	38	6	68	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	231	231	85	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	xxxx	xxxxx
Potent Cap.:	761	672	980	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1420	xxxx	xxxxx
Move Cap.:	759	669	980	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1420	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	779	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.8			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	A			*			*			*		*

Note: Queue reported is the number of cars per lane.

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

Intersection #2 North Point St/Columbus Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.219

Loss Time (sec): 9 Average Delay (sec/veh): 11.9

Optimal Cycle: 90 Level Of Service: B

Street Name: Columbus Ave North Point 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:	18	18	18	63	63	63	63	63	63	63
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 0 1 0 0	0 0 1 0 0	0 1 0 1 0					

Volume Module:

Base Vol:	24	66	10	13	50	15	20	204	36	32	115	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	66	10	13	50	15	20	204	36	32	115	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	27	74	11	15	56	17	22	229	40	36	129	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	74	11	15	56	17	22	229	40	36	129	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	74	11	15	56	17	22	229	40	36	129	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.95	0.95	0.95	0.80	0.80	0.80
Lanes:	0.48	1.32	0.20	0.33	1.29	0.38	0.08	0.78	0.14	0.35	1.27	0.38
Final Sat.:	752	2068	313	531	2043	613	139	1421	251	536	1927	586

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.03	0.16	0.16	0.16	0.07	0.07	0.07
Crit Moves:	****						****					
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.18	0.18	0.18	0.14	0.14	0.14	0.23	0.23	0.23	0.10	0.10	0.10
Uniform Del:	29.9	29.9	29.9	29.6	29.6	29.6	4.8	4.8	4.8	4.3	4.3	4.3
IncrementDel:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.0	30.0	30.0	29.7	29.7	29.7	4.9	4.9	4.9	4.4	4.4	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	30.0	30.0	29.7	29.7	29.7	4.9	4.9	4.9	4.4	4.4	4.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	3	3	3	1	1	1

Note: Queue reported is the number of cars per lane.

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

 Intersection #3 North Point St/Stockton St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.277
 Loss Time (sec): 8 Average Delay (sec/veh): 11.7
 Optimal Cycle: 90 Level Of Service: B

Street Name: Stockton St North Point 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:	25	25	25	25	25	25	57	57	57	57	57	57
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	1	0 1 0

Volume Module:
 Base Vol: 30 34 33 5 25 13 23 216 64 6 95 8
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 30 34 33 5 25 13 23 216 64 6 95 8
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
 PHF Volume: 33 38 37 6 28 14 26 240 71 7 106 9
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 33 38 37 6 28 14 26 240 71 7 106 9
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 33 38 37 6 28 14 26 240 71 7 106 9

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.87 0.87 0.87 0.94 0.94 0.94 0.95 0.95 0.95 0.88 0.88 0.88
 Lanes: 0.31 0.35 0.34 0.12 0.58 0.30 0.08 0.71 0.21 0.11 1.74 0.15
 Final Sat.: 511 579 562 207 1035 538 137 1285 381 185 2928 247

Capacity Analysis Module:
 Vol/Sat: 0.07 0.07 0.07 0.03 0.03 0.03 0.19 0.19 0.19 0.04 0.04 0.04
 Crit Moves: ****
 Green/Cycle: 0.28 0.28 0.28 0.28 0.28 0.28 0.63 0.63 0.63 0.63 0.63 0.63
 Volume/Cap: 0.23 0.23 0.23 0.10 0.10 0.10 0.29 0.29 0.29 0.06 0.06 0.06
 Uniform Del: 25.1 25.1 25.1 24.1 24.1 24.1 7.4 7.4 7.4 6.3 6.3 6.3
 IncremntDel: 0.3 0.3 0.3 0.1 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 25.4 25.4 25.4 24.2 24.2 24.2 7.6 7.6 7.6 6.3 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: 25.4 25.4 25.4 24.2 24.2 24.2 7.6 7.6 7.6 6.3 6.3 6.3
 LOS by Move: C C C C C A A A A A A
 HCM2kAvgQ: 2 2 2 1 1 1 4 4 4 1 1 1

 Note: Queue reported is the number of cars per lane.

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

 Intersection #4 Bay St/Columbus Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.575
 Loss Time (sec): 9 Average Delay (sec/veh): 30.1
 Optimal Cycle: 109 Level Of Service: C

Street Name: Columbus Ave Bay 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	31	31	19	19	19	47	47	47	50	50	50
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1 0	0	1	0 1 0	0	1	1 0 1	0	1	0 1 0

Volume Module:
 Base Vol: 112 73 65 1 109 6 6 1373 375 25 313 21
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 112 73 65 1 109 6 6 1373 375 25 313 21
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 115 75 67 1 112 6 6 1415 387 26 323 22
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 115 75 67 1 112 6 6 1415 387 26 323 22
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 115 75 67 1 112 6 6 1415 387 26 323 22

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.92 0.93 0.93 0.94 0.94 0.94 0.91 0.91 0.85 0.67 0.67 0.67
 Lanes: 2.00 0.53 0.47 0.02 1.88 0.10 0.01 1.99 1.00 0.14 1.74 0.12
 Final Sat.: 3502 934 831 31 3365 185 15 3425 1615 178 2227 149

Capacity Analysis Module:
 Vol/Sat: 0.03 0.08 0.08 0.03 0.03 0.03 0.41 0.41 0.24 0.14 0.14 0.14
 Crit Moves: ****
 Green/Cycle: 0.14 0.28 0.28 0.17 0.32 0.32 0.46 0.46 0.46 0.46 0.46 0.46
 Volume/Cap: 0.24 0.28 0.28 0.19 0.10 0.10 0.90 0.90 0.52 0.32 0.32 0.32
 Uniform Del: 42.1 30.4 30.4 38.4 25.9 25.9 27.2 27.2 21.0 18.7 18.7 18.7
 IncremntDel: 0.3 0.3 0.3 0.2 0.0 0.0 7.5 7.5 0.7 0.2 0.2 0.2
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 42.3 30.7 30.7 38.6 25.9 25.9 34.7 34.7 21.7 18.8 18.8 18.8
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 42.3 30.7 30.7 38.6 25.9 25.9 34.7 34.7 21.7 18.8 18.8 18.8
 LOS by Move: D C C D C C C C B B B
 HCM2kAvgQ: 2 4 4 2 1 1 27 27 9 4 4 4

 Note: Queue reported is the number of cars per lane.

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

Intersection #5 Bay St/Stockton St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 7 Average Delay (sec/veh): 10.0
Optimal Cycle: 90 Level Of Service: B

Street Name: Stockton St Bay 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: 20 20 20 20 20 20 63 63 63 63 63 63
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 1 0

Volume Module:
Base Vol: 35 20 101 33 16 48 32 1311 18 26 425 51
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 20 101 33 16 48 32 1311 18 26 425 51
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 39 22 112 37 18 53 36 1457 20 29 472 57
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 22 112 37 18 53 36 1457 20 29 472 57
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 39 22 112 37 18 53 36 1457 20 29 472 57

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.84 0.84 0.84 0.82 0.82 0.82 0.88 0.88 0.88 0.78 0.78 0.78
Lanes: 0.22 0.13 0.65 0.34 0.16 0.50 0.05 1.93 0.02 0.10 1.70 0.20
Final Sat.: 356 203 1028 527 256 767 79 3227 44 153 2505 301

Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.11 0.07 0.07 0.07 0.45 0.45 0.45 0.19 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.70 0.70 0.70 0.70 0.70 0.70
Volume/Cap: 0.49 0.49 0.49 0.31 0.31 0.31 0.64 0.64 0.64 0.27 0.27 0.27
Uniform Del: 30.6 30.6 30.6 29.3 29.3 29.3 7.4 7.4 7.4 5.0 5.0 5.0
IncrementDel: 1.1 1.1 1.1 0.5 0.5 0.5 0.6 0.6 0.6 0.1 0.1 0.1
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 31.6 31.6 31.6 29.8 29.8 29.8 8.0 8.0 8.0 5.1 5.1 5.1
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: 31.6 31.6 31.6 29.8 29.8 29.8 8.0 8.0 8.0 5.1 5.1 5.1
LOS by Move: C C C C C A A A A A A
HCM2kAvgQ: 5 5 5 2 2 2 11 11 11 3 3 3

Note: Queue reported is the number of cars per lane.

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

Intersection #6 Bay St/Kearny St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 9 Average Delay (sec/veh): 4.0
Optimal Cycle: 36 Level Of Service: A

Street Name: Kearny St Bay 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
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 1 0

Volume Module:
Base Vol: 37 2 12 1 12 14 9 1265 176 10 446 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 37 2 12 1 12 14 9 1265 176 10 446 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 38 2 12 1 12 14 9 1304 181 10 460 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 38 2 12 1 12 14 9 1304 181 10 460 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 38 2 12 1 12 14 9 1304 181 10 460 2

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.73 0.73 0.73 0.92 0.92 0.92 0.89 0.89 0.89 0.87 0.87 0.87
Lanes: 0.73 0.04 0.23 0.04 0.44 0.52 0.01 1.75 0.24 0.04 1.95 0.01
Final Sat.: 1010 55 328 65 775 904 21 2947 410 72 3227 14

Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.02 0.02 0.02 0.44 0.44 0.44 0.14 0.14 0.14
Crit Moves: ****
Green/Cycle: 0.07 0.07 0.07 0.07 0.07 0.07 0.83 0.83 0.83 0.83 0.83 0.83
Volume/Cap: 0.53 0.53 0.53 0.23 0.23 0.23 0.53 0.53 0.53 0.17 0.17 0.17
Uniform Del: 40.4 40.4 40.4 39.5 39.5 39.5 2.4 2.4 2.4 1.5 1.5 1.5
IncrementDel: 5.6 5.6 5.6 0.9 0.9 0.9 0.2 0.2 0.2 0.0 0.0 0.0
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 46.0 46.0 46.0 40.4 40.4 40.4 2.6 2.6 2.6 1.6 1.6 1.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 46.0 46.0 46.0 40.4 40.4 40.4 2.6 2.6 2.6 1.6 1.6 1.6
LOS by Move: D D D D D A A A A A A
HCM2kAvgQ: 2 2 2 1 1 1 7 7 7 1 1 1

Note: Queue reported is the number of cars per lane.

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

 Intersection #7 Broadway St/Sansome St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.688
 Loss Time (sec): 9 Average Delay (sec/veh): 19.4
 Optimal Cycle: 80 Level Of Service: B

Street Name: Sansome St Broadway St
 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: 27 27 27 0 0 0 44 44 0 0 44 44
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 1 0 1 0 0 0 0 0 0 1 1 0 0

Volume Module:
 Base Vol: 115 226 57 0 0 0 228 1021 0 0 391 131
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 115 226 57 0 0 0 228 1021 0 0 391 131
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
 PHF Volume: 117 231 58 0 0 0 233 1042 0 0 399 134
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 117 231 58 0 0 0 233 1042 0 0 399 134
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 117 231 58 0 0 0 233 1042 0 0 399 134

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.89 0.89 0.89 1.00 1.00 1.00 0.68 0.68 1.00 1.00 0.91 0.91
 Lanes: 0.58 1.13 0.29 0.00 0.00 0.00 0.37 1.63 0.00 0.00 1.50 0.50
 Final Sat.: 977 1921 484 0 0 0 474 2125 0 0 2601 872

Capacity Analysis Module:
 Vol/Sat: 0.12 0.12 0.12 0.00 0.00 0.00 0.49 0.49 0.00 0.00 0.15 0.15
 Crit Moves: ****
 Green/Cycle: 0.34 0.34 0.34 0.00 0.00 0.00 0.55 0.55 0.00 0.00 0.55 0.55
 Volume/Cap: 0.36 0.36 0.36 0.00 0.00 0.00 0.89 0.89 0.00 0.00 0.28 0.28
 Uniform Del: 20.0 20.0 20.0 0.0 0.0 0.0 15.9 15.9 0.0 0.0 9.6 9.6
 IncremntDel: 0.2 0.2 0.2 0.0 0.0 0.0 7.4 7.4 0.0 0.0 0.1 0.1
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00
 Delay/Veh: 20.1 20.1 20.1 0.0 0.0 0.0 23.3 23.3 0.0 0.0 9.6 9.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 20.1 20.1 20.1 0.0 0.0 0.0 23.3 23.3 0.0 0.0 9.6 9.6
 LOS by Move: C C C A A A C C A A A A
 HCM2kAvgQ: 4 4 4 0 0 0 19 19 0 0 4 4

Note: Queue reported is the number of cars per lane.

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

 Intersection #8 Broadway St/Battery St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.617
 Loss Time (sec): 9 Average Delay (sec/veh): 18.7
 Optimal Cycle: 80 Level Of Service: B

Street Name: Battery St Broadway St
 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: 0 0 0 37 37 37 0 34 34 34 34 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 0 0 0 0 1 0 1 0 0 1 1 0 0

Volume Module:
 Base Vol: 0 0 0 59 601 83 0 614 464 22 437 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 59 601 83 0 614 464 22 437 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 0 0 0 61 620 86 0 633 478 23 451 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 61 620 86 0 633 478 23 451 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 61 620 86 0 633 478 23 451 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.92 0.92 0.92 1.00 0.89 0.89 0.81 0.81 1.00
 Lanes: 0.00 0.00 0.00 0.16 1.62 0.22 0.00 1.14 0.86 0.10 1.90 0.00
 Final Sat.: 0 0 0 278 2836 392 0 1925 1454 148 2942 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.22 0.22 0.22 0.00 0.33 0.33 0.15 0.15 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.46 0.46 0.46 0.00 0.43 0.43 0.43 0.43 0.00
 Volume/Cap: 0.00 0.00 0.00 0.47 0.47 0.47 0.00 0.77 0.77 0.36 0.36 0.00
 Uniform Del: 0.0 0.0 0.0 14.8 14.8 14.8 0.0 19.7 19.7 15.6 15.6 0.0
 IncremntDel: 0.0 0.0 0.0 0.2 0.2 0.2 0.0 2.7 2.7 0.2 0.2 0.0
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 0.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
 Delay/Veh: 0.0 0.0 0.0 15.0 15.0 15.0 0.0 22.4 22.4 15.8 15.8 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 15.0 15.0 15.0 0.0 22.4 22.4 15.8 15.8 0.0
 LOS by Move: A A A B B B A C C B B A
 HCM2kAvgQ: 0 0 0 7 7 7 0 12 12 4 4 0

Note: Queue reported is the number of cars per lane.

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

 Intersection #9 Embarcadero/ Beach St / Grant St

Cycle (sec): 60 Critical Vol./Cap.(X): 0.242
 Loss Time (sec): 4 Average Delay (sec/veh): 20.9
 Optimal Cycle: 60 Level Of Service: C

Street Name: Embarcadero Beach St (EB)/Grant St (WB)
 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 Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 15 15 15 0 11 11 0 0 11 19 19 19
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 1 0 1 0 0 0 1 0 0 0 1 0 0

Volume Module:
 Base Vol: 131 87 22 0 16 0 0 0 156 6 8 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: 131 87 22 0 16 0 0 0 156 6 8 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: 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: 151 100 25 0 18 0 0 0 179 7 9 18
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 151 100 25 0 18 0 0 0 179 7 9 18
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 151 100 25 0 18 0 0 0 179 7 9 18

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.91 0.91 0.91 1.00 1.00 1.00 1.00 1.00 0.87 0.92 0.92 0.92
 Lanes: 1.00 0.80 0.20 0.00 1.00 0.00 0.00 0.00 1.00 0.20 0.27 0.53
 Final Sat.: 1732 1382 350 0 1900 0 0 0 1644 349 465 931

Capacity Analysis Module:
 Vol/Sat: 0.09 0.07 0.07 0.00 0.01 0.00 0.00 0.00 0.11 0.02 0.02 0.02
 Crit Moves: **** **** **** ****
 Green/Cycle: 0.25 0.25 0.25 0.00 0.18 0.00 0.00 0.00 0.18 0.32 0.32 0.32
 Volume/Cap: 0.35 0.29 0.29 0.00 0.05 0.00 0.00 0.00 0.60 0.06 0.06 0.06
 Uniform Del: 18.5 18.2 18.2 0.0 20.2 0.0 0.0 0.0 22.5 14.3 14.3 14.3
 IncremntDel: 0.3 0.2 0.2 0.0 0.1 0.0 0.0 0.0 3.2 0.0 0.0 0.0
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00
 Delay/Veh: 18.7 18.4 18.4 0.0 20.3 0.0 0.0 0.0 25.7 14.3 14.3 14.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 18.7 18.4 18.4 0.0 20.3 0.0 0.0 0.0 25.7 14.3 14.3 14.3
 LOS by Move: B B B A C A A A C B B B
 HCM2kAvgQ: 3 2 2 0 0 0 0 0 4 0 0 0

Note: Queue reported is the number of cars per lane.

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

 Intersection #10 Embarcadero/ North Point St / Kearny St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.236
 Loss Time (sec): 14 Average Delay (sec/veh): 27.7
 Optimal Cycle: 90 Level Of Service: C

Street Name: Embarcadero North Point St (EB)/ Kearny St (W)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Permitted Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 15 36 0 0 17 17 20 20 20 20 20 20
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 0 0 0 0 1 1 0 0 1 0 0 1

Volume Module:
 Base Vol: 131 232 0 0 157 19 2 229 29 1 5 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: 131 232 0 0 157 19 2 229 29 1 5 17
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 131 232 0 0 157 19 2 229 29 1 5 17
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 131 232 0 0 157 19 2 229 29 1 5 17
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 131 232 0 0 157 19 2 229 29 1 5 17

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.95 1.00 1.00 0.93 0.93 0.98 0.98 0.98 0.99 0.99 0.85
 Lanes: 1.00 2.00 0.00 0.00 1.78 0.22 0.01 0.93 1.06 0.17 0.83 1.00
 Final Sat.: 1805 3610 0 0 3169 383 15 1742 1978 314 1571 1615

Capacity Analysis Module:
 Vol/Sat: 0.07 0.06 0.00 0.00 0.05 0.05 0.13 0.13 0.01 0.00 0.00 0.01
 Crit Moves: **** **** **** ****
 Green/Cycle: 0.21 0.40 0.00 0.00 0.19 0.19 0.22 0.22 0.22 0.22 0.22 0.22
 Volume/Cap: 0.34 0.16 0.00 0.00 0.26 0.26 0.59 0.59 0.07 0.01 0.01 0.05
 Uniform Del: 30.2 17.3 0.0 0.0 31.1 31.1 31.3 31.3 27.6 27.3 27.3 27.5
 IncremntDel: 0.5 0.1 0.0 0.0 0.2 0.2 2.1 2.1 0.0 0.0 0.0 0.1
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 30.7 17.4 0.0 0.0 31.4 31.4 33.5 33.5 27.6 27.3 27.3 27.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 30.7 17.4 0.0 0.0 31.4 31.4 33.5 33.5 27.6 27.3 27.3 27.6
 LOS by Move: C B A A C C C C C C C C
 HCM2kAvgQ: 3 2 0 0 2 2 6 6 1 0 0 0

Note: Queue reported is the number of cars per lane.

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

Intersection #11 Embarcadero / Bay St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.302
 Loss Time (sec): 7 Average Delay (sec/veh): 18.9
 Optimal Cycle: 81 Level Of Service: B

Street Name: Embarcadero Bay 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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	42	53	0	0	25	25	7	0	42	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	463	339	0	0	376	26	21	0	1259	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:	463	339	0	0	376	26	21	0	1259	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	503	368	0	0	409	28	23	0	1368	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	368	0	0	409	28	23	0	1368	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	368	0	0	409	28	23	0	1368	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.94	0.94	0.95	1.00	0.75	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.87	0.13	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	3610	0	0	3343	231	1805	0	2842	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.10	0.00	0.00	0.12	0.12	0.01	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.47	0.84	0.00	0.00	0.38	0.38	0.08	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.31	0.12	0.00	0.00	0.32	0.32	0.16	0.00	0.88	0.00	0.00	0.00
Uniform Del:	14.9	1.2	0.0	0.0	19.8	19.8	38.8	0.0	18.0	0.0	0.0	0.0
IncrementDel:	0.1	0.0	0.0	0.0	0.1	0.1	0.5	0.0	6.4	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	15.1	1.2	0.0	0.0	20.0	20.0	39.3	0.0	24.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	1.2	0.0	0.0	20.0	20.0	39.3	0.0	24.5	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	D	A	C	A	A	A
HCM2kAvgQ:	4	1	0	0	4	4	1	0	20	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #12 Embarcadero/ Chestnut St / Sansome St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.569
 Loss Time (sec): 13 Average Delay (sec/veh): 14.2
 Optimal Cycle: 79 Level Of Service: B

Street Name: Embarcadero Chestnut St (EB) / Sansome (WB)

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	40	0	10	40	0	16	16	16	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	94	692	0	0	1623	13	132	111	10	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:	94	692	0	0	1623	13	132	111	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	102	752	0	0	1764	14	143	121	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	752	0	0	1764	14	143	121	11	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	752	0	0	1764	14	143	121	11	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.98	0.02	1.00	0.92	0.08	0.00	0.00	0.00
Final Sat.:	1805	3610	0	1900	5141	41	1654	1518	137	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.21	0.00	0.00	0.34	0.34	0.09	0.08	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.11	0.68	0.00	0.00	0.57	0.57	0.18	0.18	0.18	0.00	0.00	0.00
Volume/Cap:	0.51	0.31	0.00	0.00	0.61	0.61	0.49	0.45	0.45	0.00	0.00	0.00
Uniform Del:	37.7	5.9	0.0	0.0	12.9	12.9	33.3	33.0	33.0	0.0	0.0	0.0
IncrementDel:	2.2	0.1	0.0	0.0	0.4	0.4	0.7	0.5	0.5	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	39.9	6.0	0.0	0.0	13.2	13.2	34.0	33.6	33.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	6.0	0.0	0.0	13.2	13.2	34.0	33.6	33.6	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	C	C	C	A	A	A
HCM2kAvgQ:	3	4	0	0	12	12	4	4	4	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #13 Embarcadero / Lombard St / Battery St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.506
 Loss Time (sec): 11 Average Delay (sec/veh): 21.7
 Optimal Cycle: 82 Level Of Service: C

Street Name: Embarcadero Lombard St (EB) / Battery (WB)

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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	9	35	35	9	35	35	21	21	21	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	2	0	1	0	0	0	1

Volume Module:

Base Vol:	66	773	77	21	1042	573	9	12	175	2	4	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	773	77	21	1042	573	9	12	175	2	4	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	72	840	84	23	1133	623	10	13	190	2	4	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	840	84	23	1133	623	10	13	190	2	4	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
FinalVolume:	72	840	84	23	1133	623	10	13	190	2	4	4

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.98	0.98	0.85	0.94	0.94	0.94
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	0.43	0.57	1.00	0.20	0.40	0.40
Final Sat.:	1805	3237	322	1805	3610	1615	797	1063	1615	356	712	712

Capacity Analysis Module:

Vol/Sat:	0.04	0.26	0.26	0.01	0.31	0.39	0.01	0.01	0.12	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.46	0.46	0.12	0.48	0.48	0.23	0.23	0.23	0.07	0.07	0.07
Volume/Cap:	0.40	0.56	0.56	0.11	0.66	0.81	0.05	0.05	0.50	0.09	0.09	0.09
Uniform Del:	38.0	17.7	17.7	35.4	17.9	20.0	26.8	26.8	30.0	39.4	39.4	39.4
IncrementDel:	1.4	0.5	0.5	0.2	0.9	6.3	0.1	0.1	1.1	0.3	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.4	18.2	18.2	35.7	18.8	26.3	26.8	26.8	31.1	39.8	39.8	39.8
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:	39.4	18.2	18.2	35.7	18.8	26.3	26.8	26.8	31.1	39.8	39.8	39.8
LOS by Move:	D	B	B	D	B	C	C	C	C	D	D	D
HCM2kAvgQ:	2	10	10	1	12	15	0	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #14 Embarcadero / Green St / Davis St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.358
 Loss Time (sec): 14 Average Delay (sec/veh): 19.6
 Optimal Cycle: 89 Level Of Service: B

Street Name: Embarcadero-Davis St Green 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	8	44	0	7	41	0	24	0	24	24	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	109	911	0	7	989	62	6	0	21	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:	109	911	0	7	989	62	6	0	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	121	1012	0	8	1099	69	7	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1012	0	8	1099	69	7	0	23	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	1012	0	8	1099	69	7	0	23	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.94	0.94	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.88	0.12	0.22	0.00	0.78	0.00	1.00	0.00
Final Sat.:	1805	3610	0	1805	3366	211	374	0	1308	0	1900	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.28	0.00	0.00	0.33	0.33	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.09	0.50	0.00	0.08	0.48	0.48	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.71	0.56	0.00	0.06	0.68	0.68	0.07	0.00	0.07	0.00	0.00	0.00
Uniform Del:	39.6	15.6	0.0	38.4	17.8	17.8	24.6	0.0	24.6	0.0	0.0	0.0
IncrementDel:	13.1	0.4	0.0	0.2	1.1	1.1	0.1	0.0	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	52.7	16.0	0.0	38.6	18.9	18.9	24.7	0.0	24.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	16.0	0.0	38.6	18.9	18.9	24.7	0.0	24.7	0.0	0.0	0.0
LOS by Move:	D	B	A	D	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	10	0	0	13	13	1	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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

 Intersection #15 Embarcadero / Broadway St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.576
 Loss Time (sec): 17 Average Delay (sec/veh): 32.9
 Optimal Cycle: 90 Level Of Service: C

Street Name: Embarcadero Broadway 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 Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 16 37 0 7 28 28 29 0 29 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 2 0 2 0 0 1 0 1 1 0 1 0 0 0 0 0

Volume Module:
 Base Vol: 549 970 0 2 987 25 52 0 417 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: 549 970 0 2 987 25 52 0 417 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: 549 970 0 2 987 25 52 0 417 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 549 970 0 2 987 25 52 0 417 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 549 970 0 2 987 25 52 0 417 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.92 0.95 1.00 0.95 0.95 0.95 0.95 1.00 0.85 1.00 1.00 1.00
 Lanes: 2.00 2.00 0.00 1.00 1.95 0.05 1.00 0.00 1.00 0.00 0.00 0.00
 Final Sat.: 3502 3610 0 1805 3507 89 1805 0 1615 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.16 0.27 0.00 0.00 0.28 0.28 0.03 0.00 0.26 0.00 0.00 0.00
 Crit Moves: ****

Green/Cycle: 0.18 0.41 0.00 0.08 0.31 0.31 0.45 0.00 0.45 0.00 0.00 0.00
 Volume/Cap: 0.88 0.65 0.00 0.01 0.90 0.90 0.06 0.00 0.58 0.00 0.00 0.00
 Uniform Del: 36.1 21.3 0.0 38.3 29.7 29.7 14.1 0.0 18.5 0.0 0.0 0.0
 IncremntDel: 13.9 1.1 0.0 0.0 10.4 10.4 0.0 0.0 1.1 0.0 0.0 0.0
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
 Delay/Veh: 50.0 22.4 0.0 38.4 40.1 40.1 14.1 0.0 19.6 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 50.0 22.4 0.0 38.4 40.1 40.1 14.1 0.0 19.6 0.0 0.0 0.0
 LOS by Move: D C A D D D B A B A A A
 HCM2kAvgQ: 8 11 0 0 15 15 1 0 8 0 0 0

Note: Queue reported is the number of cars per lane.

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

 Intersection #16 Embarcadero / Washington St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.590
 Loss Time (sec): 17 Average Delay (sec/veh): 34.9
 Optimal Cycle: 90 Level Of Service: C

Street Name: Embarcadero 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: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 12 30 0 10 28 28 33 0 33 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 2 0 3 0 0 1 0 2 1 0 1 0 0 0 0 0

Volume Module:
 Base Vol: 384 1466 0 6 1358 68 53 0 149 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: 384 1466 0 6 1358 68 53 0 149 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: 384 1466 0 6 1358 68 53 0 149 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 384 1466 0 6 1358 68 53 0 149 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 384 1466 0 6 1358 68 53 0 149 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.92 0.91 1.00 0.95 0.90 0.90 0.95 1.00 0.85 1.00 1.00 1.00
 Lanes: 2.00 3.00 0.00 1.00 2.86 0.14 1.00 0.00 1.00 0.00 0.00 0.00
 Final Sat.: 3502 5187 0 1805 4905 246 1805 0 1615 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.11 0.28 0.00 0.00 0.28 0.28 0.03 0.00 0.09 0.00 0.00 0.00
 Crit Moves: ****

Green/Cycle: 0.13 0.33 0.00 0.11 0.31 0.31 0.37 0.00 0.37 0.00 0.00 0.00
 Volume/Cap: 0.82 0.85 0.00 0.03 0.89 0.89 0.08 0.00 0.25 0.00 0.00 0.00
 Uniform Del: 38.0 27.9 0.0 35.7 29.5 29.5 18.6 0.0 19.9 0.0 0.0 0.0
 IncremntDel: 11.2 4.1 0.0 0.1 6.6 6.6 0.1 0.0 0.2 0.0 0.0 0.0
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
 Delay/Veh: 49.2 32.0 0.0 35.7 36.1 36.1 18.6 0.0 20.1 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 49.2 32.0 0.0 35.7 36.1 36.1 18.6 0.0 20.1 0.0 0.0 0.0
 LOS by Move: D C A D D D B A C A A A
 HCM2kAvgQ: 5 13 0 0 14 14 1 0 3 0 0 0

Note: Queue reported is the number of cars per lane.

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

 Intersection #17 Embarcadero / Mission St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.753
 Loss Time (sec): 10 Average Delay (sec/veh): 25.4
 Optimal Cycle: 90 Level Of Service: C

Street Name: Embarcadero Mission 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 Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 52 0 0 52 52 28 28 28 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 3 0 0 0 0 2 1 0 0 0 0 0 0 0

Volume Module:
 Base Vol: 0 1755 0 0 1362 148 97 0 80 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 1755 0 0 1362 148 97 0 80 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
 PHF Volume: 0 1887 0 0 1465 159 104 0 86 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1887 0 0 1465 159 104 0 86 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 1887 0 0 1465 159 104 0 86 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.59 1.00 1.00 0.58 0.90 0.91 1.00 0.91 1.00 1.00 1.00
 Lanes: 0.00 3.00 0.00 0.00 2.80 0.20 0.55 0.00 0.45 0.00 0.00 0.00
 Final Sat.: 0 3372 0 0 3102 337 951 0 785 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.56 0.00 0.00 0.47 0.47 0.11 0.00 0.11 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.58 0.00 0.00 0.58 0.58 0.31 0.00 0.31 0.00 0.00 0.00
 Volume/Cap: 0.00 0.97 0.00 0.00 0.82 0.82 0.35 0.00 0.35 0.00 0.00 0.00
 Uniform Del: 0.0 18.2 0.0 0.0 15.2 15.2 24.0 0.0 24.0 0.0 0.0 0.0
 IncremntDel: 0.0 13.8 0.0 0.0 2.8 2.8 0.4 0.0 0.4 0.0 0.0 0.0
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 0.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
 Delay/Veh: 0.0 32.0 0.0 0.0 18.0 18.0 24.4 0.0 24.4 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 32.0 0.0 0.0 18.0 18.0 24.4 0.0 24.4 0.0 0.0 0.0
 LOS by Move: A C A A B B C A C A A A
 HCM2kAvgQ: 0 21 0 0 12 19 4 0 4 0 0 0

Note: Queue reported is the number of cars per lane.

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

 Intersection #18 Embarcadero / Harrison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
 Loss Time (sec): 10 Average Delay (sec/veh): 25.7
 Optimal Cycle: 100 Level Of Service: C

Street Name: Embarcadero Harrison 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 Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 63 0 0 63 63 27 0 27 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 2 0 0 0 0 1 1 0 1 0 0 0 0 0

Volume Module:
 Base Vol: 0 1361 0 0 1138 262 205 0 155 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 1361 0 0 1138 262 205 0 155 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
 PHF Volume: 0 1463 0 0 1224 282 220 0 167 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1463 0 0 1224 282 220 0 167 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 1463 0 0 1224 282 220 0 167 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.66 1.00 1.00 0.65 0.92 0.95 1.00 0.85 1.00 1.00 1.00
 Lanes: 0.00 2.00 0.00 0.00 1.72 0.28 1.00 0.00 1.00 0.00 0.00 0.00
 Final Sat.: 0 2527 0 0 2115 487 1805 0 1615 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.58 0.00 0.00 0.58 0.58 0.12 0.00 0.10 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.63 0.00 0.00 0.63 0.63 0.27 0.00 0.27 0.00 0.00 0.00
 Volume/Cap: 0.00 0.92 0.00 0.00 0.92 0.92 0.45 0.00 0.38 0.00 0.00 0.00
 Uniform Del: 0.0 16.3 0.0 0.0 16.2 16.2 30.4 0.0 29.7 0.0 0.0 0.0
 IncremntDel: 0.0 9.0 0.0 0.0 8.7 8.7 0.7 0.0 0.6 0.0 0.0 0.0
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 0.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
 Delay/Veh: 0.0 25.2 0.0 0.0 24.9 24.9 31.0 0.0 30.3 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 25.2 0.0 0.0 24.9 24.9 31.0 0.0 30.3 0.0 0.0 0.0
 LOS by Move: A C A A C C C A C A A A
 HCM2kAvgQ: 0 21 0 0 19 27 6 0 4 0 0 0

Note: Queue reported is the number of cars per lane.

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

Intersection #19 Embarcadero / Bryant St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
 Loss Time (sec): 10 Average Delay (sec/veh): 30.0
 Optimal Cycle: 95 Level Of Service: C

Street Name: Embarcadero Bryant St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

Min. Green: 21 41 41 16 36 36 28 28 28 28 28 28

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 1 1 0 1 0 2 0 1 0 1 0 0 1 0 0 1! 0 0

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Volume Module:

Base Vol: 156 1236 84 48 1190 54 121 43 174 3 8 4

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 156 1236 84 48 1190 54 121 43 174 3 8 4

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97

PHF Volume: 161 1274 87 49 1227 56 125 44 179 3 8 4

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 161 1274 87 49 1227 56 125 44 179 3 8 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

FinalVolume: 161 1274 87 49 1227 56 125 44 179 3 8 4

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.94 0.94 0.95 0.95 0.85 0.76 0.76 0.85 0.93 0.93 0.93

Lanes: 1.00 1.87 0.13 1.00 2.00 1.00 0.74 0.26 1.00 0.20 0.53 0.27

Final Sat.: 1805 3346 227 1805 3610 1615 1068 380 1615 353 943 471

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Capacity Analysis Module:

Vol/Sat: 0.09 0.38 0.38 0.03 0.34 0.03 0.12 0.12 0.11 0.01 0.01 0.01

Crit Moves: **** **** ****

Green/Cycle: 0.21 0.45 0.45 0.17 0.41 0.41 0.28 0.28 0.28 0.28 0.28 0.28

Volume/Cap: 0.42 0.85 0.85 0.16 0.83 0.08 0.42 0.42 0.40 0.03 0.03 0.03

Uniform Del: 34.3 24.8 24.8 35.1 26.4 18.0 29.3 29.3 29.2 26.1 26.1 26.1

IncrementDel: 0.8 4.7 4.7 0.2 4.1 0.1 0.7 0.7 0.6 0.0 0.0 0.0

InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Delay/Veh: 35.0 29.5 29.5 35.3 30.4 18.1 30.0 30.0 29.7 26.2 26.2 26.2

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 35.0 29.5 29.5 35.3 30.4 18.1 30.0 30.0 29.7 26.2 26.2 26.2

LOS by Move: D C C D C B C C C C C C

HCM2kAvgQ: 4 19 19 1 17 1 5 5 5 0 0 0

Note: Queue reported is the number of cars per lane.

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

Intersection #20 Embarcadero / Brannan St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.546
 Loss Time (sec): 11 Average Delay (sec/veh): 28.7
 Optimal Cycle: 90 Level Of Service: C

Street Name: Embarcadero Brannan St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 10 37 0 14 37 37 28 28 28 28 28 28

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 2 0 0 1 0 2 0 1 1 0 0 0 1 0 0 0 0 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 7 1309 0 1 1190 174 167 0 36 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: 7 1309 0 1 1190 174 167 0 36 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 7 1378 0 1 1253 183 176 0 38 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 7 1378 0 1 1253 183 176 0 38 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 7 1378 0 1 1253 183 176 0 38 0 0 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.95 1.00 0.85 1.00 1.00 1.00

Lanes: 1.00 2.00 0.00 1.00 2.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 1805 3610 0 1805 3610 1615 1805 0 1615 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.38 0.00 0.00 0.35 0.11 0.10 0.00 0.02 0.00 0.00 0.00

Crit Moves: **** **** ****

Green/Cycle: 0.12 0.41 0.00 0.16 0.45 0.45 0.31 0.00 0.31 0.00 0.00 0.00

Volume/Cap: 0.03 0.93 0.00 0.00 0.78 0.25 0.31 0.00 0.08 0.00 0.00 0.00

Uniform Del: 34.9 25.2 0.0 32.1 21.1 15.6 23.7 0.0 21.9 0.0 0.0 0.0

IncrementDel: 0.1 10.5 0.0 0.0 2.5 0.2 0.3 0.0 0.1 0.0 0.0 0.0

InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00

Delay/Veh: 35.0 35.7 0.0 32.1 23.6 15.8 24.0 0.0 21.9 0.0 0.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 35.0 35.7 0.0 32.1 23.6 15.8 24.0 0.0 21.9 0.0 0.0 0.0

LOS by Move: D D A C C B C A C A A A

HCM2kAvgQ: 0 24 0 0 15 3 4 0 1 0 0 0

Note: Queue reported is the number of cars per lane.

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

Intersection #43 Embarcadero / Howard St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
 Loss Time (sec): 10 Average Delay (sec/veh): 25.0
 Optimal Cycle: 95 Level Of Service: C

Street Name: Embarcadero Howard 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	15	45	0	10	40	40	30	0	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	2	0	1	0	0	0	0

Volume Module:

Base Vol:	228	1618	0	2	1219	217	136	0	99	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:	228	1618	0	2	1219	217	136	0	99	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	235	1668	0	2	1257	224	140	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	1668	0	2	1257	224	140	0	102	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	1668	0	2	1257	224	140	0	102	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.95	0.95	0.85	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.41	0.00	0.59	0.00	0.00	0.00
Final Sat.:	1805	5187	0	1805	3610	1615	2435	0	1026	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.32	0.00	0.00	0.35	0.14	0.06	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.16	0.49	0.00	0.11	0.44	0.44	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.80	0.66	0.00	0.01	0.80	0.32	0.19	0.00	0.33	0.00	0.00	0.00
Uniform Del:	40.2	19.1	0.0	39.7	24.3	18.4	26.0	0.0	27.2	0.0	0.0	0.0
IncrementDel:	14.1	0.6	0.0	0.0	2.9	0.3	0.1	0.0	0.3	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	54.3	19.7	0.0	39.8	27.3	18.7	26.1	0.0	27.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	19.7	0.0	39.8	27.3	18.7	26.1	0.0	27.5	0.0	0.0	0.0
LOS by Move:	D	B	A	D	C	B	C	A	C	A	A	A
HCM2kAvgQ:	7	13	0	0	17	4	2	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #44 Embarcadero / Folsom St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.707
 Loss Time (sec): 10 Average Delay (sec/veh): 48.4
 Optimal Cycle: 90 Level Of Service: D

Street Name: Embarcadero Folsom 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	12	49	49	0	32	32	31	31	31	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	2	0	0	0	0	0

Volume Module:

Base Vol:	96	1472	0	0	1288	32	375	0	116	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1472	0	0	1288	32	375	0	116	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	1549	0	0	1356	34	395	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1549	0	0	1356	34	395	0	122	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	1549	0	0	1356	34	395	0	122	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.79	1.00	1.00	0.82	0.82	0.83	1.00	0.65	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.95	0.05	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1679	2989	0	0	3058	76	3152	0	1227	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.52	0.00	0.00	0.44	0.44	0.13	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.13	0.54	0.00	0.00	0.41	0.41	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.45	0.95	0.00	0.00	1.08	1.08	0.36	0.00	0.29	0.00	0.00	0.00
Uniform Del:	36.0	19.4	0.0	0.0	26.5	26.5	22.1	0.0	21.5	0.0	0.0	0.0
IncrementDel:	6.5	13.5	0.0	0.0	49.1	49.1	0.9	0.0	1.7	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	42.4	32.9	0.0	0.0	75.6	75.6	23.1	0.0	23.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	32.9	0.0	0.0	75.6	75.6	23.1	0.0	23.2	0.0	0.0	0.0
LOS by Move:	D	C	A	A	E	E	C	A	C	A	A	A
HCM2kAvgQ:	2	23	0	0	29	28	4	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

Existing Conditions

Weekday PM Peak Hour

34th America's Cup Races
Transportation Impact Analysis

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #1 Beach St/Columbus Ave
*****
Average Delay (sec/veh):      0.9      Worst Case Level Of Service: B[ 10.0]
*****
Street Name:      Columbus Ave      Beach 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      Uncontrolled      Uncontrolled
Rights:      Include      Include
Lanes:      0 0 1! 0 0      0 0 0 0 0      0 0 1 1 0      0 1 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      17 0 8 0 0 0 0 157 92 9 76 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      17 0 8 0 0 0 0 157 92 9 76 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume:      18 0 9 0 0 0 0 167 98 10 81 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:      18 0 9 0 0 0 0 167 98 10 81 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:      6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim:      3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:      316 316 132 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 265 xxxx xxxxx
Potent Cap.:      681 603 922 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1311 xxxx xxxxx
Move Cap.:      677 599 922 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1311 xxxx xxxxx
Volume/Cap:      0.03 0.00 0.01 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.01 xxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:      xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.8 xxxx xxxxx
LOS by Move:      * * * * * * * * * * A * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx 740 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx
Shrd ConDel:xxxxx 10.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.8 xxxx xxxxx
Shared LOS:      * B * * * * * * * * A * *
ApproachDel:      10.0      xxxxxx      xxxxxx      xxxxxx
ApproachLOS:      B      *      *      *
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Note: Queue reported is the number of cars per lane.
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34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 North Point St/Columbus Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.210
Loss Time (sec):	9	Average Delay (sec/veh):	13.8
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Columbus Ave				North Point 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:	28	28	28	28	28	28	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0

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Volume Module:

Base Vol:	62	38	22	22	76	58	21	131	44	28	292	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:	62	38	22	22	76	58	21	131	44	28	292	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	71	44	25	25	87	67	24	151	51	32	336	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	44	25	25	87	67	24	151	51	32	336	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	44	25	25	87	67	24	151	51	32	336	33

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.95	0.95	0.82	0.82	0.82	0.91	0.91	0.91	0.86	0.86	0.86
Lanes:	1.00	0.63	0.37	0.28	0.98	0.74	0.11	0.67	0.22	0.16	1.67	0.17
Final Sat.:	1212	1137	658	440	1519	1159	186	1159	389	263	2739	272

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Capacity Analysis Module:

Vol/Sat:	0.06	0.04	0.04	0.06	0.06	0.06	0.13	0.13	0.13	0.12	0.12	0.12
Crit Moves:	****						****					
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.19	0.12	0.12	0.18	0.18	0.18	0.22	0.22	0.22	0.21	0.21	0.21
Delay/Veh:	23.8	22.7	22.7	23.1	23.1	23.1	9.2	9.2	9.2	8.9	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	22.7	22.7	23.1	23.1	23.1	9.2	9.2	9.2	8.9	8.9	8.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	3	3	3	3	3	3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 North Point St/Stockton St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.266
Loss Time (sec):	8	Average Delay (sec/veh):	11.9
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Stockton St				North Point 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:	25	25	25	25	25	25	57	57
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	1

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Volume Module:

Base Vol:	23	20	32	14	37	22	17	235	57	7	152	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	20	32	14	37	22	17	235	57	7	152	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	26	22	36	16	42	25	19	264	64	8	171	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	22	36	16	42	25	19	264	64	8	171	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	22	36	16	42	25	19	264	64	8	171	6

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.91	0.91	0.91	0.96	0.96	0.96	0.89	0.89	0.89
Lanes:	0.31	0.26	0.43	0.19	0.51	0.30	0.06	0.76	0.18	0.09	1.85	0.06
Final Sat.:	501	435	696	332	877	522	100	1382	335	145	3139	103

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Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.05	0.05	0.05	0.05	0.19	0.19	0.19	0.05	0.05	0.05
Crit Moves:	****						****					
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.19	0.19	0.19	0.17	0.17	0.17	0.30	0.30	0.30	0.09	0.09	0.09
Delay/Veh:	25.7	25.7	25.7	25.4	25.4	25.4	8.2	8.2	8.2	6.5	6.5	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	25.7	25.7	25.4	25.4	25.4	8.2	8.2	8.2	6.5	6.5	6.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	4	4	4	1	1	1

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Bay St/Columbus Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	9	Average Delay (sec/veh):	21.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Columbus Ave				Bay 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		Permitted		Permitted	
Rights:	Ignore		Include		Include		Include	
Min. Green:	8	31	31	0	19	19	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	0	0	1

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Volume Module:

Base Vol:	341	86	66	0	145	4	1	576	187	7	1034	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:	341	86	66	0	145	4	1	576	187	7	1034	34
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	363	91	0	0	154	4	1	613	199	7	1100	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	91	0	0	154	4	1	613	199	7	1100	36
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	91	0	0	154	4	1	613	199	7	1100	36

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	0.95	0.95	0.91	0.91	0.85	0.90	0.90	0.90
Lanes:	2.00	1.00	0.00	0.00	1.95	0.05	0.01	1.99	1.00	0.01	1.93	0.06
Final Sat.:	3502	1900	0	0	3499	97	6	3442	1615	22	3293	108

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Capacity Analysis Module:

Vol/Sat:	0.10	0.05	0.00	0.00	0.04	0.04	0.18	0.18	0.12	0.33	0.33	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.11	0.34	0.00	0.00	0.23	0.23	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.91	0.14	0.00	0.00	0.19	0.19	0.32	0.32	0.22	0.60	0.60	0.60
Delay/Veh:	64.6	20.4	0.0	0.0	27.9	27.9	10.9	10.9	10.3	13.9	13.9	13.9
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:	64.6	20.4	0.0	0.0	27.9	27.9	10.9	10.9	10.3	13.9	13.9	13.9
LOS by Move:	E	C	A	A	C	C	B	B	B	B	B	B
HCM2kAvgQ:	8	2	0	0	2	2	5	5	3	11	11	11

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Bay St/Stockton St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	7	Average Delay (sec/veh):	9.4
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Stockton St				Bay 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:	20	20	20	20	20	20	63	63
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	1

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Volume Module:

Base Vol:	21	25	58	40	33	31	22	506	20	23	1089	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	25	58	40	33	31	22	506	20	23	1089	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	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	27	63	43	36	34	24	550	22	25	1184	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	27	63	43	36	34	24	550	22	25	1184	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	27	63	43	36	34	24	550	22	25	1184	33

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.83	0.83	0.83	0.83	0.83	0.83	0.89	0.89	0.89
Lanes:	0.20	0.24	0.56	0.38	0.32	0.30	0.08	1.85	0.07	0.04	1.91	0.05
Final Sat.:	331	395	915	606	500	470	127	2922	115	68	3209	88

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Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.19	0.19	0.19	0.37	0.37	0.37
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.31	0.31	0.31	0.32	0.32	0.32	0.27	0.27	0.27	0.53	0.53	0.53
Delay/Veh:	31.4	31.4	31.4	31.8	31.8	31.8	5.3	5.3	5.3	7.3	7.3	7.3
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:	31.4	31.4	31.4	31.8	31.8	31.8	5.3	5.3	5.3	7.3	7.3	7.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	3	3	3	9	9	9

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Bay St/Kearny St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	9	Average Delay (sec/veh):	10.0
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Kearny St				Bay 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:	20	20	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	1	0

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Volume Module:

Base Vol:	124	3	24	2	3	14	10	543	57	19	1004	2
Growth Adj:	1.00	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	3	24	2	3	14	10	543	57	19	1004	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	138	3	27	2	3	16	11	603	63	21	1116	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	3	27	2	3	16	11	603	63	21	1116	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	3	27	2	3	16	11	603	63	21	1116	2

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.72	0.88	0.88	0.88	0.87	0.87	0.87	0.89	0.89	0.89
Lanes:	0.82	0.02	0.16	0.10	0.16	0.74	0.03	1.78	0.19	0.03	1.96	0.01
Final Sat.:	1127	27	218	176	265	1235	54	2956	310	63	3317	7

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Capacity Analysis Module:

Vol/Sat:	0.12	0.12	0.12	0.01	0.01	0.01	0.20	0.20	0.20	0.34	0.34	0.34
Crit Moves:	****									****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.55	0.55	0.55	0.06	0.06	0.06	0.30	0.30	0.30	0.50	0.50	0.50
Delay/Veh:	38.0	38.0	38.0	27.9	27.9	27.9	6.2	6.2	6.2	7.8	7.8	7.8
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:	38.0	38.0	38.0	27.9	27.9	27.9	6.2	6.2	6.2	7.8	7.8	7.8
LOS by Move:	D	D	D	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	5	5	0	0	0	4	4	4	9	9	9

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Broadway St/Sansome St

Cycle (sec):	80	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	9	Average Delay (sec/veh):	14.3
Optimal Cycle:	80	Level Of Service:	B

Street Name:	Sansome St				Broadway St			
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:	27	27	27	0	0	0	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1

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Volume Module:

Base Vol:	274	286	39	0	0	0	76	543	0	0	766	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	286	39	0	0	0	76	543	0	0	766	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	288	301	41	0	0	0	80	572	0	0	806	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	301	41	0	0	0	80	572	0	0	806	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	301	41	0	0	0	80	572	0	0	806	113

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	1.00	1.00	1.00	0.70	0.70	1.00	1.00	0.93	0.93
Lanes:	0.91	0.96	0.13	0.00	0.00	0.00	0.25	1.75	0.00	0.00	1.75	0.25
Final Sat.:	1522	1589	217	0	0	0	328	2340	0	0	3111	434

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Capacity Analysis Module:

Vol/Sat:	0.19	0.19	0.19	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.26	0.26
Crit Moves:	****									****		
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.55	0.55
Volume/Cap:	0.56	0.56	0.56	0.00	0.00	0.00	0.44	0.44	0.00	0.00	0.47	0.47
Delay/Veh:	22.3	22.3	22.3	0.0	0.0	0.0	10.9	10.9	0.0	0.0	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	22.3	22.3	0.0	0.0	0.0	10.9	10.9	0.0	0.0	11.1	11.1
LOS by Move:	C	C	C	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	7	7	7	0	0	0	5	5	0	0	7	7

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Broadway St/Battery St

Cycle (sec):	80	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	9	Average Delay (sec/veh):	18.8
Optimal Cycle:	70	Level Of Service:	B

Street Name:	Battery St				Broadway St			
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:	0	0	0	44	44	44	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1	0	0

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Volume Module:

Base Vol:	0	0	0	54	597	155	0	322	257	37	719	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	54	597	155	0	322	257	37	719	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	55	609	158	0	329	262	38	734	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	609	158	0	329	262	38	734	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	609	158	0	329	262	38	734	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.89	0.89	0.86	0.86	1.00
Lanes:	0.00	0.00	0.00	0.13	1.49	0.38	0.00	1.11	0.89	0.10	1.90	0.00
Final Sat.:	0	0	0	232	2570	667	0	1873	1495	159	3090	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.24	0.00	0.18	0.18	0.24	0.24	0.00
Crit Moves:				****						****		
Green/Cycle:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.34	0.34	0.34	0.34	0.00
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.52	0.52	0.70	0.70	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	10.8	10.8	0.0	21.7	21.7	25.1	25.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.8	10.8	10.8	0.0	21.7	21.7	25.1	25.1	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	C	C	A
HCM2kAvgQ:	0	0	0	6	6	6	0	6	6	9	9	0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Embarcadero/ Beach St/ Grant St

Cycle (sec):	75	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	13	Average Delay (sec/veh):	51.2
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Embarcadero			Beach St (EB)			Grant St (WB)			
Approach:	North Bound			South Bound			East Bound			
Movement:	L	- T - R	L	- T - R	L	- T - R	L	- T - R	L	- T - R

Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	26	26	0	0	0	26	19	19	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	0	0	1	0	0

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Volume Module:

Base Vol:	149	335	28	4	141	0	0	0	308	17	73	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	335	28	4	141	0	0	0	308	17	73	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	162	364	30	4	153	0	0	0	335	18	79	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	364	30	4	153	0	0	0	335	18	79	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	364	30	4	153	0	0	0	335	18	79	9

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	0.87	0.98	0.98	0.98
Lanes:	0.58	1.31	0.11	0.03	0.97	0.00	0.00	0.00	1.00	0.17	0.75	0.08
Final Sat.:	1028	2310	193	52	1846	0	0	0	1644	323	1387	152

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Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.16	0.08	0.08	0.00	0.00	0.00	0.20	0.06	0.06	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.26	0.26	0.00	0.00	0.00	0.26	0.19	0.19	0.19
Volume/Cap:	0.94	0.94	0.94	0.32	0.32	0.00	0.00	0.00	0.79	0.30	0.30	0.30
Delay/Veh:	63.9	63.9	63.9	30.8	30.8	0.0	0.0	0.0	44.7	35.8	35.8	35.8
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:	63.9	63.9	63.9	30.8	30.8	0.0	0.0	0.0	44.7	35.8	35.8	35.8
LOS by Move:	E	E	E	C	C	A	A	A	D	D	D	D
HCM2kAvgQ:	13	13	13	4	4	0	0	0	12	3	3	3

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Embarcadero/ North Point St / Kearny St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.359
Loss Time (sec):	14	Average Delay (sec/veh):	28.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Embarcadero				North Point St (EB)/				Kearny St (W)			
Approach:	North Bound		South Bound		East Bound		West Bound		North Bound		South Bound	
Movement:	L	- T - R	L	- T - R	L	- T - R	L	- T - R	L	- T - R	L	- T - R

Control:	Protected		Permitted		Split Phase		Split Phase		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include		Include		Include	
Min. Green:	15	36	0	0	17	17	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	154	468	0	1	412	54	19	243	13	4	25	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	468	0	1	412	54	19	243	13	4	25	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	162	493	0	1	434	57	20	256	14	4	26	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	493	0	1	434	57	20	256	14	4	26	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	493	0	1	434	57	20	256	14	4	26	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.89	0.89	0.89	0.99	0.99	0.99	0.99	0.99	0.85
Lanes:	1.00	2.00	0.00	0.01	1.76	0.23	0.07	0.91	1.02	0.14	0.86	1.00
Final Sat.:	1805	3610	0	7	2990	392	133	1702	1927	260	1626	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.14	0.00	0.15	0.15	0.15	0.15	0.15	0.01	0.02	0.02	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.13	0.40	0.00	0.27	0.27	0.27	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.71	0.34	0.00	0.53	0.53	0.53	0.68	0.68	0.03	0.07	0.07	0.03
Delay/Veh:	47.6	18.9	0.0	28.4	28.4	28.4	36.3	36.3	27.4	27.7	27.7	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	18.9	0.0	28.4	28.4	28.4	36.3	36.3	27.4	27.7	27.7	27.4
LOS by Move:	D	B	A	C	C	C	D	D	C	C	C	C
HCM2kAvgQ:	4	5	0	6	6	6	7	7	0	1	1	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Embarcadero / Bay St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	7	Average Delay (sec/veh):	14.7
Optimal Cycle:	81	Level Of Service:	B

Street Name:	Embarcadero				Bay 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		Split Phase		Split Phase						
Rights:	Include		Include		Ovl		Include						
Min. Green:	42	53	0	0	25	25	7	0	42				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0	0	1	1	0	1	0	0	0	2

Volume Module:

Base Vol:	947	606	0	0	639	30	16	0	552	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:	947	606	0	0	639	30	16	0	552	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1029	659	0	0	695	33	17	0	600	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1029	659	0	0	695	33	17	0	600	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1029	659	0	0	695	33	17	0	600	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	1.00	1.00	0.87	0.87	0.95	1.00	0.69	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.91	0.09	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	3321	0	0	3150	148	1805	0	2615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.29	0.20	0.00	0.00	0.22	0.22	0.01	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.48	0.84	0.00	0.00	0.36	0.36	0.08	0.00	0.56	0.00	0.00	0.00
Volume/Cap:	0.61	0.23	0.00	0.00	0.61	0.61	0.12	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	17.7	1.4	0.0	0.0	24.4	24.4	39.0	0.0	11.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	1.4	0.0	0.0	24.4	24.4	39.0	0.0	11.5	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	10	2	0	0	8	8	0	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Embarcadero / Chestnut St / Sansome St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	13	Average Delay (sec/veh):	18.0
Optimal Cycle:	79	Level Of Service:	B

Street Name:	Embarcadero	Chestnut St (EB) / Sansome (WB)
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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	10 40 0	10 40 0	16 16 16	7 7 7
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 0	1 0 2 1 0	0 1 0 1 0	0 0 0 0 0

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Volume Module:

Base Vol:	36 1215	0	18 1166	7	79 316	15	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:	36 1215	0	18 1166	7	79 316	15	0 0 0
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00
PHF Adj:	0.90 0.90	0.90	0.90 0.90	0.90	0.90 0.90	0.90	0.90 0.90 0.90
PHF Volume:	40 1350	0	20 1296	8	88 351	17	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	40 1350	0	20 1296	8	88 351	17	0 0 0
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00
FinalVolume:	40 1350	0	20 1296	8	88 351	17	0 0 0

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Saturation Flow Module:

Sat/Lane:	1900 1900	1900	1900 1900	1900	1900 1900	1900	1900 1900
Adjustment:	0.95 0.95	1.00	0.95 0.91	0.91	0.92 0.92	0.92	1.00 1.00
Lanes:	1.00 2.00	0.00	1.00 2.98	0.02	0.39 1.54	0.07	0.00 0.00
Final Sat.:	1805 3610	0	1805 5151	31	671 2685	127	0 0 0

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Capacity Analysis Module:

Vol/Sat:	0.02 0.37	0.00	0.01 0.25	0.25	0.13 0.13	0.13	0.00 0.00
Crit Moves:	****	****	****	****	****	****	****
Green/Cycle:	0.13 0.55	0.00	0.11 0.53	0.53	0.19 0.19	0.19	0.00 0.00
Volume/Cap:	0.17 0.68	0.00	0.10 0.47	0.47	0.68 0.68	0.68	0.00 0.00
Delay/Veh:	35.0 15.4	0.0	36.2 13.4	13.4	36.5 36.5	36.5	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
AdjDel/Veh:	35.0 15.4	0.0	36.2 13.4	13.4	36.5 36.5	36.5	0.0 0.0
LOS by Move:	C B A	D B B	D D D	A A A	A	A	A
HCM2kAvgQ:	1 13	0 0 8	8 7 7	7 7 7	0 0 0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Embarcadero/ Lombard St / Battery St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	11	Average Delay (sec/veh):	32.7
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Embarcadero	Lombard St (EB) / Battery St (WB)
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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	9 35 35	9 35 35	21 21 21	6 6 6
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 2 0 1	0 1 0 0 1	0 0 1! 0 0

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Volume Module:

Base Vol:	103 1191	11	12 828	346	30 7 250	40 30 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
Initial Bse:	103 1191	11	12 828	346	30 7 250	40 30 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
PHF Adj:	0.92 0.92	0.92	0.92 0.92	0.92	0.92 0.92	0.92 0.92 0.92
PHF Volume:	112 1295	12	13 900	376	33 8 272	43 33 30
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	112 1295	12	13 900	376	33 8 272	43 33 30
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00 1.00
FinalVolume:	112 1295	12	13 900	376	33 8 272	43 33 30

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Saturation Flow Module:

Sat/Lane:	1900 1900	1900	1900 1900	1900	1900 1900	1900	1900 1900
Adjustment:	0.95 0.95	0.95	0.95 0.95	0.85	0.96 0.96	0.85	0.94 0.94
Lanes:	1.00 1.98	0.02	1.00 2.00	1.00	0.81 0.19	1.00	0.41 0.31
Final Sat.:	1805 3573	33	1805 3610	1615	1480 345	1615	730 548

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Capacity Analysis Module:

Vol/Sat:	0.06 0.36	0.36	0.01 0.25	0.23	0.02 0.02	0.17	0.06 0.06
Crit Moves:	****	****	****	****	****	****	****
Green/Cycle:	0.10 0.39	0.39	0.10 0.39	0.39	0.33 0.33	0.33	0.07 0.07
Volume/Cap:	0.62 0.93	0.93	0.07 0.64	0.60	0.07 0.07	0.51	0.89 0.89
Delay/Veh:	45.3 37.7	37.7	36.9 23.4	23.5	20.9 20.9	25.3	92.5 92.5
User DelAdj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00
AdjDel/Veh:	45.3 37.7	37.7	36.9 23.4	23.5	20.9 20.9	25.3	92.5 92.5
LOS by Move:	D D D	D C C	C C C	C C C	F F F	F	F F F
HCM2kAvgQ:	3 20	20	0 11	8	1 1 7	6	6 6 6

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Embarcadero / Green St / Davis St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 14 Average Delay (sec/veh): 19.2
Optimal Cycle: 89 Level Of Service: B

Street Name: Embarcadero-Davis St Green 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	8	44	0	7	41	0	24	0	24	24	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	1	0

Volume Module:
Base Vol: 46 1256 0 4 919 11 27 0 64 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: 46 1256 0 4 919 11 27 0 64 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 49 1336 0 4 978 12 29 0 68 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 49 1336 0 4 978 12 29 0 68 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 49 1336 0 4 978 12 29 0 68 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.95 0.89 1.00 0.89 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 1.98 0.02 0.30 0.00 0.70 0.00 1.00 0.00
Final Sat.: 1805 3610 0 1805 3560 43 503 0 1191 0 1900 0

Capacity Analysis Module:
Vol/Sat: 0.03 0.37 0.00 0.00 0.27 0.27 0.06 0.00 0.06 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.09 0.50 0.00 0.08 0.48 0.48 0.27 0.00 0.27 0.00 0.00 0.00
Volume/Cap: 0.29 0.74 0.00 0.03 0.57 0.57 0.21 0.00 0.21 0.00 0.00 0.00
Delay/Veh: 38.9 19.5 0.0 38.5 17.0 17.0 25.9 0.0 25.9 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 38.9 19.5 0.0 38.5 17.0 17.0 25.9 0.0 25.9 0.0 0.0 0.0
LOS by Move: D B A D B B C A C A A A
HCM2kAvgQ: 1 15 0 0 10 10 2 0 2 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Embarcadero / Broadway St / Drumm St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 17 Average Delay (sec/veh): 31.8
Optimal Cycle: 90 Level Of Service: C

Street Name: Embarcadero-Drumm St Broadway 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	16	37	0	7	28	28	29	0	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	0	1	1	0	1	0

Volume Module:
Base Vol: 435 1216 0 6 945 42 69 0 319 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: 435 1216 0 6 945 42 69 0 319 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: 435 1216 0 6 945 42 69 0 319 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 435 1216 0 6 945 42 69 0 319 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 435 1216 0 6 945 42 69 0 319 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 0.95 0.94 0.94 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 1.00 1.91 0.09 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3502 3610 0 1805 3436 153 1805 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.12 0.34 0.00 0.00 0.28 0.28 0.04 0.00 0.20 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.18 0.41 0.00 0.08 0.31 0.31 0.37 0.00 0.37 0.00 0.00 0.00
Volume/Cap: 0.70 0.82 0.00 0.04 0.88 0.88 0.10 0.00 0.54 0.00 0.00 0.00
Delay/Veh: 38.3 27.3 0.0 38.5 38.1 38.1 18.9 0.0 23.5 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 38.3 27.3 0.0 38.5 38.1 38.1 18.9 0.0 23.5 0.0 0.0 0.0
LOS by Move: D C A D D D B A C A A A
HCM2kAvgQ: 6 15 0 0 15 15 1 0 7 0 0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Embarcadero / Washington St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	17	Average Delay (sec/veh):	32.9
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Embarcadero				Washington St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	12	30	0	10	28	0	33	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	1	0	0

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Volume Module:

Base Vol:	302	1536	0	9	1255	55	95	0	183	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:	302	1536	0	9	1255	55	95	0	183	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:	302	1536	0	9	1255	55	95	0	183	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1536	0	9	1255	55	95	0	183	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	302	1536	0	9	1255	55	95	0	183	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	1.00	2.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	5187	0	1805	4939	216	1805	0	1615	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.09	0.30	0.00	0.00	0.25	0.25	0.05	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.13	0.33	0.00	0.11	0.31	0.31	0.37	0.00	0.37	0.00	0.00	0.00
Volume/Cap:	0.65	0.89	0.00	0.04	0.82	0.82	0.14	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	40.1	34.5	0.0	35.8	32.0	32.0	19.2	0.0	20.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	34.5	0.0	35.8	32.0	32.0	19.2	0.0	20.7	0.0	0.0	0.0
LOS by Move:	D	C	A	D	C	C	B	A	C	A	A	A
HCM2kAvgQ:	4	14	0	0	12	12	2	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Embarcadero / Mission St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	10	Average Delay (sec/veh):	30.5
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Embarcadero				Mission St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Permitted		Permitted		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	0	52	0	52	52	28	0	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	2	0	0	0	2	1

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Volume Module:

Base Vol:	2	1800	0	0	1388	179	162	0	87	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:	2	1800	0	0	1388	179	162	0	87	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	2	1935	0	0	1492	192	174	0	94	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1935	0	0	1492	192	174	0	94	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1935	0	0	1492	192	174	0	94	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.58	1.00	1.00	0.61	0.89	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	0.01	2.99	0.00	0.00	2.76	0.24	0.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	4	3313	0	0	3188	411	1140	0	612	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.58	0.58	0.00	0.00	0.47	0.47	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.58	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	1.01	1.01	0.00	0.00	0.81	0.81	0.49	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	42.3	42.3	0.0	0.0	17.6	17.6	25.9	0.0	25.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	42.3	0.0	0.0	17.6	17.6	25.9	0.0	25.9	0.0	0.0	0.0
LOS by Move:	D	D	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	30	20	0	0	13	19	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Embarcadero / Harrison St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	10	Average Delay (sec/veh):	33.4
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Embarcadero				Harrison 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		Split Phase		Split Phase												
Rights:	Include		Include		Include		Include												
Min. Green:	0	63	0	0	63	63	27	27	27	0	0	0							
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0							
Lanes:	0	0	2	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	1388	0	0	1237	310	182	0	169	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1388	0	0	1237	310	182	0	169	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1492	0	0	1330	333	196	0	182	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1492	0	0	1330	333	196	0	182	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1492	0	0	1330	333	196	0	182	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.67	1.00	1.00	0.65	0.92	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.70	0.30	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2559	0	0	2111	529	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.58	0.00	0.00	0.63	0.63	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.63	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.93	0.00	0.00	1.00	1.00	0.40	0.00	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	25.9	0.0	0.0	40.6	40.6	30.4	0.0	30.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.9	0.0	0.0	40.6	40.6	30.4	0.0	30.7	0.0	0.0	0.0
LOS by Move:	A	C	A	A	D	D	C	A	C	A	A	A
HCM2kAvgQ:	0	22	0	0	27	37	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Embarcadero / Bryant St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	10	Average Delay (sec/veh):	32.4
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Embarcadero				Bryant 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		Permitted		Permitted						
Rights:	Include		Include		Include		Include						
Min. Green:	21	41	41	16	36	36	28	28	28	28	28	28	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	135	1273	9	43	1325	38	75	6	168	75	62	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:	135	1273	9	43	1325	38	75	6	168	75	62	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	139	1312	9	44	1366	39	77	6	173	77	64	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1312	9	44	1366	39	77	6	173	77	64	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1312	9	44	1366	39	77	6	173	77	64	40

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.64	0.64	0.85	0.81	0.81	0.81
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	0.93	0.07	1.00	0.43	0.35	0.22
Final Sat.:	1805	3581	25	1805	3610	1615	1119	90	1615	658	544	342

Capacity Analysis Module:

Vol/Sat:	0.08	0.37	0.37	0.02	0.38	0.02	0.07	0.07	0.11	0.12	0.12	0.12
Crit Moves:	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
Green/Cycle:	0.21	0.45	0.45	0.17	0.41	0.41	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.37	0.82	0.82	0.14	0.92	0.06	0.25	0.25	0.38	0.42	0.42	0.42
Delay/Veh:	34.4	27.8	27.8	35.2	37.9	17.9	28.2	28.2	29.6	30.0	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	27.8	27.8	35.2	37.9	17.9	28.2	28.2	29.6	30.0	30.0	30.0
LOS by Move:	C	C	C	D	D	B	C	C	C	C	C	C
HCM2kAvgQ:	3	18	18	1	20	1	2	2	4	5	5	5

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Embarcadero / Brannan St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	11	Average Delay (sec/veh):	28.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Brannan St				Embarcadero			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	10	37	0	14	37	37	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0

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Volume Module:

Base Vol:	49	1300	0	3	1293	273	119	0	15	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:	49	1300	0	3	1293	273	119	0	15	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	51	1354	0	3	1347	284	124	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1354	0	3	1347	284	124	0	16	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1354	0	3	1347	284	124	0	16	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	1805	3610	1615	1805	0	1615	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.03	0.38	0.00	0.00	0.37	0.18	0.07	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.41	0.00	0.16	0.45	0.45	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.23	0.91	0.00	0.01	0.84	0.39	0.22	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	36.4	33.8	0.0	32.2	26.0	17.1	23.1	0.0	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	33.8	0.0	32.2	26.0	17.1	23.1	0.0	21.6	0.0	0.0	0.0
LOS by Move:	D	C	A	C	C	B	C	A	C	A	A	A
HCM2kAvgQ:	1	21	0	0	16	5	3	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Folsom St/Fremont St

Cycle (sec):	75	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	16	Average Delay (sec/veh):	25.9
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Fremont St (I-80 WB Off Ramp)				Folsom St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Permitted		Permitted		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	19	19	19	19	19	19	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	1

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Volume Module:

Base Vol:	4	185	73	217	39	1	167	405	57	0	95	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	185	73	217	39	1	167	405	57	0	95	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	4	197	78	231	41	1	178	431	61	0	101	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	197	78	231	41	1	178	431	61	0	101	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	197	78	231	41	1	178	431	61	0	101	70

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.37	0.58	0.58	0.89	0.89	0.89	1.00	0.95	0.95
Lanes:	0.03	1.41	0.56	1.81	0.18	0.01	0.80	1.93	0.27	0.00	0.59	0.41
Final Sat.:	50	2325	917	1284	206	5	1340	3250	457	0	1059	736

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Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.18	0.20	0.20	0.13	0.13	0.13	0.00	0.10	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.27	0.27	0.27	0.00	0.27	0.27
Volume/Cap:	0.34	0.34	0.34	0.73	0.82	0.82	0.49	0.49	0.49	0.00	0.35	0.35
Delay/Veh:	24.1	24.1	24.1	33.7	41.6	41.6	23.7	23.7	23.7	0.0	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	24.1	24.1	33.7	41.6	41.6	23.7	23.7	23.7	0.0	22.9	22.9
LOS by Move:	C	C	C	C	D	D	C	C	C	A	C	C
HCM2kAvgQ:	3	3	3	3	5	5	5	5	5	0	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 King St/3rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.979
Loss Time (sec):	10	Average Delay (sec/veh):	77.0
Optimal Cycle:	168	Level Of Service:	E

Street Name:	3rd St				King St			
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		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	26	26	26	0	0	0	20	46	46
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	2	1	1	0	0	0	0

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Volume Module:

Base Vol:	76	678	260	0	0	0	835	954	14	143	1210	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	678	260	0	0	0	835	954	14	143	1210	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	78	699	268	0	0	0	861	984	14	147	1247	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	699	268	0	0	0	861	984	14	147	1247	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	699	268	0	0	0	861	984	14	147	1247	41

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	1.00	1.00	1.00	0.92	0.95	0.95	0.92	0.57	0.95
Lanes:	0.37	3.35	1.28	0.00	0.00	0.00	3.00	1.97	0.03	2.00	1.96	0.04
Final Sat.:	616	5500	2109	0	0	0	5253	3551	52	3502	2113	70

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Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.13	0.00	0.00	0.00	0.16	0.28	0.28	0.04	0.59	0.59
Crit Moves:	****						****			****		
Green/Cycle:	0.26	0.26	0.40	0.00	0.00	0.00	0.20	0.50	0.50	0.14	0.44	0.44
Volume/Cap:	0.49	0.49	0.32	0.00	0.00	0.00	0.82	0.56	0.56	0.30	1.34	1.34
Delay/Veh:	31.5	31.5	20.6	0.0	0.0	0.0	43.5	17.7	17.7	38.9	189	188.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	31.5	20.6	0.0	0.0	0.0	43.5	17.7	17.7	38.9	189	188.7
LOS by Move:	C	C	C	A	A	A	D	B	B	D	F	F
HCM2kAvgQ:	6	6	5	0	0	0	11	11	11	2	42	69

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 King St/4th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	13	Average Delay (sec/veh):	64.6
Optimal Cycle:	125	Level Of Service:	E

Street Name:	King St				4th 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:	28	28	28	28	28	28	10	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	1	0	2	1

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Volume Module:

Base Vol:	8	52	50	56	304	432	116	1696	17	24	1227	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:	8	52	50	56	304	432	116	1696	17	24	1227	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	55	53	59	320	455	122	1785	18	25	1292	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	55	53	59	320	455	122	1785	18	25	1292	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	55	53	59	320	455	122	1785	18	25	1292	36

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.85	0.95	0.87	0.87	0.95	0.91	0.91	0.95	0.95	0.95
Lanes:	0.13	0.87	1.00	1.00	1.24	1.76	1.00	2.97	0.03	1.00	1.95	0.05
Final Sat.:	252	1635	1615	1805	2040	2899	1805	5130	51	1805	3499	97

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Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.03	0.16	0.16	0.07	0.35	0.35	0.01	0.37	0.37
Crit Moves:	****				****		****			****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.34	0.34	0.11	0.37	0.37
Volume/Cap:	0.15	0.15	0.15	0.15	0.70	0.70	0.85	1.04	1.04	0.12	1.00	1.00
Delay/Veh:	39.1	39.1	39.1	39.1	46.7	46.7	91.1	72.9	72.9	50.3	65.0	65.0
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:	39.1	39.1	39.1	39.1	46.7	46.7	91.1	72.9	72.9	50.3	65.0	65.0
LOS by Move:	D	D	D	D	D	D	F	E	E	D	E	E
HCM2kAvgQ:	2	2	2	2	10	10	7	34	34	1	34	34

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 16th St/3rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	10	Average Delay (sec/veh):	21.3
Optimal Cycle:	100	Level Of Service:	C

Street Name:	3rd St				16th St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	20	56	56	31	31	31	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	1	0

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Volume Module:

Base Vol:	231	555	0	7	286	73	87	9	177	0	9	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	555	0	7	286	73	87	9	177	0	9	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	266	638	0	8	329	84	100	10	203	0	10	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	638	0	8	329	84	100	10	203	0	10	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	638	0	8	329	84	100	10	203	0	10	6

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.34	0.92	0.92	0.75	0.81	0.81	0.95	0.90	0.90
Lanes:	2.00	2.00	0.00	1.00	1.59	0.41	1.00	1.00	1.00	0.00	1.29	0.71
Final Sat.:	3502	3610	0	640	2790	712	1433	1547	1547	0	2195	1220

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Capacity Analysis Module:

Vol/Sat:	0.08	0.18	0.00	0.01	0.12	0.12	0.07	0.01	0.13	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.25	0.56	0.00	0.31	0.31	0.31	0.34	0.34	0.34	0.00	0.34	0.34
Volume/Cap:	0.30	0.32	0.00	0.04	0.38	0.38	0.21	0.02	0.39	0.00	0.01	0.01
Delay/Veh:	30.6	11.8	0.0	24.2	27.2	27.2	23.6	21.9	25.5	0.0	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	11.8	0.0	24.2	27.2	27.2	23.6	21.9	25.5	0.0	21.9	21.9
LOS by Move:	C	B	A	C	C	C	C	C	C	A	C	C
HCM2kAvgQ:	3	5	0	0	5	5	2	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Cesar Chavez St/3rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.193
Loss Time (sec):	12	Average Delay (sec/veh):	22.7
Optimal Cycle:	97	Level Of Service:	C

Street Name:	3rd St				Cesar Chavez St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Permit+Prot		Permit+Prot		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	15	35	35	10	30	30	5	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0

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Volume Module:

Base Vol:	223	524	16	17	321	96	96	179	154	13	195	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	524	16	17	321	96	96	179	154	13	195	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	228	535	16	17	328	98	98	183	157	13	199	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	535	16	17	328	98	98	183	157	13	199	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	535	16	17	328	98	98	183	157	13	199	18

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.95	0.95	0.32	0.92	0.92	0.60	0.88	0.88	0.87	0.87	0.87
Lanes:	1.00	1.94	0.06	1.00	1.54	0.46	1.00	1.08	0.92	0.11	1.73	0.16
Final Sat.:	1219	3489	107	615	2684	803	1132	1807	1554	191	2865	264

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Capacity Analysis Module:

Vol/Sat:	0.19	0.15	0.15	0.03	0.12	0.12	0.09	0.10	0.10	0.07	0.07	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.52	0.37	0.37	0.45	0.30	0.30	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.36	0.41	0.41	0.04	0.41	0.41	0.22	0.25	0.25	0.17	0.17	0.17
Delay/Veh:	19.5	23.4	23.4	20.5	28.2	28.2	19.9	20.1	20.1	19.4	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	23.4	23.4	20.5	28.2	28.2	19.9	20.1	20.1	19.4	19.4	19.4
LOS by Move:	B	C	C	C	C	C	B	C	C	B	B	B
HCM2kAvgQ:	4	7	7	0	5	5	2	4	4	2	2	2

Note: Queue reported is the number of cars per lane.

34th America's Cup Races Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Cesar Chavez St/Illinois St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.221
Loss Time (sec):	9	Average Delay (sec/veh):	21.5
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Illinois St						Cesar Chavez 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:	20	20	20	20	20	20	71	71	71	71	71	71
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	1	0	1	0	0

Volume Module:													
Base Vol:	130	84	3	13	62	37	35	69	107	1	61	24	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	130	84	3	13	62	37	35	69	107	1	61	24	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
PHF Volume:	149	97	3	15	71	43	40	79	123	1	70	28	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	149	97	3	15	71	43	40	79	123	1	70	28	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	149	97	3	15	71	43	40	79	123	1	70	28	

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	1.00	1.00	0.68	0.94	0.94	0.79	0.79	0.79	0.96	0.96
Lanes:	1.00	0.97	0.03	1.00	0.63	0.37	0.34	0.66	1.00	0.01	0.71
Final Sat.:	1233	1825	65	1296	1123	670	503	993	1496	21	1295

Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.05	0.01	0.06	0.06	0.08	0.08	0.08	0.05	0.05	0.05
Crit Moves:	****							****				
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.71	0.71	0.71	0.71	0.71	0.71
Volume/Cap:	0.61	0.26	0.26	0.06	0.32	0.32	0.11	0.11	0.12	0.08	0.08	0.08
Delay/Veh:	40.7	34.2	34.2	32.5	34.7	34.7	4.6	4.6	4.6	4.5	4.5	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	34.2	34.2	32.5	34.7	34.7	4.6	4.6	4.6	4.5	4.5	4.5
LOS by Move:	D	C		C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	3	3	0	3	3	1	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

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

Intersection #27 Lincoln Blvd/25th St/El Camino del Mar

Cycle (sec):	1	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0	Average Delay (sec/veh):	13.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	25th St				El Camino del Mar (eb) / Lincoln											
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0

Volume Module:												
Base Vol:	17	24	225	14	20	2	1	221	23	317	208	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	24	225	14	20	2	1	221	23	317	208	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	18	26	239	15	21	2	1	235	24	337	221	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	26	239	15	21	2	1	235	24	337	221	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	26	239	15	21	2	1	235	24	337	221	5

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.09	0.85	0.39	0.55	0.06	0.01	0.90	0.09	1.00	0.98	0.02
Final Sat.:	40	57	536	193	275	28	3	563	59	571	607	15

Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.08	0.08	0.08	0.42	0.42	0.42	0.59	0.36	0.36
Crit Moves:	****			****			****			****		
Delay/Veh:	12.2	12.2	12.2	9.9	9.9	9.9	12.2	12.2	12.2	17.1	11.5	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:	12.2	12.2	12.2	9.9	9.9	9.9	12.2	12.2	12.2	17.1	11.5	11.5
LOS by Move:	B	B	B	A	A	A	B	B	B	C	B	B
ApproachDel:	12.2			9.9			12.2			14.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.2			9.9			12.2			14.9		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.7	0.7	0.7	0.1	0.1	0.1	0.6	0.6	0.6	1.3	0.5	0.5

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

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

Intersection #28 Lake St/14th Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	0	Average Delay (sec/veh):	11.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	14th Ave				Lake 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
Lanes:	0	0	1	0	0	0	1	0

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Volume Module:

Base Vol:	3	12	18	8	0	0	30	264	1	73	298	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:	3	12	18	8	0	0	30	264	1	73	298	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	3	12	19	8	0	0	31	272	1	75	307	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	12	19	8	0	0	31	272	1	75	307	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	12	19	8	0	0	31	272	1	75	307	28

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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	0.36	0.55	1.00	0.00	0.00	0.10	0.89	0.01	0.20	0.80	1.00
Final Sat.:	57	227	341	564	0	0	79	697	3	143	584	866

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Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.05	0.01	xxxx	xxxx	0.39	0.39	0.39	0.53	0.53	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	8.4	8.4	8.4	8.8	0.0	0.0	10.4	10.4	10.4	12.9	12.9	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.8	0.0	0.0	10.4	10.4	10.4	12.9	12.9	7.0
LOS by Move:	A	A	A	A	*	*	B	B	B	B	B	A
ApproachDel:	8.4	8.4	8.4	8.8	8.8	10.4	10.4	10.4	10.4	12.5	12.5	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
ApprAdjDel:	8.4	8.4	8.4	8.8	8.8	10.4	10.4	10.4	10.4	12.5	12.5	10.3
LOS by Appr:	A	A	A	A	A	B	B	B	B	B	B	B
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	1.1	1.1	0.0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

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

Intersection #29 Lake St/15th Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	15th Ave				Lake 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
Lanes:	0	0	1	0	0	0	1	0

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Volume Module:

Base Vol:	7	5	19	31	26	32	4	207	4	17	263	4
Growth Adj:	1.00	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	5	19	31	26	32	4	207	4	17	263	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	8	5	21	34	29	35	4	227	4	19	289	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	5	21	34	29	35	4	227	4	19	289	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
FinalVolume:	8	5	21	34	29	35	4	227	4	19	289	4

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Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.16	0.61	0.35	0.29	0.36	0.02	0.96	0.02	0.06	0.93	0.01
Final Sat.:	148	106	402	230	193	237	14	738	14	47	725	11

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Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.05	0.15	0.15	0.15	0.31	0.31	0.31	0.40	0.40	0.40
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	8.2	8.2	8.2	8.8	8.8	8.8	9.5	9.5	9.5	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:	8.2	8.2	8.2	8.8	8.8	8.8	9.5	9.5	9.5	10.3	10.3	10.3
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:	8.2	8.2	8.2	8.8	8.8	8.8	9.5	9.5	9.5	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
ApprAdjDel:	8.2	8.2	8.2	8.8	8.8	8.8	9.5	9.5	9.5	10.3	10.3	10.3
LOS by Appr:	A	A	A	A	A	A	A	A	A	B	B	B
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.4	0.4	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

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

Intersection #32 Lombard St/Lyon St

Cycle (sec):	0	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	0	Average Delay (sec/veh):	19.3
Optimal Cycle:	0	Level Of Service:	C

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

Volume Module:												
Base Vol:	146	22	7	22	56	200	164	180	94	5	228	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	22	7	22	56	200	164	180	94	5	228	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	159	24	8	24	61	217	178	196	102	5	248	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	24	8	24	61	217	178	196	102	5	248	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	24	8	24	61	217	178	196	102	5	248	21

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.13	0.04	0.08	0.20	0.72	0.37	0.42	0.21	0.02	0.90	0.08
Final Sat.:	385	58	18	43	109	390	222	244	127	10	478	40

Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.56	0.56	0.56	0.80	0.80	0.80	0.52	0.52	0.52
Crit Moves:	****			****			****			****		
Delay/Veh:	13.7	13.7	13.7	15.2	15.2	15.2	26.7	26.7	26.7	14.9	14.9	14.9
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:	13.7	13.7	13.7	15.2	15.2	15.2	26.7	26.7	26.7	14.9	14.9	14.9
LOS by Move:	B	B	B	C	C	C	D	D	D	B	B	B
ApproachDel:	13.7			15.2			26.7			14.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.7			15.2			26.7			14.9		
LOS by Appr:	B			C			D			B		
AllWayAvgQ:	0.5	0.5	0.5	0.9	0.9	0.9	2.9	2.9	2.9	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Lombard St/Divisadero St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	9	Average Delay (sec/veh):	32.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Divisadero 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:	27	27	27	27	54	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	1	1

Volume Module:												
Base Vol:	179	153	27	67	140	34	0	1327	172	1	1975	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	153	27	67	140	34	0	1327	172	1	1975	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	183	156	28	68	143	35	0	1354	176	1	2015	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	156	28	68	143	35	0	1354	176	1	2015	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	156	28	68	143	35	0	1354	176	1	2015	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.98	0.98	0.57	0.97	0.97	0.91	0.63	0.89	0.85	0.59	0.85
Lanes:	1.00	0.85	0.15	1.00	0.80	0.20	0.00	2.75	0.25	0.01	2.87	0.12
Final Sat.:	1104	1579	279	1087	1484	360	0	3272	424	2	3243	197

Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.10	0.06	0.10	0.10	0.00	0.41	0.41	0.62	0.62	0.62
Crit Moves:	****			****			****			****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.00	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.55	0.33	0.33	0.21	0.32	0.32	0.00	0.69	0.69	1.04	1.04	1.04
Delay/Veh:	28.4	24.8	24.8	23.9	24.7	24.7	0.0	13.2	13.2	47.7	47.7	47.7
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:	28.4	24.8	24.8	23.9	24.7	24.7	0.0	13.2	13.2	47.7	47.7	47.7
LOS by Move:	C	C	C	C	C	C	A	B	B	D	D	D
HCM2kAvgQ:	5	4	4	2	4	4	0	11	15	34	24	34

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Lombard St/Fillmore St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	9	Average Delay (sec/veh):	33.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Fillmore 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	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	54	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	47	126	36	14	199	54	4	1067	65	3	1900	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:	47	126	36	14	199	54	4	1067	65	3	1900	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	133	38	15	209	57	4	1123	68	3	2000	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	133	38	15	209	57	4	1123	68	3	2000	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	133	38	15	209	57	4	1123	68	3	2000	68

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.97	0.97	0.86	0.86	0.86	0.84	0.57	0.84	0.85	0.58	0.85
Lanes:	1.00	0.78	0.22	0.10	1.50	0.40	0.01	2.87	0.12	0.01	2.93	0.06
Final Sat.:	1070	1429	408	172	2448	664	12	3121	190	5	3210	110

Capacity Analysis Module:

Vol/Sat:	0.05	0.09	0.09	0.09	0.09	0.09	0.36	0.36	0.36	0.62	0.62	0.62
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.15	0.31	0.31	0.29	0.29	0.29	0.60	0.60	0.60	1.04	1.04	1.04
Delay/Veh:	23.3	24.6	24.6	24.3	24.3	24.3	11.8	11.8	11.8	48.9	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	24.6	24.6	24.3	24.3	24.3	11.8	11.8	11.8	48.9	48.9	48.9
LOS by Move:	C	C	C	C	C	C	B	B	B	D	D	D
HCM2kAvgQ:	1	4	4	3	3	3	11	7	11	40	28	40

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Bay St/Laguna St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	10	Average Delay (sec/veh):	18.4
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Laguna St				Bay St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected		Protected		Permitted		Permitted	
Rights:	Include		Include		Include		Ovl	
Min. Green:	18	18	18	34	34	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	2	0

Volume Module:

Base Vol:	173	0	34	529	151	13	0	210	104	19	348	1208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	0	34	529	151	13	0	210	104	19	348	1208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	180	0	35	551	157	14	0	219	108	20	363	1258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	0	35	551	157	14	0	219	108	20	363	1258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	0	35	551	157	14	0	219	108	20	363	1258

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	0.96	0.96	0.96	1.00	0.95	0.85	0.98	0.98	0.75
Lanes:	0.84	0.00	0.16	1.62	0.35	0.03	0.00	2.00	1.00	0.05	0.95	2.00
Final Sat.:	1491	0	293	2950	643	55	0	3610	1615	96	1767	2842

Capacity Analysis Module:

Vol/Sat:	0.12	0.00	0.12	0.19	0.24	0.24	0.00	0.06	0.07	0.21	0.21	0.44
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.00	0.20	0.38	0.38	0.38	0.00	0.31	0.31	0.31	0.31	0.69
Volume/Cap:	0.60	0.00	0.60	0.49	0.65	0.65	0.00	0.19	0.22	0.66	0.66	0.64
Delay/Veh:	35.7	0.0	35.7	21.7	24.4	24.4	0.0	22.8	23.1	29.7	29.7	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	0.0	35.7	21.7	24.4	24.4	0.0	22.8	23.1	29.7	29.7	8.6
LOS by Move:	D	A	D	C	C	C	A	C	C	C	C	A
HCM2kAvgQ:	6	0	6	7	11	11	0	2	2	9	9	11

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Bay St/Van Ness Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	10	Average Delay (sec/veh):	15.8
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Van Ness Ave	Bay St
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	23 23 23	23 23 23	57 57 57	57 57 57
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 1 0 1	0 1 0 1 0

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Volume Module:

Base Vol:	73 173 122	5 329 191	9 581 114	39 1242 21
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	73 173 122	5 329 191	9 581 114	39 1242 21
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.98 0.98 0.98	0.98 0.98 0.98	0.98 0.98 0.98	0.98 0.98 0.98
PHF Volume:	74 177 124	5 336 195	9 593 116	40 1267 21
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	74 177 124	5 336 195	9 593 116	40 1267 21
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	74 177 124	5 336 195	9 593 116	40 1267 21

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Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.38 0.85 0.85	0.81 0.81 0.81	0.44 0.44 0.43	0.87 0.87 0.87
Lanes:	1.00 2.00 1.00	0.03 1.97 1.00	0.03 1.97 1.00	0.06 1.91 0.03
Final Sat.:	718 3244 1622	46 3016 1531	26 1662 808	99 3152 53

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Capacity Analysis Module:

Vol/Sat:	0.10 0.05 0.08	0.11 0.11 0.13	0.36 0.36 0.14	0.40 0.40 0.40
Crit Moves:		****		****
Green/Cycle:	0.26 0.26 0.26	0.26 0.26 0.26	0.63 0.63 0.63	0.63 0.63 0.63
Volume/Cap:	0.41 0.21 0.30	0.44 0.44 0.50	0.56 0.56 0.23	0.63 0.63 0.63
Delay/Veh:	29.3 26.5 27.2	28.3 28.3 28.9	10.1 10.1 7.3	10.8 10.8 10.8
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	29.3 26.5 27.2	28.3 28.3 28.9	10.1 10.1 7.3	10.8 10.8 10.8
LOS by Move:	C C C	C C C	B B A	B B B
HCM2kAvgQ:	2 2 3	5 5 6	5 5 1	12 12 12

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Bay St/Hyde St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	7	Average Delay (sec/veh):	5.8
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Hyde St	Bay St
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	16 16 16	16 16 16	67 67 67	0 67 67
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 0 1 0	0 0 1! 0 0	0 1 0 1 0	0 0 2 1 0

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Volume Module:

Base Vol:	0 36 10	2 69 19	2 681 32	0 1365 21
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 36 10	2 69 19	2 681 32	0 1365 21
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90
PHF Volume:	0 40 11	2 77 21	2 757 36	0 1517 23
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 40 11	2 77 21	2 757 36	0 1517 23
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 40 11	2 77 21	2 757 36	0 1517 23

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Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	1.00 0.97 0.97	0.97 0.97 0.97	0.90 0.90 0.90	1.00 0.91 0.91
Lanes:	0.00 0.78 0.22	0.02 0.77 0.21	0.01 1.90 0.09	0.00 2.95 0.05
Final Sat.:	0 1444 401	41 1410 388	10 3247 153	0 5098 78

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Capacity Analysis Module:

Vol/Sat:	0.00 0.03 0.03	0.05 0.05 0.05	0.23 0.23 0.23	0.00 0.30 0.30
Crit Moves:		****		****
Green/Cycle:	0.00 0.18 0.18	0.18 0.18 0.18	0.74 0.74 0.74	0.00 0.74 0.74
Volume/Cap:	0.00 0.16 0.16	0.31 0.31 0.31	0.31 0.31 0.31	0.00 0.40 0.40
Delay/Veh:	0.0 31.5 31.5	32.7 32.7 32.7	3.9 3.9 3.9	0.0 4.3 4.3
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 31.5 31.5	32.7 32.7 32.7	3.9 3.9 3.9	0.0 4.3 4.3
LOS by Move:	A C C	C C C	A A A	A A A
HCM2kAvgQ:	0 1 1	3 3 3	4 4 4	0 6 6

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #38 Alexander Ave/Bunker Rd

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[12.3]

Street Name:	Bunker Rd				Alexander Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	1	0	1	0	0	0	1	0	0

Volume Module:
Base Vol: 54 237 0 0 299 17 37 0 176 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: 54 237 0 0 299 17 37 0 176 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 57 249 0 0 315 18 39 0 185 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 57 249 0 0 315 18 39 0 185 0 0 0

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

Capacity Module:
Conflict Vol: 333 xxxx xxxxx xxxxx xxxxx xxxxx 687 xxxx 324 xxxx xxxxx xxxxx
Potent Cap.: 1238 xxxx xxxxx xxxxx xxxxx xxxxx 416 xxxx 722 xxxx xxxxx xxxxx
Move Cap.: 1238 xxxx xxxxx xxxxx xxxxx xxxxx 401 xxxx 722 xxxx xxxxx xxxxx
Volume/Cap: 0.05 xxxx xxxxx xxxxx xxxxx xxxxx 0.10 xxxx 0.26 xxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxx 1.0 xxxx xxxxx xxxxx
Control Del: 8.0 xxxx xxxxx xxxxx xxxxx xxxxx 14.9 xxxx 11.7 xxxxx xxxxx xxxxx
LOS by Move: A * * * B * * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 12.3 xxxxxx
ApproachLOS: * * B *

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #39 Alexander Ave/Ft.Baker (East) Rd

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[10.4]

Street Name:	Ft.Baker (East) Rd				Alexander Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	0	1	0	0	0	1	0

Volume Module:
Base Vol: 0 270 10 8 308 5 0 0 0 4 0 26
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 270 10 8 308 5 0 0 0 4 0 26
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 278 10 8 318 5 0 0 0 4 0 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 278 10 8 318 5 0 0 0 4 0 27

Critical Gap Module:
Critical Gp:xxxxxx xxxxx xxxxx 4.1 xxxx xxxxx 7.1 6.5 6.2 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 289 xxxx xxxxx 634 625 320 620 623 284
Potent Cap.: xxxxx xxxxx xxxxx 1285 xxxx xxxxx 395 404 725 455 405 760
Move Cap.: xxxxx xxxxx xxxxx 1285 xxxx xxxxx 379 401 725 453 403 760
Volume/Cap: xxxxx xxxxx xxxxx 0.01 xxxx xxxxx 0.00 0.00 0.00 0.01 0.00 0.04

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxxx xxxxx xxxxx 7.8 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxxx xxxxx xxxxx 0 xxxxx xxxxx 697 xxxxx
SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.4 xxxxx
Shared LOS: * * * * * * * * * * * B *
ApproachDel: xxxxxx xxxxxx xxxxxx 10.4
ApproachLOS: * * B *

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Bush St/Van Ness Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.415
Loss Time (sec):	8	Average Delay (sec/veh):	20.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Van Ness Ave	Bush St
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R

Control:	Protected	Prot+Permit	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 34 34	10 48 0	34 34 34	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 2 1 0	1 0 3 0 0	0 1 1 1 0	0 0 0 0 0

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Volume Module:

Base Vol:	0 1386 117	205 1253 0	67 969 115	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 1386 117	205 1253 0	67 969 115	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.94 0.94 0.94	0.94 0.94 0.94	0.94 0.94 0.94	0.94 0.94 0.94
PHF Volume:	0 1474 124	218 1333 0	71 1031 122	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 1474 124	218 1333 0	71 1031 122	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 1474 124	218 1333 0	71 1031 122	0 0 0

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Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	1.00 0.90	0.90 0.95 0.91	1.00 0.89 0.89	0.89 1.00 1.00
Lanes:	0.00 2.77	0.23 1.00 3.00	0.00 0.17 2.53	0.30 0.00 0.00
Final Sat.:	0 4726	399 1805 5187	0 295 4263	506 0 0

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Capacity Analysis Module:

Vol/Sat:	0.00 0.31 0.31	0.12 0.26 0.00	0.24 0.24 0.24	0.00 0.00 0.00
Crit Moves:	****	****	****	****
Green/Cycle:	0.00 0.40 0.40	0.56 0.53 0.00	0.38 0.38 0.38	0.00 0.00 0.00
Volume/Cap:	0.00 0.77 0.77	0.69 0.48 0.00	0.64 0.64 0.64	0.00 0.00 0.00
Delay/Veh:	0.0 25.1 25.1	16.1 13.3 0.0	23.7 23.7 23.7	0.0 0.0 0.0
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 25.1 25.1	16.1 13.3 0.0	23.7 23.7 23.7	0.0 0.0 0.0
LOS by Move:	A C C	B B A	C C C	A A A
HCM2kAvgQ:	0 16 16	4 8 0	11 11 11	0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Pine St/Van Ness Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.415
Loss Time (sec):	8	Average Delay (sec/veh):	21.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Van Ness Ave	Pine St
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R

Control:	Prot+Permit	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	10 48 0	0 34 34	0 0 0	34 34 34
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 1 2 1 0

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Volume Module:

Base Vol:	156 1298 0	0 1312 207	0 0 0	122 1487 160
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	156 1298 0	0 1312 207	0 0 0	122 1487 160
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.97 0.97 0.97	0.97 0.97 0.97	0.97 0.97 0.97	0.97 0.97 0.97
PHF Volume:	161 1338 0	0 1353 213	0 0 0	126 1533 165
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	161 1338 0	0 1353 213	0 0 0	126 1533 165
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	161 1338 0	0 1353 213	0 0 0	126 1533 165

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Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.95 0.91	1.00 1.00 0.89	0.89 1.00 1.00	0.89 0.89 0.89
Lanes:	1.00 3.00	0.00 0.00 2.59	0.41 0.00 0.00	0.00 0.28 3.36
Final Sat.:	1805 5187	0 0 4391	693 0 0	0 466 5681

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Capacity Analysis Module:

Vol/Sat:	0.09 0.26 0.00	0.00 0.31 0.31	0.00 0.00 0.00	0.27 0.27 0.27
Crit Moves:	****	****	****	****
Green/Cycle:	0.56 0.53 0.00	0.00 0.41 0.41	0.00 0.00 0.00	0.38 0.38 0.38
Volume/Cap:	0.53 0.48 0.00	0.00 0.75 0.75	0.00 0.00 0.00	0.71 0.71 0.71
Delay/Veh:	11.3 13.3 0.0	0.0 24.0 24.0	0.0 0.0 0.0	24.8 24.8 24.8
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:	11.3 13.3 0.0	0.0 24.0 24.0	0.0 0.0 0.0	24.8 24.8 24.8
LOS by Move:	B B A	A C C	A A A	C C C
HCM2kAvgQ:	3 8 0	0 14 14	0 0 0	13 13 13

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Lombard St/Van Ness Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	7	Average Delay (sec/veh):	42.5
Optimal Cycle:	117	Level Of Service:	D

Street Name:	Van Ness Ave				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		Permitted		Permitted		
Rights:	Include		Include		Ovl		Include		
Min. Green:	56	56	56	0	27	27	27	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0	0	1	0	0	2	0	1

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Volume Module:

Base Vol:	1020	227	34	0	442	98	114	112	853	1	91	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1020	227	34	0	442	98	114	112	853	1	91	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	1097	244	37	0	475	105	123	120	917	1	98	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1097	244	37	0	475	105	123	120	917	1	98	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1097	244	37	0	475	105	123	120	917	1	98	10

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.98	1.00	0.95	0.85	0.38	0.38	0.41	0.99	0.99	0.99
Lanes:	3.00	0.87	0.13	0.00	2.00	1.00	0.50	0.50	2.00	0.01	0.90	0.09
Final Sat.:	5253	1621	243	0	3610	1615	360	354	1563	19	1688	167

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Capacity Analysis Module:

Vol/Sat:	0.21	0.15	0.15	0.00	0.13	0.07	0.34	0.34	0.59	0.06	0.06	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.48	0.71	0.71	0.00	0.23	0.23	0.23	0.23	0.71	0.23	0.23	0.23
Volume/Cap:	0.44	0.21	0.21	0.00	0.57	0.28	1.48	1.48	0.83	0.25	0.25	0.25
Delay/Veh:	20.2	5.9	5.9	0.0	40.8	37.4	288.7	289	17.2	37.1	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	5.9	5.9	0.0	40.8	37.4	288.7	289	17.2	37.1	37.1	37.1
LOS by Move:	C	A	A	A	D	D	F	F	B	D	D	D
HCM2kAvgQ:	9	3	3	0	8	3	18	18	14	3	3	3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Embarcadero / Howard St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	10	Average Delay (sec/veh):	46.4
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Embarcadero				Howard 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		Split Phase		Split Phase					
Rights:	Include		Include		Include		Include					
Min. Green:	15	45	0	10	40	40	30	0	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	1	1	0	1	0	0	0

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Volume Module:

Base Vol:	121	1548	0	3	1145	329	252	0	169	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:	121	1548	0	3	1145	329	252	0	169	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	130	1665	0	3	1231	354	271	0	182	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1665	0	3	1231	354	271	0	182	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1665	0	3	1231	354	271	0	182	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.56	1.00	0.88	0.88	0.43	0.81	1.00	0.74	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.40	0.00	0.60	0.00	0.00	0.00
Final Sat.:	1679	3216	0	1679	3357	808	2167	0	837	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.08	0.52	0.00	0.00	0.37	0.44	0.13	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.15	0.50	0.00	0.10	0.44	0.44	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.51	1.04	0.00	0.02	0.82	0.99	0.41	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	40.7	59.4	0.0	40.6	28.3	70.9	28.0	0.0	34.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	59.4	0.0	40.6	28.3	70.9	28.0	0.0	34.9	0.0	0.0	0.0
LOS by Move:	D	E	A	D	C	E	C	A	C	A	A	A
HCM2kAvgQ:	3	21	0	0	17	12	5	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Embarcadero / Folsom St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.739

Loss Time (sec): 10 Average Delay (sec/veh): 45.2

Optimal Cycle: 90 Level Of Service: D

Street Name:	Embarcadero				Folsom St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T - R	L	T - R	L	T - R	L	T - R

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Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 12 49 49 32 32 32 31 31 31 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 2 0 0 0 0 1 1 0 2 0 0 0 1 0 0 0 0 0 0

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Volume Module:

Base Vol: 160 1412 0 0 1292 25 260 0 256 0 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 160 1412 0 0 1292 25 260 0 256 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93

PHF Volume: 172 1518 0 0 1389 27 280 0 275 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 172 1518 0 0 1389 27 280 0 275 0 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 172 1518 0 0 1389 27 280 0 275 0 0 0 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.88 0.70 1.00 1.00 0.97 0.87 0.83 1.00 0.59 1.00 1.00 1.00

Lanes: 1.00 2.00 0.00 0.00 1.96 0.04 2.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 1679 2671 0 0 3594 70 3152 0 1114 0 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.10 0.57 0.00 0.00 0.39 0.39 0.09 0.00 0.25 0.00 0.00 0.00

Crit Moves: **** **** ****

Green/Cycle: 0.14 0.54 0.00 0.00 0.40 0.40 0.34 0.00 0.34 0.00 0.00 0.00

Volume/Cap: 0.73 1.04 0.00 0.00 0.95 0.95 0.26 0.00 0.72 0.00 0.00 0.00

Delay/Veh: 48.5 56.4 0.0 0.0 40.1 40.1 21.3 0.0 32.1 0.0 0.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 48.5 56.4 0.0 0.0 40.1 40.1 21.3 0.0 32.1 0.0 0.0 0.0

LOS by Move: D E A A D D C A C A A A

HCM2kAvgQ: 4 27 0 0 21 19 3 0 7 0 0 0

Note: Queue reported is the number of cars per lane.

Existing Conditions

Weekend Midday Peak Hour

34th America's Cup Races
Transportation Impact Analysis

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #1 Beach St/Columbus Ave
*****
Average Delay (sec/veh):      1.6      Worst Case Level Of Service: B[ 11.3]
*****
Street Name:      Columbus Ave      Beach 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      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      0 0 1! 0 0      0 0 0 0 0      0 0 1 1 0      0 1 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      39 0 23 0 0 0 0 269 95 14 82 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:      39 0 23 0 0 0 0 269 95 14 82 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:      0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:      42 0 25 0 0 0 0 292 103 15 89 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0
FinalVolume:      42 0 25 0 0 0 0 292 103 15 89 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:      6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim:      3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:      464 464 198 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 396 xxxx xxxxx
Potent Cap.:      560 499 848 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1174 xxxx xxxxx
Move Cap.:      555 492 848 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1174 xxxx xxxxx
Volume/Cap:      0.08 0.00 0.03 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.01 xxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:      xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.1 xxxx xxxxx
LOS by Move:      * * * * * * * * * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx 637 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx
Shrd ConDel:xxxxx 11.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.1 xxxx xxxxx
Shared LOS:      * B * * * * * * * * A * *
ApproachDel:      11.3      xxxxxx      xxxxxx      xxxxxx
ApproachLOS:      B      *      *      *
*****
Note: Queue reported is the number of cars per lane.
*****

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34th America's Cup Races
Transportation Impact Analysis

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

Intersection #4 Bay St/Columbus Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 9 Average Delay (sec/veh): 16.8
Optimal Cycle: 60 Level Of Service: B

Street Name: Columbus Ave Bay 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			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	5	28	28	0	19	19	20	20	20	0	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0

Volume Module:
Base Vol: 173 125 69 1 157 8 13 575 130 32 442 36
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 173 125 69 1 157 8 13 575 130 32 442 36
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.00 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 177 128 0 1 160 8 13 587 133 33 451 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 177 128 0 1 160 8 13 587 133 33 451 37
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 177 128 0 1 160 8 13 587 133 33 451 37

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 1.00 0.90 0.90 0.90 0.89 0.89 0.85 0.84 0.84 0.84
Lanes: 2.00 1.00 0.00 0.01 1.89 0.10 0.04 1.96 1.00 0.13 1.73 0.14
Final Sat.: 3502 1900 0 21 3234 165 75 3318 1615 201 2772 226

Capacity Analysis Module:
Vol/Sat: 0.05 0.07 0.00 0.05 0.05 0.05 0.18 0.18 0.08 0.16 0.16 0.16
Crit Moves: **** ****
Green/Cycle: 0.20 0.51 0.00 0.32 0.32 0.32 0.34 0.34 0.34 0.34 0.34 0.34
Volume/Cap: 0.26 0.13 0.00 0.16 0.16 0.16 0.53 0.53 0.24 0.48 0.48 0.48
Delay/Veh: 21.2 7.9 0.0 15.0 15.0 15.0 17.8 17.8 15.5 17.4 17.4 17.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 21.2 7.9 0.0 15.0 15.0 15.0 17.8 17.8 15.5 17.4 17.4 17.4
LOS by Move: C A A B B B B B B B B B
HCM2kAvgQ: 2 1 0 1 1 1 5 5 2 4 4 4

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #5 Bay St/Stockton St

Cycle (sec): 60 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 7 Average Delay (sec/veh): 9.4
Optimal Cycle: 60 Level Of Service: A

Street Name: Stockton St Bay 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:	20	20	20	20	20	20	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	1	0	1	0	1

Volume Module:
Base Vol: 55 42 59 24 44 38 37 561 33 29 447 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: 55 42 59 24 44 38 37 561 33 29 447 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 57 43 61 25 45 39 38 578 34 30 461 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 43 61 25 45 39 38 578 34 30 461 48
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 57 43 61 25 45 39 38 578 34 30 461 48

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 0.83 0.83 0.88 0.88 0.88 0.86 0.86 0.86 0.85 0.85 0.85
Lanes: 0.35 0.27 0.38 0.23 0.41 0.36 0.12 1.78 0.10 0.11 1.71 0.18
Final Sat.: 557 425 597 380 696 601 191 2894 170 180 2768 291

Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.10 0.07 0.07 0.07 0.20 0.20 0.20 0.17 0.17 0.17
Crit Moves: **** ****
Green/Cycle: 0.33 0.33 0.33 0.33 0.33 0.33 0.55 0.55 0.55 0.55 0.55 0.55
Volume/Cap: 0.31 0.31 0.31 0.20 0.20 0.20 0.36 0.36 0.36 0.30 0.30 0.30
Delay/Veh: 16.3 16.3 16.3 15.0 15.0 15.0 8.2 8.2 8.2 7.7 7.7 7.7
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: 16.3 16.3 16.3 15.0 15.0 15.0 8.2 8.2 8.2 7.7 7.7 7.7
LOS by Move: B B B B B B A A A A A A
HCM2kAvgQ: 2 2 2 1 1 1 4 4 4 3 3 3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Bay St/Kearny St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	9	Average Delay (sec/veh):	8.6
Optimal Cycle:	90	Level Of Service:	A

Street Name: Kearny St Bay St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include

Min. Green:	20	20	20	20	61	61	61	61	61	61
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Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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Lanes:	0	0	1	0	0	0	0	1	0	1	0
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Volume Module:

Base Vol:	58	7	14	7	9	30	20	568	62	20	436	9
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Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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Initial Bse:	58	7	14	7	9	30	20	568	62	20	436	9
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User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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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
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PHF Volume:	65	8	16	8	10	34	22	638	70	22	490	10
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Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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Reduced Vol:	65	8	16	8	10	34	22	638	70	22	490	10
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PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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FinalVolume:	65	8	16	8	10	34	22	638	70	22	490	10
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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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Adjustment:	0.75	0.75	0.75	0.88	0.88	0.88	0.87	0.87	0.87	0.86	0.86	0.86
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Lanes:	0.73	0.09	0.18	0.15	0.20	0.65	0.06	1.75	0.19	0.09	1.87	0.04
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Final Sat.:	1042	126	251	254	327	1091	102	2899	316	141	3078	64
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Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.03	0.03	0.03	0.22	0.22	0.22	0.16	0.16	0.16
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Crit Moves:	****						****					
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Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.68	0.68	0.68	0.68	0.68	0.68
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Volume/Cap:	0.28	0.28	0.28	0.14	0.14	0.14	0.32	0.32	0.32	0.23	0.23	0.23
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Delay/Veh:	31.3	31.3	31.3	28.9	28.9	28.9	6.4	6.4	6.4	5.8	5.8	5.8
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User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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AdjDel/Veh:	31.3	31.3	31.3	28.9	28.9	28.9	6.4	6.4	6.4	5.8	5.8	5.8
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LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
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HCM2kAvgQ:	2	2	2	1	1	1	5	5	5	3	3	3
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Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Broadway St/Sansome St

Cycle (sec):	80	Critical Vol./Cap.(X):	0.312
Loss Time (sec):	9	Average Delay (sec/veh):	11.9
Optimal Cycle:	70	Level Of Service:	B

Street Name: Sansome St Broadway St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Include	Include

Min. Green:	17	17	17	0	0	0	44	44	0	0	44	44
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Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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Lanes:	0	1	0	1	0	0	0	0	0	0	1	1	0
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Volume Module:

Base Vol:	145	152	18	0	0	0	72	417	0	0	421	38
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Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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Initial Bse:	145	152	18	0	0	0	72	417	0	0	421	38
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User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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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
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PHF Volume:	154	162	19	0	0	0	77	444	0	0	448	40
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Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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Reduced Vol:	154	162	19	0	0	0	77	444	0	0	448	40
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PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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FinalVolume:	154	162	19	0	0	0	77	444	0	0	448	40
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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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Adjustment:	0.88	0.88	0.88	1.00	1.00	1.00	0.78	0.78	1.00	1.00	0.94	0.94
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Lanes:	0.92	0.97	0.11	0.00	0.00	0.00	0.29	1.71	0.00	0.00	1.83	0.17
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Final Sat.:	1533	1607	190	0	0	0	434	2515	0	0	3271	295
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Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.10	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.14	0.14
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Crit Moves:	****						****					
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Green/Cycle:	0.32	0.32	0.32	0.00	0.00	0.00	0.57	0.57	0.00	0.00	0.57	0.57
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Volume/Cap:	0.31	0.31	0.31	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.24	0.24
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Delay/Veh:	20.6	20.6	20.6	0.0	0.0	0.0	9.3	9.3	0.0	0.0	8.8	8.8
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User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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AdjDel/Veh:	20.6	20.6	20.6	0.0	0.0	0.0	9.3	9.3	0.0	0.0	8.8	8.8
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LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
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HCM2kAvgQ:	3	3	3	0	0	0	4	4	0	0	3	3
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Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Broadway St/Battery St

Cycle (sec):	80	Critical Vol./Cap.(X):	0.281
Loss Time (sec):	9	Average Delay (sec/veh):	17.2
Optimal Cycle:	70	Level Of Service:	B

Street Name:	Battery St				Broadway St			
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:	0	0	0	44	44	44	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1	0	0

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Volume Module:

Base Vol:	0	0	0	15	261	83	0	276	161	34	376	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	261	83	0	276	161	34	376	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	16	281	89	0	297	173	37	404	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	281	89	0	297	173	37	404	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	16	281	89	0	297	173	37	404	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.90	0.90	0.84	0.84	1.00
Lanes:	0.00	0.00	0.00	0.08	1.46	0.46	0.00	1.26	0.74	0.17	1.83	0.00
Final Sat.:	0	0	0	145	2517	801	0	2155	1257	266	2937	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.14	0.14	0.14	0.14	0.00
Crit Moves:				****			****					
Green/Cycle:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.34	0.34	0.34	0.34	0.00
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.41	0.41	0.41	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	9.2	9.2	9.2	0.0	20.6	20.6	20.6	20.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.2	9.2	9.2	0.0	20.6	20.6	20.6	20.6	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	C	A
HCM2kAvgQ:	0	0	0	3	3	3	0	5	5	4	4	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Embarcadero/ Beach St/ Grant St

Cycle (sec):	75	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	13	Average Delay (sec/veh):	94.2
Optimal Cycle:	101	Level Of Service:	F

Street Name:	Embarcadero				Beach St (EB)/Grant St (WB)			
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		Split Phase		Split Phase		
Rights:	Include		Include		Include		Include		
Min. Green:	17	17	17	0	26	0	0	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	0	0

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Volume Module:

Base Vol:	349	484	48	0	155	0	0	0	315	9	59	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	484	48	0	155	0	0	0	315	9	59	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	367	509	51	0	163	0	0	0	332	9	62	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	509	51	0	163	0	0	0	332	9	62	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	367	509	51	0	163	0	0	0	332	9	62	9

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.75	0.92	1.00	1.89	1.00	1.00	1.00	0.87	0.98	0.98	0.98
Lanes:	1.07	0.78	0.15	0.00	1.00	0.00	0.00	0.00	1.00	0.12	0.76	0.12
Final Sat.:	1878	2604	258	0	3593	0	0	0	1644	217	1424	217

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Capacity Analysis Module:

Vol/Sat:	0.20	0.20	0.20	0.00	0.05	0.00	0.00	0.00	0.20	0.04	0.04	0.04
Crit Moves:				****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.00	0.26	0.00	0.00	0.00	0.26	0.19	0.19	0.19
Volume/Cap:	1.16	1.16	1.16	0.00	0.18	0.00	0.00	0.00	0.78	0.23	0.23	0.23
Delay/Veh:	128.7	129	128.7	0.0	29.3	0.0	0.0	0.0	44.1	35.1	35.1	35.1
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:	128.7	129	128.7	0.0	29.3	0.0	0.0	0.0	44.1	35.1	35.1	35.1
LOS by Move:	F	F	F	A	C	A	A	A	D	D	D	D
HCM2kAvgQ:	21	36	21	0	4	0	0	0	12	2	2	2

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Embarcadero/ North Point St / Kearny St

Cycle (sec):	96	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	16	Average Delay (sec/veh):	94.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Embarcadero				North Point St (EB)/				Kearny St (W)			
Approach:	North Bound		South Bound		East Bound				West Bound			
Movement:	L	- T - R	L	- T - R	L	- T - R	L	- T - R	L	- T - R	L	- T - R

Control:	Protected		Permitted		Split Phase		Split Phase					
Rights:	Include		Include		Include		Include					
Min. Green:	15	36	0	0	17	17	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	1	0	0	1	0

Volume Module:												
Base Vol:	112	826	0	1	313	166	24	148	50	4	34	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	826	0	1	313	166	24	148	50	4	34	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	122	898	0	1	340	180	26	161	54	4	37	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	898	0	1	340	180	26	161	54	4	37	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	898	0	1	340	180	26	161	54	4	37	15

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.48	1.00	0.86	0.44	0.86	0.96	0.96	0.96	1.00	1.00	0.85
Lanes:	1.00	2.00	0.00	0.01	1.57	0.42	0.12	0.75	1.13	0.11	0.89	1.00
Final Sat.:	1787	1829	0	4	1314	697	222	1372	2058	199	1691	1615

Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.00	0.26	0.26	0.26	0.12	0.12	0.03	0.02	0.02	0.01
Crit Moves:	****						****			****		
Green/Cycle:	0.17	0.42	0.00	0.24	0.24	0.24	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.39	1.18	0.00	1.07	1.07	1.07	0.56	0.56	0.13	0.10	0.10	0.05
Delay/Veh:	36.0	121	0.0	95.9	95.9	95.9	35.8	35.8	30.9	30.9	30.9	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	121	0.0	95.9	95.9	95.9	35.8	35.8	30.9	30.9	30.9	30.4
LOS by Move:	D	F	A	F	F	F	D	D	C	C	C	C
HCM2kAvgQ:	3	24	0	19	10	19	6	6	1	1	1	0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Embarcadero / Bay St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.319
Loss Time (sec):	7	Average Delay (sec/veh):	11.6
Optimal Cycle:	81	Level Of Service:	B

Street Name:	Embarcadero				Bay 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		Split Phase		Split Phase								
Rights:	Include		Include		Ovl		Include								
Min. Green:	42	53	0	0	25	25	7	0	42	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	0	0	1	1	0	1	0	0	0	0	0

Volume Module:												
Base Vol:	459	902	0	0	442	36	36	0	552	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:	459	902	0	0	442	36	36	0	552	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	473	930	0	0	456	37	37	0	569	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	930	0	0	456	37	37	0	569	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	473	930	0	0	456	37	37	0	569	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.94	0.92	0.95	1.00	0.43	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.85	0.15	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	3610	0	0	3297	269	1805	0	1628	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.00	0.00	0.14	0.14	0.02	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.47	0.84	0.00	0.00	0.38	0.38	0.08	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.29	0.31	0.00	0.00	0.37	0.37	0.26	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	14.9	1.5	0.0	0.0	20.4	20.4	40.1	0.0	16.0	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:	14.9	1.5	0.0	0.0	20.4	20.4	40.1	0.0	16.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	4	3	0	0	5	5	1	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Embarcadero / Chestnut St / Sansome St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	13	Average Delay (sec/veh):	16.2
Optimal Cycle:	79	Level Of Service:	B

Street Name: Embarcadero Chestnut St (EB) / Sansome (WB)

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include

Min. Green:	10	40	0	10	40	0	16	16	16	7	7	7
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Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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Lanes:	1	0	2	0	0	1	0	2	1	0	0	1	0	1	0	0	0	0
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Volume Module:

Base Vol:	28	1141	0	38	939	17	83	222	16	0	0	0
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Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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Initial Bse:	28	1141	0	38	939	17	83	222	16	0	0	0
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User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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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
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PHF Volume:	30	1240	0	41	1021	18	90	241	17	0	0	0
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Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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Reduced Vol:	30	1240	0	41	1021	18	90	241	17	0	0	0
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PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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FinalVolume:	30	1240	0	41	1021	18	90	241	17	0	0	0
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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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Adjustment:	0.95	0.95	1.00	0.95	0.91	0.91	0.91	0.91	0.90	1.00	1.00	1.00
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Lanes:	1.00	2.00	0.00	1.00	2.95	0.05	0.52	1.38	0.10	0.00	0.00	0.00
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Final Sat.:	1805	3610	0	1805	5079	92	890	2381	172	0	0	0
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Capacity Analysis Module:

Vol/Sat:	0.02	0.34	0.00	0.02	0.20	0.20	0.10	0.10	0.10	0.00	0.00	0.00
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Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
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Green/Cycle:	0.14	0.57	0.00	0.11	0.54	0.54	0.18	0.18	0.18	0.00	0.00	0.00
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Volume/Cap:	0.12	0.61	0.00	0.21	0.37	0.37	0.57	0.57	0.57	0.00	0.00	0.00
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Delay/Veh:	34.4	13.4	0.0	36.9	11.9	11.9	35.1	35.1	35.1	0.0	0.0	0.0
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User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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AdjDel/Veh:	34.4	13.4	0.0	36.9	11.9	11.9	35.1	35.1	35.1	0.0	0.0	0.0
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LOS by Move:	C	B	A	D	B	B	D	D	D	A	A	A
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HCM2kAvgQ:	1	11	0	1	6	6	5	5	5	0	0	0
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Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Embarcadero/ Lombard St / Battery St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	11	Average Delay (sec/veh):	21.5
Optimal Cycle:	82	Level Of Service:	C

Street Name: Embarcadero Lombard St (EB) / Battery St (WB)

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include

Min. Green:	9	35	35	9	35	35	21	21	21	6	6	6
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Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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Lanes:	1	0	1	1	0	1	0	2	0	1	0	1	0	0	0
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Volume Module:

Base Vol:	27	1130	29	17	756	189	29	4	130	9	4	15
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Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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Initial Bse:	27	1130	29	17	756	189	29	4	130	9	4	15
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User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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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
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PHF Volume:	29	1228	32	18	822	205	32	4	141	10	4	16
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Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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Reduced Vol:	29	1228	32	18	822	205	32	4	141	10	4	16
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PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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FinalVolume:	29	1228	32	18	822	205	32	4	141	10	4	16
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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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Adjustment:	0.95	0.95	0.94	0.95	0.95	0.51	0.96	0.96	0.66	0.91	0.91	0.82
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Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.88	0.12	1.00	0.30	0.13	0.57
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Final Sat.:	1805	3505	90	1805	3610	966	1600	221	1245	524	233	873
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Capacity Analysis Module:

Vol/Sat:	0.02	0.35	0.35	0.01	0.23	0.21	0.02	0.02	0.11	0.02	0.02	0.02
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Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
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Green/Cycle:	0.11	0.46	0.46	0.10	0.45	0.45	0.25	0.25	0.25	0.07	0.07	0.07
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Volume/Cap:	0.14	0.76	0.76	0.10	0.51	0.48	0.08	0.08	0.45	0.28	0.28	0.28
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Delay/Veh:	36.2	22.2	22.2	37.1	18.1	18.3	25.9	25.9	29.6	41.4	41.4	41.4
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User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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AdjDel/Veh:	36.2	22.2	22.2	37.1	18.1	18.3	25.9	25.9	29.6	41.4	41.4	41.4
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LOS by Move:	D	C	C	D	B	B	C	C	C	D	D	D
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HCM2kAvgQ:	1	15	15	0	8	4	1	1	4	1	1	1
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Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Embarcadero / Green St / Davis St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	14	Average Delay (sec/veh):	17.9
Optimal Cycle:	89	Level Of Service:	B

Street Name:	Embarcadero-Davis St				Green St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	8	44	0	7	41	0	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	1	0

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Volume Module:

Base Vol:	30	1190	0	9	749	15	17	0	7	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:	30	1190	0	9	749	15	17	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	32	1266	0	10	797	16	18	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1266	0	10	797	16	18	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	1266	0	10	797	16	18	0	7	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.93	1.00	0.93	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.96	0.04	0.71	0.00	0.29	0.00	1.00	0.00
Final Sat.:	1805	3610	0	1805	3529	71	1249	0	514	0	1900	0

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Capacity Analysis Module:

Vol/Sat:	0.02	0.35	0.00	0.01	0.23	0.23	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.09	0.50	0.00	0.08	0.48	0.48	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.19	0.70	0.00	0.07	0.47	0.47	0.05	0.00	0.05	0.00	0.00	0.00
Delay/Veh:	38.1	18.6	0.0	38.7	15.7	15.7	24.6	0.0	24.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	18.6	0.0	38.7	15.7	15.7	24.6	0.0	24.6	0.0	0.0	0.0
LOS by Move:	D	B	A	D	B	B	C	A	C	A	A	A
HCM2kAvgQ:	1	14	0	0	8	8	1	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Embarcadero / Broadway St / Drumm St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	17	Average Delay (sec/veh):	27.9
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Embarcadero-Drumm St				Broadway St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	16	37	0	7	28	28	29	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	1	0

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Volume Module:

Base Vol:	359	1193	0	6	726	30	52	0	245	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:	359	1193	0	6	726	30	52	0	245	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:	359	1193	0	6	726	30	52	0	245	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	1193	0	6	726	30	52	0	245	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	1193	0	6	726	30	52	0	245	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	0.95	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	1.92	0.08	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	3610	0	1805	3446	142	1805	0	1615	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.10	0.33	0.00	0.00	0.21	0.21	0.03	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.18	0.41	0.00	0.08	0.31	0.31	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.58	0.80	0.00	0.04	0.68	0.68	0.08	0.00	0.42	0.00	0.00	0.00
Delay/Veh:	35.2	26.6	0.0	38.5	28.7	28.7	19.0	0.0	22.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	26.6	0.0	38.5	28.7	28.7	19.0	0.0	22.2	0.0	0.0	0.0
LOS by Move:	D	C	A	D	C	C	B	A	C	A	A	A
HCM2kAvgQ:	4	15	0	0	10	10	1	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #16 Embarcadero / Washington St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 17 Average Delay (sec/veh): 29.6
Optimal Cycle: 90 Level Of Service: C

Street Name:	Embarcadero				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:	Protected		Protected		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	12	30	0	10	28	0	33	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	1	0	0

Volume Module:	Base Vol:	235	1440	0	11	925	108	97	0	125	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:	235	1440	0	11	925	108	97	0	125	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:	235	1440	0	11	925	108	97	0	125	0	0	0
	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
	Reduced Vol:	235	1440	0	11	925	108	97	0	125	0	0	0
	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	FinalVolume:	235	1440	0	11	925	108	97	0	125	0	0	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
	Adjustment:	0.92	0.91	1.00	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00
	Lanes:	2.00	3.00	0.00	1.00	2.69	0.31	1.00	0.00	1.00	0.00	0.00	0.00
	Final Sat.:	3502	5187	0	1805	4570	534	1805	0	1615	0	0	0

Capacity Analysis Module:	Vol/Sat:	0.07	0.28	0.00	0.01	0.20	0.20	0.05	0.00	0.08	0.00	0.00	0.00
	Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
	Green/Cycle:	0.13	0.33	0.00	0.11	0.31	0.31	0.37	0.00	0.37	0.00	0.00	0.00
	Volume/Cap:	0.50	0.83	0.00	0.05	0.65	0.65	0.15	0.00	0.21	0.00	0.00	0.00
	Delay/Veh:	37.1	31.3	0.0	35.9	27.7	27.7	19.2	0.0	19.7	0.0	0.0	0.0
	User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	AdjDel/Veh:	37.1	31.3	0.0	35.9	27.7	27.7	19.2	0.0	19.7	0.0	0.0	0.0
	LOS by Move:	D	C	A	D	C	C	B	A	B	A	A	A
	HCM2kAvgQ:	3	14	0	0	9	9	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #17 Embarcadero / Mission St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 10 Average Delay (sec/veh): 13.1
Optimal Cycle: 89 Level Of Service: B

Street Name:	Embarcadero				Mission 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		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	0	52	0	52	52	27	0	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	0	0	1	0

Volume Module:	Base Vol:	0	1443	0	0	896	188	266	0	53	0	0	0
	Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	Initial Bse:	0	1443	0	0	896	188	266	0	53	0	0	0
	User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
	PHF Volume:	0	1552	0	0	963	202	286	0	57	0	0	0
	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
	Reduced Vol:	0	1552	0	0	963	202	286	0	57	0	0	0
	PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	FinalVolume:	0	1552	0	0	963	202	286	0	57	0	0	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
	Adjustment:	1.00	0.91	1.00	1.00	0.89	0.89	0.94	1.00	0.94	1.00	1.00	1.00
	Lanes:	0.00	3.00	0.00	0.00	2.48	0.52	0.83	0.00	0.17	0.00	0.00	0.00
	Final Sat.:	0	5187	0	0	4176	876	1487	0	296	0	0	0

Capacity Analysis Module:	Vol/Sat:	0.00	0.30	0.00	0.00	0.23	0.23	0.19	0.00	0.19	0.00	0.00	0.00
	Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
	Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31	0.00	0.00	0.00
	Volume/Cap:	0.00	0.52	0.00	0.00	0.40	0.40	0.62	0.00	0.62	0.00	0.00	0.00
	Delay/Veh:	0.0	11.6	0.0	0.0	10.5	10.5	28.6	0.0	28.6	0.0	0.0	0.0
	User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	AdjDel/Veh:	0.0	11.6	0.0	0.0	10.5	10.5	28.6	0.0	28.6	0.0	0.0	0.0
	LOS by Move:	A	B	A	A	B	B	C	A	C	A	A	A
	HCM2kAvgQ:	0	9	0	0	6	6	9	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Embarcadero / Harrison St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	10	Average Delay (sec/veh):	12.1
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Embarcadero				Harrison St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Permitted		Permitted		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	0	63	0	63	0	27	27	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	0	0	1	0

Volume Module:								
Base Vol:	0	876	0	0	767	219	183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	876	0	0	767	219	183	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	942	0	0	825	235	197	0
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	942	0	0	825	235	197	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	942	0	0	825	235	197	0

Saturation Flow Module:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.92	0.92	0.95	1.00
Lanes:	0.00	2.00	0.00	0.00	1.56	0.44	1.00	0.00
Final Sat.:	0	3610	0	0	2716	775	1805	0

Capacity Analysis Module:								
Vol/Sat:	0.00	0.26	0.00	0.00	0.30	0.30	0.11	0.00
Crit Moves:					****	****		
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.63	0.27	0.00
Volume/Cap:	0.00	0.41	0.00	0.00	0.48	0.48	0.40	0.00
Delay/Veh:	0.0	9.4	0.0	0.0	10.0	10.0	30.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	0.0	0.0	10.0	10.0	30.5	0.0
LOS by Move:	A	A	A	A	A	A	C	A
HCM2kAvgQ:	0	7	0	0	9	9	5	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Embarcadero / Bryant St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.361
Loss Time (sec):	10	Average Delay (sec/veh):	22.9
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Embarcadero				Bryant St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected		Protected		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	21	41	41	16	36	36	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1

Volume Module:								
Base Vol:	54	812	14	31	744	64	58	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	812	14	31	744	64	58	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	59	883	15	34	809	70	63	5
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	59	883	15	34	809	70	63	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	883	15	34	809	70	63	5

Saturation Flow Module:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.76	0.76
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	0.92	0.08
Final Sat.:	1805	3538	61	1805	3610	1615	1322	114

Capacity Analysis Module:								
Vol/Sat:	0.03	0.25	0.25	0.02	0.22	0.04	0.05	0.05
Crit Moves:				****	****		****	****
Green/Cycle:	0.23	0.46	0.46	0.16	0.39	0.39	0.28	0.28
Volume/Cap:	0.14	0.54	0.54	0.12	0.57	0.11	0.17	0.17
Delay/Veh:	30.9	19.8	19.8	36.1	24.4	19.4	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	19.8	19.8	36.1	24.4	19.4	27.4	27.4
LOS by Move:	C	B	B	D	C	B	C	C
HCM2kAvgQ:	1	10	10	1	10	1	2	2

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Embarcadero / Brannan St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	11	Average Delay (sec/veh):	19.8
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Brannan St				Embarcadero			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected		Protected		Split Phase		Split Phase		
Rights:	Include		Include		Include		Include		
Min. Green:	10	37	0	14	37	37	28	0	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0

Volume Module:									
Base Vol:	33	821	0	2	721	108	60	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	821	0	2	721	108	60	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	35	883	0	2	775	116	65	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	883	0	2	775	116	65	0	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	883	0	2	775	116	65	0	46

Saturation Flow Module:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.85	0.95	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00
Final Sat.:	1805	3610	0	1805	3610	1615	1805	0

Capacity Analysis Module:								
Vol/Sat:	0.02	0.24	0.00	0.00	0.21	0.07	0.04	0.00
Crit Moves:	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.41	0.00	0.16	0.45	0.45	0.31	0.00
Volume/Cap:	0.16	0.59	0.00	0.01	0.48	0.16	0.11	0.00
Delay/Veh:	35.9	21.3	0.0	32.1	17.8	15.0	22.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	21.3	0.0	32.1	17.8	15.0	22.2	0.0
LOS by Move:	D	C	A	C	B	B	C	A
HCM2kAvgQ:	1	10	0	0	8	2	1	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Folsom St/Fremont St

Cycle (sec):	75	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	16	Average Delay (sec/veh):	24.8
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Fremont St (I-80 WB Off Ramp)				Folsom St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Permitted		Permitted		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	19	19	19	19	19	19	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	1

Volume Module:								
Base Vol:	0	108	28	254	38	0	75	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	108	28	254	38	0	75	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	111	29	262	39	0	77	306
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	111	29	262	39	0	77	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	111	29	262	39	0	77	306

Saturation Flow Module:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.46	0.65	1.00	0.90	0.90
Lanes:	0.00	1.59	0.41	1.82	0.18	0.00	0.59	2.34
Final Sat.:	0	2778	720	1605	217	0	1007	3987

Capacity Analysis Module:								
Vol/Sat:	0.00	0.04	0.04	0.16	0.18	0.00	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****
Green/Cycle:	0.00	0.25	0.25	0.25	0.25	0.00	0.27	0.27
Volume/Cap:	0.00	0.16	0.16	0.66	0.73	0.00	0.28	0.28
Delay/Veh:	0.0	22.8	22.8	29.7	33.2	0.0	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.8	22.8	29.7	33.2	0.0	22.2	22.2
LOS by Move:	A	C	C	C	C	A	C	C
HCM2kAvgQ:	0	1	1	3	5	0	3	3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 King St/3rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	10	Average Delay (sec/veh):	24.4
Optimal Cycle:	95	Level Of Service:	C

Street Name:	3rd St				King St			
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		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	26	26	26	0	0	0	20	46	46
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	2	1	1	0	0	0	0

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Volume Module:

Base Vol:	50	331	122	0	0	0	534	786	29	123	727	56
Growth Adj:	1.00	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	331	122	0	0	0	534	786	29	123	727	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	52	345	127	0	0	0	556	819	30	128	757	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	345	127	0	0	0	556	819	30	128	757	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	345	127	0	0	0	556	819	30	128	757	58

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	1.00	1.00	1.00	0.92	0.95	0.95	0.92	0.94	0.94
Lanes:	0.50	3.29	1.21	0.00	0.00	0.00	3.00	1.93	0.07	2.00	1.86	0.14
Final Sat.:	816	5402	1991	0	0	0	5253	3464	128	3502	3315	255

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Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.00	0.00	0.00	0.11	0.24	0.24	0.04	0.23	0.23
Crit Moves:	****			****			****			****		
Green/Cycle:	0.26	0.26	0.40	0.00	0.00	0.00	0.20	0.50	0.50	0.14	0.44	0.44
Volume/Cap:	0.25	0.25	0.16	0.00	0.00	0.00	0.52	0.47	0.47	0.26	0.52	0.52
Delay/Veh:	29.3	29.3	19.2	0.0	0.0	0.0	36.0	16.6	16.6	38.6	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	29.3	19.2	0.0	0.0	0.0	36.0	16.6	16.6	38.6	20.8	20.8
LOS by Move:	C	C	B	A	A	A	D	B	B	D	C	C
HCM2kAvgQ:	3	3	2	0	0	0	6	9	9	2	9	9

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 King St/4th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	13	Average Delay (sec/veh):	38.2
Optimal Cycle:	125	Level Of Service:	D

Street Name:	King St				4th 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:	28	28	28	28	28	28	10	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	1	0	2	1

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Volume Module:

Base Vol:	24	35	23	64	193	161	81	1263	0	41	680	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	35	23	64	193	161	81	1263	0	41	680	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	25	36	24	67	201	168	84	1316	0	43	708	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	36	24	67	201	168	84	1316	0	43	708	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	36	24	67	201	168	84	1316	0	43	708	58

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.95	0.89	0.89	0.95	0.91	0.91	0.95	0.94	0.94
Lanes:	0.41	0.59	1.00	1.00	1.64	1.36	1.00	3.00	0.00	1.00	1.85	0.15
Final Sat.:	757	1105	1615	1805	2751	2295	1805	5187	0	1805	3299	272

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Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.01	0.04	0.07	0.07	0.05	0.25	0.00	0.02	0.21	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.34	0.00	0.11	0.37	0.37
Volume/Cap:	0.15	0.15	0.07	0.16	0.33	0.33	0.57	0.75	0.00	0.21	0.59	0.59
Delay/Veh:	39.1	39.1	38.3	39.3	40.8	40.8	60.7	38.8	0.0	51.0	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	39.1	38.3	39.3	40.8	40.8	60.7	38.8	0.0	51.0	32.6	32.6
LOS by Move:	D	D	D	D	D	D	E	D	A	D	C	C
HCM2kAvgQ:	2	2	1	2	4	4	4	18	0	2	13	13

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 16th St/3rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.165
Loss Time (sec):	10	Average Delay (sec/veh):	20.2
Optimal Cycle:	100	Level Of Service:	C

Street Name:	3rd St				16th St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	20	56	56	31	31	31	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	1	0

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Volume Module:

Base Vol:	103	236	0	4	140	32	38	0	105	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:	103	236	0	4	140	32	38	0	105	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	114	262	0	4	156	36	42	0	117	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	262	0	4	156	36	42	0	117	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	262	0	4	156	36	42	0	117	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.58	0.92	0.92	0.77	0.95	0.81	0.95	0.95	0.95
Lanes:	2.00	2.00	0.00	1.00	1.63	0.37	1.00	1.00	1.00	0.00	0.00	2.00
Final Sat.:	3502	3610	0	1108	2856	653	1461	1805	1534	0	0	3610

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Capacity Analysis Module:

Vol/Sat:	0.03	0.07	0.00	0.00	0.05	0.05	0.03	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.25	0.56	0.00	0.31	0.31	0.31	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.13	0.13	0.00	0.01	0.18	0.18	0.08	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	29.1	10.5	0.0	23.9	25.3	25.3	22.5	0.0	23.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	10.5	0.0	23.9	25.3	25.3	22.5	0.0	23.8	0.0	0.0	0.0
LOS by Move:	C	B	A	C	C	C	C	A	C	A	A	A
HCM2kAvgQ:	1	2	0	0	2	2	1	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Cesar Chavez St/3rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.023
Loss Time (sec):	12	Average Delay (sec/veh):	20.4
Optimal Cycle:	97	Level Of Service:	C

Street Name:	3rd St				Cesar Chavez St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Permit+Prot		Permit+Prot		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	15	35	35	10	30	30	5	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0

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Volume Module:

Base Vol:	133	219	8	2	146	56	83	88	130	10	86	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	219	8	2	146	56	83	88	130	10	86	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	146	241	9	2	160	62	91	97	143	11	95	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	241	9	2	160	62	91	97	143	11	95	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	241	9	2	160	62	91	97	143	11	95	9

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.95	0.95	0.57	0.91	0.91	0.68	0.87	0.87	0.87	0.87	0.87
Lanes:	1.00	1.93	0.07	1.00	1.45	0.55	1.00	1.00	1.00	0.19	1.66	0.15
Final Sat.:	1351	3465	127	1088	2500	959	1284	1644	1644	318	2731	254

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Capacity Analysis Module:

Vol/Sat:	0.11	0.07	0.07	0.00	0.06	0.06	0.07	0.06	0.09	0.03	0.03	0.03
Crit Moves:	****						****					
Green/Cycle:	0.52	0.37	0.37	0.45	0.30	0.30	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.20	0.19	0.19	0.00	0.21	0.21	0.18	0.15	0.22	0.09	0.09	0.09
Delay/Veh:	13.8	21.2	21.2	15.9	26.3	26.3	19.5	19.2	19.8	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:	13.8	21.2	21.2	15.9	26.3	26.3	19.5	19.2	19.8	18.7	18.7	18.7
LOS by Move:	B	C	C	B	C	C	B	B	B	B	B	B
HCM2kAvgQ:	2	3	3	0	3	3	2	2	3	1	1	1

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

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

Intersection #28 Lake St/14th Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 0 Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

Street Name:	14th Ave				Lake 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
Lanes:	0	0	1	0	0	0	1	0

Volume Module:											
Base Vol:	2	9	10	3	0	0	16	175	6	68	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	9	10	3	0	0	16	175	6	68	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	2	10	12	3	0	0	19	203	7	79	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	10	12	3	0	0	19	203	7	79	176
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
FinalVolume:	2	10	12	3	0	0	19	203	7	79	176

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:	0.09	0.43	0.48	1.00	0.00	0.00	0.08	0.89	0.03	0.31	0.69
Final Sat.:	66	298	331	631	0	0	67	728	25	228	506

Capacity Analysis Module:											
Vol/Sat:	0.04	0.04	0.04	0.01	xxxx	xxxx	0.28	0.28	0.28	0.35	0.35
Crit Moves:	****			****			****			****	
Delay/Veh:	7.9	7.9	7.9	8.3	0.0	0.0	9.0	9.0	9.0	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
AdjDel/Veh:	7.9	7.9	7.9	8.3	0.0	0.0	9.0	9.0	9.0	10.1	10.1
LOS by Move:	A	A	A	A	*	*	A	A	A	B	B
ApproachDel:	7.9			8.3			9.0			9.9	
Delay Adj:	1.00			1.00			1.00			1.00	
ApprAdjDel:	7.9			8.3			9.0			9.9	
LOS by Appr:	A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.5	0.5

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

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

Intersection #29 Lake St/15th Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.223
Loss Time (sec): 0 Average Delay (sec/veh): 8.3
Optimal Cycle: 0 Level Of Service: A

Street Name:	15th Ave				Lake 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
Lanes:	0	0	1	0	0	0	1	0

Volume Module:											
Base Vol:	3	3	15	19	20	11	1	160	2	10	134
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:	3	3	15	19	20	11	1	160	2	10	134
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	3	3	17	22	23	13	1	182	2	11	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	17	22	23	13	1	182	2	11	152
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
FinalVolume:	3	3	17	22	23	13	1	182	2	11	152

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:	0.14	0.14	0.72	0.38	0.40	0.22	0.01	0.98	0.01	0.07	0.89
Final Sat.:	110	110	551	277	292	160	5	816	10	55	739

Capacity Analysis Module:											
Vol/Sat:	0.03	0.03	0.03	0.08	0.08	0.08	0.22	0.22	0.22	0.21	0.21
Crit Moves:	****			****			****			****	
Delay/Veh:	7.4	7.4	7.4	8.0	8.0	8.0	8.4	8.4	8.4	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	7.4	8.0	8.0	8.0	8.4	8.4	8.4	8.3	8.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.4			8.0			8.4			8.3	
Delay Adj:	1.00			1.00			1.00			1.00	
ApprAdjDel:	7.4			8.0			8.4			8.3	
LOS by Appr:	A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

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

Intersection #30 Jackson St/Arguello Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 0 Average Delay (sec/veh): 12.1
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	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
Lanes:	0	0	1	0	0	1	0	0

Volume Module:											
Base Vol:	0	347	27	30	363	0	0	0	0	39	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:	0	347	27	30	363	0	0	0	0	39	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	369	29	32	386	0	0	0	0	41	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	369	29	32	386	0	0	0	0	41	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
FinalVolume:	0	369	29	32	386	0	0	0	0	41	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:	0.00	0.93	0.07	0.08	0.92	0.00	0.00	0.00	0.00	0.44	0.00
Final Sat.:	0	720	56	59	712	0	0	0	0	269	0

Capacity Analysis Module:											
Vol/Sat:	xxxx	0.51	0.51	0.54	0.54	xxxx	xxxx	xxxx	xxxx	0.15	xxxx
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	0.0	12.1	12.1	12.7	12.7	0.0	0.0	0.0	0.0	9.2	0.0
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:	0.0	12.1	12.1	12.7	12.7	0.0	0.0	0.0	0.0	9.2	0.0
LOS by Move:	*	B	B	B	B	*	*	*	*	A	A
ApproachDel:	12.1			12.7		xxxxxx				9.2	
Delay Adj:	1.00			1.00		xxxxxx				1.00	
ApprAdjDel:	12.1			12.7		xxxxxx				9.2	
LOS by Appr:	B			B		*				A	
AllWayAvgQ:	1.0	1.0	1.0	1.1	1.1	0.0	0.0	0.0	0.0	0.1	0.1

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

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

Intersection #31 Pacific Ave/Presidio Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 0 Average Delay (sec/veh): 11.2
Optimal Cycle: 0 Level Of Service: B

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	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
Lanes:	0	0	1	0	0	1	0	0

Volume Module:											
Base Vol:	3	353	11	14	356	18	10	1	1	15	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	353	11	14	356	18	10	1	1	15	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	3	357	11	14	360	18	10	1	1	15	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	357	11	14	360	18	10	1	1	15	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	357	11	14	360	18	10	1	1	15	11

Saturation Flow Module:											
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.96	0.03	0.03	0.92	0.05	0.84	0.08	0.08	0.26	0.19
Final Sat.:	6	761	24	29	731	37	463	46	46	161	118

Capacity Analysis Module:											
Vol/Sat:	0.47	0.47	0.47	0.49	0.49	0.49	0.02	0.02	0.02	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	11.2	11.2	11.2	11.6	11.6	11.6	8.8	8.8	8.8	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	11.2	11.6	11.6	11.6	8.8	8.8	8.8	8.7	8.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A
ApproachDel:	11.2			11.6			8.8			8.7	
Delay Adj:	1.00			1.00			1.00			1.00	
ApprAdjDel:	11.2			11.6			8.8			8.7	
LOS by Appr:	B			B			A			A	
AllWayAvgQ:	0.8	0.8	0.8	0.9	0.9	0.9	0.0	0.0	0.0	0.1	0.1

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

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

Intersection #32 Lombard St/Lyon St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	0	Average Delay (sec/veh):	15.8
Optimal Cycle:	0	Level Of Service:	C

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

Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	0	1!	0

Volume Module:

Base Vol:	88	29	21	27	34	159	186	205	91	8	229	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	29	21	27	34	159	186	205	91	8	229	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	89	29	21	27	34	161	188	207	92	8	231	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	29	21	27	34	161	188	207	92	8	231	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	29	21	27	34	161	188	207	92	8	231	18

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.21	0.15	0.12	0.15	0.73	0.39	0.42	0.19	0.03	0.90	0.07
Final Sat.:	320	105	76	70	88	412	254	280	124	19	535	42

Capacity Analysis Module:

Vol/Sat:	0.28	0.28	0.28	0.39	0.39	0.39	0.74	0.74	0.74	0.43	0.43	0.43
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	11.3	11.3	11.3	11.7	11.7	11.7	20.8	20.8	20.8	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	11.3	11.7	11.7	11.7	20.8	20.8	20.8	12.4	12.4	12.4
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:	11.3	11.3	11.3	11.7	11.7	11.7	20.8	20.8	20.8	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ApprAdjDel:	11.3	11.3	11.3	11.7	11.7	11.7	20.8	20.8	20.8	12.4	12.4	12.4
LOS by Appr:	B	B	B	B	B	B	C	C	C	B	B	B
AllWayAvgQ:	0.3	0.3	0.3	0.5	0.5	0.5	2.3	2.3	2.3	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Lombard St/Divisadero St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	9	Average Delay (sec/veh):	14.4
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Divisadero 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:	27	27	27	27	27	27	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	1

Volume Module:

Base Vol:	207	186	39	80	139	42	20	1313	197	22	1608	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	186	39	80	139	42	20	1313	197	22	1608	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	211	190	40	82	142	43	20	1340	201	22	1641	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	190	40	82	142	43	20	1340	201	22	1641	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	190	40	82	142	43	20	1340	201	22	1641	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.97	0.97	0.50	0.97	0.97	0.80	0.80	0.80	0.81	0.81	0.81
Lanes:	1.00	0.83	0.17	1.00	0.77	0.23	0.04	2.57	0.39	0.04	2.81	0.15
Final Sat.:	1083	1530	321	952	1408	425	59	3900	585	59	4322	239

Capacity Analysis Module:

Vol/Sat:	0.20	0.12	0.12	0.09	0.10	0.10	0.34	0.34	0.34	0.38	0.38	0.38
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.65	0.41	0.41	0.29	0.34	0.34	0.57	0.57	0.57	0.63	0.63	0.63
Delay/Veh:	32.0	25.7	25.7	24.7	24.9	24.9	11.3	11.3	11.3	12.1	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	25.7	25.7	24.7	24.9	24.9	11.3	11.3	11.3	12.1	12.1	12.1
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	6	5	5	2	4	4	10	10	10	11	11	11

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Lombard St/Fillmore St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 9 Average Delay (sec/veh): 12.9
Optimal Cycle: 90 Level Of Service: B

Street Name:	Fillmore 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:	27	27	27	27	54	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	1	0

Volume Module:
Base Vol: 68 155 25 32 173 69 15 1261 62 12 1459 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: 68 155 25 32 173 69 15 1261 62 12 1459 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 72 163 26 34 182 73 16 1327 65 13 1536 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 72 163 26 34 182 73 16 1327 65 13 1536 68
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 72 163 26 34 182 73 16 1327 65 13 1536 68

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.56 0.98 0.98 0.83 0.83 0.83 0.82 0.82 0.82 0.83 0.83 0.83
Lanes: 1.00 0.86 0.14 0.23 1.27 0.50 0.03 2.83 0.14 0.02 2.85 0.13
Final Sat.: 1056 1602 258 366 1980 790 52 4413 217 37 4515 201

Capacity Analysis Module:
Vol/Sat: 0.07 0.10 0.10 0.09 0.09 0.09 0.30 0.30 0.30 0.34 0.34 0.34
Crit Moves: **** ****
Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.60 0.60 0.60 0.60 0.60 0.60
Volume/Cap: 0.23 0.34 0.34 0.31 0.31 0.31 0.50 0.50 0.50 0.57 0.57 0.57
Delay/Veh: 24.0 24.9 24.9 24.5 24.5 24.5 10.4 10.4 10.4 11.2 11.2 11.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 24.0 24.9 24.9 24.5 24.5 24.5 10.4 10.4 10.4 11.2 11.2 11.2
LOS by Move: C C C C C C B B B B B B
HCM2kAvgQ: 2 4 4 3 3 3 8 8 8 10 10 10

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Bay St/Laguna St

Cycle (sec): 60 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 8 Average Delay (sec/veh): 14.8
Optimal Cycle: 60 Level Of Service: B

Street Name:	Laguna St				Bay 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		Permitted		Permitted	
Rights:	Include		Include		Include		Ovl	
Min. Green:	15	0	15	26	26	0	11	11
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	2	0

Volume Module:
Base Vol: 157 0 30 621 137 19 0 215 106 13 239 752
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 157 0 30 621 137 19 0 215 106 13 239 752
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 164 0 31 647 143 20 0 224 110 14 249 783
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 164 0 31 647 143 20 0 224 110 14 249 783
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 164 0 31 647 143 20 0 224 110 14 249 783

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.94 1.00 0.94 0.96 0.96 0.96 1.00 0.95 0.85 0.98 0.98 0.75
Lanes: 0.84 0.00 0.16 1.67 0.29 0.04 0.00 2.00 1.00 0.05 0.95 2.00
Final Sat.: 1498 0 286 3032 535 74 0 3610 1615 96 1764 2842

Capacity Analysis Module:
Vol/Sat: 0.11 0.00 0.11 0.21 0.27 0.27 0.00 0.06 0.07 0.14 0.14 0.28
Crit Moves: **** ****
Green/Cycle: 0.25 0.00 0.25 0.43 0.43 0.43 0.00 0.18 0.18 0.18 0.18 0.62
Volume/Cap: 0.44 0.00 0.44 0.49 0.62 0.62 0.00 0.34 0.37 0.77 0.77 0.45
Delay/Veh: 19.6 0.0 19.6 12.5 14.0 14.0 0.0 21.6 22.3 33.5 33.5 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: 19.6 0.0 19.6 12.5 14.0 14.0 0.0 21.6 22.3 33.5 33.5 6.3
LOS by Move: B A B B B B A C C C C A
HCM2kAvgQ: 3 0 3 6 8 8 0 2 2 5 5 4

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Bay St/Van Ness Ave

Cycle (sec):	60	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	10	Average Delay (sec/veh):	32.6
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Van Ness Ave				Bay 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:	19	19	19	19	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	0	1	0

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Volume Module:

Base Vol:	63	220	138	9	233	175	59	738	139	100	539	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	220	138	9	233	175	59	738	139	100	539	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	68	239	150	10	253	190	64	802	151	109	586	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	239	150	10	253	190	64	802	151	109	586	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	239	150	10	253	190	64	802	151	109	586	13

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.86	0.86	0.79	0.79	0.79	0.41	0.41	0.43	0.67	0.67	0.67
Lanes:	1.00	2.00	1.00	0.07	1.93	1.00	0.15	1.85	1.00	0.31	1.65	0.04
Final Sat.:	906	3257	1629	112	2898	1505	114	1427	808	390	2101	47

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Capacity Analysis Module:

Vol/Sat:	0.08	0.07	0.09	0.09	0.09	0.13	0.56	0.56	0.19	0.28	0.28	0.28
Crit Moves:				****			****					
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.24	0.23	0.29	0.28	0.28	0.40	1.09	1.09	0.36	0.54	0.54	0.54
Delay/Veh:	15.6	15.2	15.6	15.4	15.4	16.3	72.9	72.9	9.2	10.2	10.2	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	15.2	15.6	15.4	15.4	16.3	72.9	72.9	9.2	10.2	10.2	10.2
LOS by Move:	B	B	B	B	B	B	E	E	A	B	B	B
HCM2kAvgQ:	1	2	2	2	2	3	15	15	2	5	5	5

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Bay St/Hyde St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	7	Average Delay (sec/veh):	7.0
Optimal Cycle:	60	Level Of Service:	A

Street Name:	Hyde St				Bay 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:	16	16	16	16	16	16	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	1

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Volume Module:

Base Vol:	7	44	19	3	92	36	1	762	26	0	612	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	44	19	3	92	36	1	762	26	0	612	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	7	46	20	3	96	38	1	794	27	0	638	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	46	20	3	96	38	1	794	27	0	638	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	46	20	3	96	38	1	794	27	0	638	15

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.96	0.96	0.96	0.90	0.90	0.90	1.00	0.91	0.91
Lanes:	0.10	0.63	0.27	0.02	0.71	0.27	0.01	1.93	0.06	0.00	2.93	0.07
Final Sat.:	178	1120	484	42	1280	501	4	3313	113	0	5056	116

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Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.07	0.24	0.24	0.24	0.00	0.13	0.13
Crit Moves:				****			****					
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.62	0.62	0.62	0.00	0.62	0.62
Volume/Cap:	0.15	0.15	0.15	0.28	0.28	0.28	0.39	0.39	0.39	0.00	0.20	0.20
Delay/Veh:	17.0	17.0	17.0	17.8	17.8	17.8	5.9	5.9	5.9	0.0	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	17.0	17.8	17.8	17.8	5.9	5.9	5.9	0.0	5.1	5.1
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	4	4	4	0	2	2

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #38 Alexander Ave/Bunker Rd

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: C[16.9]

Street Name:	Bunker Rd				Alexander Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	1	0	1	0	0	0	1	0	0

Volume Module:
Base Vol: 182 265 0 0 221 35 106 0 346 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: 182 265 0 0 221 35 106 0 346 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 194 282 0 0 235 37 113 0 368 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 194 282 0 0 235 37 113 0 368 0 0 0

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

Capacity Module:
Conflict Vol: 272 xxxx xxxxx xxxxx xxxxx xxxxx 923 xxxx 254 xxxx xxxxx xxxxx
Potent Cap.: 1303 xxxx xxxxx xxxxx xxxxx xxxxx 302 xxxx 790 xxxx xxxxx xxxxx
Move Cap.: 1303 xxxx xxxxx xxxxx xxxxx xxxxx 268 xxxx 790 xxxx xxxxx xxxxx
Volume/Cap: 0.15 xxxx xxxxx xxxxx xxxxx xxxxx 0.42 xxxx 0.47 xxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.5 xxxx xxxxx xxxxx xxxxx xxxxx 2.0 xxxx 2.5 xxxx xxxxx xxxxx
Control Del: 8.2 xxxx xxxxx xxxxx xxxxx xxxxx 27.9 xxxx 13.5 xxxxx xxxxx xxxxx
LOS by Move: A * * * * D * B * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 16.9 xxxxxx
ApproachLOS: * * C *

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #39 Alexander Ave/Ft.Baker (East) Rd

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[13.5]

Street Name:	Ft.Baker (East) Rd				Alexander Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1!	0	0	0	1!	0	0

Volume Module:
Base Vol: 2 313 54 14 216 7 0 0 0 38 0 46
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2 313 54 14 216 7 0 0 0 38 0 46
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 2 360 62 16 248 8 0 0 0 44 0 53
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 2 360 62 16 248 8 0 0 0 44 0 53

Critical Gap Module:
Critical Gap: 4.1 xxxx xxxxx 4.1 xxxx xxxxx 7.1 6.5 6.2 6.4 6.5 6.2
FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 256 xxxx xxxxx 422 xxxx xxxxx 706 711 252 680 684 391
Potent Cap.: 1320 xxxx xxxxx 1148 xxxx xxxxx 353 361 791 420 374 662
Move Cap.: 1320 xxxx xxxxx 1148 xxxx xxxxx 321 355 791 415 368 662
Volume/Cap: 0.00 xxxx xxxxx 0.01 xxxx xxxxx 0.00 0.00 0.00 0.11 0.00 0.08

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 7.7 xxxx xxxxx 8.2 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxxx xxxxx xxxxx 0 xxxxx xxxxx 521 xxxxx
SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.7 xxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 13.5 xxxxx
Shared LOS: * * * * * * * * * * B *
ApproachDel: xxxxxx xxxxxx xxxxxx 13.5
ApproachLOS: * * B

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Bush St/Van Ness Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.415
Loss Time (sec):	8	Average Delay (sec/veh):	18.3
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Van Ness Ave	Bush St
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R

Control:	Protected	Prot+Permit	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 34 34	10 48 0	34 34 34	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 2 1 0	1 0 3 0 0	0 1 1 1 0	0 0 0 0 0

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Volume Module:

Base Vol:	0 1115 117	198 1250 0	65 773 88	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 1115 117	198 1250 0	65 773 88	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.97 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 1149 121	204 1289 0	67 797 91	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 1149 121	204 1289 0	67 797 91	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 1149 121	204 1289 0	67 797 91	0 0 0

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Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	1.00 0.90 0.90	0.95 0.91 1.00	0.89 0.89 0.89	1.00 1.00 1.00
Lanes:	0.00 2.72 0.28	1.00 3.00 0.00	0.21 2.50 0.29	0.00 0.00 0.00
Final Sat.:	0 4629 486	1805 5187 0	355 4227 481	0 0 0

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Capacity Analysis Module:

Vol/Sat:	0.00 0.25 0.25	0.11 0.25 0.00	0.19 0.19 0.19	0.00 0.00 0.00
Crit Moves:	****	****	****	****
Green/Cycle:	0.00 0.41 0.41	0.56 0.53 0.00	0.38 0.38 0.38	0.00 0.00 0.00
Volume/Cap:	0.00 0.61 0.61	0.67 0.47 0.00	0.50 0.50 0.50	0.00 0.00 0.00
Delay/Veh:	0.0 21.3 21.3	15.4 13.2 0.0	21.7 21.7 21.7	0.0 0.0 0.0
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 21.3 21.3	15.4 13.2 0.0	21.7 21.7 21.7	0.0 0.0 0.0
LOS by Move:	A C C	B B A	C C C	A A A
HCM2kAvgQ:	0 11 11	4 8 0	8 8 8	0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Pine St/Van Ness Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.415
Loss Time (sec):	8	Average Delay (sec/veh):	19.0
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Van Ness Ave	Pine St
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R

Control:	Prot+Permit	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	10 48 48	0 34 34	0 0 0	34 34 34
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 1 2 1 0

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Volume Module:

Base Vol:	96 1107 0	0 1319 146	0 0 0	86 689 105
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:	96 1107 0	0 1319 146	0 0 0	86 689 105
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	101 1165 0	0 1388 154	0 0 0	91 725 111
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	101 1165 0	0 1388 154	0 0 0	91 725 111
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	101 1165 0	0 1388 154	0 0 0	91 725 111

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Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.91 1.00	1.00 0.90 0.90	1.00 1.00 1.00	0.88 0.88 0.88
Lanes:	1.00 3.00 0.00	0.00 2.70 0.30	0.00 0.00 0.00	0.39 3.13 0.48
Final Sat.:	1805 5187 0	0 4600 509	0 0 0	654 5238 798

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Capacity Analysis Module:

Vol/Sat:	0.06 0.22 0.00	0.00 0.30 0.30	0.00 0.00 0.00	0.14 0.14 0.14
Crit Moves:	****	****	****	****
Green/Cycle:	0.56 0.53 0.00	0.00 0.41 0.41	0.00 0.00 0.00	0.38 0.38 0.38
Volume/Cap:	0.33 0.42 0.00	0.00 0.73 0.73	0.00 0.00 0.00	0.37 0.37 0.37
Delay/Veh:	9.8 12.7 0.0	0.0 23.6 23.6	0.0 0.0 0.0	20.3 20.3 20.3
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	9.8 12.7 0.0	0.0 23.6 23.6	0.0 0.0 0.0	20.3 20.3 20.3
LOS by Move:	A B A	A C C	A A A	C C C
HCM2kAvgQ:	1 7 0	0 13 13	0 0 0	5 5 5

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Lombard St/Van Ness Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	7	Average Delay (sec/veh):	44.7
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Van Ness Ave				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		Permitted		Permitted												
Rights:	Include		Include		Ovl		Include												
Min. Green:	26	26	26	0	28	28	40	40	55	40	40	40							
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0							
Lanes:	3	0	0	1	0	0	2	0	1	0	1	0	0	2	0	0	0	1	0

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Volume Module:

Base Vol:	779	250	41	0	443	110	160	140	829	0	88	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	779	250	41	0	443	110	160	140	829	0	88	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	803	258	42	0	457	113	165	144	855	0	91	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	803	258	42	0	457	113	165	144	855	0	91	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	803	258	42	0	457	113	165	144	855	0	91	5

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.98	1.00	0.95	0.85	0.38	0.38	0.34	1.00	0.99	0.99
Lanes:	3.00	0.86	0.14	0.00	2.00	1.00	0.53	0.47	2.00	0.00	0.95	0.05
Final Sat.:	5253	1598	262	0	3610	1615	380	333	1279	0	1785	101

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Capacity Analysis Module:

Vol/Sat:	0.15	0.16	0.16	0.00	0.13	0.07	0.43	0.43	0.67	0.00	0.05	0.05
Crit Moves:	****			****			****					
Green/Cycle:	0.26	0.53	0.53	0.00	0.28	0.28	0.40	0.40	0.65	0.00	0.40	0.40
Volume/Cap:	0.59	0.30	0.30	0.00	0.46	0.25	1.10	1.10	1.02	0.00	0.13	0.13
Delay/Veh:	33.6	13.2	13.2	0.0	30.5	28.7	112.2	112	54.4	0.0	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	13.2	13.2	0.0	30.5	28.7	112.2	112	54.4	0.0	19.5	19.5
LOS by Move:	C	B	B	A	C	C	F	F	D	A	B	B
HCM2kAvgQ:	7	5	5	0	6	3	14	14	19	0	2	2

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Embarcadero / Howard St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	10	Average Delay (sec/veh):	20.3
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Embarcadero				Howard 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		Split Phase		Split Phase											
Rights:	Include		Include		Include		Include											
Min. Green:	15	45	0	10	40	40	30	30	30	0	0	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	1	0	3	0	0	1	0	2	0	1	1	0	1	0	0	0	0	0

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Volume Module:

Base Vol:	112	1291	0	6	764	177	147	0	86	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:	112	1291	0	6	764	177	147	0	86	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	120	1388	0	6	822	190	158	0	92	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1388	0	6	822	190	158	0	92	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1388	0	6	822	190	158	0	92	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.95	0.95	0.85	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.46	0.00	0.54	0.00	0.00	0.00
Final Sat.:	1805	5187	0	1805	3610	1615	2542	0	938	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.07	0.27	0.00	0.00	0.23	0.12	0.06	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.15	0.49	0.00	0.11	0.45	0.45	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.44	0.55	0.00	0.03	0.51	0.26	0.21	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	39.9	17.9	0.0	39.9	19.8	17.3	26.2	0.0	27.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	17.9	0.0	39.9	19.8	17.3	26.2	0.0	27.4	0.0	0.0	0.0
LOS by Move:	D	B	A	D	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	10	0	0	9	3	3	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Embarcadero / Folsom St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.474

Loss Time (sec): 10 Average Delay (sec/veh): 19.9

Optimal Cycle: 90 Level Of Service: B

Street Name:	Embarcadero				Folsom St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R

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Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 12 49 0 0 32 32 31 0 31 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 2 0 0 0 0 1 1 0 2 0 0 0 1 0 0 0 0 0 0

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Volume Module:

Base Vol: 137 1075 0 0 842 20 330 0 127 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: 137 1075 0 0 842 20 330 0 127 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93

PHF Volume: 147 1156 0 0 905 22 355 0 137 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 147 1156 0 0 905 22 355 0 137 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 147 1156 0 0 905 22 355 0 137 0 0 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 1.00 1.00 0.95 0.95 0.92 1.00 0.85 1.00 1.00 1.00

Lanes: 1.00 2.00 0.00 0.00 1.95 0.05 2.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 1805 3610 0 0 3516 84 3502 0 1615 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.08 0.32 0.00 0.00 0.26 0.26 0.10 0.00 0.08 0.00 0.00 0.00

Crit Moves: **** **** ****

Green/Cycle: 0.15 0.54 0.00 0.00 0.40 0.40 0.34 0.00 0.34 0.00 0.00 0.00

Volume/Cap: 0.55 0.59 0.00 0.00 0.65 0.65 0.29 0.00 0.25 0.00 0.00 0.00

Delay/Veh: 38.0 14.2 0.0 0.0 23.2 23.2 21.7 0.0 21.4 0.0 0.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 38.0 14.2 0.0 0.0 23.2 23.2 21.7 0.0 21.4 0.0 0.0 0.0

LOS by Move: D B A A C C C A C A A A

HCM2kAvgQ: 4 11 0 0 11 11 4 0 3 0 0 0

Note: Queue reported is the number of cars per lane.

Existing plus AC34 - 2012

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Existing plus AC34 2012 Project Conditions

Weekday PM Peak Hour

34th America's Cup Races
Transportation Impact Analysis

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #1 Beach St/Columbus Ave
*****
Average Delay (sec/veh):      0.9      Worst Case Level Of Service: B[ 10.0]
*****
Street Name:      Columbus Ave      Beach 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      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      0 0 1! 0 0      0 0 0 0 0      0 0 1 1 0      0 1 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      17 0 8 0 0 0 0 0 157 92 9 76 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      17 0 8 0 0 0 0 0 157 92 9 76 0
Added Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:      17 0 8 0 0 0 0 0 157 92 9 76 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume:      18 0 9 0 0 0 0 0 167 98 10 81 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:      18 0 9 0 0 0 0 0 167 98 10 81 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:      6.4 6.5 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim:      3.5 4.0 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflict Vol:      316 316 132 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 265 xxxxx xxxxx
Potent Cap.:      681 603 922 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1311 xxxxx xxxxx
Move Cap.:      677 599 922 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1311 xxxxx xxxxx
Volume/Cap:      0.03 0.00 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:      xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx
Control Del:      xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.8 xxxxx xxxxx
LOS by Move:      * * * * * * * * * * * * * * * * A * * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.:      xxxxx 740 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:      xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx
Shrd ConDel:      xxxxx 10.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.8 xxxxx xxxxx
Shared LOS:      * B * * * * * * * * * * A * * *
ApproachDel:      10.0      xxxxxx      xxxxxx      xxxxxx
ApproachLOS:      B      *      *      *
*****
Note: Queue reported is the number of cars per lane.
*****

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34th America's Cup Races
Transportation Impact Analysis

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

Intersection #2 North Point St/Columbus Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.210
Loss Time (sec): 9 Average Delay (sec/veh): 13.8
Optimal Cycle: 90 Level Of Service: B

Street Name:	Columbus Ave						North Point 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:	28	28	28	28	28	28	53	53	53	53	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:
Base Vol: 62 38 22 22 76 58 21 131 44 28 292 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: 62 38 22 22 76 58 21 131 44 28 292 29
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 62 38 22 22 76 58 21 131 44 28 292 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 71 44 25 25 87 67 24 151 51 32 336 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 44 25 25 87 67 24 151 51 32 336 33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 71 44 25 25 87 67 24 151 51 32 336 33

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.64 0.95 0.95 0.82 0.82 0.82 0.91 0.91 0.91 0.86 0.86 0.86
Lanes: 1.00 0.63 0.37 0.28 0.98 0.74 0.11 0.67 0.22 0.16 1.67 0.17
Final Sat.: 1212 1137 658 440 1519 1159 186 1159 389 263 2739 272

Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.04 0.06 0.06 0.06 0.13 0.13 0.13 0.12 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.31 0.31 0.31 0.31 0.31 0.31 0.59 0.59 0.59 0.59 0.59 0.59
Volume/Cap: 0.19 0.12 0.12 0.18 0.18 0.18 0.22 0.22 0.22 0.21 0.21 0.21
Delay/Veh: 23.8 22.7 22.7 23.1 23.1 23.1 9.2 9.2 9.2 8.9 8.9 8.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.8 22.7 22.7 23.1 23.1 23.1 9.2 9.2 9.2 8.9 8.9 8.9
LOS by Move: C C C C C C A A A A A A
HCM2kAvgQ: 1 1 1 2 2 2 3 3 3 3 3 3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #3 North Point St/Stockton St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 8 Average Delay (sec/veh): 12.1
Optimal Cycle: 90 Level Of Service: B

Street Name:	Stockton St						North Point 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:	25	25	25	25	25	25	57	57	57	57	57	57
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:
Base Vol: 23 30 32 14 37 22 17 267 57 7 152 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 30 32 14 37 22 17 267 57 7 152 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 23 30 32 14 37 22 17 267 57 7 152 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 26 34 36 16 42 25 19 300 64 8 171 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 34 36 16 42 25 19 300 64 8 171 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 26 34 36 16 42 25 19 300 64 8 171 6

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.91 0.91 0.91 0.96 0.96 0.96 0.89 0.89 0.89
Lanes: 0.27 0.35 0.38 0.19 0.51 0.30 0.05 0.78 0.17 0.09 1.85 0.06
Final Sat.: 449 586 625 332 876 521 91 1430 305 144 3136 103

Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.06 0.05 0.05 0.05 0.21 0.21 0.21 0.05 0.05 0.05
Crit Moves: ****
Green/Cycle: 0.28 0.28 0.28 0.28 0.28 0.28 0.63 0.63 0.63 0.63 0.63 0.63
Volume/Cap: 0.21 0.21 0.21 0.17 0.17 0.17 0.33 0.33 0.33 0.09 0.09 0.09
Delay/Veh: 25.9 25.9 25.9 25.4 25.4 25.4 8.4 8.4 8.4 6.5 6.5 6.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.9 25.9 25.9 25.4 25.4 25.4 8.4 8.4 8.4 6.5 6.5 6.5
LOS by Move: C C C C C C A A A A A A
HCM2kAvgQ: 2 2 2 2 2 2 5 5 5 1 1 1

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #4 Bay St/Columbus Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 9 Average Delay (sec/veh): 21.4
Optimal Cycle: 90 Level Of Service: C

Street Name: Columbus Ave Bay 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 Permitted Permitted
Rights: Ignore Include Include Include
Min. Green: 8 31 31 0 19 19 47 47 47 50 50 50
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 0 1 0 0 0 1 1 0 1 0 1 0 1 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 341 86 66 0 145 4 1 616 187 7 1214 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: 341 86 66 0 145 4 1 616 187 7 1214 34
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 341 86 66 0 145 4 1 616 187 7 1214 34
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.00 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 363 91 0 0 154 4 1 655 199 7 1291 36
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 363 91 0 0 154 4 1 655 199 7 1291 36
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 363 91 0 0 154 4 1 655 199 7 1291 36
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 1.00 1.00 0.95 0.95 0.91 0.91 0.85 0.90 0.90 0.90
Lanes: 2.00 1.00 0.00 0.00 1.95 0.05 0.01 1.99 1.00 0.01 1.94 0.05
Final Sat.: 3502 1900 0 0 3499 97 6 3442 1615 19 3311 93
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.10 0.05 0.00 0.00 0.04 0.04 0.19 0.19 0.12 0.39 0.39 0.39
Crit Moves: **** **** **** ****
Green/Cycle: 0.11 0.34 0.00 0.00 0.23 0.23 0.56 0.56 0.56 0.56 0.56 0.56
Volume/Cap: 0.91 0.14 0.00 0.00 0.19 0.19 0.34 0.34 0.22 0.70 0.70 0.70
Delay/Veh: 64.6 20.4 0.0 0.0 27.9 27.9 11.1 11.1 10.3 15.8 15.8 15.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 64.6 20.4 0.0 0.0 27.9 27.9 11.1 11.1 10.3 15.8 15.8 15.8
LOS by Move: E C A A C C B B B B B B
HCM2kAvgQ: 8 2 0 0 2 2 5 5 3 14 14 14

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Bay St/Stockton St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 7 Average Delay (sec/veh): 10.2
Optimal Cycle: 90 Level Of Service: B

Street Name: Stockton St Bay 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: 20 20 20 20 20 20 63 63 63 63 63 63
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 1 0 0 1 0 1 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 66 25 58 40 33 31 22 516 30 23 1134 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 66 25 58 40 33 31 22 516 30 23 1134 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 66 25 58 40 33 31 22 516 30 23 1134 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 72 27 63 43 36 34 24 561 33 25 1233 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 72 27 63 43 36 34 24 561 33 25 1233 43
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 72 27 63 43 36 34 24 561 33 25 1233 43
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.79 0.79 0.79 0.82 0.82 0.82 0.83 0.83 0.83 0.89 0.89 0.89
Lanes: 0.44 0.17 0.39 0.38 0.32 0.30 0.08 1.82 0.10 0.04 1.89 0.07
Final Sat.: 665 252 584 601 496 466 122 2853 166 65 3195 113
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.11 0.07 0.07 0.07 0.20 0.20 0.20 0.39 0.39 0.39
Crit Moves: **** **** **** ****
Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.70 0.70 0.70 0.70 0.70 0.70
Volume/Cap: 0.49 0.49 0.49 0.33 0.33 0.33 0.28 0.28 0.28 0.55 0.55 0.55
Delay/Veh: 35.5 35.5 35.5 31.8 31.8 31.8 5.4 5.4 5.4 7.5 7.5 7.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 35.5 35.5 35.5 31.8 31.8 31.8 5.4 5.4 5.4 7.5 7.5 7.5
LOS by Move: D D D C C C A A A A A A
HCM2kAvgQ: 4 4 4 3 3 3 3 3 3 10 10 10

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Bay St/Kearny St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 9 Average Delay (sec/veh): 12.1
Optimal Cycle: 90 Level Of Service: B

Street Name:	Kearny St						Bay 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:	20	20	20	20	20	20	61	61	61	61	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	1	0	1	0	1

Volume Module:
Base Vol: 151 3 56 2 3 14 10 548 62 29 1031 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 151 3 56 2 3 14 10 548 62 29 1031 2
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 151 3 56 2 3 14 10 548 62 29 1031 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 168 3 62 2 3 16 11 609 69 32 1146 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 168 3 62 2 3 16 11 609 69 32 1146 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 168 3 62 2 3 16 11 609 69 32 1146 2

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.74 0.74 0.74 0.88 0.88 0.88 0.87 0.87 0.87 0.87 0.87 0.87
Lanes: 0.72 0.01 0.27 0.10 0.16 0.74 0.03 1.77 0.20 0.05 1.94 0.01
Final Sat.: 1005 20 373 176 264 1230 53 2929 331 91 3224 6

Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.17 0.01 0.01 0.01 0.21 0.21 0.21 0.36 0.36 0.36
Crit Moves: ****
Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.68 0.68 0.68 0.68 0.68 0.68
Volume/Cap: 0.75 0.75 0.75 0.06 0.06 0.06 0.31 0.31 0.31 0.52 0.52 0.52
Delay/Veh: 48.1 48.1 48.1 27.9 27.9 27.9 6.3 6.3 6.3 8.1 8.1 8.1
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: 48.1 48.1 48.1 27.9 27.9 27.9 6.3 6.3 6.3 8.1 8.1 8.1
LOS by Move: D D D C C C A A A A A A
HCM2kAvgQ: 8 8 8 0 0 0 4 4 4 9 9 9

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Broadway St/Sansome St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 9 Average Delay (sec/veh): 14.5
Optimal Cycle: 80 Level Of Service: B

Street Name:	Sansome St						Broadway St					
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:	27	27	27	0	0	0	44	44	0	0	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	1	1	0	0	1

Volume Module:
Base Vol: 274 298 39 0 0 0 83 558 0 0 852 107
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 274 298 39 0 0 0 83 558 0 0 852 107
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 274 298 39 0 0 0 83 558 0 0 852 107
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 288 314 41 0 0 0 87 587 0 0 897 113
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 288 314 41 0 0 0 87 587 0 0 897 113
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 288 314 41 0 0 0 87 587 0 0 897 113

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.88 0.88 1.00 1.00 1.00 0.66 0.66 1.00 1.00 0.93 0.93
Lanes: 0.90 0.97 0.13 0.00 0.00 0.00 0.26 1.74 0.00 0.00 1.78 0.22
Final Sat.: 1495 1626 213 0 0 0 324 2181 0 0 3153 396

Capacity Analysis Module:
Vol/Sat: 0.19 0.19 0.19 0.00 0.00 0.00 0.27 0.27 0.00 0.00 0.28 0.28
Crit Moves: ****
Green/Cycle: 0.34 0.34 0.34 0.00 0.00 0.00 0.55 0.55 0.00 0.00 0.55 0.55
Volume/Cap: 0.57 0.57 0.57 0.00 0.00 0.00 0.49 0.49 0.00 0.00 0.52 0.52
Delay/Veh: 22.5 22.5 22.5 0.0 0.0 0.0 11.4 11.4 0.0 0.0 11.6 11.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 22.5 22.5 22.5 0.0 0.0 0.0 11.4 11.4 0.0 0.0 11.6 11.6
LOS by Move: C C C A A A B B A A B B
HCM2kAvgQ: 7 7 7 0 0 0 6 6 0 0 8 8

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Broadway St/Battery St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 9 Average Delay (sec/veh): 19.4
Optimal Cycle: 70 Level Of Service: B

Street Name:	Battery St			Broadway St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Split Phase		Split Phase	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	0	0	0	44	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0

Volume Module:	Battery St			Broadway St		
Base Vol:	0	0	0	54	633	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	54	633	184
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	54	633	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	55	646	188
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	646	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	646	188

Saturation Flow Module:	Battery St			Broadway St		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.91
Lanes:	0.00	0.00	0.00	0.12	1.46	0.42
Final Sat.:	0	0	0	215	2517	732

Capacity Analysis Module:	Battery St			Broadway St		
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.26
Crit Moves:	****			****		
Green/Cycle:	0.00	0.00	0.00	0.55	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.47
Delay/Veh:	0.0	0.0	0.0	11.1	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.1	11.1	11.1
LOS by Move:	A	A	A	B	B	B
HCM2kAvgQ:	0	0	0	7	7	7

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Embarcadero/ Beach St/ Grant St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 13 Average Delay (sec/veh): 56.2
Optimal Cycle: 101 Level Of Service: E

Street Name:	Embarcadero			Beach St (EB)			Grant St (WB)		
Approach:	North Bound		South Bound	East Bound		West Bound	West Bound		
Movement:	L	T	R	L	T	R	L	T	
Control:	Split Phase		Split Phase	Split Phase		Split Phase	Split Phase		
Rights:	Include		Include	Include		Include	Include		
Min. Green:	17	17	17	26	26	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	1	0	0	1	0	0	0	

Volume Module:	Embarcadero			Beach St (EB)			Grant St (WB)		
Base Vol:	161	335	28	4	141	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	161	335	28	4	141	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	
Initial Fut:	161	335	28	4	141	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
PHF Volume:	175	364	30	4	153	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	
Reduced Vol:	175	364	30	4	153	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	175	364	30	4	153	0	0	0	

Saturation Flow Module:	Embarcadero			Beach St (EB)			Grant St (WB)		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.61	1.28	0.11	0.03	0.97	0.00	0.00	0.00	
Final Sat.:	1084	2255	188	52	1846	0	0	0	

Capacity Analysis Module:	Embarcadero			Beach St (EB)			Grant St (WB)		
Vol/Sat:	0.16	0.16	0.16	0.08	0.08	0.00	0.00	0.00	
Crit Moves:	****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.26	0.26	0.00	0.00	0.00	
Volume/Cap:	0.96	0.96	0.96	0.32	0.32	0.00	0.00	0.00	
Delay/Veh:	68.7	68.7	68.7	30.8	30.8	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	68.7	68.7	68.7	30.8	30.8	0.0	0.0	0.0	
LOS by Move:	E	E	E	C	C	A	A	A	
HCM2kAvgQ:	14	14	14	4	4	0	0	0	

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Embarcadero/ North Point St / Kearny St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	14	Average Delay (sec/veh):	30.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Embarcadero				North Point St (EB)/				Kearny St (W)			
Approach:	North Bound		South Bound		East Bound		West Bound		North Bound		South Bound	
Movement:	L	- T - R	L	- T - R	L	- T - R	L	- T - R	L	- T - R	L	- T - R

Control:	Protected		Permitted		Split Phase		Split Phase		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include		Include		Include	
Min. Green:	15	36	0	0	17	17	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	166	480	0	1	444	54	19	243	45	4	25	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	480	0	1	444	54	19	243	45	4	25	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	480	0	1	444	54	19	243	45	4	25	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	175	505	0	1	467	57	20	256	47	4	26	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	505	0	1	467	57	20	256	47	4	26	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	505	0	1	467	57	20	256	47	4	26	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.89	0.89	0.89	0.98	0.98	0.98	0.99	0.99	0.85
Lanes:	1.00	2.00	0.00	0.01	1.78	0.21	0.07	0.85	1.08	0.14	0.86	1.00
Final Sat.:	1805	3610	0	7	3018	367	124	1582	1999	260	1626	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.14	0.00	0.15	0.15	0.15	0.16	0.16	0.02	0.02	0.02	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.40	0.00	0.28	0.28	0.28	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.78	0.35	0.00	0.56	0.56	0.56	0.73	0.73	0.11	0.07	0.07	0.03
Delay/Veh:	54.8	19.0	0.0	28.6	28.6	28.6	38.4	38.4	27.9	27.7	27.7	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	19.0	0.0	28.6	28.6	28.6	38.4	38.4	27.9	27.7	27.7	27.4
LOS by Move:	D	B	A	C	C	C	D	D	C	C	C	C
HCM2kAvgQ:	5	5	0	6	6	6	8	8	1	1	1	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Embarcadero / Bay St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	7	Average Delay (sec/veh):	15.4
Optimal Cycle:	81	Level Of Service:	B

Street Name:	Embarcadero				Bay 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		Split Phase		Split Phase											
Rights:	Include		Include		Ovl		Include											
Min. Green:	42	53	0	0	25	25	7	0	42									
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0									
Lanes:	2	0	2	0	0	1	1	0	1	0	0	0	2	0	0	0	0	0

Volume Module:

Base Vol:	966	630	0	0	666	67	16	0	589	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:	966	630	0	0	666	67	16	0	589	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	966	630	0	0	666	67	16	0	589	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1050	685	0	0	724	73	17	0	640	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1050	685	0	0	724	73	17	0	640	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1050	685	0	0	724	73	17	0	640	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	1.00	1.00	0.86	0.86	0.95	1.00	0.69	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.82	0.18	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	3321	0	0	2975	299	1805	0	2615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.30	0.21	0.00	0.00	0.24	0.24	0.01	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.47	0.84	0.00	0.00	0.38	0.38	0.08	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.64	0.24	0.00	0.00	0.64	0.64	0.12	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	19.2	1.4	0.0	0.0	24.2	24.2	39.0	0.0	12.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	1.4	0.0	0.0	24.2	24.2	39.0	0.0	12.6	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	11	2	0	0	9	9	0	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #12 Embarcadero / Chestnut St / Sansome St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 13 Average Delay (sec/veh): 19.4
Optimal Cycle: 79 Level Of Service: B

Street Name: Embarcadero Chestnut St (EB) / Sansome St (WB)
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	40	0	10	40	0	16	16	16	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	1	0	1	0	0

Volume Module:
Base Vol: 36 1239 0 18 1230 7 79 335 57 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: 36 1239 0 18 1230 7 79 335 57 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 1239 0 18 1230 7 79 335 57 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 40 1377 0 20 1367 8 88 372 63 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 1377 0 20 1367 8 88 372 63 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 1377 0 20 1367 8 88 372 63 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.91 0.91 0.91 0.91 0.91 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 2.98 0.02 0.34 1.42 0.24 0.00 0.00 0.00
Final Sat.: 1805 3610 0 1805 5152 29 580 2458 418 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.02 0.38 0.00 0.01 0.27 0.27 0.15 0.15 0.15 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.13 0.53 0.00 0.11 0.52 0.52 0.21 0.21 0.21 0.00 0.00 0.00
Volume/Cap: 0.17 0.72 0.00 0.10 0.51 0.51 0.72 0.72 0.72 0.00 0.00 0.00
Delay/Veh: 35.3 17.2 0.0 36.2 14.6 14.6 36.4 36.4 36.4 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 35.3 17.2 0.0 36.2 14.6 14.6 36.4 36.4 36.4 0.0 0.0 0.0
LOS by Move: D B A D B B D D A A A
HCM2kAvgQ: 1 14 0 9 9 9 9 9 9 0 0 0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Embarcadero/ Lombard St / Battery St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 11 Average Delay (sec/veh): 33.8
Optimal Cycle: 82 Level Of Service: C

Street Name: Embarcadero Lombard St (EB) / Battery St (WB)
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	9	35	35	9	35	35	21	21	21	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	2	0	1	0	0	1	0

Volume Module:
Base Vol: 103 1215 11 12 870 410 30 7 292 40 30 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: 103 1215 11 12 870 410 30 7 292 40 30 28
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 103 1215 11 12 870 410 30 7 292 40 30 28
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 112 1321 12 13 946 446 33 8 317 43 33 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 112 1321 12 13 946 446 33 8 317 43 33 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 112 1321 12 13 946 446 33 8 317 43 33 30

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.95 0.95 0.85 0.96 0.96 0.85 0.94 0.94 0.94
Lanes: 1.00 1.98 0.02 1.00 2.00 1.00 0.81 0.19 1.00 0.41 0.31 0.28
Final Sat.: 1805 3574 32 1805 3610 1615 1480 345 1615 730 548 511

Capacity Analysis Module:
Vol/Sat: 0.06 0.37 0.37 0.01 0.26 0.28 0.02 0.02 0.20 0.06 0.06 0.06
Crit Moves: **** **** ****
Green/Cycle: 0.10 0.39 0.39 0.10 0.39 0.39 0.38 0.38 0.38 0.07 0.07 0.07
Volume/Cap: 0.62 0.95 0.95 0.07 0.67 0.71 0.06 0.06 0.52 0.89 0.89 0.89
Delay/Veh: 45.3 40.6 40.6 36.9 24.1 27.0 17.9 17.9 22.6 92.5 92.5 92.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 45.3 40.6 40.6 36.9 24.1 27.0 17.9 17.9 22.6 92.5 92.5 92.5
LOS by Move: D D D D C C B B C F F F
HCM2kAvgQ: 3 21 21 0 11 10 1 1 7 6 6 6

Note: Queue reported is the number of cars per lane.

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

Intersection #14 Embarcadero / Green St / Davis St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 14 Average Delay (sec/veh): 19.7
Optimal Cycle: 89 Level Of Service: B

Street Name: Embarcadero-Davis St Green 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	8	44	0	7	41	0	24	0	24	24	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	0

Volume Module:
Base Vol: 46 1280 0 4 1003 11 27 0 64 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: 46 1280 0 4 1003 11 27 0 64 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 46 1280 0 4 1003 11 27 0 64 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 49 1362 0 4 1067 12 29 0 68 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 49 1362 0 4 1067 12 29 0 68 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 49 1362 0 4 1067 12 29 0 68 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.95 0.89 1.00 0.89 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 1.98 0.02 0.30 0.00 0.70 0.00 1.00 0.00
Final Sat.: 1805 3610 0 1805 3564 39 503 0 1191 0 1900 0

Capacity Analysis Module:
Vol/Sat: 0.03 0.38 0.00 0.00 0.30 0.30 0.06 0.00 0.06 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.09 0.50 0.00 0.08 0.48 0.48 0.27 0.00 0.27 0.00 0.00 0.00
Volume/Cap: 0.29 0.75 0.00 0.03 0.62 0.62 0.21 0.00 0.21 0.00 0.00 0.00
Delay/Veh: 38.9 19.9 0.0 38.5 17.8 17.8 25.9 0.0 25.9 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 38.9 19.9 0.0 38.5 17.8 17.8 25.9 0.0 25.9 0.0 0.0 0.0
LOS by Move: D B A D B B C A C A A A
HCM2kAvgQ: 1 15 0 0 11 11 2 0 2 0 0 0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Embarcadero / Broadway St / Drumm St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 17 Average Delay (sec/veh): 36.9
Optimal Cycle: 90 Level Of Service: D

Street Name: Embarcadero-Drumm St Broadway 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	16	37	0	7	28	28	29	0	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	1	0	0	0	0

Volume Module:
Base Vol: 476 1225 0 6 972 99 84 0 319 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: 476 1225 0 6 972 99 84 0 319 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 476 1225 0 6 972 99 84 0 319 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: 476 1225 0 6 972 99 84 0 319 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 476 1225 0 6 972 99 84 0 319 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 476 1225 0 6 972 99 84 0 319 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 0.95 0.94 0.94 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 1.00 1.82 0.18 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 3502 3610 0 1805 3230 329 1805 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.14 0.34 0.00 0.00 0.30 0.30 0.05 0.00 0.20 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.18 0.41 0.00 0.08 0.31 0.31 0.33 0.00 0.33 0.00 0.00 0.00
Volume/Cap: 0.76 0.83 0.00 0.04 0.97 0.97 0.14 0.00 0.60 0.00 0.00 0.00
Delay/Veh: 40.8 27.6 0.0 38.5 50.1 50.1 21.2 0.0 26.9 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 40.8 27.6 0.0 38.5 50.1 50.1 21.2 0.0 26.9 0.0 0.0 0.0
LOS by Move: D C A D D D C A C A A A
HCM2kAvgQ: 6 15 0 0 18 18 2 0 7 0 0 0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Embarcadero / Washington St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	17	Average Delay (sec/veh):	33.9
Optimal Cycle:	90	Level Of Service:	C

Street Name: Embarcadero 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:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	12 30 0	10 28 0	33 0 33	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	2 0 3 0 0	1 0 2 1 0	1 0 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	302 1577 0	9 1255 82	104 0 254	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:	302 1577 0	9 1255 82	104 0 254	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	302 1577 0	9 1255 82	104 0 254	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:	302 1577 0	9 1255 82	104 0 254	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	302 1577 0	9 1255 82	104 0 254	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	302 1577 0	9 1255 82	104 0 254	0 0 0

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.92 0.91	1.00 0.95	0.90 0.95	1.00 1.00
Lanes:	2.00 3.00	0.00 1.00	2.82 0.18	1.00 0.00
Final Sat.:	3502 5187	0 1805	4825 315	1805 0

Capacity Analysis Module:

Vol/Sat:	0.09 0.30	0.00 0.00	0.26 0.26	0.06 0.00
Crit Moves:	****	****	****	****
Green/Cycle:	0.13 0.33	0.00 0.11	0.31 0.37	0.00 0.00
Volume/Cap:	0.65 0.91	0.00 0.04	0.84 0.16	0.00 0.00
Delay/Veh:	40.1 36.5	0.0 35.8	32.9 19.3	0.0 0.0
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	40.1 36.5	0.0 35.8	32.9 19.3	0.0 0.0
LOS by Move:	D D A	D C C	B A C	A A A
HCM2kAvgQ:	4 16	0 12	12 2	0 6

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Embarcadero / Mission St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	10	Average Delay (sec/veh):	2.0
Optimal Cycle:	62	Level Of Service:	A

Street Name: Embarcadero Mission 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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 52 0	52 52 52	28 0 28	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 1 2 0 0	0 0 2 1 0	0 0 1! 0 0	0 0 0 0 0

Volume Module:

Base Vol:	2 2003 0	0 1459 179	0 0 0	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	2 2003 0	0 1459 179	0 0 0	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	2 2003 0	0 1459 179	0 0 0	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.93 0.93 0.93	0.93 0.93 0.93	0.93 0.93 0.93	0.93 0.93 0.93
PHF Volume:	2 2154 0	0 1569 192	0 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	2 2154 0	0 1569 192	0 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	2 2154 0	0 1569 192	0 0 0	0 0 0

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.86 0.58	1.00 1.00	0.61 0.90	1.00 1.00
Lanes:	0.01 2.99	0.00 0.00	2.77 0.23	0.00 1.00
Final Sat.:	3 3313 0	0 3203 393	0 1900 0	0 0 0

Capacity Analysis Module:

Vol/Sat:	0.65 0.65	0.00 0.00	0.49 0.49	0.00 0.00
Crit Moves:	****	****	****	****
Green/Cycle:	0.89 0.89	0.00 0.00	0.89 0.89	0.00 0.00
Volume/Cap:	0.73 0.73	0.00 0.00	0.55 0.55	0.00 0.00
Delay/Veh:	2.5 2.5	0.0 0.0	1.3 1.3	0.0 0.0
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	2.5 2.5	0.0 0.0	1.3 1.3	0.0 0.0
LOS by Move:	A A A	A A A	A A A	A A A
HCM2kAvgQ:	9 6	0 4	5 0	0 0

Note: Queue reported is the number of cars per lane.

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

Intersection #18 Embarcadero / Harrison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 10 Average Delay (sec/veh): 45.7
Optimal Cycle: 100 Level Of Service: D

Street Name: Embarcadero Harrison 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 63 0 0 63 63 27 27 27 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 2 0 0 0 0 1 1 0 1 0 0 0 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 0 1393 0 0 1320 351 183 0 169 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1393 0 0 1320 351 183 0 169 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1393 0 0 1320 351 183 0 169 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 1498 0 0 1419 377 197 0 182 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1498 0 0 1419 377 197 0 182 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1498 0 0 1419 377 197 0 182 0 0 0
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.67 1.00 1.00 0.65 0.92 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 1.68 0.32 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 0 2559 0 0 2089 556 1805 0 1615 0 0 0
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.00 0.59 0.00 0.00 0.68 0.68 0.11 0.00 0.11 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.63 0.00 0.00 0.63 0.63 0.27 0.00 0.27 0.00 0.00 0.00
Volume/Cap: 0.00 0.93 0.00 0.00 1.08 1.08 0.40 0.00 0.42 0.00 0.00 0.00
Delay/Veh: 0.0 26.4 0.0 0.0 65.0 65.0 30.5 0.0 30.7 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 26.4 0.0 0.0 65.0 65.0 30.5 0.0 30.7 0.0 0.0 0.0
LOS by Move: A C A A E E C A C A A A
HCM2kAvgQ: 0 22 0 0 33 47 5 0 5 0 0 0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Embarcadero / Bryant St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 10 Average Delay (sec/veh): 36.5
Optimal Cycle: 95 Level Of Service: D

Street Name: Embarcadero Bryant 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 Permitted Permitted
Rights: Include Include Include Include
Min. Green: 21 41 41 16 36 36 28 28 28 28 28 28
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 0 1 0 0 1 0 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 137 1277 9 43 1404 41 76 6 168 75 62 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: 137 1277 9 43 1404 41 76 6 168 75 62 39
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 137 1277 9 43 1404 41 76 6 168 75 62 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 141 1316 9 44 1447 42 78 6 173 77 64 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 141 1316 9 44 1447 42 78 6 173 77 64 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 141 1316 9 44 1447 42 78 6 173 77 64 40
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.95 0.95 0.85 0.63 0.63 0.85 0.81 0.81 0.81
Lanes: 1.00 1.99 0.01 1.00 2.00 1.00 0.93 0.07 1.00 0.43 0.35 0.22
Final Sat.: 1805 3581 25 1805 3610 1615 1116 88 1615 658 544 342
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.08 0.37 0.37 0.02 0.40 0.03 0.07 0.07 0.11 0.12 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.21 0.45 0.45 0.17 0.41 0.41 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.37 0.82 0.82 0.14 0.98 0.06 0.25 0.25 0.38 0.42 0.42 0.42
Delay/Veh: 34.5 27.9 27.9 35.2 47.3 17.9 28.3 28.3 29.6 30.0 30.0 30.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 34.5 27.9 27.9 35.2 47.3 17.9 28.3 28.3 29.6 30.0 30.0 30.0
LOS by Move: C C C D D B C C C C C C
HCM2kAvgQ: 3 18 18 1 22 1 2 2 4 5 5 5

Note: Queue reported is the number of cars per lane.

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

Intersection #20 Embarcadero / Brannan St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 11 Average Delay (sec/veh): 30.1
Optimal Cycle: 90 Level Of Service: C

Street Name: Brannan St Embarcadero
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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 10 37 0 14 37 37 28 28 28 28 28 28
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 0 1 0 2 0 1 0 0 0 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 51 1305 0 3 1370 275 120 0 15 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
Initial Bse: 51 1305 0 3 1370 275 120 0 15 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 51 1305 0 3 1370 275 120 0 15 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
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 53 1359 0 3 1427 286 125 0 16 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 53 1359 0 3 1427 286 125 0 16 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 53 1359 0 3 1427 286 125 0 16 0 0 0
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 2.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 0 1805 3610 1615 1805 0 1615 0 0 0
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.03 0.38 0.00 0.00 0.40 0.18 0.07 0.00 0.01 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.12 0.41 0.00 0.16 0.45 0.45 0.31 0.00 0.31 0.00 0.00 0.00
Volume/Cap: 0.24 0.92 0.00 0.01 0.89 0.40 0.22 0.00 0.03 0.00 0.00 0.00
Delay/Veh: 36.4 34.2 0.0 32.2 29.2 17.1 23.1 0.0 21.6 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 36.4 34.2 0.0 32.2 29.2 17.1 23.1 0.0 21.6 0.0 0.0 0.0
LOS by Move: D C A C C B C A C A A A
HCM2kAvgQ: 1 21 0 0 18 5 3 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Folsom St/Fremont St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 16 Average Delay (sec/veh): 26.6
Optimal Cycle: 77 Level Of Service: C

Street Name: Fremont St (I-80 WB Off Ramp) Folsom 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 19 19 19 19 19 19 21 21 21 0 21 21
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 1 0 1 0 1! 0 0 0 1 1 0 0 0 0 1 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 4 185 73 228 39 1 167 407 57 0 95 66
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 185 73 228 39 1 167 407 57 0 95 66
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 4 185 73 228 39 1 167 407 57 0 95 66
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 4 197 78 243 41 1 178 433 61 0 101 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 4 197 78 243 41 1 178 433 61 0 101 70
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
FinalVolume: 4 197 78 243 41 1 178 433 61 0 101 70
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.37 0.58 0.58 0.89 0.89 0.89 1.00 0.95 0.95
Lanes: 0.03 1.41 0.56 1.81 0.18 0.01 0.79 1.94 0.27 0.00 0.59 0.41
Final Sat.: 50 2325 917 1282 197 5 1337 3259 456 0 1059 736
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.19 0.21 0.21 0.13 0.13 0.13 0.00 0.10 0.10
Crit Moves: **** **** ****
Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.27 0.27 0.27 0.00 0.27 0.27
Volume/Cap: 0.34 0.34 0.34 0.77 0.85 0.85 0.49 0.49 0.49 0.00 0.35 0.35
Delay/Veh: 24.1 24.1 24.1 36.2 46.4 46.4 23.8 23.8 23.8 0.0 22.9 22.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 24.1 24.1 24.1 36.2 46.4 46.4 23.8 23.8 23.8 0.0 22.9 22.9
LOS by Move: C C C D D D C C C A C C
HCM2kAvgQ: 3 3 3 3 5 5 5 5 5 0 3 3

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 King St/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.001
Loss Time (sec): 10 Average Delay (sec/veh): 82.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	3rd St						King St					
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			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	26	26	26	0	0	0	20	46	46	13	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	2	1	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	76	688	262	0	0	0	841	960	14	184	1246	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	688	262	0	0	0	841	960	14	184	1246	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	688	262	0	0	0	841	960	14	184	1246	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	78	709	270	0	0	0	867	990	14	190	1285	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	709	270	0	0	0	867	990	14	190	1285	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	709	270	0	0	0	867	990	14	190	1285	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	1.00	1.00	1.00	0.92	0.95	0.95	0.92	0.57	0.95
Lanes:	0.37	3.35	1.28	0.00	0.00	0.00	3.00	1.97	0.03	2.00	1.96	0.04
Final Sat.:	609	5515	2100	0	0	0	5253	3551	52	3502	2114	68

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.13	0.00	0.00	0.00	0.17	0.28	0.28	0.05	0.61	0.61
Crit Moves:	****			****			****			****		
Green/Cycle:	0.26	0.26	0.40	0.00	0.00	0.00	0.20	0.50	0.50	0.14	0.44	0.44
Volume/Cap:	0.49	0.49	0.32	0.00	0.00	0.00	0.83	0.56	0.56	0.38	1.38	1.38
Delay/Veh:	31.6	31.6	20.6	0.0	0.0	0.0	43.8	17.8	17.8	39.5	206	205.9
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:	31.6	31.6	20.6	0.0	0.0	0.0	43.8	17.8	17.8	39.5	206	205.9
LOS by Move:	C	C	C	A	A	A	D	B	B	D	F	F
HCM2kAvgQ:	6	6	5	0	0	0	11	11	11	3	45	74

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 King St/4th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 13 Average Delay (sec/veh): 68.1
Optimal Cycle: 125 Level Of Service: E

Street Name:	King St						4th 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:	28	28	28	28	28	28	10	42	42	14	45	45
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	1	1	0	2	1	0	1

Volume Module:

Base Vol:	8	52	50	56	304	432	116	1708	17	24	1263	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:	8	52	50	56	304	432	116	1708	17	24	1263	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	52	50	56	304	432	116	1708	17	24	1263	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	55	53	59	320	455	122	1798	18	25	1329	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	55	53	59	320	455	122	1798	18	25	1329	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	55	53	59	320	455	122	1798	18	25	1329	36

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.85	0.95	0.87	0.87	0.95	0.91	0.91	0.95	0.95	0.95
Lanes:	0.13	0.87	1.00	1.00	1.24	1.76	1.00	2.97	0.03	1.00	1.95	0.05
Final Sat.:	252	1635	1615	1805	2040	2899	1805	5131	51	1805	3501	94

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.03	0.16	0.16	0.07	0.35	0.35	0.01	0.38	0.38
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.34	0.34	0.11	0.37	0.37
Volume/Cap:	0.15	0.15	0.15	0.15	0.70	0.70	0.85	1.04	1.04	0.12	1.03	1.03
Delay/Veh:	39.1	39.1	39.1	39.1	46.7	46.7	91.1	75.2	75.2	50.3	72.8	72.8
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:	39.1	39.1	39.1	39.1	46.7	46.7	91.1	75.2	75.2	50.3	72.8	72.8
LOS by Move:	D	D	D	D	D	D	F	E	E	D	E	E
HCM2kAvgQ:	2	2	2	2	10	10	7	34	34	1	36	36

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 16th St/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 10 Average Delay (sec/veh): 21.5
Optimal Cycle: 100 Level Of Service: C

Street Name:	3rd St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	56	56	31	31	31	34	34	34	34	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	1	0	1	0	1	0

Volume Module:
Base Vol: 231 567 0 7 322 78 89 9 177 0 9 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 231 567 0 7 322 78 89 9 177 0 9 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 231 567 0 7 322 78 89 9 177 0 9 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 266 652 0 8 370 90 102 10 203 0 10 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 266 652 0 8 370 90 102 10 203 0 10 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 266 652 0 8 370 90 102 10 203 0 10 6

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 0.95 0.33 0.92 0.92 0.75 0.81 0.81 0.95 0.90 0.90
Lanes: 2.00 2.00 0.00 1.00 1.61 0.39 1.00 1.00 1.00 0.00 1.29 0.71
Final Sat.: 3502 3610 0 625 2822 684 1433 1547 1547 0 2195 1220

Capacity Analysis Module:
Vol/Sat: 0.08 0.18 0.00 0.01 0.13 0.13 0.07 0.01 0.13 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.25 0.56 0.00 0.31 0.31 0.31 0.34 0.34 0.34 0.00 0.34 0.34
Volume/Cap: 0.30 0.32 0.00 0.04 0.42 0.42 0.21 0.02 0.39 0.00 0.01 0.01
Delay/Veh: 30.6 11.9 0.0 24.2 27.7 27.7 23.7 21.9 25.5 0.0 21.9 21.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 30.6 11.9 0.0 24.2 27.7 27.7 23.7 21.9 25.5 0.0 21.9 21.9
LOS by Move: C B A C C C C C C A C C
HCM2kAvgQ: 3 5 0 6 6 6 2 0 5 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #25 Cesar Chavez St/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.193
Loss Time (sec): 12 Average Delay (sec/veh): 23.0
Optimal Cycle: 97 Level Of Service: C

Street Name:	3rd St						Cesar Chavez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	35	35	10	30	30	5	40	40	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:
Base Vol: 223 535 16 17 354 99 97 204 154 13 220 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 223 535 16 17 354 99 97 204 154 13 220 18
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 223 535 16 17 354 99 97 204 154 13 220 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 228 546 16 17 361 101 99 208 157 13 224 18
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 228 546 16 17 361 101 99 208 157 13 224 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 228 546 16 17 361 101 99 208 157 13 224 18

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.61 0.95 0.95 0.32 0.92 0.92 0.57 0.89 0.89 0.87 0.87 0.87
Lanes: 1.00 1.94 0.06 1.00 1.56 0.44 1.00 1.14 0.86 0.10 1.76 0.14
Final Sat.: 1166 3491 104 601 2728 763 1093 1925 1454 172 2913 238

Capacity Analysis Module:
Vol/Sat: 0.20 0.16 0.16 0.03 0.13 0.13 0.09 0.11 0.11 0.08 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.52 0.37 0.37 0.45 0.30 0.30 0.40 0.40 0.40 0.40 0.40 0.40
Volume/Cap: 0.37 0.42 0.42 0.04 0.44 0.44 0.23 0.27 0.27 0.19 0.19 0.19
Delay/Veh: 20.5 23.5 23.5 20.7 28.5 28.5 20.1 20.3 20.3 19.6 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: 20.5 23.5 23.5 20.7 28.5 28.5 20.1 20.3 20.3 19.6 19.6 19.6
LOS by Move: C C C C C C C C C B B B
HCM2kAvgQ: 4 7 7 0 6 6 2 4 4 3 3 3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #26 Cesar Chavez St/Illinois St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.232
Loss Time (sec): 9 Average Delay (sec/veh): 20.3
Optimal Cycle: 100 Level Of Service: C

Street Name:	Illinois St						Cesar Chavez 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:	20	20	20	20	20	20	71	71	71	71	71	71
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	1	0	0	0	1

Volume Module:
Base Vol: 130 84 3 13 62 37 35 94 107 1 86 24
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 84 3 13 62 37 35 94 107 1 86 24
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 84 3 13 62 37 35 94 107 1 86 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 149 97 3 15 71 43 40 108 123 1 99 28
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 149 97 3 15 71 43 40 108 123 1 99 28
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 149 97 3 15 71 43 40 108 123 1 99 28

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 1.00 1.00 0.68 0.94 0.94 0.80 0.80 0.80 0.97 0.97 0.97
Lanes: 1.00 0.97 0.03 1.00 0.63 0.37 0.30 0.79 0.91 0.01 0.77 0.22
Final Sat.: 1233 1825 65 1296 1123 670 449 1205 1371 17 1428 398

Capacity Analysis Module:
Vol/Sat: 0.12 0.05 0.05 0.01 0.06 0.06 0.09 0.09 0.09 0.07 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.20 0.20 0.20 0.20 0.20 0.20 0.71 0.71 0.71 0.71 0.71 0.71
Volume/Cap: 0.61 0.26 0.26 0.06 0.32 0.32 0.13 0.13 0.13 0.10 0.10 0.10
Delay/Veh: 40.7 34.2 34.2 32.5 34.7 34.7 4.6 4.6 4.6 4.6 4.6 4.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 40.7 34.2 34.2 32.5 34.7 34.7 4.6 4.6 4.6 4.6 4.6 4.6
LOS by Move: D C C C C C A A A A A A
HCM2kAvgQ: 5 3 3 0 3 3 1 1 1 1 1 1

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #27 Lincoln Blvd/25th St/El Camino del Mar

Cycle (sec): 1 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 0 Average Delay (sec/veh): 17.2
Optimal Cycle: 0 Level Of Service: C

Street Name:	25th St			El Camino del Mar (eb) / Lincoln		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1

Volume Module:
Base Vol: 17 24 257 14 20 2 1 221 23 412 208 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 17 24 257 14 20 2 1 221 23 412 208 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 24 257 14 20 2 1 221 23 412 208 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 18 25 268 15 21 2 1 230 24 429 217 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 25 268 15 21 2 1 230 24 429 217 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 18 25 268 15 21 2 1 230 24 429 217 5

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.08 0.86 0.39 0.56 0.05 0.01 0.90 0.09 1.00 0.98 0.02
Final Sat.: 35 50 532 183 262 26 2 540 56 563 597 14

Capacity Analysis Module:
Vol/Sat: 0.50 0.50 0.50 0.08 0.08 0.08 0.43 0.43 0.43 0.76 0.36 0.36
Crit Moves: ****
Delay/Veh: 13.5 13.5 13.5 10.2 10.2 10.2 12.7 12.7 12.7 25.9 11.7 11.7
AdjDel/Veh: 13.5 13.5 13.5 10.2 10.2 10.2 12.7 12.7 12.7 25.9 11.7 11.7
LOS by Move: B B B B B B B B B D B B
ApproachDel: 13.5 10.2 12.7 21.0
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 13.5 10.2 12.7 21.0
LOS by Appr: B B B C
AllWayAvgQ: 0.9 0.9 0.9 0.1 0.1 0.1 0.7 0.7 0.7 2.6 0.5 0.5

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #28 Lake St/14th Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 Average Delay (sec/veh): 11.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	14th Ave				Lake 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	0	1! 0	0	0	0	0	0	1

Volume Module:
Base Vol: 3 44 18 8 0 0 30 264 1 73 298 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: 3 44 18 8 0 0 30 264 1 73 298 27
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 3 44 18 8 0 0 30 264 1 73 298 27
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 3 45 19 8 0 0 31 272 1 75 307 28
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 45 19 8 0 0 31 272 1 75 307 28
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 3 45 19 8 0 0 31 272 1 75 307 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 0.68 0.28 1.00 0.00 0.00 0.10 0.89 0.01 0.20 0.80 1.00
Final Sat.: 28 412 168 551 0 0 77 678 3 139 569 841

Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.11 0.01 xxxx xxxx 0.40 0.40 0.40 0.54 0.54 0.03
Crit Moves: ****
Delay/Veh: 8.9 8.9 8.9 8.9 0.0 0.0 10.7 10.7 10.7 13.3 13.3 7.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 8.9 8.9 8.9 8.9 0.0 0.0 10.7 10.7 10.7 13.3 13.3 7.1
LOS by Move: A A A A * * B B B B B A
ApproachDel: 8.9 8.9 10.7 12.9
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 8.9 8.9 10.7 12.9
LOS by Appr: A A B B
AllWayAvgQ: 0.1 0.1 0.1 0.0 0.0 0.0 0.6 0.6 0.6 1.1 1.1 0.0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #29 Lake St/15th Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

Street Name:	15th Ave				Lake 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	0	1! 0	0	0	1! 0	0	0	1

Volume Module:
Base Vol: 7 5 19 31 121 32 4 207 4 17 263 4
Growth Adj: 1.00 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 5 19 31 121 32 4 207 4 17 263 4
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 5 19 31 121 32 4 207 4 17 263 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 8 5 21 34 133 35 4 227 4 19 289 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 5 21 34 133 35 4 227 4 19 289 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
FinalVolume: 8 5 21 34 133 35 4 227 4 19 289 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: 0.23 0.16 0.61 0.17 0.66 0.17 0.02 0.96 0.02 0.06 0.93 0.01
Final Sat.: 139 99 376 110 428 113 13 679 13 43 670 10

Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.06 0.31 0.31 0.31 0.33 0.33 0.33 0.43 0.43 0.43
Crit Moves: ****
Delay/Veh: 8.4 8.4 8.4 10.2 10.2 10.2 10.2 10.2 10.2 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: 8.4 8.4 8.4 10.2 10.2 10.2 10.2 10.2 10.2 11.2 11.2 11.2
LOS by Move: A A A B B B B B B B B
ApproachDel: 8.4 10.2 10.2 11.2
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 8.4 10.2 10.2 11.2
LOS by Appr: A B B B
AllWayAvgQ: 0.0 0.0 0.0 0.4 0.4 0.4 0.4 0.4 0.4 0.7 0.7 0.7

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #30 Jackson St/Arguello Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 0 Average Delay (sec/veh): 26.0
Optimal Cycle: 0 Level Of Service: D

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	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
Lanes:	0	0	1	0	0	1	0	0

Volume Module:
Base Vol: 0 342 46 43 545 0 0 0 0 85 0 49
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 342 46 43 545 0 0 0 0 85 0 49
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 342 46 43 545 0 0 0 0 85 0 49
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 0 384 52 48 612 0 0 0 0 96 0 55
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 384 52 48 612 0 0 0 0 96 0 55
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 384 52 48 612 0 0 0 0 96 0 55

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 0.07 0.93 0.00 0.00 0.00 0.00 0.63 0.00 0.37
Final Sat.: 0 611 82 53 675 0 0 0 0 353 0 203

Capacity Analysis Module:
Vol/Sat: xxxx 0.63 0.63 0.91 0.91 xxxx xxxx xxxx 0.27 xxxx 0.27
Crit Moves: ****
Delay/Veh: 0.0 15.9 15.9 36.0 36.0 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 15.9 15.9 36.0 36.0 0.0 0.0 0.0 0.0 11.2 0.0 11.2
LOS by Move: * C C E E * * * B * B
ApproachDel: 15.9 36.0 xxxxxx 11.2
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 15.9 36.0 xxxxxx 11.2
LOS by Appr: C E * B
AllWayAvgQ: 1.5 1.5 1.5 5.7 5.7 5.7 0.0 0.0 0.0 0.3 0.3 0.3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #31 Pacific Ave/Presidio Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 0 Average Delay (sec/veh): 21.5
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	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
Lanes:	0	0	1	0	0	1	0	0

Volume Module:
Base Vol: 5 385 8 43 547 30 5 8 4 23 18 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: 5 385 8 43 547 30 5 8 4 23 18 39
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 385 8 43 547 30 5 8 4 23 18 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 5 405 8 45 576 32 5 8 4 24 19 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 405 8 45 576 32 5 8 4 24 19 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 405 8 45 576 32 5 8 4 24 19 41

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 0.88 0.05 0.29 0.47 0.24 0.29 0.22 0.49
Final Sat.: 9 693 14 53 674 37 151 241 121 159 125 270

Capacity Analysis Module:
Vol/Sat: 0.58 0.58 0.58 0.85 0.85 0.85 0.03 0.03 0.03 0.15 0.15 0.15
Crit Moves: ****
Delay/Veh: 14.3 14.3 14.3 28.0 28.0 28.0 9.5 9.5 9.5 10.0 10.0 10.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 14.3 14.3 14.3 28.0 28.0 28.0 9.5 9.5 9.5 10.0 10.0 10.0
LOS by Move: B B B D D A A A A A A A
ApproachDel: 14.3 28.0 9.5 10.0
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 14.3 28.0 9.5 10.0
LOS by Appr: B D A A
AllWayAvgQ: 1.3 1.3 1.3 4.3 4.3 4.3 0.0 0.0 0.0 0.1 0.1 0.1

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #32 Lombard St/Lyon St

Cycle (sec): 0 Critical Vol./Cap.(X): 1.444
Loss Time (sec): 0 Average Delay (sec/veh): 120.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	Lyon St				Lombard St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
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	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:
Base Vol: 146 22 7 22 56 200 164 480 94 5 328 19
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 146 22 7 22 56 200 164 480 94 5 328 19
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 146 22 7 22 56 200 164 480 94 5 328 19
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 159 24 8 24 61 217 178 522 102 5 357 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 159 24 8 24 61 217 178 522 102 5 357 21
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 159 24 8 24 61 217 178 522 102 5 357 21

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.83 0.13 0.04 0.08 0.20 0.72 0.22 0.65 0.13 0.01 0.94 0.05
Final Sat.: 357 54 17 39 100 358 123 361 71 7 479 28

Capacity Analysis Module:
Vol/Sat: 0.44 0.44 0.44 0.61 0.61 0.61 1.44 1.44 1.44 0.74 0.74 0.74
Crit Moves: ****
Delay/Veh: 16.2 16.2 16.2 19.2 19.2 19.2 228.4 228 228.4 25.9 25.9 25.9
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: 16.2 16.2 16.2 19.2 19.2 19.2 228.4 228 228.4 25.9 25.9 25.9
LOS by Move: C C C C C C F F F D D D
ApproachDel: 16.2 19.2 228.4 25.9
Delay Adj: 1.00 1.00
ApprAdjDel: 16.2 19.2 228.4 25.9
LOS by Appr: C C F D
AllWayAvgQ: 0.6 0.6 0.6 1.3 1.3 1.3 33.8 33.8 33.8 2.3 2.3 2.3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #33 Lombard St/Divisadero St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.575
Loss Time (sec): 9 Average Delay (sec/veh): 130.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	Divisadero St				Lombard 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:	27	27	27	27	27	27	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 0	1	0	0 1 0	0	1	1 1 0

Volume Module:
Base Vol: 179 222 27 232 348 139 35 1742 172 1 2421 175
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 179 222 27 232 348 139 35 1742 172 1 2421 175
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 179 222 27 232 348 139 35 1742 172 1 2421 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 183 227 28 237 355 142 36 1778 176 1 2470 179
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 183 227 28 237 355 142 36 1778 176 1 2470 179
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
FinalVolume: 183 227 28 237 355 142 36 1778 176 1 2470 179

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.15 0.98 0.98 0.47 0.96 0.96 0.68 0.48 0.68 0.85 0.59 0.85
Lanes: 1.00 0.89 0.11 1.00 0.71 0.29 0.04 2.77 0.19 0.01 2.85 0.14
Final Sat.: 281 1667 203 885 1299 519 50 2511 248 1 3215 232

Capacity Analysis Module:
Vol/Sat: 0.65 0.14 0.14 0.27 0.27 0.27 0.71 0.71 0.71 0.77 0.77 0.77
Crit Moves: ****
Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.60 0.60 0.60 0.60 0.60 0.60
Volume/Cap: 2.17 0.45 0.45 0.89 0.91 0.91 1.18 1.18 1.18 1.28 1.28 1.28
Delay/Veh: 592.9 26.1 26.1 59.0 49.8 49.8 105.4 105 105.4 148.1 148 148.1
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: 592.9 26.1 26.1 59.0 49.8 49.8 105.4 105 105.4 148.1 148 148.1
LOS by Move: F C C E D D F F F F F F
HCM2kAvgQ: 18 6 6 10 17 17 50 36 50 71 50 71

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #34 Lombard St/Fillmore St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.197
Loss Time (sec): 9 Average Delay (sec/veh): 107.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	Fillmore 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:	27	27	27	27	27	27	54	54	54	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	1	1	0	1	1

Volume Module:
Base Vol: 47 195 36 179 407 159 39 1612 65 3 2296 120
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 195 36 179 407 159 39 1612 65 3 2296 120
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 195 36 179 407 159 39 1612 65 3 2296 120
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 49 205 38 188 428 167 41 1697 68 3 2417 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 49 205 38 188 428 167 41 1697 68 3 2417 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 49 205 38 188 428 167 41 1697 68 3 2417 126

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.19 0.98 0.98 0.65 0.65 0.65 0.68 0.46 0.68 0.85 0.58 0.85
Lanes: 1.00 0.84 0.16 0.48 1.09 0.43 0.05 2.87 0.08 0.01 2.89 0.10
Final Sat.: 355 1567 289 596 1355 530 61 2519 102 4 3177 166

Capacity Analysis Module:
Vol/Sat: 0.14 0.13 0.13 0.32 0.32 0.32 0.67 0.67 0.67 0.76 0.76 0.76
Crit Moves: ****
Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.60 0.60 0.60 0.60 0.60 0.60
Volume/Cap: 0.46 0.44 0.44 1.05 1.05 1.05 1.12 1.12 1.12 1.27 1.27 1.27
Delay/Veh: 28.8 25.9 25.9 79.5 79.5 79.5 82.0 82.0 82.0 142.7 143 142.7
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: 28.8 25.9 25.9 79.5 79.5 79.5 82.0 82.0 82.0 142.7 143 142.7
LOS by Move: C C C E E E F F F F F F
HCM2kAvgQ: 2 6 6 19 19 19 37 25 37 72 50 72

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Bay St/Laguna St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 10 Average Delay (sec/veh): 69.3
Optimal Cycle: 143 Level Of Service: E

Street Name:	Laguna St						Bay 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			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	18	18	18	34	34	34	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	2	0	1	0

Volume Module:
Base Vol: 253 0 114 529 151 13 0 210 343 258 362 1208
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 253 0 114 529 151 13 0 210 343 258 362 1208
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 253 0 114 529 151 13 0 210 343 258 362 1208
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 264 0 119 551 157 14 0 219 357 269 377 1258
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 264 0 119 551 157 14 0 219 357 269 377 1258
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 264 0 119 551 157 14 0 219 357 269 377 1258

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 1.00 0.93 0.96 0.96 0.96 1.00 0.95 0.85 0.75 0.75 0.75
Lanes: 0.69 0.00 0.31 1.62 0.35 0.03 0.00 2.00 1.00 0.42 0.58 2.00
Final Sat.: 1213 0 547 2950 643 55 0 3610 1615 589 826 2842

Capacity Analysis Module:
Vol/Sat: 0.22 0.00 0.22 0.19 0.24 0.24 0.00 0.06 0.22 0.46 0.46 0.44
Crit Moves: ****
Green/Cycle: 0.20 0.00 0.20 0.38 0.38 0.38 0.00 0.31 0.31 0.31 0.31 0.69
Volume/Cap: 1.09 0.00 1.09 0.49 0.65 0.65 0.00 0.19 0.71 1.47 1.47 0.64
Delay/Veh: 108.9 0.0 108.9 21.7 24.4 24.4 0.0 22.8 32.1 253.1 253 8.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 108.9 0.0 108.9 21.7 24.4 24.4 0.0 22.8 32.1 253.1 253 8.6
LOS by Move: F A F C C C A C C F F A
HCM2kAvgQ: 19 0 19 7 11 11 0 2 10 42 42 10

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #36 Bay St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 10 Average Delay (sec/veh): 25.8
Optimal Cycle: 90 Level Of Service: C

Street Name:	Van Ness Ave			Bay St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Permitted		Permitted	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	23	23	23	23	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	0

Volume Module:
Base Vol: 87 173 163 5 329 191 9 620 155 161 1481 21
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 87 173 163 5 329 191 9 620 155 161 1481 21
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 173 163 5 329 191 9 620 155 161 1481 21
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 89 177 166 5 336 195 9 633 158 164 1511 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 89 177 166 5 336 195 9 633 158 164 1511 21
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 89 177 166 5 336 195 9 633 158 164 1511 21

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.38 0.84 0.84 0.80 0.80 0.80 0.44 0.44 0.43 0.72 0.72 0.72
Lanes: 1.00 2.00 1.00 0.03 1.97 1.00 0.03 1.97 1.00 0.19 1.78 0.03
Final Sat.: 718 3206 1603 46 3013 1529 24 1648 808 266 2448 35

Capacity Analysis Module:
Vol/Sat: 0.12 0.06 0.10 0.11 0.11 0.13 0.38 0.38 0.20 0.62 0.62 0.62
Crit Moves: *****
Green/Cycle: 0.26 0.26 0.26 0.26 0.26 0.26 0.63 0.63 0.63 0.63 0.63 0.63
Volume/Cap: 0.48 0.22 0.41 0.44 0.44 0.50 0.61 0.61 0.31 0.97 0.97 0.97
Delay/Veh: 30.5 26.5 28.1 28.3 28.3 28.9 10.8 10.8 7.9 31.7 31.7 31.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 30.5 26.5 28.1 28.3 28.3 28.9 10.8 10.8 7.9 31.7 31.7 31.7
LOS by Move: C C C C C C B B A C C C
HCM2kAvgQ: 3 2 4 5 5 6 6 6 2 28 28 28

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #37 Bay St/Hyde St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 7 Average Delay (sec/veh): 6.0
Optimal Cycle: 90 Level Of Service: A

Street Name:	Hyde St			Bay St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Permitted		Permitted	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	16	16	16	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1

Volume Module:
Base Vol: 0 36 10 2 69 19 2 761 32 0 1726 21
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 36 10 2 69 19 2 761 32 0 1726 21
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 36 10 2 69 19 2 761 32 0 1726 21
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 40 11 2 77 21 2 846 36 0 1918 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 40 11 2 77 21 2 846 36 0 1918 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 40 11 2 77 21 2 846 36 0 1918 23

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.97 0.97 0.97 0.97 0.97 0.90 0.90 0.90 1.00 0.91 0.91
Lanes: 0.00 0.78 0.22 0.02 0.77 0.21 0.01 1.91 0.08 0.00 2.96 0.04
Final Sat.: 0 1444 401 41 1410 388 9 3256 137 0 5114 62

Capacity Analysis Module:
Vol/Sat: 0.00 0.03 0.03 0.05 0.05 0.05 0.26 0.26 0.26 0.00 0.37 0.37
Crit Moves: *****
Green/Cycle: 0.00 0.18 0.18 0.18 0.18 0.18 0.74 0.74 0.74 0.00 0.74 0.74
Volume/Cap: 0.00 0.16 0.16 0.31 0.31 0.31 0.35 0.35 0.35 0.00 0.50 0.50
Delay/Veh: 0.0 31.5 31.5 32.7 32.7 32.7 4.1 4.1 4.1 0.0 4.8 4.8
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 31.5 31.5 32.7 32.7 32.7 4.1 4.1 4.1 0.0 4.8 4.8
LOS by Move: A C C C C C A A A A A A
HCM2kAvgQ: 0 1 1 3 3 3 4 4 4 0 8 8

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #38 Alexander Ave/Bunker Rd

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[12.4]

Street Name:	Bunker Rd				Alexander Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	1	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	54	237	0	0	299	25	41	0	177	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:	54	237	0	0	299	25	41	0	177	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	237	0	0	299	25	41	0	177	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	57	249	0	0	315	26	43	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	57	249	0	0	315	26	43	0	186	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflict Vol:	341	xxxx	xxxxx	xxxx	xxxx	xxxxx	691	xxxx	328	xxxx	xxxx	xxxxx
Potent Cap.:	1229	xxxx	xxxxx	xxxx	xxxx	xxxxx	413	xxxx	718	xxxx	xxxx	xxxxx
Move Cap.:	1229	xxxx	xxxxx	xxxx	xxxx	xxxxx	399	xxxx	718	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.26	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	1.0	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.1	xxxx	11.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.4			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #39 Alexander Ave/Ft.Baker (East) Rd

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[10.5]

Street Name:	Ft.Baker (East) Rd				Alexander Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	0	1	0	0	0	1	0

Volume Module:

Base Vol:	0	274	10	8	316	13	0	0	0	4	0	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	274	10	8	316	13	0	0	0	4	0	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	274	10	8	316	13	0	0	0	4	0	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	282	10	8	326	13	0	0	0	4	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	282	10	8	326	13	0	0	0	4	0	73

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	293	xxxx	xxxxx	673	642	332	637	643	288
Potent Cap.:	xxxx	xxxx	xxxxx	1280	xxxx	xxxxx	372	395	714	445	394	756
Move Cap.:	xxxx	xxxx	xxxxx	1280	xxxx	xxxxx	334	393	714	443	392	756
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.01	0.00	0.10

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	729	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.5		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #40 Bush St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.415
Loss Time (sec): 8 Average Delay (sec/veh): 23.9
Optimal Cycle: 90 Level Of Service: C

Street Name:	Van Ness Ave						Bush 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			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	34	34	10	48	0	34	34	34	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	0	3	0	0	1	1	0	0

Volume Module:
 Base Vol: 0 1591 117 211 2171 0 67 969 115 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 1591 117 211 2171 0 67 969 115 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 1591 117 211 2171 0 67 969 115 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 PHF Volume: 0 1693 124 224 2310 0 71 1031 122 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1693 124 224 2310 0 71 1031 122 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 1693 124 224 2310 0 71 1031 122 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.90 0.90 0.95 0.91 1.00 0.89 0.89 0.89 1.00 1.00 1.00
 Lanes: 0.00 2.79 0.21 1.00 3.00 0.00 0.17 2.53 0.30 0.00 0.00 0.00
 Final Sat.: 0 4783 352 1805 5187 0 295 4263 506 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.35 0.35 0.12 0.45 0.00 0.24 0.24 0.24 0.00 0.00 0.00
 Crit Moves: **** **** ****
 Green/Cycle: 0.00 0.40 0.40 0.56 0.53 0.00 0.38 0.38 0.38 0.00 0.00 0.00
 Volume/Cap: 0.00 0.88 0.88 0.70 0.83 0.00 0.64 0.64 0.64 0.00 0.00 0.00
 Delay/Veh: 0.0 29.8 29.8 16.5 20.0 0.0 23.7 23.7 23.7 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 29.8 29.8 16.5 20.0 0.0 23.7 23.7 23.7 0.0 0.0 0.0
 LOS by Move: A C C B C A C C C A A A
 HCM2kAvgQ: 0 21 21 4 18 0 11 11 11 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #41 Pine St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.540
Loss Time (sec): 8 Average Delay (sec/veh): 55.3
Optimal Cycle: 127 Level Of Service: E

Street Name:	Van Ness Ave						Pine St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	48	0	0	34	34	0	0	0	34	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	2	1	0	0	0	1	2

Volume Module:
 Base Vol: 156 1503 0 0 2236 207 0 0 0 122 1487 237
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 156 1503 0 0 2236 207 0 0 0 122 1487 237
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 156 1503 0 0 2236 207 0 0 0 122 1487 237
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 161 1549 0 0 2305 213 0 0 0 126 1533 244
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 161 1549 0 0 2305 213 0 0 0 126 1533 244
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 161 1549 0 0 2305 213 0 0 0 126 1533 244

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.91 1.00 1.00 0.90 0.90 1.00 1.00 1.00 0.88 0.88 0.88
 Lanes: 1.00 3.00 0.00 0.00 2.75 0.25 0.00 0.00 0.00 0.26 3.23 0.51
 Final Sat.: 1805 5187 0 0 4686 434 0 0 0 444 5411 862

Capacity Analysis Module:
 Vol/Sat: 0.09 0.30 0.00 0.00 0.49 0.49 0.00 0.00 0.00 0.28 0.28 0.28
 Crit Moves: **** **** ****
 Green/Cycle: 0.56 0.53 0.00 0.00 0.42 0.42 0.00 0.00 0.00 0.38 0.38 0.38
 Volume/Cap: 0.57 0.56 0.00 0.00 1.17 1.17 0.00 0.00 0.00 0.75 0.75 0.75
 Delay/Veh: 12.1 14.2 0.0 0.0 106 105.8 0.0 0.0 0.0 25.6 25.6 25.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 12.1 14.2 0.0 0.0 106 105.8 0.0 0.0 0.0 25.6 25.6 25.6
 LOS by Move: B B A A F F A A A C C C
 HCM2kAvgQ: 3 10 0 0 42 42 0 0 0 14 14 14

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #42 Lombard St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.397
Loss Time (sec): 7 Average Delay (sec/veh): 149.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Van Ness Ave			Lombard St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Permitted		Permitted
Rights:	Include		Include	Ovl		Include
Min. Green:	56	56	56	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0	0	1	0	0

Volume Module:
Base Vol: 1191 262 34 0 546 156 133 112 1673 1 91 9
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1191 262 34 0 546 156 133 112 1673 1 91 9
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1191 262 34 0 546 156 133 112 1673 1 91 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 1281 282 37 0 587 168 143 120 1799 1 98 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1281 282 37 0 587 168 143 120 1799 1 98 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1281 282 37 0 587 168 143 120 1799 1 98 10

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.98 0.98 1.00 0.95 0.85 0.43 0.43 0.41 0.99 0.99 0.99
Lanes: 3.00 0.89 0.11 0.00 2.00 1.00 0.54 0.46 2.00 0.01 0.90 0.09
Final Sat.: 5253 1653 215 0 3610 1615 440 371 1563 19 1690 167

Capacity Analysis Module:
Vol/Sat: 0.24 0.17 0.17 0.00 0.16 0.10 0.32 0.32 1.15 0.06 0.06 0.06
Crit Moves: **** **** ****
Green/Cycle: 0.48 0.71 0.71 0.00 0.23 0.23 0.23 0.23 0.71 0.23 0.23 0.23
Volume/Cap: 0.51 0.24 0.24 0.00 0.70 0.45 1.41 1.41 1.62 0.25 0.25 0.25
Delay/Veh: 21.2 6.0 6.0 0.0 44.1 39.5 257.2 257 301.1 37.0 37.0 37.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 21.2 6.0 6.0 0.0 44.1 39.5 257.2 257 301.1 37.0 37.0 37.0
LOS by Move: C A A A D D F F F D D D
HCM2kAvgQ: 10 4 4 0 11 5 18 18 82 3 3 3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #43 Embarcadero / Howard St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 10 Average Delay (sec/veh): 77.6
Optimal Cycle: 180 Level Of Service: E

Street Name:	Embarcadero			Howard St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase
Rights:	Include		Include	Include		Include
Min. Green:	15	45	0	10	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	0

Volume Module:
Base Vol: 121 1565 0 3 1058 400 438 0 339 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: 121 1565 0 3 1058 400 438 0 339 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 121 1565 0 3 1058 400 438 0 339 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 130 1683 0 3 1138 430 471 0 365 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 1683 0 3 1138 430 471 0 365 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 130 1683 0 3 1138 430 471 0 365 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.56 1.00 0.88 0.88 0.43 0.81 1.00 0.74 1.00 1.00 1.00
Lanes: 1.00 3.00 0.00 1.00 2.00 1.00 1.37 0.00 0.63 0.00 0.00 0.00
Final Sat.: 1679 3216 0 1679 3357 808 2108 0 882 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.08 0.52 0.00 0.00 0.34 0.53 0.22 0.00 0.41 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.15 0.47 0.00 0.10 0.42 0.42 0.33 0.00 0.33 0.00 0.00 0.00
Volume/Cap: 0.52 1.11 0.00 0.02 0.80 1.26 0.68 0.00 1.26 0.00 0.00 0.00
Delay/Veh: 41.0 85.1 0.0 40.6 28.6 168.1 30.7 0.0 163.2 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 41.0 85.1 0.0 40.6 28.6 168.1 30.7 0.0 163.2 0.0 0.0 0.0
LOS by Move: D F A D C F C A F A A A
HCM2kAvgQ: 3 25 0 0 16 24 10 0 35 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #44 Embarcadero / Folsom St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 10 Average Delay (sec/veh): 49.1
Optimal Cycle: 90 Level Of Service: D

Street Name:	Embarcadero						Folsom 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	12	49	49	32	32	32	31	31	31	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	2	0	0	0	0	0

Volume Module:

Base Vol:	162	1417	0	0	1375	25	273	0	297	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:	162	1417	0	0	1375	25	273	0	297	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1417	0	0	1375	25	273	0	297	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	174	1524	0	0	1478	27	294	0	319	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1524	0	0	1478	27	294	0	319	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1524	0	0	1478	27	294	0	319	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.70	1.00	1.00	0.97	0.87	0.83	1.00	0.59	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.96	0.04	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1679	2671	0	0	3599	65	3152	0	1114	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.10	0.57	0.00	0.00	0.41	0.41	0.09	0.00	0.29	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.13	0.54	0.00	0.00	0.41	0.41	0.38	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.78	1.05	0.00	0.00	1.00	1.00	0.24	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	53.5	57.6	0.0	0.0	49.6	49.6	18.9	0.0	31.0	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:	53.5	57.6	0.0	0.0	49.6	49.6	18.9	0.0	31.0	0.0	0.0	0.0
LOS by Move:	D	E	A	A	D	D	B	A	C	A	A	A
HCM2kAvgQ:	4	27	0	0	24	22	3	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Scenario Report

Scenario: Existing + AC Event 2012 Weekday PM

Command: Default Command
Volume: Existing + AC Event 2012 Weekday PM
Geometry: Existing Weekday PM
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

34th America's Cup Races
Transportation Impact Analysis

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 30 Jackson St/Arguello Blvd	???	No
# 32 Lombard St/Lyon St	???	Yes

34th America's Cup Races
Transportation Impact Analysis

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #30 Jackson St/Arguello Blvd

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	342	46			43	545	0			0	0	0	0		85	0	49		

Major Street Volume: 976
Minor Approach Volume: 134
Minor Approach Volume Threshold: 226

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

34th America's Cup Races
Transportation Impact Analysis

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Lombard St/Lyon St

Future Volume Alternative: Peak Hour Warrant Met

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							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	146	22	7			22	56	200			164	480	94			5	328	19		

Major Street Volume: 1090
Minor Approach Volume: 278
Minor Approach Volume Threshold: 196

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Existing plus AC34 2012 Project Conditions

Weekend Midday Peak Hour

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Beach St/Columbus Ave

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

Street Name:	Columbus Ave						Beach 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0

Volume Module:	Columbus Ave NB			Columbus Ave SB			Beach St EB			Beach St WB		
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:	Columbus Ave NB			Columbus Ave SB			Beach St EB			Beach St WB		
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:	Columbus Ave NB			Columbus Ave SB			Beach St EB			Beach St WB		
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:	Columbus Ave NB			Columbus Ave SB			Beach St EB			Beach St WB		
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

Note: Queue reported is the number of cars per lane.

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

Intersection #2 North Point St/Columbus Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 9 Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Street Name:	Columbus Ave						North Point 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:	28	28	28	28	28	28	53	53	53	53	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
MLF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
FinalVolume: 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves:
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move:
HCM2kAvgQ: 0 0 0 0 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #3 North Point St/Stockton St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 8 Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Street Name:	Stockton St						North Point 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:	25	25	25	25	25	25	57	57	57	57	57	57
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
MLF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
FinalVolume: 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves:
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move:
HCM2kAvgQ: 0 0 0 0 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

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

Intersection #4 Bay St/Columbus Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 9 Average Delay (sec/veh): 11.0
Optimal Cycle: 67 Level Of Service: B

Street Name: Columbus Ave Bay 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			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	8	31	31	0	19	19	47	47	47	50	50	50
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0

Volume Module:
Base Vol: 298 0 69 1 0 0 0 955 33 32 156 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: 298 0 69 1 0 0 0 955 33 32 156 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 298 0 69 1 0 0 0 955 33 32 156 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.00 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 304 0 0 1 0 0 0 974 34 33 159 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 304 0 0 1 0 0 0 974 34 33 159 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 304 0 0 1 0 0 0 974 34 33 159 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 1.00 0.90 0.95 0.95 0.95 0.95 0.85 0.75 0.75 0.95
Lanes: 2.00 1.00 0.00 1.00 0.00 1.00 0.00 2.00 1.00 0.34 1.66 0.00
Final Sat.: 3502 1900 0 1718 0 1805 0 3610 1615 487 2372 0

Capacity Analysis Module:
Vol/Sat: 0.09 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.02 0.07 0.07 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.22 0.00 0.00 0.22 0.00 0.00 0.00 0.68 0.68 0.68 0.00
Volume/Cap: 0.40 0.00 0.00 0.00 0.00 0.00 0.00 0.40 0.03 0.10 0.10 0.00
Delay/Veh: 30.4 0.0 0.0 27.5 0.0 0.0 0.0 6.4 4.7 4.9 4.9 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 30.4 0.0 0.0 27.5 0.0 0.0 0.0 6.4 4.7 4.9 4.9 0.0
LOS by Move: C A A C A A A A A A A
HCM2kAvgQ: 4 0 0 0 0 0 0 6 0 1 1 0

Note: Queue reported is the number of cars per lane.

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

Intersection #5 Bay St/Stockton St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 7 Average Delay (sec/veh): 11.5
Optimal Cycle: 90 Level Of Service: B

Street Name: Stockton St Bay 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:	20	20	20	20	20	20	63	63	63	63	63	63
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:
Base Vol: 128 0 59 0 0 0 0 623 151 29 66 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 59 0 0 0 0 623 151 29 66 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 128 0 59 0 0 0 0 623 151 29 66 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 132 0 61 0 0 0 0 642 156 30 68 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 132 0 61 0 0 0 0 642 156 30 68 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 132 0 61 0 0 0 0 642 156 30 68 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.75 1.00 0.75 1.00 1.00 1.00 0.95 0.92 0.92 0.74 0.74 0.95
Lanes: 0.68 0.00 0.32 0.00 1.00 0.00 0.00 1.61 0.39 0.61 1.39 0.00
Final Sat.: 977 0 450 0 1900 0 0 2821 684 855 1946 0

Capacity Analysis Module:
Vol/Sat: 0.14 0.00 0.14 0.00 0.00 0.00 0.00 0.23 0.23 0.03 0.03 0.00
Crit Moves: **** ****
Green/Cycle: 0.22 0.00 0.22 0.00 0.00 0.00 0.00 0.70 0.70 0.70 0.00
Volume/Cap: 0.61 0.00 0.61 0.00 0.00 0.00 0.00 0.33 0.33 0.05 0.05 0.00
Delay/Veh: 39.9 0.0 39.9 0.0 0.0 0.0 0.0 5.6 5.6 4.2 4.2 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
AdjDel/Veh: 39.9 0.0 39.9 0.0 0.0 0.0 0.0 5.6 5.6 4.2 4.2 0.0
LOS by Move: D A D A A A A A A A A
HCM2kAvgQ: 6 0 6 0 0 0 0 5 5 0 0 0

Note: Queue reported is the number of cars per lane.

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

Intersection #6 Bay St/Kearny St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 9 Average Delay (sec/veh): 10.1
Optimal Cycle: 90 Level Of Service: B

Street Name:	Kearny St			Bay St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Permitted			Permitted		
Rights:	Include			Include		
Min. Green:	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1

Volume Module:
Base Vol: 96 0 14 0 0 0 0 567 121 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: 96 0 14 0 0 0 0 567 121 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 96 0 14 0 0 0 0 567 121 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 108 0 16 0 0 0 0 637 136 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 108 0 16 0 0 0 0 637 136 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 108 0 16 0 0 0 0 637 136 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.73 1.00 0.73 1.00 1.00 1.00 0.95 0.93 0.93 0.95 0.95 0.95
Lanes: 0.87 0.00 0.13 0.00 1.00 0.00 0.00 1.65 0.35 0.00 0.00 2.00
Final Sat.: 1208 0 176 0 1900 0 0 2898 618 0 0 3610

Capacity Analysis Module:
Vol/Sat: 0.09 0.00 0.09 0.00 0.00 0.00 0.00 0.22 0.22 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.22 0.00 0.22 0.00 0.00 0.00 0.00 0.68 0.68 0.00 0.00 0.00
Volume/Cap: 0.40 0.00 0.40 0.00 0.00 0.00 0.00 0.32 0.32 0.00 0.00 0.00
Delay/Veh: 33.8 0.0 33.8 0.0 0.0 0.0 0.0 6.4 6.4 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.8 0.0 33.8 0.0 0.0 0.0 0.0 6.4 6.4 0.0 0.0 0.0
LOS by Move: C A C A A A A A A A A A
HCM2kAvgQ: 3 0 3 0 0 0 0 5 5 0 0 0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Broadway St/Sansome St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 9 Average Delay (sec/veh): 15.7
Optimal Cycle: 80 Level Of Service: B

Street Name:	Sansome St			Broadway St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Split Phase			Split Phase		
Rights:	Include			Include		
Min. Green:	27	27	27	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0

Volume Module:
Base Vol: 367 100 18 0 0 0 114 449 0 0 175 38
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 367 100 18 0 0 0 114 449 0 0 175 38
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 367 100 18 0 0 0 114 449 0 0 175 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 390 106 19 0 0 0 121 478 0 0 186 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 390 106 19 0 0 0 121 478 0 0 186 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 390 106 19 0 0 0 121 478 0 0 186 40

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.84 0.84 0.84 1.00 1.00 1.00 0.78 0.78 1.00 1.00 0.92 0.92
Lanes: 1.00 0.85 0.15 0.00 0.00 0.00 0.40 1.60 0.00 0.00 1.64 0.36
Final Sat.: 1590 1347 242 0 0 0 602 2372 0 0 2886 627

Capacity Analysis Module:
Vol/Sat: 0.25 0.08 0.08 0.00 0.00 0.00 0.20 0.20 0.00 0.00 0.06 0.06
Crit Moves: ****
Green/Cycle: 0.34 0.34 0.34 0.00 0.00 0.00 0.55 0.55 0.00 0.00 0.55 0.55
Volume/Cap: 0.73 0.23 0.23 0.00 0.00 0.00 0.37 0.37 0.00 0.00 0.12 0.12
Delay/Veh: 27.1 19.1 19.1 0.0 0.0 0.0 10.3 10.3 0.0 0.0 8.7 8.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 27.1 19.1 19.1 0.0 0.0 0.0 10.3 10.3 0.0 0.0 8.7 8.7
LOS by Move: C B B A A A B B A A A A
HCM2kAvgQ: 10 2 2 0 0 0 5 5 0 0 1 1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Broadway St/Battery St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 9 Average Delay (sec/veh): 16.0
Optimal Cycle: 70 Level Of Service: B

Street Name:	Battery St			Broadway St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Split Phase		Split Phase	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	0	0	0	44	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0

Volume Module:	Battery St		Broadway St	
Base Vol:	0	0	15	286
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	286
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	0	0	15	286
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93
PHF Volume:	0	0	16	308
Reduct Vol:	0	0	0	0
Reduced Vol:	0	0	16	308
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	0	0	16	308

Saturation Flow Module:	Battery St		Broadway St	
Sat/Lane:	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.91	0.91
Lanes:	0.00	0.00	0.08	1.44
Final Sat.:	0	0	131	2492

Capacity Analysis Module:	Battery St		Broadway St	
Vol/Sat:	0.00	0.00	0.12	0.12
Crit Moves:	****		****	
Green/Cycle:	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.22	0.22
Delay/Veh:	0.0	0.0	9.3	9.3
User DelAdj:	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	9.3	9.3
LOS by Move:	A	A	A	A
HCM2kAvgQ:	0	0	3	3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #9 Embarcadero/ Beach St/ Grant St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 13 Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service: B

Street Name:	Embarcadero			Beach St (EB)/Grant St (WB)		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Split Phase		Split Phase	Split Phase		Split Phase
Rights:	Include		Include	Include		Include
Min. Green:	17	17	17	26	26	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0

Volume Module:	Embarcadero		Beach St		Grant St	
Base Vol:	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0

Saturation Flow Module:	Embarcadero		Beach St		Grant St	
Sat/Lane:	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0

Capacity Analysis Module:	Embarcadero		Beach St		Grant St	
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****		****		****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #10 Embarcadero/ North Point St / Kearny St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 14 Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Street Name: Embarcadero North Point St (EB)/ Kearny St (W)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	15	36	0	0	17	17	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #11 Embarcadero / Bay St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.248
Loss Time (sec): 7 Average Delay (sec/veh): 0.4
Optimal Cycle: 49 Level Of Service: A

Street Name: Embarcadero Bay 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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	42	53	0	0	25	25	7	0	42	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	580	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	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	580	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	580	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	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	0	0	0	0	0	0	598	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	598	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	1.00
MLF Adj:	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
FinalVolume:	0	0	0	0	0	0	0	0	0	598	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.95	0.95	1.00	1.00	0.69	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	3686	3610	0	0	3610	0	1900	0	2615	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.00
Crit Moves:									****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	1	0	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #12 Embarcadero / Chestnut St / Sansome St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.207
Loss Time (sec): 13 Average Delay (sec/veh): 10.9
Optimal Cycle: 69 Level Of Service: B

Street Name: Embarcadero Chestnut St (EB) / Sansome St (WB)
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	40	0	10	40	0	16	16	16	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	1	0	1	0	0

Volume Module:
Base Vol: 0 0 0 0 504 76 83 0 16 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 504 76 83 0 16 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 504 76 83 0 16 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 0 548 83 90 0 17 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 548 83 90 0 17 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 548 83 90 0 17 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 1.00 1.00 0.89 0.89 0.89 0.95 0.89 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 2.61 0.39 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1900 3610 0 1900 4417 666 1691 0 1691 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.12 0.12 0.05 0.00 0.01 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.60 0.60 0.26 0.00 0.26 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.21 0.21 0.00 0.00 0.04 0.00 0.00 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 8.3 8.3 26.4 0.0 25.1 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 8.3 8.3 26.4 0.0 25.1 0.0 0.0 0.0
LOS by Move: A A A A A C A C A A A
HCM2kAvgQ: 0 0 0 0 3 3 2 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #13 Embarcadero/ Lombard St / Battery St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.156
Loss Time (sec): 11 Average Delay (sec/veh): 17.6
Optimal Cycle: 73 Level Of Service: B

Street Name: Embarcadero Lombard St (EB) / Battery St (WB)
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	9	35	35	9	35	35	21	21	21	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	2	0	1	0	0	1	0

Volume Module:
Base Vol: 0 0 0 0 332 189 0 4 130 9 4 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 332 189 0 4 130 9 4 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 332 189 0 4 130 9 4 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 0 361 205 0 4 141 10 4 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 361 205 0 4 141 10 4 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 361 205 0 4 141 10 4 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.95 1.00 0.95 0.85 1.00 1.00 0.85 0.97 0.97 1.00
Lanes: 1.00 2.00 0.00 1.00 2.00 1.00 0.00 1.00 1.00 0.69 0.31 0.00
Final Sat.: 1900 3610 0 1900 3610 1615 0 1900 1615 1272 565 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.10 0.13 0.00 0.00 0.09 0.01 0.01 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.39 0.39 0.00 0.56 0.56 0.07 0.07 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.26 0.33 0.00 0.00 0.16 0.12 0.12 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 18.8 19.6 0.0 8.7 9.6 39.9 39.9 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 18.8 19.6 0.0 8.7 9.6 39.9 39.9 0.0
LOS by Move: A A A A B B A A A D D A
HCM2kAvgQ: 0 0 0 0 3 4 0 0 2 0 0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Embarcadero / Green St / Davis St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.127
Loss Time (sec):	14	Average Delay (sec/veh):	9.3
Optimal Cycle:	79	Level Of Service:	A

Street Name:	Embarcadero-Davis St				Green 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		Split Phase		Split Phase					
Rights:	Include		Include		Include		Include					
Min. Green:	8	44	0	7	41	0	24	0	24	24	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

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Volume Module:

Base Vol:	0	0	0	0	331	15	0	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	331	15	0	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	331	15	0	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	0	352	16	0	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	352	16	0	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	352	16	0	0	7	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.94	0.94	1.00	1.00	0.87	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.91	0.09	0.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1900	3610	0	1900	3433	156	0	0	1644	0	1900	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	9.0	9.0	0.0	0.0	24.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	9.0	9.0	0.0	0.0	24.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	C	A	A	A
HCM2kAvgQ:	0	0	0	2	2	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Embarcadero / Broadway St / Drumm St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	17	Average Delay (sec/veh):	19.4
Optimal Cycle:	74	Level Of Service:	B

Street Name:	Embarcadero-Drumm St				Broadway 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		Split Phase		Split Phase								
Rights:	Include		Include		Include		Include								
Min. Green:	16	37	0	7	28	28	29	0	29	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	0	1	0	1	1	0	1	0	0	0	0

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Volume Module:

Base Vol:	0	0	0	0	303	30	0	0	245	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	303	30	0	0	245	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	303	30	0	0	245	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:	0	0	0	0	303	30	0	0	245	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	303	30	0	0	245	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	303	30	0	0	245	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.94	0.94	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	1.82	0.18	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3686	3610	0	1900	3242	321	1900	0	1615	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.15	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	23.7	23.7	0.0	0.0	13.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	23.7	23.7	0.0	0.0	13.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	C	C	A	A	B	A	A	A
HCM2kAvgQ:	0	0	0	4	4	4	0	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #16 Embarcadero / Washington St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.229
Loss Time (sec):	17	Average Delay (sec/veh):	16.4
Optimal Cycle:	78	Level Of Service:	B

Street Name: Embarcadero 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:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	12 30 0	10 28 0	33 0 33	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	2 0 3 0 0	1 0 2 1 0	1 0 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0 0 0	0 439 108	0 0 125	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	0 439 108	0 0 125	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	0 439 108	0 0 125	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:	0 0 0	0 439 108	0 0 125	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	0 439 108	0 0 125	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0	0 439 108	0 0 125	0 0 0

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.97 0.91	1.00 0.88	0.88 1.00	0.85 1.00
Lanes:	2.00 3.00	0.00 1.00	2.41 0.59	1.00 0.00
Final Sat.:	3686 5187	0 1900	4038 993	1900 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.00	0.00 0.11	0.11 0.00	0.08 0.00
Crit Moves:		****		****
Green/Cycle:	0.00 0.00	0.00 0.44	0.44 0.00	0.37 0.00
Volume/Cap:	0.00 0.00	0.00 0.24	0.24 0.00	0.21 0.00
Delay/Veh:	0.0 0.0	0.0 15.6	15.6 0.0	19.7 0.0
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	0.0 0.0	0.0 15.6	15.6 0.0	19.7 0.0
LOS by Move:	A A	A B	B A	A A
HCM2kAvgQ:	0 0	0 3	3 0	2 0

Note: Queue reported is the number of cars per lane.

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

Intersection #17 Embarcadero / Mission St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.182
Loss Time (sec):	10	Average Delay (sec/veh):	0.7
Optimal Cycle:	62	Level Of Service:	A

Street Name: Embarcadero Mission 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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 52 0	52 52 52	28 0 28	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 0	0 0 2 1 0	0 0 1! 0 0	0 0 0 0 0

Volume Module:

Base Vol:	0 0 0	0 376 188	0 0 0	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	0 376 188	0 0 0	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	0 376 188	0 0 0	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.93 0.93 0.93	0.93 0.93 0.93	0.93 0.93 0.93	0.93 0.93 0.93
PHF Volume:	0 0 0	0 404 202	0 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	0 404 202	0 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0	0 404 202	0 0 0	0 0 0

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	1.00 0.62	1.00 0.59	0.86 1.00	1.00 1.00
Lanes:	0.00 3.00	0.00 2.24	0.76 0.00	1.00 0.00
Final Sat.:	0 3527	0 2501	1250 0	1900 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.00	0.00 0.16	0.16 0.00	0.00 0.00
Crit Moves:		****		
Green/Cycle:	0.00 0.00	0.00 0.89	0.89 0.00	0.00 0.00
Volume/Cap:	0.00 0.00	0.00 0.18	0.18 0.00	0.00 0.00
Delay/Veh:	0.0 0.0	0.0 0.7	0.7 0.0	0.0 0.0
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	0.0 0.0	0.0 0.7	0.7 0.0	0.0 0.0
LOS by Move:	A A	A A	A A	A A
HCM2kAvgQ:	0 0	0 1	1 0	0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #18 Embarcadero / Harrison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 10 Average Delay (sec/veh): 14.5
Optimal Cycle: 100 Level Of Service: B

Street Name: Embarcadero Harrison St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
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Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 63 0	0 63 63	27 27 27	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0

Volume Module:
Base Vol: 0 146 0 0 311 248 196 0 74 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 146 0 0 311 248 196 0 74 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 146 0 0 311 248 196 0 74 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
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 157 0 0 334 267 211 0 80 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 157 0 0 334 267 211 0 80 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 157 0 0 334 267 211 0 80 0 0 0
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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.67 1.00 1.00 0.63 0.89 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 1.28 0.72 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 0 2559 0 0 1527 1218 1805 0 1615 0 0 0
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Capacity Analysis Module:
Vol/Sat: 0.00 0.06 0.00 0.00 0.22 0.22 0.12 0.00 0.05 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.63 0.00 0.00 0.63 0.63 0.27 0.00 0.27 0.00 0.00 0.00
Volume/Cap: 0.00 0.10 0.00 0.00 0.35 0.35 0.43 0.00 0.18 0.00 0.00 0.00
Delay/Veh: 0.0 7.3 0.0 0.0 8.9 8.9 30.8 0.0 28.2 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 7.3 0.0 0.0 8.9 8.9 30.8 0.0 28.2 0.0 0.0 0.0
LOS by Move: A A A A A C A C A A A
HCM2kAvgQ: 0 1 0 0 4 6 6 0 2 0 0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #19 Embarcadero / Bryant St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 10 Average Delay (sec/veh): 26.8
Optimal Cycle: 95 Level Of Service: C

Street Name: Embarcadero Bryant St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
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Control:	Protected	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	21 41 41	16 36 36	28 28 28	28 28 28
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 2 0 1	0 1 0 0 1	0 0 1! 0 0

Volume Module:
Base Vol: 263 73 14 31 286 66 67 5 85 4 11 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 263 73 14 31 286 66 67 5 85 4 11 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 263 73 14 31 286 66 67 5 85 4 11 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 286 79 15 34 311 72 73 5 92 4 12 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 286 79 15 34 311 72 73 5 92 4 12 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 286 79 15 34 311 72 73 5 92 4 12 5
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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.93 0.93 0.95 0.95 0.85 0.74 0.74 0.85 0.94 0.94 0.94
Lanes: 1.00 1.68 0.32 1.00 2.00 1.00 0.93 0.07 1.00 0.20 0.55 0.25
Final Sat.: 1805 2956 567 1805 3610 1615 1315 98 1615 355 977 444
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Capacity Analysis Module:
Vol/Sat: 0.16 0.03 0.03 0.02 0.09 0.04 0.06 0.06 0.06 0.01 0.01 0.01
Crit Moves: ****
Green/Cycle: 0.26 0.45 0.45 0.17 0.36 0.36 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.61 0.06 0.06 0.11 0.24 0.12 0.20 0.20 0.20 0.04 0.04 0.04
Delay/Veh: 34.9 15.8 15.8 34.9 22.5 21.5 27.7 27.7 27.7 26.3 26.3 26.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 34.9 15.8 15.8 34.9 22.5 21.5 27.7 27.7 27.7 26.3 26.3 26.3
LOS by Move: C B B C C C C C C C C
HCM2kAvgQ: 8 1 1 1 3 1 2 2 2 0 0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #20 Embarcadero / Brannan St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.143
Loss Time (sec): 11 Average Delay (sec/veh): 27.8
Optimal Cycle: 90 Level Of Service: C

Street Name: Brannan St Embarcadero
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	37	0	14	37	37	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:
Base Vol: 182 286 0 2 261 109 66 0 43 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: 182 286 0 2 261 109 66 0 43 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 182 286 0 2 261 109 66 0 43 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 196 308 0 2 281 117 71 0 46 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 196 308 0 2 281 117 71 0 46 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 196 308 0 2 281 117 71 0 46 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 2.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 0 1805 3610 1615 1805 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.11 0.09 0.00 0.00 0.08 0.07 0.04 0.00 0.03 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.12 0.41 0.00 0.16 0.45 0.45 0.31 0.00 0.31 0.00 0.00 0.00
Volume/Cap: 0.90 0.21 0.00 0.01 0.17 0.16 0.13 0.00 0.09 0.00 0.00 0.00
Delay/Veh: 74.0 17.1 0.0 32.1 15.0 15.0 22.3 0.0 22.1 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 74.0 17.1 0.0 32.1 15.0 15.0 22.3 0.0 22.1 0.0 0.0 0.0
LOS by Move: E B A C B B C A C A A A
HCM2kAvgQ: 6 3 0 0 2 2 1 0 1 0 0 0

Note: Queue reported is the number of cars per lane.

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

Intersection #21 Folsom St/Fremont St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 16 Average Delay (sec/veh): 30.4
Optimal Cycle: 77 Level Of Service: C

Street Name: Fremont St (I-80 WB Off Ramp) Folsom 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	21	21	21	0	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	1	0	1	1	0	0	0

Volume Module:
Base Vol: 0 0 108 342 38 0 75 311 9 0 15 269
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 108 342 38 0 75 311 9 0 15 269
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 108 342 38 0 75 311 9 0 15 269
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 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 0 111 353 39 0 77 321 9 0 15 277
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 111 353 39 0 77 321 9 0 15 277
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 111 353 39 0 77 321 9 0 15 277

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.81 0.48 0.66 1.00 0.90 0.90 0.90 1.00 0.87 0.87
Lanes: 1.00 0.00 1.00 1.86 0.14 0.00 0.57 2.36 0.07 0.00 0.05 0.95
Final Sat.: 1805 0 1534 1684 173 0 973 4035 117 0 88 1569

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.07 0.21 0.23 0.00 0.08 0.08 0.08 0.00 0.18 0.18
Crit Moves: **** **** ****
Green/Cycle: 0.00 0.00 0.25 0.25 0.25 0.00 0.27 0.27 0.27 0.00 0.27 0.27
Volume/Cap: 0.00 0.00 0.29 0.85 0.92 0.00 0.29 0.29 0.29 0.00 0.65 0.65
Delay/Veh: 0.0 0.0 24.0 41.4 52.5 0.0 22.2 22.2 22.2 0.0 28.0 28.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 24.0 41.4 52.5 0.0 22.2 22.2 22.2 0.0 28.0 28.0
LOS by Move: A A C D D A C C C A C C
HCM2kAvgQ: 0 0 2 5 8 0 3 3 3 0 7 7

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #22 King St/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 10 Average Delay (sec/veh): 30.4
Optimal Cycle: 95 Level Of Service: C

Street Name:	3rd St						King St					
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			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	26	26	26	0	0	0	20	46	46	13	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	2	1	1	0	0	0	0	0	0	0

Volume Module:
Base Vol: 50 418 137 0 0 0 1037 385 29 152 238 56
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 418 137 0 0 0 1037 385 29 152 238 56
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 418 137 0 0 0 1037 385 29 152 238 56
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 52 435 143 0 0 0 1080 401 30 158 248 58
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 435 143 0 0 0 1080 401 30 158 248 58
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 52 435 143 0 0 0 1080 401 30 158 248 58

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 1.00 1.00 1.00 0.92 0.94 0.94 0.92 0.55 0.92
Lanes: 0.41 3.46 1.13 0.00 0.00 0.00 3.00 1.86 0.14 2.00 1.75 0.25
Final Sat.: 682 5701 1868 0 0 0 5253 3324 250 3502 1845 434

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.00 0.00 0.00 0.21 0.12 0.12 0.05 0.13 0.13
Crit Moves: **** **** ****
Green/Cycle: 0.26 0.26 0.40 0.00 0.00 0.00 0.25 0.50 0.50 0.14 0.39 0.39
Volume/Cap: 0.29 0.29 0.19 0.00 0.00 0.00 0.82 0.24 0.24 0.32 0.34 0.34
Delay/Veh: 29.7 29.7 19.5 0.0 0.0 0.0 39.7 14.3 14.3 39.0 21.7 21.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 29.7 29.7 19.5 0.0 0.0 0.0 39.7 14.3 14.3 39.0 21.7 21.7
LOS by Move: C C B A A A D B B D C C
HCM2kAvgQ: 3 3 3 0 0 0 13 4 4 2 3 5

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #23 King St/4th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 13 Average Delay (sec/veh): 40.2
Optimal Cycle: 125 Level Of Service: D

Street Name:	King St						4th 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:	28	28	28	28	28	28	10	42	42	14	45	45
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	1	1	0	2	1	0	1

Volume Module:
Base Vol: 24 35 23 64 193 161 81 1364 0 41 191 56
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 24 35 23 64 193 161 81 1364 0 41 191 56
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 24 35 23 64 193 161 81 1364 0 41 191 56
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 25 36 24 67 201 168 84 1421 0 43 199 58
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 36 24 67 201 168 84 1421 0 43 199 58
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 36 24 67 201 168 84 1421 0 43 199 58

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.95 0.89 0.89 0.95 0.91 0.91 0.95 0.92 0.92
Lanes: 0.41 0.59 1.00 1.00 1.64 1.36 1.00 3.00 0.00 1.00 1.55 0.45
Final Sat.: 757 1105 1615 1805 2751 2295 1805 5187 0 1805 2697 791

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.01 0.04 0.07 0.07 0.05 0.27 0.00 0.02 0.07 0.07
Crit Moves: **** **** ****
Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.08 0.34 0.00 0.11 0.37 0.37
Volume/Cap: 0.15 0.15 0.07 0.16 0.33 0.33 0.57 0.82 0.00 0.21 0.20 0.20
Delay/Veh: 39.1 39.1 38.3 39.3 40.8 40.8 60.7 41.0 0.0 51.0 27.2 27.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.1 39.1 38.3 39.3 40.8 40.8 60.7 41.0 0.0 51.0 27.2 27.2
LOS by Move: D D D D D D E D A D C C
HCM2kAvgQ: 2 2 1 2 4 4 4 20 0 2 3 3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #24 16th St/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.200
Loss Time (sec): 10 Average Delay (sec/veh): 19.4
Optimal Cycle: 100 Level Of Service: B

Street Name:	3rd St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	56	56	31	31	31	34	34	34	34	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	1	0	1	0	1	0

Volume Module:
Base Vol: 103 337 0 4 165 36 52 0 105 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: 103 337 0 4 165 36 52 0 105 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 103 337 0 4 165 36 52 0 105 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 114 374 0 4 183 40 58 0 117 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 114 374 0 4 183 40 58 0 117 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 114 374 0 4 183 40 58 0 117 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 0.95 0.52 0.92 0.92 0.77 0.95 0.81 0.95 0.95 0.95
Lanes: 2.00 2.00 0.00 1.00 1.64 0.36 1.00 1.00 1.00 0.00 0.00 2.00
Final Sat.: 3502 3610 0 992 2883 629 1461 1805 1534 0 0 3610

Capacity Analysis Module:
Vol/Sat: 0.03 0.10 0.00 0.00 0.06 0.06 0.04 0.00 0.08 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.25 0.56 0.00 0.31 0.31 0.31 0.34 0.00 0.34 0.00 0.00 0.00
Volume/Cap: 0.13 0.19 0.00 0.01 0.21 0.21 0.12 0.00 0.22 0.00 0.00 0.00
Delay/Veh: 29.1 10.8 0.0 23.9 25.5 25.5 22.8 0.0 23.8 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 29.1 10.8 0.0 23.9 25.5 25.5 22.8 0.0 23.8 0.0 0.0 0.0
LOS by Move: C B A C C C C A C A A A
HCM2kAvgQ: 1 3 0 0 3 3 1 0 3 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #25 Cesar Chavez St/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.023
Loss Time (sec): 12 Average Delay (sec/veh): 20.9
Optimal Cycle: 97 Level Of Service: C

Street Name:	3rd St						Cesar Chavez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	35	35	10	30	30	5	40	40	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:
Base Vol: 133 307 8 2 168 59 96 138 130 10 136 8
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 133 307 8 2 168 59 96 138 130 10 136 8
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 133 307 8 2 168 59 96 138 130 10 136 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 146 337 9 2 185 65 105 152 143 11 149 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 146 337 9 2 185 65 105 152 143 11 149 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 146 337 9 2 185 65 105 152 143 11 149 9

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.69 0.95 0.95 0.49 0.91 0.91 0.64 0.88 0.88 0.88 0.88 0.88
Lanes: 1.00 1.95 0.05 1.00 1.48 0.52 1.00 1.03 0.97 0.13 1.77 0.10
Final Sat.: 1309 3504 91 925 2568 902 1212 1723 1623 216 2944 173

Capacity Analysis Module:
Vol/Sat: 0.11 0.10 0.10 0.00 0.07 0.07 0.09 0.09 0.09 0.05 0.05 0.05
Crit Moves: ****
Green/Cycle: 0.52 0.37 0.37 0.45 0.30 0.30 0.40 0.40 0.40 0.40 0.40 0.40
Volume/Cap: 0.20 0.26 0.26 0.00 0.24 0.24 0.22 0.22 0.22 0.13 0.13 0.13
Delay/Veh: 14.2 21.8 21.8 17.1 26.5 26.5 19.9 19.8 19.8 19.0 19.0 19.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 14.2 21.8 21.8 17.1 26.5 26.5 19.9 19.8 19.8 19.0 19.0 19.0
LOS by Move: B C C B C C B B B B B B
HCM2kAvgQ: 2 4 4 0 3 3 2 3 3 2 2 2

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #26 Cesar Chavez St/Illinois St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.123
Loss Time (sec): 9 Average Delay (sec/veh): 11.9
Optimal Cycle: 100 Level Of Service: B

Street Name: Illinois St Cesar Chavez 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:	20	20	20	20	20	20	71	71	71	71	71	71
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	1	0	0	0	1

Volume Module:
Base Vol: 29 27 3 9 17 11 27 77 45 3 115 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 27 3 9 17 11 27 77 45 3 115 7
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 29 27 3 9 17 11 27 77 45 3 115 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78
PHF Volume: 37 35 4 12 22 14 35 99 58 4 147 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 37 35 4 12 22 14 35 99 58 4 147 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 37 35 4 12 22 14 35 99 58 4 147 9

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.74 0.99 0.99 0.74 0.94 0.94 0.81 0.81 0.81 0.99 0.99 0.99
Lanes: 1.00 0.90 0.10 1.00 0.61 0.39 0.36 1.04 0.60 0.02 0.92 0.06
Final Sat.: 1404 1684 187 1400 1086 702 555 1584 926 45 1729 105

Capacity Analysis Module:
Vol/Sat: 0.03 0.02 0.02 0.01 0.02 0.02 0.06 0.06 0.06 0.09 0.09 0.09
Crit Moves: ****
Green/Cycle: 0.20 0.20 0.20 0.20 0.20 0.20 0.71 0.71 0.71 0.71 0.71 0.71
Volume/Cap: 0.13 0.10 0.10 0.04 0.10 0.10 0.09 0.09 0.09 0.12 0.12 0.12
Delay/Veh: 33.1 32.8 32.8 32.3 32.8 32.8 4.5 4.5 4.5 4.6 4.6 4.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.1 32.8 32.8 32.3 32.8 32.8 4.5 4.5 4.5 4.6 4.6 4.6
LOS by Move: C C C C C C A A A A A A
HCM2kAvgQ: 1 1 1 0 1 1 1 1 1 2 2 2

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #27 Lincoln Blvd/25th St/El Camino del Mar

Cycle (sec): 1 Critical Vol./Cap.(X): 1.202
Loss Time (sec): 0 Average Delay (sec/veh): 70.6
Optimal Cycle: 0 Level Of Service: F

Street Name: 25th St El Camino del Mar (eb) / Lincoln
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	1	0	0	1	1	0	0

Volume Module:
Base Vol: 20 22 701 25 16 2 1 239 27 361 166 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: 20 22 701 25 16 2 1 239 27 361 166 13
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 22 701 25 16 2 1 239 27 361 166 13
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 20 22 715 26 16 2 1 244 28 368 169 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 22 715 26 16 2 1 244 28 368 169 13
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 22 715 26 16 2 1 244 28 368 169 13

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 0.03 0.94 0.58 0.37 0.05 0.01 0.89 0.10 1.00 0.93 0.07
Final Sat.: 17 19 595 248 159 20 2 460 52 474 475 37

Capacity Analysis Module:
Vol/Sat: 1.20 1.20 1.20 0.10 0.10 0.10 0.53 0.53 0.53 0.78 0.36 0.36
Crit Moves: ****
Delay/Veh: 125.8 126 125.8 11.6 11.6 11.6 17.3 17.3 17.3 31.6 13.5 13.5
AdjDel/Veh: 125.8 126 125.8 11.6 11.6 11.6 17.3 17.3 17.3 31.6 13.5 13.5
LOS by Move: F F F B B B C C C D B B
ApproachDel: 125.8 11.6 17.3 25.6
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 125.8 11.6 17.3 25.6
LOS by Appr: F B C D
AllWayAvgQ: 20.5 20.5 20.5 0.1 0.1 0.1 1.1 1.1 1.1 2.8 0.5 0.5

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #28 Lake St/14th Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 0 Average Delay (sec/veh): 18.2
Optimal Cycle: 0 Level Of Service: C

Street Name:	14th Ave				Lake 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	0	1! 0	0	0	0	0	0	1

Volume Module:
Base Vol: 2 430 10 3 0 0 16 175 6 68 151 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2 430 10 3 0 0 16 175 6 68 151 14
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 2 430 10 3 0 0 16 175 6 68 151 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 2 500 12 3 0 0 19 203 7 79 176 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2 500 12 3 0 0 19 203 7 79 176 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 2 500 12 3 0 0 19 203 7 79 176 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
Lanes: 0.01 0.97 0.02 1.00 0.00 0.00 0.08 0.89 0.03 0.31 0.69 1.00
Final Sat.: 3 644 15 486 0 0 47 511 18 166 368 611

Capacity Analysis Module:
Vol/Sat: 0.78 0.78 0.78 0.01 xxxx xxxx 0.40 0.40 0.40 0.48 0.48 0.03
Crit Moves: **** **** **** ****
Delay/Veh: 23.1 23.1 23.1 9.5 0.0 0.0 12.4 12.4 12.4 14.4 14.4 8.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.1 23.1 23.1 9.5 0.0 0.0 12.4 12.4 12.4 14.4 14.4 8.4
LOS by Move: C C C A * * B B B B B A
ApproachDel: 23.1 9.5 12.4 14.0
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 23.1 9.5 12.4 14.0
LOS by Appr: C A B B
AllWayAvgQ: 2.7 2.7 2.7 0.0 0.0 0.6 0.6 0.6 0.8 0.8 0.0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #29 Lake St/15th Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.244
Loss Time (sec): 0 Average Delay (sec/veh): 8.9
Optimal Cycle: 0 Level Of Service: A

Street Name:	15th Ave				Lake 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	0	1! 0	0	0	1! 0	0	0	1! 0

Volume Module:
Base Vol: 3 3 15 19 125 11 1 160 2 10 134 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 3 15 19 125 11 1 160 2 10 134 6
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 3 3 15 19 125 11 1 160 2 10 134 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 3 3 17 22 142 13 1 182 2 11 152 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 3 17 22 142 13 1 182 2 11 152 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 3 3 17 22 142 13 1 182 2 11 152 7

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 0.14 0.72 0.12 0.81 0.07 0.01 0.98 0.01 0.07 0.89 0.04
Final Sat.: 104 104 520 89 583 51 5 745 9 50 676 30

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.24 0.24 0.24 0.24 0.24 0.24 0.23 0.23 0.23
Crit Moves: **** **** **** ****
Delay/Veh: 7.7 7.7 7.7 9.1 9.1 9.1 9.0 9.0 9.0 8.8 8.8 8.8
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 7.7 7.7 7.7 9.1 9.1 9.1 9.0 9.0 9.0 8.8 8.8 8.8
LOS by Move: A A A A A A A A A A A A
ApproachDel: 7.7 9.1 9.0 8.8
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 7.7 9.1 9.0 8.8
LOS by Appr: A A A A
AllWayAvgQ: 0.0 0.0 0.0 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #30 Jackson St/Arguello Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.129
Loss Time (sec): 0 Average Delay (sec/veh): 62.5
Optimal Cycle: 0 Level Of Service: F

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
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	0	1	0	0	1	0	0	0

Volume Module:	Arguello Blvd				Jackson St			
Base Vol:	0	768	27	30	468	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	768	27	30	468	0	0	0
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	0	768	27	30	468	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	817	29	32	498	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	817	29	32	498	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	817	29	32	498	0	0	0

Saturation Flow Module:	Arguello Blvd				Jackson St			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.97	0.03	0.06	0.94	0.00	0.00	0.00
Final Sat.:	0	724	25	43	667	0	0	0

Capacity Analysis Module:	Arguello Blvd				Jackson St			
Vol/Sat:	xxxx	1.13	1.13	0.75	0.75	xxxx	xxxx	xxxx
Crit Moves:	****					****		
Delay/Veh:	0.0	94.1	94.1	21.2	21.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	94.1	94.1	21.2	21.2	0.0	0.0	0.0
LOS by Move:	F	F	F	C	C	*	*	*
ApproachDel:	94.1			21.2		xxxxxx		10.5
Delay Adj:	1.00			1.00		xxxxxx		1.00
ApprAdjDel:	94.1			21.2		xxxxxx		10.5
LOS by Appr:	F			C		*		B
AllWayAvgQ:	18.0	18.0	18.0	2.6	2.6	0.0	0.0	0.2

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #31 Pacific Ave/Presidio Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.036
Loss Time (sec): 0 Average Delay (sec/veh): 44.0
Optimal Cycle: 0 Level Of Service: E

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
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	0	1	0	0	0	1	0	0

Volume Module:	Presidio Blvd				Pacific Ave			
Base Vol:	3	774	11	14	461	18	10	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	774	11	14	461	18	10	1
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	3	774	11	14	461	18	10	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	3	782	11	14	466	18	10	1
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	3	782	11	14	466	18	10	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	782	11	14	466	18	10	1

Saturation Flow Module:	Presidio Blvd				Pacific Ave			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.98	0.01	0.03	0.93	0.04	0.84	0.08
Final Sat.:	3	754	11	21	680	27	413	41

Capacity Analysis Module:	Presidio Blvd				Pacific Ave			
Vol/Sat:	1.04	1.04	1.04	0.69	0.69	0.69	0.02	0.02
Crit Moves:	****					****		
Delay/Veh:	63.3	63.3	63.3	17.9	17.9	17.9	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.3	63.3	63.3	17.9	17.9	17.9	10.0	10.0
LOS by Move:	F	F	F	C	C	C	A	A
ApproachDel:	63.3			17.9			10.0	10.0
Delay Adj:	1.00			1.00			1.00	1.00
ApprAdjDel:	63.3			17.9			10.0	10.0
LOS by Appr:	F			C			A	A
AllWayAvgQ:	11.9	11.9	11.9	2.0	2.0	2.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #32 Lombard St/Lyon St

Cycle (sec): 0 Critical Vol./Cap.(X): 3.015
Loss Time (sec): 0 Average Delay (sec/veh): 616.5
Optimal Cycle: 0 Level Of Service: F

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

Volume Module:	Lyon St			Lombard St		
Base Vol:	88	29	21	27	34	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	29	21	27	34	159
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	88	29	21	27	34	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	89	29	21	27	34	161
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	89	29	21	27	34	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	29	21	27	34	161

Saturation Flow Module:	Lyon St			Lombard St		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.21	0.15	0.12	0.15	0.73
Final Sat.:	283	93	68	61	77	359

Capacity Analysis Module:	Lyon St			Lombard St		
Vol/Sat:	0.31	0.31	0.31	0.45	0.45	0.45
Crit Moves:	***	***	***	***	***	***
Delay/Veh:	14.3	14.3	14.3	15.6	15.6	15.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	15.6	15.6	15.6
LOS by Move:	B	B	B	C	C	C
ApproachDel:	14.3			15.6		
Delay Adj:	1.00			1.00		
ApprAdjDel:	14.3			15.6		
LOS by Appr:	B			C		
AllWayAvgQ:	0.4	0.4	0.4	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #33 Lombard St/Divisadero St

Cycle (sec): 90 Critical Vol./Cap.(X): 2.517
Loss Time (sec): 9 Average Delay (sec/veh): 568.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Divisadero St			Lombard St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Permitted			Permitted		
Rights:	Include			Include		
Min. Green:	27	27	27	27	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1

Volume Module:	Divisadero St			Lombard St		
Base Vol:	186	733	39	198	276	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	733	39	198	276	81
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	186	733	39	198	276	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	190	748	40	202	282	83
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	190	748	40	202	282	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	748	40	202	282	83

Saturation Flow Module:	Divisadero St			Lombard St		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.99	0.99	0.15	0.97	0.97
Lanes:	1.00	0.95	0.05	1.00	0.77	0.23
Final Sat.:	593	1790	95	281	1419	416

Capacity Analysis Module:	Divisadero St			Lombard St		
Vol/Sat:	0.32	0.42	0.42	0.72	0.20	0.20
Crit Moves:	***	***	***	***	***	***
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	1.07	1.39	1.39	2.39	0.66	0.66
Delay/Veh:	118.0	219	219.1	694.0	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.0	219	219.1	694.0	30.5	30.5
LOS by Move:	F	F	F	F	C	C
HCM2kAvgQ:	10	51	51	21	10	10

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #34 Lombard St/Fillmore St

Cycle (sec): 90 Critical Vol./Cap.(X): 2.169
Loss Time (sec): 9 Average Delay (sec/veh): 550.8
Optimal Cycle: 180 Level Of Service: F

Street Name:	Fillmore 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:	27	27	27	27	27	27	54	54	54	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	1	1	0	1	1

Volume Module:
Base Vol: 61 702 25 150 310 303 187 2449 56 12 3890 535
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 61 702 25 150 310 303 187 2449 56 12 3890 535
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 61 702 25 150 310 303 187 2449 56 12 3890 535
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 64 739 26 158 326 319 197 2578 59 13 4095 563
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 64 739 26 158 326 319 197 2578 59 13 4095 563
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 64 739 26 158 326 319 197 2578 59 13 4095 563

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 1.00 1.00 0.49 0.49 0.49 0.58 0.40 0.58 0.76 0.52 0.76
Lanes: 1.00 0.97 0.03 0.39 0.82 0.79 0.15 2.81 0.04 0.01 2.74 0.25
Final Sat.: 336 1825 65 364 753 736 161 2115 48 8 2697 371

Capacity Analysis Module:
Vol/Sat: 0.19 0.40 0.40 0.43 0.43 0.43 1.22 1.22 1.22 1.52 1.52 1.52
Crit Moves: ****
Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.60 0.60 0.60 0.60 0.60 0.60
Volume/Cap: 0.64 1.35 1.35 1.44 1.44 1.44 2.03 2.03 2.03 2.53 2.53 2.53
Delay/Veh: 40.0 200 200.1 241.7 242 241.7 484.7 485 484.7 708.4 708 708.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 40.0 200 200.1 241.7 242 241.7 484.7 485 484.7 708.4 708 708.4
LOS by Move: D F F F F F F F F F F F
HCM2kAvgQ: 3 47 47 30 30 30 131 89 131 244 166 244

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #35 Bay St/Laguna St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.565
Loss Time (sec): 10 Average Delay (sec/veh): 235.6
Optimal Cycle: 180 Level Of Service: F

Street Name:	Laguna St						Bay 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			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	18	18	18	34	34	34	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	2	0	1	0

Volume Module:
Base Vol: 752 0 625 0 0 0 0 250 255 256 565 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: 752 0 625 0 0 0 0 250 255 256 565 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 752 0 625 0 0 0 0 250 255 256 565 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 783 0 651 0 0 0 0 260 266 267 589 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 783 0 651 0 0 0 0 260 266 267 589 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 783 0 651 0 0 0 0 260 266 267 589 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 1.00 0.91 1.00 1.00 1.00 1.00 0.95 0.85 0.80 0.80 0.88
Lanes: 0.55 0.00 0.45 1.00 1.00 0.00 0.00 2.00 1.00 0.31 0.69 2.00
Final Sat.: 948 0 788 1900 1900 0 0 3610 1615 472 1042 3344

Capacity Analysis Module:
Vol/Sat: 0.83 0.00 0.83 0.00 0.00 0.00 0.00 0.07 0.16 0.56 0.56 0.00
Crit Moves: ****
Green/Cycle: 0.53 0.00 0.53 0.00 0.00 0.00 0.00 0.36 0.36 0.36 0.36 0.00
Volume/Cap: 1.56 0.00 1.56 0.00 0.00 0.00 0.00 0.20 0.46 1.56 1.56 0.00
Delay/Veh: 280.8 0.0 280.8 0.0 0.0 0.0 0.0 19.9 22.6 291.8 292 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: 280.8 0.0 280.8 0.0 0.0 0.0 0.0 19.9 22.6 291.8 292 0.0
LOS by Move: F A F A A A A B C F F A
HCM2kAvgQ: 103 0 103 0 0 0 0 3 6 61 61 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #36 Bay St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.185
Loss Time (sec): 10 Average Delay (sec/veh): 159.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	Van Ness Ave				Bay 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:	23	23	23	23	57	57	57	57
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	0	1	0

Volume Module:
Base Vol: 301 0 709 0 0 0 0 878 67 290 293 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: 301 0 709 0 0 0 0 878 67 290 293 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 301 0 709 0 0 0 0 878 67 290 293 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 327 0 771 0 0 0 0 954 73 315 318 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 327 0 771 0 0 0 0 954 73 315 318 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
FinalVolume: 327 0 771 0 0 0 0 954 73 315 318 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 0.91 0.77 0.91 0.91 0.91 0.48 0.48 0.43 0.49 0.49 0.95
Lanes: 1.00 2.00 1.00 0.00 3.00 0.00 0.00 2.00 1.00 0.99 1.01 0.00
Final Sat.: 1461 3458 1470 0 5187 0 0 1805 808 932 942 0

Capacity Analysis Module:
Vol/Sat: 0.22 0.00 0.52 0.00 0.00 0.00 0.00 0.53 0.09 0.34 0.34 0.00
Crit Moves: ****
Green/Cycle: 0.26 0.00 0.26 0.00 0.00 0.00 0.00 0.63 0.63 0.63 0.63 0.00
Volume/Cap: 0.88 0.00 2.05 0.00 0.00 0.00 0.00 0.83 0.14 0.53 0.53 0.00
Delay/Veh: 52.2 0.0 516.0 0.0 0.0 0.0 0.0 18.3 6.8 9.6 9.6 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 52.2 0.0 516.0 0.0 0.0 0.0 0.0 18.3 6.8 9.6 9.6 0.0
LOS by Move: D A F A A A A B A A A A
HCM2kAvgQ: 12 0 77 0 0 0 0 12 1 5 5 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Bay St/Hyde St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 7 Average Delay (sec/veh): 5.8
Optimal Cycle: 90 Level Of Service: A

Street Name:	Hyde St				Bay 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:	16	16	16	16	67	67	67	67
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	1	0

Volume Module:
Base Vol: 7 0 63 0 0 0 0 1464 27 0 580 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: 7 0 63 0 0 0 0 1464 27 0 580 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 0 63 0 0 0 0 1464 27 0 580 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 7 0 66 0 0 0 0 1525 28 0 604 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 0 66 0 0 0 0 1525 28 0 604 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 7 0 66 0 0 0 0 1525 28 0 604 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 1.00 1.00 1.00 1.00 0.95 0.95 1.00 0.91 0.91
Lanes: 0.10 0.00 0.90 0.00 1.00 0.00 0.00 1.96 0.04 0.00 3.00 0.00
Final Sat.: 164 0 1475 0 1900 0 0 3534 65 0 5187 0

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.04 0.00 0.00 0.00 0.00 0.43 0.43 0.00 0.12 0.00
Crit Moves: ****
Green/Cycle: 0.18 0.00 0.18 0.00 0.00 0.00 0.00 0.74 0.74 0.00 0.74 0.00
Volume/Cap: 0.25 0.00 0.25 0.00 0.00 0.00 0.00 0.58 0.58 0.00 0.16 0.00
Delay/Veh: 32.3 0.0 32.3 0.0 0.0 0.0 0.0 5.5 5.5 0.0 3.3 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 32.3 0.0 32.3 0.0 0.0 0.0 0.0 5.5 5.5 0.0 3.3 0.0
LOS by Move: C A C A A A A A A A A A
HCM2kAvgQ: 2 0 2 0 0 0 0 10 10 0 2 0

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #38 Alexander Ave/Bunker Rd

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: D[29.9]

Street Name:	Bunker Rd				Alexander Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	1	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	247	448	0	0	249	58	108	0	362	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:	247	448	0	0	249	58	108	0	362	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	448	0	0	249	58	108	0	362	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	263	477	0	0	265	62	115	0	385	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	263	477	0	0	265	62	115	0	385	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflict Vol:	327	xxxx	xxxxx	xxxx	xxxx	xxxxx	1298	xxxx	296	xxxx	xxxx	xxxxx
Potent Cap.:	1244	xxxx	xxxxx	xxxx	xxxx	xxxxx	180	xxxx	748	xxxx	xxxx	xxxxx
Move Cap.:	1244	xxxx	xxxxx	xxxx	xxxx	xxxxx	151	xxxx	748	xxxx	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	0.76	xxxx	0.51	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.7	xxxx	3.0	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	80.3	xxxx	14.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx				29.9		xxxxxx			
ApproachLOS:	*		*				D		*			

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #39 Alexander Ave/Ft.Baker (East) Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[19.8]

Street Name:	Ft.Baker (East) Rd				Alexander Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1!	0	0	0	1!	0	0

Volume Module:

Base Vol:	2	343	209	14	245	75	0	0	11	49	0	84
Growth Adj:	1.00	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	343	209	14	245	75	0	0	11	49	0	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	343	209	14	245	75	0	0	11	49	0	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	2	394	240	16	282	86	0	0	13	56	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	394	240	16	282	86	0	0	13	56	0	97

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	368	xxxx	xxxxx	634	xxxx	xxxxx	xxxx	xxxx	325	882	919	514
Potent Cap.:	1202	xxxx	xxxxx	958	xxxx	xxxxx	xxxx	xxxx	721	269	273	564
Move Cap.:	1202	xxxx	xxxxx	958	xxxx	xxxxx	xxxx	xxxx	721	260	268	564
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.02	0.22	0.00	0.17

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	395	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.8	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.8	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx		xxxxxx				10.1			19.8		
ApproachLOS:	*		*				B			C		

Note: Queue reported is the number of cars per lane.

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

Intersection #40 Bush St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.686
Loss Time (sec): 8 Average Delay (sec/veh): 131.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	Van Ness Ave				Bush St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Protected		Prot+Permit		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	34	34	10	48	0	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	0	1	1	0

Volume Module:

Base Vol:	0	3011	117	230	2019	0	65	773	88	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3011	117	230	2019	0	65	773	88	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3011	117	230	2019	0	65	773	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	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	3104	121	237	2081	0	67	797	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3104	121	237	2081	0	67	797	91	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3104	121	237	2081	0	67	797	91	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.41	0.91	1.00	0.89	0.89	0.89	1.00	1.00
Lanes:	0.00	2.89	0.11	1.00	3.00	0.00	0.21	2.50	0.29	0.00	0.00
Final Sat.:	0	4963	193	773	5187	0	355	4227	481	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.63	0.63	0.31	0.40	0.00	0.19	0.19	0.19	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.00	0.42	0.42	0.56	0.53	0.00	0.38	0.38	0.38	0.00	0.00
Volume/Cap:	0.00	1.48	1.48	0.84	0.75	0.00	0.50	0.50	0.50	0.00	0.00
Delay/Veh:	0.0	245	245.1	28.9	17.6	0.0	21.7	21.7	21.7	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
AdjDel/Veh:	0.0	245	245.1	28.9	17.6	0.0	21.7	21.7	21.7	0.0	0.0
LOS by Move:	A	F	F	C	B	A	C	C	C	A	A
HCM2kAvgQ:	0	80	80	5	15	0	8	8	8	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Pine St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.498
Loss Time (sec): 8 Average Delay (sec/veh): 74.2
Optimal Cycle: 90 Level Of Service: E

Street Name:	Van Ness Ave				Pine St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Prot+Permit		Protected		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	10	48	0	0	34	34	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	0	2	1

Volume Module:

Base Vol:	96	3004	0	0	2113	146	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	3004	0	0	2113	146	0	0
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	96	3004	0	0	2113	146	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	3162	0	0	2224	154	0	0
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	101	3162	0	0	2224	154	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	3162	0	0	2224	154	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.81	0.19	0.00	0.00
Final Sat.:	1805	5187	0	0	4803	332	0	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.61	0.00	0.00	0.46	0.46	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****
Green/Cycle:	0.56	0.53	0.00	0.00	0.42	0.42	0.00	0.00
Volume/Cap:	0.36	1.14	0.00	0.00	1.10	1.10	0.00	0.00
Delay/Veh:	9.9	90.2	0.0	0.0	77.5	77.5	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	90.2	0.0	0.0	77.5	77.5	0.0	0.0
LOS by Move:	A	F	A	A	E	E	A	A
HCM2kAvgQ:	1	48	0	0	36	36	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #42 Lombard St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.495
Loss Time (sec): 7 Average Delay (sec/veh): 212.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Van Ness Ave			Lombard St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Permitted		Permitted
Rights:	Include		Include	Ovl		Include
Min. Green:	56	56	56	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0	0	1	0	0

Volume Module:
Base Vol: 2328 631 41 0 201 225 352 126 1914 0 79 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2328 631 41 0 201 225 352 126 1914 0 79 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 2328 631 41 0 201 225 352 126 1914 0 79 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 2400 651 42 0 207 232 363 130 1973 0 81 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2400 651 42 0 207 232 363 130 1973 0 81 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 2400 651 42 0 207 232 363 130 1973 0 81 5

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.99 0.99 1.00 0.95 0.85 0.40 0.40 0.41 1.00 0.99 0.99
Lanes: 3.00 0.94 0.06 0.00 2.00 1.00 0.74 0.26 2.00 0.00 0.94 0.06
Final Sat.: 5253 1768 115 0 3610 1615 554 198 1563 0 1773 112

Capacity Analysis Module:
Vol/Sat: 0.46 0.37 0.37 0.00 0.06 0.14 0.65 0.65 1.26 0.00 0.05 0.05
Crit Moves: **** **** ****
Green/Cycle: 0.48 0.71 0.71 0.00 0.23 0.23 0.23 0.23 0.71 0.00 0.23 0.23
Volume/Cap: 0.95 0.52 0.52 0.00 0.25 0.62 2.84 2.84 1.78 0.00 0.20 0.20
Delay/Veh: 38.8 8.2 8.2 0.0 36.9 43.7 887.9 888 371.3 0.0 36.5 36.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 38.8 8.2 8.2 0.0 36.9 43.7 887.9 888 371.3 0.0 36.5 36.5
LOS by Move: D A A A D D F F F A D D
HCM2kAvgQ: 27 10 10 0 3 8 56 56 98 0 3 3

Note: Queue reported is the number of cars per lane.

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

Intersection #43 Embarcadero / Howard St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 10 Average Delay (sec/veh): 145.3
Optimal Cycle: 95 Level Of Service: F

Street Name:	Embarcadero			Howard St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase
Rights:	Include		Include	Include		Include
Min. Green:	15	45	0	10	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	2

Volume Module:
Base Vol: 475 0 0 0 197 177 0 0 197 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: 475 0 0 0 197 177 0 0 197 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 475 0 0 0 197 177 0 0 197 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 511 0 0 0 212 190 0 0 212 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 511 0 0 0 212 190 0 0 212 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 511 0 0 0 212 190 0 0 212 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.56 1.00 0.93 0.88 0.43 0.89 1.00 0.69 1.00 1.00 1.00
Lanes: 1.00 3.00 0.00 1.00 2.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1679 3216 0 1767 3357 808 1691 0 1308 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.30 0.00 0.00 0.00 0.06 0.24 0.00 0.00 0.16 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.20 0.00 0.00 0.00 0.40 0.40 0.00 0.00 0.30 0.00 0.00 0.00
Volume/Cap: 1.52 0.00 0.00 0.00 0.16 0.59 0.00 0.00 0.54 0.00 0.00 0.00
Delay/Veh: 289.3 0.0 0.0 0.0 19.3 26.4 0.0 0.0 30.7 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 289.3 0.0 0.0 0.0 19.3 26.4 0.0 0.0 30.7 0.0 0.0 0.0
LOS by Move: F A A A B C A A C A A A
HCM2kAvgQ: 37 0 0 0 2 5 0 0 6 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #44 Embarcadero / Folsom St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 10 Average Delay (sec/veh): 51.6
Optimal Cycle: 90 Level Of Service: D

Street Name:	Embarcadero						Folsom 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	12	49	49	32	32	32	31	31	31	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	2	0	0	0	0	0

Volume Module:

Base Vol:	348	147	0	0	386	20	330	0	156	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:	348	147	0	0	386	20	330	0	156	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	147	0	0	386	20	330	0	156	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	374	158	0	0	415	22	355	0	168	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	158	0	0	415	22	355	0	168	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	158	0	0	415	22	355	0	168	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.70	1.00	1.00	0.96	0.87	0.83	1.00	0.59	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.89	0.11	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1679	2671	0	0	3458	179	3152	0	1114	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.06	0.00	0.00	0.12	0.12	0.11	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.19	0.54	0.00	0.00	0.36	0.36	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	1.18	0.11	0.00	0.00	0.34	0.34	0.33	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	145.3	10.0	0.0	0.0	21.4	21.4	22.0	0.0	23.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	145.3	10.0	0.0	0.0	21.4	21.4	22.0	0.0	23.6	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	18	1	0	5	4	4	4	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

 34th America's Cup Races
 Transportation Impact Analysis

Scenario Report

Scenario: Existing + AC Event 2012 Weekend MID

Command: Default Command
 Volume: Existing + AC Event 2012 Weekend MID
 Geometry: Existing Weekday PM
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 34th America's Cup Races
 Transportation Impact Analysis

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 27 Lincoln Blvd/25th St/El Camino del	???	Yes
# 30 Jackson St/Arguello Blvd	???	No
# 31 Pacific Ave/Presidio Blvd	???	No
# 32 Lombard St/Lyon St	???	Yes

34th America's Cup Races
Transportation Impact Analysis

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #27 Lincoln Blvd/25th St/El Camino del Mar

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	1 0 0 1 0
Initial Vol:	20 22 701	25 16 2	1 239 27	361 166 13

Major Street Volume:	807
Minor Approach Volume:	743
Minor Approach Volume Threshold:	359

Major Street Volume: 807
Minor Approach Volume: 743
Minor Approach Volume Threshold: 359

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

34th America's Cup Races
Transportation Impact Analysis

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #30 Jackson St/Arguello Blvd

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 768 27	30 468 0	0 0 0 0	39 0 49

Major Street Volume:	1293
Minor Approach Volume:	88
Minor Approach Volume Threshold:	151

Major Street Volume: 1293
Minor Approach Volume: 88
Minor Approach Volume Threshold: 151

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

34th America's Cup Races
Transportation Impact Analysis

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 Pacific Ave/Presidio Blvd

Future Volume Alternative: Peak Hour Warrant NOT Met

-----|-----|-----|-----|-----|

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			
----------	-----------	--	--	--	-----------	--	--	--	-----------	--	--	--	-----------	--	--	--

Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
--------	---	---	----	---	---	---	---	----	---	---	---	---	----	---	---	---	---	----	---	---

Initial Vol:	3	774		11		14	461		18		10	1		1		15	11		31	
--------------	---	-----	--	----	--	----	-----	--	----	--	----	---	--	---	--	----	----	--	----	--

-----|-----|-----|-----|-----|

Major Street Volume: 1281

Minor Approach Volume: 57

Minor Approach Volume Threshold: 153

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

34th America's Cup Races
Transportation Impact Analysis

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Lombard St/Lyon St

Future Volume Alternative: Peak Hour Warrant Met

-----|-----|-----|-----|-----|

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			
----------	-----------	--	--	--	-----------	--	--	--	-----------	--	--	--	-----------	--	--	--

Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
--------	---	---	----	---	---	---	---	----	---	---	---	---	----	---	---	---	---	----	---	---

Initial Vol:	88	29		21		27	34		159		186	567		91		8	1677		18	
--------------	----	----	--	----	--	----	----	--	-----	--	-----	-----	--	----	--	---	------	--	----	--

-----|-----|-----|-----|-----|

Major Street Volume: 2547

Minor Approach Volume: 220

Minor Approach Volume Threshold: -30 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Existing plus AC34 - 2013

Existing plus AC34 2013 Project Conditions

Weekday PM Peak Hour

34th America's Cup Races
Transportation Impact Analysis

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #1 Beach St/Columbus Ave
*****
Average Delay (sec/veh):      0.9      Worst Case Level Of Service: B[ 10.0]
*****
Street Name:      Columbus Ave      Beach 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      Uncontrolled      Uncontrolled
Rights:      Include      Include
Lanes:      0 0 1! 0 0      0 0 0 0 0      0 0 1 1 0      0 1 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      17 0 8 0 0 0 0 0 157 92 9 76 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      17 0 8 0 0 0 0 0 157 92 9 76 0
Added Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:      17 0 8 0 0 0 0 0 157 92 9 76 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume:      18 0 9 0 0 0 0 0 167 98 10 81 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:      18 0 9 0 0 0 0 0 167 98 10 81 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:      6.4 6.5 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim:      3.5 4.0 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflict Vol:      316 316 132 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 265 xxxxx xxxxx
Potent Cap.:      681 603 922 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1311 xxxxx xxxxx
Move Cap.:      677 599 922 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1311 xxxxx xxxxx
Volume/Cap:      0.03 0.00 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:      xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.8 xxxxx xxxxx
LOS by Move:      * * * * * * * * * * * * * * * * A * * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxxx 740 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx
Shrd ConDel:xxxxx 10.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.8 xxxxx xxxxx
Shared LOS:      * B * * * * * * * * * * A * * *
ApproachDel:      10.0      xxxxxx      xxxxxx      xxxxxx
ApproachLOS:      B      *      *
*****
Note: Queue reported is the number of cars per lane.
*****

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34th America's Cup Races
Transportation Impact Analysis

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

Intersection #2 North Point St/Columbus Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.210
Loss Time (sec): 9 Average Delay (sec/veh): 13.8
Optimal Cycle: 90 Level Of Service: B

Street Name:	Columbus Ave						North Point 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:	28	28	28	28	28	28	53	53	53	53	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:
Base Vol: 62 38 22 22 76 58 21 131 44 28 292 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: 62 38 22 22 76 58 21 131 44 28 292 29
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 62 38 22 22 76 58 21 131 44 28 292 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 71 44 25 25 87 67 24 151 51 32 336 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 44 25 25 87 67 24 151 51 32 336 33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 71 44 25 25 87 67 24 151 51 32 336 33

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.64 0.95 0.95 0.82 0.82 0.82 0.91 0.91 0.91 0.86 0.86 0.86
Lanes: 1.00 0.63 0.37 0.28 0.98 0.74 0.11 0.67 0.22 0.16 1.67 0.17
Final Sat.: 1212 1137 658 440 1519 1159 186 1159 389 263 2739 272

Capacity Analysis Module:
Vol/Sat: 0.06 0.04 0.04 0.06 0.06 0.06 0.13 0.13 0.13 0.12 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.31 0.31 0.31 0.31 0.31 0.31 0.59 0.59 0.59 0.59 0.59 0.59
Volume/Cap: 0.19 0.12 0.12 0.18 0.18 0.18 0.22 0.22 0.22 0.21 0.21 0.21
Delay/Veh: 23.8 22.7 22.7 23.1 23.1 23.1 9.2 9.2 9.2 8.9 8.9 8.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.8 22.7 22.7 23.1 23.1 23.1 9.2 9.2 9.2 8.9 8.9 8.9
LOS by Move: C C C C C C A A A A A A
HCM2kAvgQ: 1 1 1 2 2 2 3 3 3 3 3 3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #3 North Point St/Stockton St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 8 Average Delay (sec/veh): 12.6
Optimal Cycle: 90 Level Of Service: B

Street Name:	Stockton St						North Point 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:	25	25	25	25	25	25	57	57	57	57	57	57
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:
Base Vol: 23 53 32 14 37 22 17 320 57 7 152 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 53 32 14 37 22 17 320 57 7 152 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 23 53 32 14 37 22 17 320 57 7 152 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 26 60 36 16 42 25 19 360 64 8 171 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 60 36 16 42 25 19 360 64 8 171 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 26 60 36 16 42 25 19 360 64 8 171 6

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 0.90 0.91 0.91 0.91 0.97 0.97 0.97 0.89 0.89 0.89
Lanes: 0.21 0.49 0.30 0.19 0.51 0.30 0.04 0.82 0.14 0.09 1.85 0.06
Final Sat.: 364 838 506 331 874 519 79 1493 266 144 3133 103

Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.07 0.05 0.05 0.05 0.24 0.24 0.24 0.05 0.05 0.05
Crit Moves: ****
Green/Cycle: 0.28 0.28 0.28 0.28 0.28 0.28 0.63 0.63 0.63 0.63 0.63 0.63
Volume/Cap: 0.26 0.26 0.26 0.17 0.17 0.17 0.38 0.38 0.38 0.09 0.09 0.09
Delay/Veh: 26.6 26.6 26.6 25.4 25.4 25.4 8.9 8.9 8.9 6.5 6.5 6.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 26.6 26.6 26.6 25.4 25.4 25.4 8.9 8.9 8.9 6.5 6.5 6.5
LOS by Move: C C C C C C A A A A A A
HCM2kAvgQ: 3 3 3 2 2 2 6 6 6 1 1 1

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #4 Bay St/Columbus Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 9 Average Delay (sec/veh): 21.3
Optimal Cycle: 90 Level Of Service: C

Street Name: Columbus Ave Bay 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			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	8	31	31	0	19	19	47	47	47	50	50	50
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	0	1	0	1	0	1	0

Volume Module:
Base Vol: 341 86 66 0 145 4 1 595 187 7 1160 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: 341 86 66 0 145 4 1 595 187 7 1160 34
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 341 86 66 0 145 4 1 595 187 7 1160 34
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.00 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 363 91 0 0 154 4 1 633 199 7 1234 36
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 363 91 0 0 154 4 1 633 199 7 1234 36
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 363 91 0 0 154 4 1 633 199 7 1234 36

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 1.00 1.00 0.95 0.95 0.91 0.91 0.85 0.90 0.90 0.90
Lanes: 2.00 1.00 0.00 0.00 1.95 0.05 0.01 1.99 1.00 0.01 1.93 0.06
Final Sat.: 3502 1900 0 0 3499 97 6 3442 1615 20 3306 97

Capacity Analysis Module:
Vol/Sat: 0.10 0.05 0.00 0.00 0.04 0.04 0.18 0.18 0.12 0.37 0.37 0.37
Crit Moves: ****
Green/Cycle: 0.11 0.34 0.00 0.00 0.23 0.23 0.56 0.56 0.56 0.56 0.56 0.56
Volume/Cap: 0.91 0.14 0.00 0.00 0.19 0.19 0.33 0.33 0.22 0.67 0.67 0.67
Delay/Veh: 64.6 20.4 0.0 0.0 27.9 27.9 11.0 11.0 10.3 15.1 15.1 15.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 64.6 20.4 0.0 0.0 27.9 27.9 11.0 11.0 10.3 15.1 15.1 15.1
LOS by Move: E C A A C C B B B B B B
HCM2kAvgQ: 8 2 0 0 2 2 5 5 3 13 13 13

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Bay St/Stockton St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 7 Average Delay (sec/veh): 10.0
Optimal Cycle: 90 Level Of Service: A

Street Name: Stockton St Bay 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:	20	20	20	20	20	20	63	63	63	63	63	63
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:
Base Vol: 52 25 58 40 33 31 22 511 25 23 1120 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: 52 25 58 40 33 31 22 511 25 23 1120 63
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 52 25 58 40 33 31 22 511 25 23 1120 63
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 57 27 63 43 36 34 24 555 27 25 1217 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 27 63 43 36 34 24 555 27 25 1217 68
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 57 27 63 43 36 34 24 555 27 25 1217 68

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.81 0.81 0.81 0.83 0.83 0.83 0.83 0.83 0.83 0.88 0.88 0.88
Lanes: 0.39 0.18 0.43 0.38 0.32 0.30 0.08 1.83 0.09 0.04 1.86 0.10
Final Sat.: 596 286 664 608 502 471 124 2879 141 64 3123 176

Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.07 0.07 0.07 0.19 0.19 0.19 0.39 0.39 0.39
Crit Moves: ****
Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.70 0.70 0.70 0.70 0.70 0.70
Volume/Cap: 0.43 0.43 0.43 0.32 0.32 0.32 0.28 0.28 0.28 0.56 0.56 0.56
Delay/Veh: 33.9 33.9 33.9 31.7 31.7 31.7 5.3 5.3 5.3 7.6 7.6 7.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.9 33.9 33.9 31.7 31.7 31.7 5.3 5.3 5.3 7.6 7.6 7.6
LOS by Move: C C C C C C A A A A A A
HCM2kAvgQ: 4 4 4 3 3 3 3 3 3 10 10 10

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Bay St/Kearny St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 9 Average Delay (sec/veh): 19.4
Optimal Cycle: 90 Level Of Service: B

Street Name:	Kearny St						Bay 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:	20	20	20	20	20	20	61	61	61	61	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	1	0	1	0	1

Volume Module:
Base Vol: 156 3 133 2 3 14 10 545 59 52 1036 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 156 3 133 2 3 14 10 545 59 52 1036 2
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 156 3 133 2 3 14 10 545 59 52 1036 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 173 3 148 2 3 16 11 606 66 58 1151 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 173 3 148 2 3 16 11 606 66 58 1151 2
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 173 3 148 2 3 16 11 606 66 58 1151 2

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.76 0.76 0.76 0.88 0.88 0.88 0.87 0.87 0.87 0.84 0.84 0.84
Lanes: 0.53 0.01 0.46 0.10 0.16 0.74 0.03 1.78 0.19 0.09 1.90 0.01
Final Sat.: 775 15 661 175 263 1227 54 2941 318 152 3026 6

Capacity Analysis Module:
Vol/Sat: 0.22 0.22 0.22 0.01 0.01 0.01 0.21 0.21 0.21 0.38 0.38 0.38
Crit Moves: ****
Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.68 0.68 0.68 0.68 0.68 0.68
Volume/Cap: 1.01 1.01 1.01 0.06 0.06 0.06 0.30 0.30 0.30 0.56 0.56 0.56
Delay/Veh: 86.8 86.8 86.8 27.9 27.9 27.9 6.2 6.2 6.2 8.6 8.6 8.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 86.8 86.8 86.8 27.9 27.9 27.9 6.2 6.2 6.2 8.6 8.6 8.6
LOS by Move: F F F C C C A A A A A A
HCM2kAvgQ: 15 15 15 0 0 0 4 4 4 10 10 10

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Broadway St/Sansome St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 9 Average Delay (sec/veh): 15.6
Optimal Cycle: 80 Level Of Service: B

Street Name:	Sansome St						Broadway St					
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:	27	27	27	0	0	0	44	44	0	0	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	1	1	0	0	1

Volume Module:
Base Vol: 274 326 39 0 0 0 101 593 0 0 1056 107
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 274 326 39 0 0 0 101 593 0 0 1056 107
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 274 326 39 0 0 0 101 593 0 0 1056 107
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 288 343 41 0 0 0 106 624 0 0 1112 113
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 288 343 41 0 0 0 106 624 0 0 1112 113
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 288 343 41 0 0 0 106 624 0 0 1112 113

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.88 0.88 1.00 1.00 1.00 0.57 0.57 1.00 1.00 0.94 0.94
Lanes: 0.86 1.02 0.12 0.00 0.00 0.00 0.29 1.71 0.00 0.00 1.82 0.18
Final Sat.: 1436 1708 204 0 0 0 315 1848 0 0 3232 327

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.20 0.00 0.00 0.00 0.34 0.34 0.00 0.00 0.34 0.34
Crit Moves: ****
Green/Cycle: 0.34 0.34 0.34 0.00 0.00 0.00 0.55 0.55 0.00 0.00 0.55 0.55
Volume/Cap: 0.60 0.60 0.60 0.00 0.00 0.00 0.61 0.61 0.00 0.00 0.63 0.63
Delay/Veh: 22.8 22.8 22.8 0.0 0.0 0.0 13.2 13.2 0.0 0.0 13.0 13.0
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: 22.8 22.8 22.8 0.0 0.0 0.0 13.2 13.2 0.0 0.0 13.0 13.0
LOS by Move: C C C A A A B B A A B B
HCM2kAvgQ: 8 8 8 0 0 0 7 7 0 0 10 10

Note: Queue reported is the number of cars per lane.

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

Intersection #8 Broadway St/Battery St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 9 Average Delay (sec/veh): 22.1
Optimal Cycle: 70 Level Of Service: C

Street Name:	Battery St			Broadway St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Split Phase		Split Phase	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	0	0	0	44	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0

Volume Module:	Battery St			Broadway St		
Base Vol:	0	0	0	54	718	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	54	718	252
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	54	718	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	55	733	257
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	733	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	733	257

Saturation Flow Module:	Battery St			Broadway St		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.91
Lanes:	0.00	0.00	0.00	0.11	1.40	0.49
Final Sat.:	0	0	0	182	2418	849

Capacity Analysis Module:	Battery St			Broadway St		
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.30
Crit Moves:	****			****		
Green/Cycle:	0.00	0.00	0.00	0.55	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.55
Delay/Veh:	0.0	0.0	0.0	12.0	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.0	12.0	12.0
LOS by Move:	A	A	A	B	B	B
HCM2kAvgQ:	0	0	0	9	9	9

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Embarcadero/ Beach St/ Grant St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 13 Average Delay (sec/veh): 72.6
Optimal Cycle: 101 Level Of Service: E

Street Name:	Embarcadero			Beach St (EB)			Grant St (WB)		
Approach:	North Bound		South Bound	East Bound		West Bound	West Bound		
Movement:	L	T	R	L	T	R	L	T	
Control:	Split Phase		Split Phase	Split Phase		Split Phase	Split Phase		
Rights:	Include		Include	Include		Include	Include		
Min. Green:	17	17	17	26	26	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	1	0	0	1	0	0	0	

Volume Module:	Embarcadero			Beach St (EB)			Grant St (WB)		
Base Vol:	189	335	28	4	141	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	189	335	28	4	141	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	
Initial Fut:	189	335	28	4	141	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
PHF Volume:	205	364	30	4	153	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	
Reduced Vol:	205	364	30	4	153	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	205	364	30	4	153	0	0	0	

Saturation Flow Module:	Embarcadero			Beach St (EB)			Grant St (WB)		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.68	1.22	0.10	0.03	0.97	0.00	0.00	0.00	
Final Sat.:	1205	2136	179	52	1846	0	0	0	

Capacity Analysis Module:	Embarcadero			Beach St (EB)			Grant St (WB)		
Vol/Sat:	0.17	0.17	0.17	0.08	0.08	0.00	0.00	0.00	
Crit Moves:	****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.26	0.26	0.00	0.00	0.00	
Volume/Cap:	1.01	1.01	1.01	0.32	0.32	0.00	0.00	0.00	
Delay/Veh:	82.2	82.2	82.2	30.8	30.8	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	82.2	82.2	82.2	30.8	30.8	0.0	0.0	0.0	
LOS by Move:	F	F	F	C	C	A	A	A	
HCM2kAvgQ:	15	15	15	4	4	0	0	0	

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Embarcadero/ North Point St / Kearny St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 14 Average Delay (sec/veh): 34.9
Optimal Cycle: 90 Level Of Service: C

Street Name: Embarcadero North Point St (EB)/ Kearny St (W)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|

Control:	Protected			Permitted			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	15	36	0	0	17	17	20	20	20	20	20	20		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	2	0	0	1	0	1	0	0	1	0	0	1

Volume Module:
Base Vol: 194 508 0 1 497 54 19 243 98 4 25 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 194 508 0 1 497 54 19 243 98 4 25 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 194 508 0 1 497 54 19 243 98 4 25 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 204 535 0 1 523 57 20 256 103 4 26 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 204 535 0 1 523 57 20 256 103 4 26 11
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 204 535 0 1 523 57 20 256 103 4 26 11
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.89 0.89 0.89 0.96 0.96 0.96 0.99 0.99 0.85
Lanes: 1.00 2.00 0.00 0.01 1.80 0.19 0.06 0.78 1.16 0.14 0.86 1.00
Final Sat.: 1805 3610 0 6 3057 332 111 1419 2103 260 1626 1615
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.11 0.15 0.00 0.17 0.17 0.17 0.18 0.18 0.05 0.02 0.02 0.01
Crit Moves: **** **** ****
Green/Cycle: 0.12 0.40 0.00 0.28 0.28 0.28 0.22 0.22 0.22 0.22 0.22 0.22
Volume/Cap: 0.94 0.37 0.00 0.61 0.61 0.61 0.81 0.81 0.22 0.07 0.07 0.03
Delay/Veh: 84.9 19.2 0.0 29.3 29.3 29.3 43.5 43.5 28.7 27.7 27.7 27.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 84.9 19.2 0.0 29.3 29.3 29.3 43.5 43.5 28.7 27.7 27.7 27.4
LOS by Move: F B A C C C D D C C C C
HCM2kAvgQ: 5 5 0 7 7 7 9 9 2 1 1 0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Embarcadero / Bay St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 7 Average Delay (sec/veh): 16.4
Optimal Cycle: 81 Level Of Service: B

Street Name: Embarcadero Bay 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			Split Phase			Split Phase							
Rights:	Include			Include			Ovl			Include							
Min. Green:	42	53	0	0	25	25	7	0	42	0	0	0					
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0					
Lanes:	2	0	2	0	0	1	1	0	1	0	0	0	2	0	0	0	0

Volume Module:
Base Vol: 1012 686 0 0 745 95 16 0 663 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: 1012 686 0 0 745 95 16 0 663 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1012 686 0 0 745 95 16 0 663 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 1100 746 0 0 810 103 17 0 721 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1100 746 0 0 810 103 17 0 721 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1100 746 0 0 810 103 17 0 721 0 0 0
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.87 1.00 1.00 0.86 0.86 0.95 1.00 0.69 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 1.77 0.23 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3502 3321 0 0 2896 369 1805 0 2615 0 0 0
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.31 0.22 0.00 0.00 0.28 0.28 0.01 0.00 0.28 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.47 0.84 0.00 0.00 0.38 0.38 0.08 0.00 0.54 0.00 0.00 0.00
Volume/Cap: 0.67 0.27 0.00 0.00 0.74 0.74 0.12 0.00 0.51 0.00 0.00 0.00
Delay/Veh: 19.8 1.5 0.0 0.0 26.6 26.6 39.0 0.0 13.2 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 19.8 1.5 0.0 0.0 26.6 26.6 39.0 0.0 13.2 0.0 0.0 0.0
LOS by Move: B A A A C C D A B A A A
HCM2kAvgQ: 12 2 0 0 11 11 0 0 7 0 0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #12 Embarcadero / Chestnut St / Sansome St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 13 Average Delay (sec/veh): 23.1
Optimal Cycle: 79 Level Of Service: C

Street Name: Embarcadero Chestnut St (EB) / Sansome (WB)
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	40	0	10	40	0	16	16	16	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	1	0	1	0	0

Volume Module:
Base Vol: 36 1295 0 18 1383 7 79 381 157 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: 36 1295 0 18 1383 7 79 381 157 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 1295 0 18 1383 7 79 381 157 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 40 1439 0 20 1537 8 88 423 174 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 1439 0 20 1537 8 88 423 174 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 1439 0 20 1537 8 88 423 174 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.91 0.91 0.90 0.90 0.90 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 2.98 0.02 0.26 1.23 0.51 0.00 0.00 0.00
Final Sat.: 1805 3610 0 1805 5156 26 436 2104 867 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.02 0.40 0.00 0.01 0.30 0.30 0.20 0.20 0.20 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.12 0.49 0.00 0.11 0.48 0.48 0.25 0.25 0.25 0.00 0.00 0.00
Volume/Cap: 0.18 0.81 0.00 0.10 0.61 0.61 0.81 0.81 0.81 0.00 0.00 0.00
Delay/Veh: 35.9 21.9 0.0 36.2 17.5 17.5 37.4 37.4 37.4 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 35.9 21.9 0.0 36.2 17.5 17.5 37.4 37.4 37.4 0.0 0.0 0.0
LOS by Move: D C A D B B D D D A A A
HCM2kAvgQ: 1 17 0 0 11 11 12 12 12 0 0 0

Note: Queue reported is the number of cars per lane.

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

Intersection #13 Embarcadero/ Lombard St / Battery St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 11 Average Delay (sec/veh): 36.7
Optimal Cycle: 91 Level Of Service: D

Street Name: Embarcadero Lombard St (EB) / Battery St (WB)
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	9	35	35	9	35	35	21	21	21	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	2	0	1	0	0	1	0

Volume Module:
Base Vol: 103 1271 11 12 970 563 30 7 392 40 30 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: 103 1271 11 12 970 563 30 7 392 40 30 28
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 103 1271 11 12 970 563 30 7 392 40 30 28
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 112 1382 12 13 1054 612 33 8 426 43 33 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 112 1382 12 13 1054 612 33 8 426 43 33 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 112 1382 12 13 1054 612 33 8 426 43 33 30

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.95 0.95 0.85 0.96 0.96 0.85 0.94 0.94 0.94
Lanes: 1.00 1.98 0.02 1.00 2.00 1.00 0.81 0.19 1.00 0.41 0.31 0.28
Final Sat.: 1805 3575 31 1805 3610 1615 1480 345 1615 730 548 511

Capacity Analysis Module:
Vol/Sat: 0.06 0.39 0.39 0.01 0.29 0.38 0.02 0.02 0.26 0.06 0.06 0.06
Crit Moves: **** **** ****
Green/Cycle: 0.10 0.41 0.41 0.11 0.42 0.42 0.29 0.29 0.29 0.07 0.07 0.07
Volume/Cap: 0.62 0.94 0.94 0.07 0.70 0.90 0.08 0.08 0.90 0.89 0.89 0.89
Delay/Veh: 45.3 36.6 36.6 36.4 22.9 40.0 23.1 23.1 51.2 92.5 92.5 92.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 45.3 36.6 36.6 36.4 22.9 40.0 23.1 23.1 51.2 92.5 92.5 92.5
LOS by Move: D D D D C D C C D F F F
HCM2kAvgQ: 3 21 21 0 12 17 1 1 15 6 6 6

Note: Queue reported is the number of cars per lane.

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

Intersection #14 Embarcadero / Green St / Davis St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 14 Average Delay (sec/veh): 21.2
Optimal Cycle: 89 Level Of Service: C

Street Name: Embarcadero-Davis St Green 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	8	44	0	7	41	0	24	0	24	24	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	0

Volume Module:

Base Vol:	46	1336	0	4	1203	11	27	0	64	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:	46	1336	0	4	1203	11	27	0	64	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1336	0	4	1203	11	27	0	64	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	49	1421	0	4	1280	12	29	0	68	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1421	0	4	1280	12	29	0	68	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1421	0	4	1280	12	29	0	68	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.98	0.02	0.30	0.00	0.70	0.00	1.00	0.00
Final Sat.:	1805	3610	0	1805	3574	33	503	0	1191	0	1900	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.39	0.00	0.00	0.36	0.36	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.09	0.50	0.00	0.08	0.48	0.48	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.29	0.79	0.00	0.03	0.74	0.74	0.21	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	38.9	20.9	0.0	38.5	20.4	20.4	25.9	0.0	25.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	20.9	0.0	38.5	20.4	20.4	25.9	0.0	25.9	0.0	0.0	0.0
LOS by Move:	D	C	A	D	C	C	C	A	C	A	A	A
HCM2kAvgQ:	1	16	0	0	15	15	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Embarcadero / Broadway St / Drumm St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 17 Average Delay (sec/veh): 63.6
Optimal Cycle: 90 Level Of Service: E

Street Name: Embarcadero-Drumm St Broadway 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	16	37	0	7	28	28	29	0	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	1	0	0	0	0

Volume Module:

Base Vol:	573	1246	0	6	1035	235	119	0	319	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:	573	1246	0	6	1035	235	119	0	319	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	573	1246	0	6	1035	235	119	0	319	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:	573	1246	0	6	1035	235	119	0	319	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	573	1246	0	6	1035	235	119	0	319	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	573	1246	0	6	1035	235	119	0	319	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	0.95	0.92	0.92	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	1.63	0.37	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	3610	0	1805	2860	649	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.16	0.35	0.00	0.00	0.36	0.36	0.07	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.18	0.41	0.00	0.08	0.31	0.31	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.92	0.84	0.00	0.04	1.16	1.16	0.20	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	55.4	28.3	0.0	38.5	115	114.8	22.3	0.0	27.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	28.3	0.0	38.5	115	114.8	22.3	0.0	27.9	0.0	0.0	0.0
LOS by Move:	E	C	A	D	F	F	C	A	C	A	A	A
HCM2kAvgQ:	8	15	0	0	30	30	2	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Embarcadero / Washington St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 17 Average Delay (sec/veh): 36.8
Optimal Cycle: 90 Level Of Service: D

Street Name: Embarcadero 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	12	30	0	10	28	0	33	0	33	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	302	1674	0	9	1255	145	125	0	424	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:	302	1674	0	9	1255	145	125	0	424	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	1674	0	9	1255	145	125	0	424	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:	302	1674	0	9	1255	145	125	0	424	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1674	0	9	1255	145	125	0	424	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	302	1674	0	9	1255	145	125	0	424	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	1.00	2.69	0.31	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	5187	0	1805	4575	529	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.09	0.32	0.00	0.00	0.27	0.27	0.07	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.13	0.33	0.00	0.11	0.31	0.31	0.50	0.00	0.50	0.00	0.00	0.00
Volume/Cap:	0.65	0.97	0.00	0.04	0.88	0.88	0.14	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	40.1	44.3	0.0	35.8	35.6	35.6	12.4	0.0	16.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	44.3	0.0	35.8	35.6	35.6	12.4	0.0	16.2	0.0	0.0	0.0
LOS by Move:	D	D	A	D	D	D	B	A	B	A	A	A
HCM2kAvgQ:	4	19	0	0	12	12	2	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Embarcadero / Mission St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 10 Average Delay (sec/veh): 2.3
Optimal Cycle: 63 Level Of Service: A

Street Name: Embarcadero Mission 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	52	0	52	52	52	28	0	28	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	2	0	0	2	1	0	0	0	0	0

Volume Module:

Base Vol:	2	2100	0	0	1629	179	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2100	0	0	1629	179	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2100	0	0	1629	179	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	2	2258	0	0	1752	192	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2258	0	0	1752	192	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2258	0	0	1752	192	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.58	1.00	1.00	0.61	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	2.99	0.00	0.00	2.79	0.21	0.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	3	3313	0	0	3233	355	0	1900	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.68	0.68	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green/Cycle:	0.89	0.89	0.00	0.00	0.89	0.89	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.77	0.77	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	3.0	3.0	0.0	0.0	1.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.0	3.0	0.0	0.0	1.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	11	7	0	0	5	7	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #18 Embarcadero / Harrison St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.009
Loss Time (sec): 10 Average Delay (sec/veh): 88.8
Optimal Cycle: 180 Level Of Service: F

Street Name: Embarcadero Harrison 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 63 0 0 63 63 27 27 27 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 2 0 0 0 0 1 1 0 1 0 0 0 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 0 1406 0 0 1517 450 186 0 169 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1406 0 0 1517 450 186 0 169 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1406 0 0 1517 450 186 0 169 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
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 1512 0 0 1631 484 200 0 182 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1512 0 0 1631 484 200 0 182 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1512 0 0 1631 484 200 0 182 0 0 0
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.67 1.00 1.00 0.65 0.92 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 1.65 0.35 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 0 2559 0 0 2045 607 1805 0 1615 0 0 0
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.00 0.59 0.00 0.00 0.80 0.80 0.11 0.00 0.11 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.63 0.00 0.00 0.63 0.63 0.27 0.00 0.27 0.00 0.00 0.00
Volume/Cap: 0.00 0.94 0.00 0.00 1.27 1.27 0.41 0.00 0.42 0.00 0.00 0.00
Delay/Veh: 0.0 27.6 0.0 0.0 143 143.1 30.5 0.0 30.7 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 27.6 0.0 0.0 143 143.1 30.5 0.0 30.7 0.0 0.0 0.0
LOS by Move: A C A A F F C A C A A A
HCM2kAvgQ: 0 23 0 0 56 79 5 0 5 0 0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #19 Embarcadero / Bryant St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 10 Average Delay (sec/veh): 56.0
Optimal Cycle: 95 Level Of Service: E

Street Name: Embarcadero Bryant 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 Permitted Permitted
Rights: Include Include Include Include
Min. Green: 21 41 41 16 36 36 28 28 28 28 28 28
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 0 1 0 0 1 0 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 141 1287 9 43 1594 49 79 6 168 75 62 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: 141 1287 9 43 1594 49 79 6 168 75 62 39
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 141 1287 9 43 1594 49 79 6 168 75 62 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 145 1327 9 44 1643 51 81 6 173 77 64 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 145 1327 9 44 1643 51 81 6 173 77 64 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 145 1327 9 44 1643 51 81 6 173 77 64 40
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.95 0.95 0.85 0.63 0.63 0.85 0.81 0.81 0.81
Lanes: 1.00 1.99 0.01 1.00 2.00 1.00 0.93 0.07 1.00 0.43 0.35 0.22
Final Sat.: 1805 3581 25 1805 3610 1615 1109 84 1615 657 543 342
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.08 0.37 0.37 0.02 0.46 0.03 0.07 0.07 0.11 0.12 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.21 0.45 0.45 0.17 0.41 0.41 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.38 0.83 0.83 0.14 1.11 0.08 0.26 0.26 0.38 0.42 0.42 0.42
Delay/Veh: 34.6 28.2 28.2 35.2 89.3 18.0 28.4 28.4 29.6 30.0 30.0 30.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 34.6 28.2 28.2 35.2 89.3 18.0 28.4 28.4 29.6 30.0 30.0 30.0
LOS by Move: C C C D F B C C C C C C
HCM2kAvgQ: 4 18 18 1 35 1 2 2 4 5 5 5

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #20 Embarcadero / Brannan St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 11 Average Delay (sec/veh): 37.1
Optimal Cycle: 90 Level Of Service: D

Street Name: Brannan St Embarcadero
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	37	0	14	37	37	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:
Base Vol: 57 1318 0 3 1554 280 121 0 15 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: 57 1318 0 3 1554 280 121 0 15 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 57 1318 0 3 1554 280 121 0 15 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
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 59 1373 0 3 1619 292 126 0 16 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 59 1373 0 3 1619 292 126 0 16 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 59 1373 0 3 1619 292 126 0 16 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.95 1.00 0.85 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 2.00 1.00 1.00 0.00 1.00 0.00 0.00
Final Sat.: 1805 3610 0 1805 3610 1615 1805 0 1615 0 0

Capacity Analysis Module:
Vol/Sat: 0.03 0.38 0.00 0.00 0.45 0.18 0.07 0.00 0.01 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.11 0.41 0.00 0.16 0.45 0.45 0.31 0.00 0.31 0.00 0.00 0.00
Volume/Cap: 0.29 0.93 0.00 0.01 0.99 0.40 0.22 0.00 0.03 0.00 0.00 0.00
Delay/Veh: 37.5 35.3 0.0 32.2 43.5 16.7 23.2 0.0 21.6 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.5 35.3 0.0 32.2 43.5 16.7 23.2 0.0 21.6 0.0 0.0 0.0
LOS by Move: D D A C D B C A C A A A
HCM2kAvgQ: 1 21 0 0 23 5 3 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #21 Folsom St/Fremont St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 16 Average Delay (sec/veh): 28.9
Optimal Cycle: 77 Level Of Service: C

Street Name: Fremont St (I-80 WB Off Ramp) Folsom 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	21	21	21	0	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	1	0	1	1	0	0	1

Volume Module:
Base Vol: 4 185 73 254 39 1 167 411 57 0 95 66
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 185 73 254 39 1 167 411 57 0 95 66
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 4 185 73 254 39 1 167 411 57 0 95 66
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 4 197 78 270 41 1 178 437 61 0 101 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 4 197 78 270 41 1 178 437 61 0 101 70
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
FinalVolume: 4 197 78 270 41 1 178 437 61 0 101 70

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.37 0.57 0.57 0.89 0.89 0.89 1.00 0.95 0.95
Lanes: 0.03 1.41 0.56 1.83 0.16 0.01 0.79 1.94 0.27 0.00 0.59 0.41
Final Sat.: 50 2325 917 1281 179 5 1329 3271 454 0 1059 736

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.21 0.23 0.23 0.13 0.13 0.13 0.00 0.10 0.10
Crit Moves: **** **** ****
Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.27 0.27 0.27 0.00 0.27 0.27
Volume/Cap: 0.34 0.34 0.34 0.85 0.94 0.94 0.49 0.49 0.49 0.00 0.35 0.35
Delay/Veh: 24.1 24.1 24.1 45.2 62.6 62.6 23.8 23.8 23.8 0.0 22.9 22.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 24.1 24.1 24.1 45.2 62.6 62.6 23.8 23.8 23.8 0.0 22.9 22.9
LOS by Move: C C C D E E C C C A C C
HCM2kAvgQ: 3 3 3 3 6 6 5 5 5 0 3 3

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #22 King St/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.053
Loss Time (sec): 10 Average Delay (sec/veh): 95.7
Optimal Cycle: 180 Level Of Service: F

Street Name:	3rd St						King St					
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			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	26	26	26	0	0	0	20	46	46	13	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	2	1	1	0	0	0	0	0	0	0

Volume Module:
Base Vol: 76 713 265 0 0 0 855 974 14 283 1331 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 76 713 265 0 0 0 855 974 14 283 1331 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 76 713 265 0 0 0 855 974 14 283 1331 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 78 735 273 0 0 0 881 1004 14 292 1372 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 78 735 273 0 0 0 881 1004 14 292 1372 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 78 735 273 0 0 0 881 1004 14 292 1372 41

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 1.00 1.00 1.00 0.92 0.95 0.95 0.92 0.57 0.95
Lanes: 0.36 3.38 1.26 0.00 0.00 0.00 3.00 1.97 0.03 2.00 1.96 0.04
Final Sat.: 593 5564 2068 0 0 0 5253 3552 51 3502 2119 64

Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.13 0.00 0.00 0.00 0.17 0.28 0.28 0.08 0.65 0.65
Crit Moves: **** **** ****
Green/Cycle: 0.26 0.26 0.40 0.00 0.00 0.00 0.20 0.50 0.50 0.14 0.44 0.44
Volume/Cap: 0.51 0.51 0.33 0.00 0.00 0.00 0.84 0.57 0.57 0.59 1.47 1.47
Delay/Veh: 31.8 31.8 20.7 0.0 0.0 0.0 44.6 17.9 17.9 42.1 246 245.9
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: 31.8 31.8 20.7 0.0 0.0 0.0 44.6 17.9 17.9 42.1 246 245.9
LOS by Move: C C C A A A D B B D F F
HCM2kAvgQ: 6 6 5 0 0 0 12 12 12 4 51 85

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #23 King St/4th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 13 Average Delay (sec/veh): 78.4
Optimal Cycle: 125 Level Of Service: E

Street Name:	King St						4th 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:	28	28	28	28	28	28	10	42	42	14	45	45
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	1	1	0	2	1	0	1

Volume Module:
Base Vol: 8 52 50 56 304 432 116 1736 17 24 1348 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: 8 52 50 56 304 432 116 1736 17 24 1348 34
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 8 52 50 56 304 432 116 1736 17 24 1348 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 8 55 53 59 320 455 122 1827 18 25 1419 36
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 55 53 59 320 455 122 1827 18 25 1419 36
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 8 55 53 59 320 455 122 1827 18 25 1419 36

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.99 0.99 0.85 0.95 0.87 0.87 0.95 0.91 0.91 0.95 0.95 0.95
Lanes: 0.13 0.87 1.00 1.00 1.24 1.76 1.00 2.97 0.03 1.00 1.95 0.05
Final Sat.: 252 1635 1615 1805 2040 2899 1805 5132 50 1805 3507 88

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.03 0.16 0.16 0.07 0.36 0.36 0.01 0.40 0.40
Crit Moves: **** **** ****
Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.08 0.34 0.34 0.11 0.37 0.37
Volume/Cap: 0.15 0.15 0.15 0.15 0.70 0.70 0.85 1.06 1.06 0.12 1.10 1.10
Delay/Veh: 39.1 39.1 39.1 39.1 46.7 46.7 91.1 80.9 80.9 50.3 96.1 96.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.1 39.1 39.1 39.1 46.7 46.7 91.1 80.9 80.9 50.3 96.1 96.1
LOS by Move: D D D D D D F F F D F F
HCM2kAvgQ: 2 2 2 2 10 10 7 35 35 1 42 42

Note: Queue reported is the number of cars per lane.

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

Intersection #24 16th St/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 10 Average Delay (sec/veh): 22.2
Optimal Cycle: 100 Level Of Service: C

Street Name: 3rd St 16th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Protected Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 20 56 56 31 31 31 34 34 34 34 34 34
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 1 1 0 1 0 1 1 0 0 1 0 1 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 231 595 0 7 407 91 93 9 177 0 9 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 231 595 0 7 407 91 93 9 177 0 9 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 231 595 0 7 407 91 93 9 177 0 9 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 266 684 0 8 468 105 107 10 203 0 10 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 266 684 0 8 468 105 107 10 203 0 10 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 266 684 0 8 468 105 107 10 203 0 10 6
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 0.95 0.31 0.92 0.92 0.75 0.81 0.81 0.95 0.90 0.90
Lanes: 2.00 2.00 0.00 1.00 1.63 0.37 1.00 1.00 1.00 0.00 1.29 0.71
Final Sat.: 3502 3610 0 589 2871 642 1433 1547 1547 0 2195 1220
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.08 0.19 0.00 0.01 0.16 0.16 0.07 0.01 0.13 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.25 0.56 0.00 0.31 0.31 0.31 0.34 0.34 0.34 0.00 0.34 0.34
Volume/Cap: 0.30 0.34 0.00 0.04 0.53 0.53 0.22 0.02 0.39 0.00 0.01 0.01
Delay/Veh: 30.6 12.0 0.0 24.2 28.9 28.9 23.8 21.9 25.5 0.0 21.9 21.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 30.6 12.0 0.0 24.2 28.9 28.9 23.8 21.9 25.5 0.0 21.9 21.9
LOS by Move: C B A C C C C C A C C
HCM2kAvgQ: 3 6 0 0 7 7 2 0 5 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #25 Cesar Chavez St/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.193
Loss Time (sec): 12 Average Delay (sec/veh): 23.9
Optimal Cycle: 97 Level Of Service: C

Street Name: 3rd St Cesar Chavez St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Permit+Prot Permit+Prot Permitted Permitted
Rights: Include Include Include Include
Min. Green: 15 35 35 10 30 30 5 40 40 30 30 30
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 0 1 0 1 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 223 561 16 17 431 107 100 204 154 13 220 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 223 561 16 17 431 107 100 204 154 13 220 18
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 223 561 16 17 431 107 100 204 154 13 220 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 228 572 16 17 440 109 102 208 157 13 224 18
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 228 572 16 17 440 109 102 208 157 13 224 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 228 572 16 17 440 109 102 208 157 13 224 18
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.54 0.95 0.95 0.30 0.92 0.92 0.57 0.89 0.89 0.87 0.87 0.87
Lanes: 1.00 1.94 0.06 1.00 1.60 0.40 1.00 1.14 0.86 0.10 1.76 0.14
Final Sat.: 1034 3496 100 565 2805 696 1093 1925 1454 172 2913 238
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.22 0.16 0.16 0.03 0.16 0.16 0.09 0.11 0.11 0.08 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.52 0.37 0.37 0.45 0.30 0.30 0.40 0.40 0.40 0.40 0.40 0.40
Volume/Cap: 0.40 0.44 0.44 0.04 0.52 0.52 0.23 0.27 0.27 0.19 0.19 0.19
Delay/Veh: 23.0 23.7 23.7 21.2 29.5 29.5 20.1 20.3 20.3 19.6 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: 23.0 23.7 23.7 21.2 29.5 29.5 20.1 20.3 20.3 19.6 19.6 19.6
LOS by Move: C C C C C C C C B B B
HCM2kAvgQ: 4 7 7 0 7 7 2 4 4 3 3 3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #26 Cesar Chavez St/Illinois St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.232
Loss Time (sec): 9 Average Delay (sec/veh): 20.3
Optimal Cycle: 100 Level Of Service: C

Street Name:	Illinois St						Cesar Chavez 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:	20	20	20	20	20	20	71	71	71	71	71	71
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	1	0	0	0	1

Volume Module:
Base Vol: 130 84 3 13 62 37 35 94 107 1 86 24
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 84 3 13 62 37 35 94 107 1 86 24
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 84 3 13 62 37 35 94 107 1 86 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 149 97 3 15 71 43 40 108 123 1 99 28
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 149 97 3 15 71 43 40 108 123 1 99 28
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 149 97 3 15 71 43 40 108 123 1 99 28

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 1.00 1.00 0.68 0.94 0.94 0.80 0.80 0.80 0.97 0.97 0.97
Lanes: 1.00 0.97 0.03 1.00 0.63 0.37 0.30 0.79 0.91 0.01 0.77 0.22
Final Sat.: 1233 1825 65 1296 1123 670 449 1205 1371 17 1428 398

Capacity Analysis Module:
Vol/Sat: 0.12 0.05 0.05 0.01 0.06 0.06 0.09 0.09 0.09 0.07 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.20 0.20 0.20 0.20 0.20 0.20 0.71 0.71 0.71 0.71 0.71 0.71
Volume/Cap: 0.61 0.26 0.26 0.06 0.32 0.32 0.13 0.13 0.13 0.10 0.10 0.10
Delay/Veh: 40.7 34.2 34.2 32.5 34.7 34.7 4.6 4.6 4.6 4.6 4.6 4.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 40.7 34.2 34.2 32.5 34.7 34.7 4.6 4.6 4.6 4.6 4.6 4.6
LOS by Move: D C C C C C A A A A A A
HCM2kAvgQ: 5 3 3 0 3 3 1 1 1 1 1 1

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #27 Lincoln Blvd/25th St/El Camino del Mar

Cycle (sec): 1 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 0 Average Delay (sec/veh): 17.9
Optimal Cycle: 0 Level Of Service: C

Street Name:	25th St			El Camino del Mar (eb) / Lincoln		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1

Volume Module:
Base Vol: 17 24 260 14 20 2 1 221 23 423 208 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 17 24 260 14 20 2 1 221 23 423 208 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 24 260 14 20 2 1 221 23 423 208 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 18 25 271 15 21 2 1 230 24 441 217 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 25 271 15 21 2 1 230 24 441 217 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 18 25 271 15 21 2 1 230 24 441 217 5

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.06 0.08 0.86 0.39 0.56 0.05 0.01 0.90 0.09 1.00 0.98 0.02
Final Sat.: 35 49 531 183 261 26 2 537 56 562 597 14

Capacity Analysis Module:
Vol/Sat: 0.51 0.51 0.51 0.08 0.08 0.08 0.43 0.43 0.43 0.78 0.36 0.36
Crit Moves: ****
Delay/Veh: 13.7 13.7 13.7 10.3 10.3 10.3 12.8 12.8 12.8 27.6 11.8 11.8
AdjDel/Veh: 13.7 13.7 13.7 10.3 10.3 10.3 12.8 12.8 12.8 27.6 11.8 11.8
LOS by Move: B B B B B B B B D B B
ApproachDel: 13.7 10.3 12.8 22.3
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 13.7 10.3 12.8 22.3
LOS by Appr: B B B C
AllWayAvgQ: 0.9 0.9 0.9 0.1 0.1 0.1 0.7 0.7 0.7 2.9 0.5 0.5

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #28 Lake St/14th Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 0 Average Delay (sec/veh): 11.7
Optimal Cycle: 0 Level Of Service: B

Street Name: 14th Ave Lake 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 1 0 0 0 0 0 1
-----|-----|-----|-----|

Volume Module:
Base Vol: 3 47 18 8 0 0 30 264 1 73 298 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: 3 47 18 8 0 0 30 264 1 73 298 27
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 3 47 18 8 0 0 30 264 1 73 298 27
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 3 48 19 8 0 0 31 272 1 75 307 28
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 48 19 8 0 0 31 272 1 75 307 28
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 3 48 19 8 0 0 31 272 1 75 307 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 0.70 0.26 1.00 0.00 0.00 0.10 0.89 0.01 0.20 0.80 1.00
Final Sat.: 27 420 161 550 0 0 77 675 3 139 568 838
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.12 0.12 0.12 0.01 xxxx xxxx 0.40 0.40 0.40 0.54 0.54 0.03
Crit Moves: **** **** **** ****
Delay/Veh: 9.0 9.0 9.0 8.9 0.0 0.0 10.7 10.7 10.7 13.4 13.4 7.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.0 9.0 9.0 8.9 0.0 0.0 10.7 10.7 10.7 13.4 13.4 7.1
LOS by Move: A A A A * * B B B B B A
ApproachDel: 9.0 8.9 10.7 13.0
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 9.0 8.9 10.7 13.0
LOS by Appr: A A B B
AllWayAvgQ: 0.1 0.1 0.1 0.0 0.0 0.0 0.6 0.6 0.6 1.1 1.1 0.0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #29 Lake St/15th Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 0 Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

Street Name: 15th Ave Lake 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
-----|-----|-----|-----|

Volume Module:
Base Vol: 7 5 19 31 132 32 4 207 4 17 263 4
Growth Adj: 1.00 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 5 19 31 132 32 4 207 4 17 263 4
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 5 19 31 132 32 4 207 4 17 263 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 8 5 21 34 145 35 4 227 4 19 289 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 5 21 34 145 35 4 227 4 19 289 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
FinalVolume: 8 5 21 34 145 35 4 227 4 19 289 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: 0.23 0.16 0.61 0.16 0.68 0.16 0.02 0.96 0.02 0.06 0.93 0.01
Final Sat.: 137 98 373 103 440 107 13 673 13 43 663 10
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.06 0.33 0.33 0.33 0.34 0.34 0.34 0.44 0.44 0.44
Crit Moves: **** **** **** ****
Delay/Veh: 8.5 8.5 8.5 10.4 10.4 10.4 10.3 10.3 10.3 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: 8.5 8.5 8.5 10.4 10.4 10.4 10.3 10.3 10.3 11.3 11.3 11.3
LOS by Move: A A A B B B B B B B B
ApproachDel: 8.5 10.4 10.3 11.3
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 8.5 10.4 10.3 11.3
LOS by Appr: A B B B
AllWayAvgQ: 0.0 0.0 0.0 0.4 0.4 0.4 0.5 0.5 0.5 0.7 0.7 0.7

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #30 Jackson St/Arguello Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 0 Average Delay (sec/veh): 27.7
Optimal Cycle: 0 Level Of Service: D

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
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	0	1	0	0	1	0	0	0

Volume Module:	Arguello Blvd				Jackson St							
Base Vol:	0	345	46	43	556	0	0	0	0	85	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	345	46	43	556	0	0	0	0	85	0	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	345	46	43	556	0	0	0	0	85	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	388	52	48	625	0	0	0	0	96	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	388	52	48	625	0	0	0	0	96	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	388	52	48	625	0	0	0	0	96	0	55

Saturation Flow Module:	Arguello Blvd				Jackson St							
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	0.07	0.93	0.00	0.00	0.00	0.00	0.63	0.00	0.37
Final Sat.:	0	609	81	52	674	0	0	0	0	352	0	203

Capacity Analysis Module:	Arguello Blvd				Jackson St						
Vol/Sat:	xxxx	0.64	0.64	0.93	0.93	xxxx	xxxx	xxxx	0.27	xxxx	0.27
Crit Moves:	****				****				****		
Delay/Veh:	0.0	16.2	16.2	38.9	38.9	0.0	0.0	0.0	11.3	0.0	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	16.2	38.9	38.9	0.0	0.0	0.0	11.3	0.0	11.3
LOS by Move:	C	C	C	E	E	*	*	*	B	*	B
ApproachDel:	16.2		38.9		xxxxxx				11.3		
Delay Adj:	1.00		1.00		xxxxxx				1.00		
ApprAdjDel:	16.2		38.9		xxxxxx				11.3		
LOS by Appr:	C		E		*				B		
AllWayAvgQ:	1.5	1.5	1.5	6.3	6.3	6.3	0.0	0.0	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #31 Pacific Ave/Presidio Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 0 Average Delay (sec/veh): 22.7
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
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	0	1	0	0	0	1	0	0

Volume Module:	Presidio Blvd				Pacific Ave							
Base Vol:	5	388	8	43	558	30	5	8	4	23	18	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	388	8	43	558	30	5	8	4	23	18	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	388	8	43	558	30	5	8	4	23	18	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	408	8	45	587	32	5	8	4	24	19	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	408	8	45	587	32	5	8	4	24	19	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	408	8	45	587	32	5	8	4	24	19	41

Saturation Flow Module:	Presidio Blvd				Pacific Ave							
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	0.88	0.05	0.29	0.47	0.24	0.29	0.22	0.49
Final Sat.:	9	691	14	52	675	36	151	241	121	159	125	270

Capacity Analysis Module:	Presidio Blvd				Pacific Ave							
Vol/Sat:	0.59	0.59	0.59	0.87	0.87	0.87	0.03	0.03	0.03	0.15	0.15	0.15
Crit Moves:	****				****				****			
Delay/Veh:	14.5	14.5	14.5	29.8	29.8	29.8	9.6	9.6	9.6	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	14.5	14.5	29.8	29.8	29.8	9.6	9.6	9.6	10.0	10.0	10.0
LOS by Move:	B	B	B	D	D	D	A	A	A	A	A	A
ApproachDel:	14.5		29.8		29.8		9.6		10.0			
Delay Adj:	1.00		1.00		1.00		1.00		1.00			
ApprAdjDel:	14.5		29.8		29.8		9.6		10.0			
LOS by Appr:	B		D		D		A		A			
AllWayAvgQ:	1.3	1.3	1.3	4.7	4.7	4.7	0.0	0.0	0.0	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #32 Lombard St/Lyon St

Cycle (sec):	0	Critical Vol./Cap.(X):	1.524
Loss Time (sec):	0	Average Delay (sec/veh):	139.4
Optimal Cycle:	0	Level Of Service:	F

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

Volume Module:

Base Vol:	146	22	7	22	56	200	164	515	94	5	340	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	22	7	22	56	200	164	515	94	5	340	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	22	7	22	56	200	164	515	94	5	340	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	159	24	8	24	61	217	178	560	102	5	370	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	24	8	24	61	217	178	560	102	5	370	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	24	8	24	61	217	178	560	102	5	370	21

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.13	0.04	0.08	0.20	0.72	0.21	0.67	0.12	0.01	0.94	0.05
Final Sat.:	354	53	17	39	99	355	117	367	67	7	480	27

Capacity Analysis Module:

Vol/Sat:	0.45	0.45	0.45	0.61	0.61	0.61	1.52	1.52	1.52	0.77	0.77	0.77
Crit Moves:	****			****			****			****		
Delay/Veh:	16.4	16.4	16.4	19.4	19.4	19.4	262.9	263	262.9	27.9	27.9	27.9
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:	16.4	16.4	16.4	19.4	19.4	19.4	262.9	263	262.9	27.9	27.9	27.9
LOS by Move:	C	C	C	C	C	C	F	F	F	D	D	D
ApproachDel:	16.4			19.4			262.9			27.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.4			19.4			262.9			27.9		
LOS by Appr:	C			C			F			D		
AllWayAvgQ:	0.6	0.6	0.6	1.3	1.3	1.3	38.8	38.8	38.8	2.6	2.6	2.6

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #33 Lombard St/Divisadero St

Cycle (sec):	90	Critical Vol./Cap.(X):	1.178
Loss Time (sec):	9	Average Delay (sec/veh):	111.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Divisadero 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:	27	27	27	27	54	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	1

Volume Module:

Base Vol:	179	187	27	147	241	85	17	1805	172	1	2514	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	187	27	147	241	85	17	1805	172	1	2514	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	187	27	147	241	85	17	1805	172	1	2514	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	183	191	28	150	246	87	17	1842	176	1	2565	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	191	28	150	246	87	17	1842	176	1	2565	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	191	28	150	246	87	17	1842	176	1	2565	150

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.98	0.98	0.52	0.96	0.96	0.75	0.52	0.75	0.85	0.59	0.85
Lanes:	1.00	0.87	0.13	1.00	0.74	0.26	0.02	2.79	0.19	0.01	2.88	0.11
Final Sat.:	673	1629	235	986	1350	476	26	2771	264	1	3252	190

Capacity Analysis Module:

Vol/Sat:	0.27	0.12	0.12	0.15	0.18	0.18	0.66	0.66	0.66	0.79	0.79	0.79
Crit Moves:	****						****			****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.91	0.39	0.39	0.51	0.61	0.61	1.11	1.11	1.11	1.31	1.31	1.31
Delay/Veh:	68.4	25.4	25.4	27.4	28.9	28.9	75.0	75.0	75.0	163.2	163	163.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	25.4	25.4	27.4	28.9	28.9	75.0	75.0	75.0	163.2	163	163.2
LOS by Move:	E	C	C	C	C	C	E	E	E	F	F	F
HCM2kAvgQ:	8	5	5	4	9	9	45	33	45	77	54	77

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #34 Lombard St/Fillmore St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.094
Loss Time (sec): 9 Average Delay (sec/veh): 103.6
Optimal Cycle: 180 Level Of Service: F

Street Name:	Fillmore 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:	27	27	27	27	27	27	54	54	54	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	1	1	0	1	1

Volume Module:
Base Vol: 47 160 36 94 300 105 21 1608 65 3 2415 92
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 160 36 94 300 105 21 1608 65 3 2415 92
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 160 36 94 300 105 21 1608 65 3 2415 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 49 168 38 99 316 111 22 1693 68 3 2542 97
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 49 168 38 99 316 111 22 1693 68 3 2542 97
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 49 168 38 99 316 111 22 1693 68 3 2542 97

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.36 0.97 0.97 0.72 0.72 0.72 0.74 0.50 0.74 0.85 0.58 0.85
Lanes: 1.00 0.82 0.18 0.38 1.20 0.42 0.03 2.89 0.08 0.01 2.92 0.07
Final Sat.: 678 1508 339 515 1642 575 36 2764 112 4 3210 122

Capacity Analysis Module:
Vol/Sat: 0.07 0.11 0.11 0.19 0.19 0.19 0.61 0.61 0.61 0.79 0.79 0.79
Crit Moves: ****
Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.60 0.60 0.60 0.60 0.60 0.60
Volume/Cap: 0.24 0.37 0.37 0.64 0.64 0.64 1.02 1.02 1.02 1.32 1.32 1.32
Delay/Veh: 24.4 25.2 25.2 29.0 29.0 29.0 44.9 44.9 44.9 165.6 166 165.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 24.4 25.2 25.2 29.0 29.0 29.0 44.9 44.9 44.9 165.6 166 165.6
LOS by Move: C C C C C C D D D F F F
HCM2kAvgQ: 1 5 5 8 8 8 28 19 28 80 55 80

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #35 Bay St/Laguna St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 10 Average Delay (sec/veh): 31.4
Optimal Cycle: 90 Level Of Service: C

Street Name:	Laguna St						Bay 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			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	18	18	18	34	34	34	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	2	0	1	0

Volume Module:
Base Vol: 212 0 73 529 151 13 0 210 220 135 363 1208
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 212 0 73 529 151 13 0 210 220 135 363 1208
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 212 0 73 529 151 13 0 210 220 135 363 1208
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 221 0 76 551 157 14 0 219 229 141 378 1258
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 221 0 76 551 157 14 0 219 229 141 378 1258
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 221 0 76 551 157 14 0 219 229 141 378 1258

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 1.00 0.93 0.96 0.96 0.96 1.00 0.95 0.85 0.81 0.81 0.75
Lanes: 0.74 0.00 0.26 1.62 0.35 0.03 0.00 2.00 1.00 0.27 0.73 2.00
Final Sat.: 1315 0 453 2950 643 55 0 3610 1615 419 1127 2842

Capacity Analysis Module:
Vol/Sat: 0.17 0.00 0.17 0.19 0.24 0.24 0.00 0.06 0.14 0.34 0.34 0.44
Crit Moves: ****
Green/Cycle: 0.20 0.00 0.20 0.38 0.38 0.38 0.00 0.31 0.31 0.31 0.31 0.69
Volume/Cap: 0.84 0.00 0.84 0.49 0.65 0.65 0.00 0.19 0.46 1.08 1.08 0.64
Delay/Veh: 50.8 0.0 50.8 21.7 24.4 24.4 0.0 22.8 25.5 94.7 94.7 8.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 50.8 0.0 50.8 21.7 24.4 24.4 0.0 22.8 25.5 94.7 94.7 8.6
LOS by Move: D A D C C C A C C F F A
HCM2kAvgQ: 11 0 11 7 11 11 0 2 5 19 19 10

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #36 Bay St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 10 Average Delay (sec/veh): 20.9
Optimal Cycle: 90 Level Of Service: C

Street Name:	Van Ness Ave						Bay 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:	23	23	23	23	23	23	57	57	57	57	57	57
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	0	0	1	1	0	1	0

Volume Module:
Base Vol: 88 173 167 5 329 191 9 575 159 174 1358 21
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 88 173 167 5 329 191 9 575 159 174 1358 21
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 88 173 167 5 329 191 9 575 159 174 1358 21
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 90 177 170 5 336 195 9 587 162 178 1386 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 90 177 170 5 336 195 9 587 162 178 1386 21
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 90 177 170 5 336 195 9 587 162 178 1386 21

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.38 0.84 0.84 0.80 0.80 0.80 0.44 0.44 0.43 0.72 0.72 0.72
Lanes: 1.00 2.00 1.00 0.03 1.97 1.00 0.03 1.97 1.00 0.22 1.75 0.03
Final Sat.: 718 3202 1601 46 3013 1529 26 1651 808 308 2404 37

Capacity Analysis Module:
Vol/Sat: 0.13 0.06 0.11 0.11 0.11 0.13 0.36 0.36 0.20 0.58 0.58 0.58
Crit Moves: *****
Green/Cycle: 0.26 0.26 0.26 0.26 0.26 0.26 0.63 0.63 0.63 0.63 0.63 0.63
Volume/Cap: 0.49 0.22 0.42 0.44 0.44 0.50 0.56 0.56 0.32 0.91 0.91 0.91
Delay/Veh: 30.6 26.5 28.2 28.3 28.3 28.9 10.1 10.1 7.9 21.8 21.8 21.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 30.6 26.5 28.2 28.3 28.3 28.9 10.1 10.1 7.9 21.8 21.8 21.8
LOS by Move: C C C C C C B B A C C C
HCM2kAvgQ: 3 2 5 5 5 6 5 5 2 22 22 22

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #37 Bay St/Hyde St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 7 Average Delay (sec/veh): 5.9
Optimal Cycle: 90 Level Of Service: A

Street Name:	Hyde St						Bay 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:	16	16	16	16	16	16	67	67	67	0	67	67
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	1	0	0	0	2

Volume Module:
Base Vol: 0 36 10 2 69 19 2 720 32 0 1617 21
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 36 10 2 69 19 2 720 32 0 1617 21
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 36 10 2 69 19 2 720 32 0 1617 21
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 40 11 2 77 21 2 800 36 0 1797 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 40 11 2 77 21 2 800 36 0 1797 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 40 11 2 77 21 2 800 36 0 1797 23

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.97 0.97 0.97 0.97 0.97 0.90 0.90 0.90 1.00 0.91 0.91
Lanes: 0.00 0.78 0.22 0.02 0.77 0.21 0.01 1.91 0.08 0.00 2.96 0.04
Final Sat.: 0 1444 401 41 1410 388 9 3252 145 0 5110 66

Capacity Analysis Module:
Vol/Sat: 0.00 0.03 0.03 0.05 0.05 0.05 0.25 0.25 0.25 0.00 0.35 0.35
Crit Moves: *****
Green/Cycle: 0.00 0.18 0.18 0.18 0.18 0.18 0.74 0.74 0.74 0.00 0.74 0.74
Volume/Cap: 0.00 0.16 0.16 0.31 0.31 0.31 0.33 0.33 0.33 0.00 0.47 0.47
Delay/Veh: 0.0 31.5 31.5 32.7 32.7 32.7 4.0 4.0 4.0 0.0 4.6 4.6
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 31.5 31.5 32.7 32.7 32.7 4.0 4.0 4.0 0.0 4.6 4.6
LOS by Move: A C C C C C A A A A A A
HCM2kAvgQ: 0 1 1 3 3 3 4 4 4 0 7 7

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #38 Alexander Ave/Bunker Rd

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[12.6]

Street Name:	Bunker Rd				Alexander Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	1	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	58	238	0	0	302	26	41	0	187	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:	58	238	0	0	302	26	41	0	187	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	238	0	0	302	26	41	0	187	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	251	0	0	318	27	43	0	197	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	251	0	0	318	27	43	0	197	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflict Vol:	345	xxxx	xxxxx	xxxx	xxxx	xxxxx	704	xxxx	332	xxxx	xxxx	xxxxx
Potent Cap.:	1225	xxxx	xxxxx	xxxx	xxxx	xxxxx	406	xxxx	715	xxxx	xxxx	xxxxx
Move Cap.:	1225	xxxx	xxxxx	xxxx	xxxx	xxxxx	391	xxxx	715	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.28	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	1.1	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.4	xxxx	11.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.6			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #39 Alexander Ave/Ft.Baker (East) Rd

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.8]

Street Name:	Ft.Baker (East) Rd				Alexander Ave				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	274	11	8	317	15	0	0	2	6	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	274	11	8	317	15	0	0	2	6	0	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	274	11	8	317	15	0	0	2	6	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	282	11	8	327	15	0	0	2	6	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	282	11	8	327	15	0	0	2	6	0	81

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	294	xxxx	xxxxx	xxxx	xxxx	335	640	647	288
Potent Cap.:	xxxx	xxxx	xxxxx	1279	xxxx	xxxxx	xxxx	xxxx	712	391	392	756
Move Cap.:	xxxx	xxxx	xxxxx	1279	xxxx	xxxxx	xxxx	xxxx	712	388	390	756
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	0.00	0.02	0.00	0.11

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	708	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.1			10.8		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Bush St/Van Ness Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.415
Loss Time (sec):	8	Average Delay (sec/veh):	24.9
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Van Ness Ave	Bush St
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R

Control:	Protected	Prot+Permit	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 34 34	10 48 0	34 34 34	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 2 1 0	1 0 3 0 0	0 1 1 1 0	0 0 0 0 0

Volume Module:

Base Vol:	0 1650 117	227 2009 0	67 969 115	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 1650 117	227 2009 0	67 969 115	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 1650 117	227 2009 0	67 969 115	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.94 0.94 0.94	0.94 0.94 0.94	0.94 0.94 0.94	0.94 0.94 0.94
PHF Volume:	0 1755 124	241 2137 0	71 1031 122	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 1755 124	241 2137 0	71 1031 122	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 1755 124	241 2137 0	71 1031 122	0 0 0

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	1.00 0.90 0.90	0.95 0.91 1.00	0.89 0.89 0.89	1.00 1.00 1.00
Lanes:	0.00 2.80 0.20	1.00 3.00 0.00	0.17 2.53 0.30	0.00 0.00 0.00
Final Sat.:	0 4795 340	1805 5187 0	295 4263 506	0 0 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.37 0.37	0.13 0.41 0.00	0.24 0.24 0.24	0.00 0.00 0.00
Crit Moves:	****	****	****	****
Green/Cycle:	0.00 0.39 0.39	0.56 0.53 0.00	0.38 0.38 0.38	0.00 0.00 0.00
Volume/Cap:	0.00 0.93 0.93	0.72 0.77 0.00	0.64 0.64 0.64	0.00 0.00 0.00
Delay/Veh:	0.0 34.3 34.3	17.4 18.1 0.0	23.7 23.7 23.7	0.0 0.0 0.0
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 34.3 34.3	17.4 18.1 0.0	23.7 23.7 23.7	0.0 0.0 0.0
LOS by Move:	A C C	B B A	C C C	A A A
HCM2kAvgQ:	0 23 23	5 16 0	11 11 11	0 0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Pine St/Van Ness Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	1.508
Loss Time (sec):	8	Average Delay (sec/veh):	42.7
Optimal Cycle:	129	Level Of Service:	D

Street Name:	Van Ness Ave	Pine St
Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R

Control:	Prot+Permit	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	10 48 0	0 34 34	0 0 0	34 34 34
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 1 2 1 0

Volume Module:

Base Vol:	156 1562 0	0 2090 207	0 0 0	122 1487 420
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	156 1562 0	0 2090 207	0 0 0	122 1487 420
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	156 1562 0	0 2090 207	0 0 0	122 1487 420
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.97 0.97 0.97	0.97 0.97 0.97	0.97 0.97 0.97	0.97 0.97 0.97
PHF Volume:	161 1610 0	0 2155 213	0 0 0	126 1533 433
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	161 1610 0	0 2155 213	0 0 0	126 1533 433
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	161 1610 0	0 2155 213	0 0 0	126 1533 433

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.91 1.00	1.00 0.90 0.90	1.00 1.00 1.00	0.87 0.87 0.87
Lanes:	1.00 3.00 0.00	0.00 2.73 0.27	0.00 0.00 0.00	0.24 2.93 0.83
Final Sat.:	1805 5187 0	0 4658 461	0 0 0	399 4867 1375

Capacity Analysis Module:

Vol/Sat:	0.09 0.31 0.00	0.00 0.46 0.46	0.00 0.00 0.00	0.31 0.31 0.31
Crit Moves:	****	****	****	****
Green/Cycle:	0.56 0.53 0.00	0.00 0.42 0.42	0.00 0.00 0.00	0.38 0.38 0.38
Volume/Cap:	0.57 0.58 0.00	0.00 1.10 1.10	0.00 0.00 0.00	0.83 0.83 0.83
Delay/Veh:	12.1 14.5 0.0	0.0 77.0 77.0	0.0 0.0 0.0	28.0 28.0 28.0
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	12.1 14.5 0.0	0.0 77.0 77.0	0.0 0.0 0.0	28.0 28.0 28.0
LOS by Move:	B B A	A E E	A A A	C C C
HCM2kAvgQ:	3 10 0	0 34 34	0 0 0	17 17 17

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #42 Lombard St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.286
Loss Time (sec): 7 Average Delay (sec/veh): 117.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Van Ness Ave			Lombard St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Permitted		Permitted
Rights:	Include		Include	Ovl		Include
Min. Green:	56	56	56	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0	0	1	0	0

Volume Module:	Van Ness Ave			Lombard St		
	L	T	R	L	T	R
Base Vol:	1246	265	34	0	557	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1246	265	34	0	557	163
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	1246	265	34	0	557	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	1340	285	37	0	599	175
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	1340	285	37	0	599	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1340	285	37	0	599	175

Saturation Flow Module:	Van Ness Ave			Lombard St		
Sat/Lane:	L	T	R	L	T	R
Adjustment:	0.92	0.98	0.98	1.00	0.95	0.85
Lanes:	3.00	0.89	0.11	0.00	2.00	1.00
Final Sat.:	5253	1655	212	0	3610	1615

Capacity Analysis Module:	Van Ness Ave			Lombard St		
Vol/Sat:	L	T	R	L	T	R
Crit Moves:	****			****		
Green/Cycle:	0.48	0.71	0.71	0.00	0.23	0.23
Volume/Cap:	0.53	0.24	0.24	0.00	0.72	0.47
Delay/Veh:	21.6	6.1	6.1	0.0	44.6	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	6.1	6.1	0.0	44.6	39.8
LOS by Move:	C	A	A	A	D	F
HCM2kAvgQ:	11	4	4	0	12	6

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #43 Embarcadero / Howard St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.585
Loss Time (sec): 10 Average Delay (sec/veh): 148.3
Optimal Cycle: 180 Level Of Service: F

Street Name:	Embarcadero			Howard St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase
Rights:	Include		Include	Include		Include
Min. Green:	15	45	0	10	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	0

Volume Module:	Embarcadero			Howard St		
	L	T	R	L	T	R
Base Vol:	121	1606	0	3	1058	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1606	0	3	1058	570
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	121	1606	0	3	1058	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	130	1727	0	3	1138	613
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	130	1727	0	3	1138	613
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1727	0	3	1138	613

Saturation Flow Module:	Embarcadero			Howard St		
Sat/Lane:	L	T	R	L	T	R
Adjustment:	0.88	0.56	1.00	0.88	0.88	0.43
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00
Final Sat.:	1679	3216	0	1679	3357	808

Capacity Analysis Module:	Embarcadero			Howard St		
Vol/Sat:	L	T	R	L	T	R
Crit Moves:	****			****		
Green/Cycle:	0.15	0.47	0.00	0.10	0.42	0.42
Volume/Cap:	0.52	1.14	0.00	0.02	0.80	1.80
Delay/Veh:	41.0	97.0	0.0	40.6	28.7	399.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	97.0	0.0	40.6	28.7	399.9
LOS by Move:	D	F	A	D	C	F
HCM2kAvgQ:	3	28	0	0	16	52

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #44 Embarcadero / Folsom St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.077
Loss Time (sec): 10 Average Delay (sec/veh): 77.2
Optimal Cycle: 180 Level Of Service: E

Street Name:	Embarcadero						Folsom 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	12	49	49	32	32	32	31	31	31	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	2	0	0	0	0	0

Volume Module:

Base Vol:	167	1427	0	0	1572	25	303	0	396	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:	167	1427	0	0	1572	25	303	0	396	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1427	0	0	1572	25	303	0	396	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	180	1534	0	0	1690	27	326	0	426	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1534	0	0	1690	27	326	0	426	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1534	0	0	1690	27	326	0	426	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.70	1.00	1.00	0.97	0.87	0.83	1.00	0.59	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.97	0.03	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1679	2671	0	0	3611	57	3152	0	1114	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.11	0.57	0.00	0.00	0.47	0.47	0.10	0.00	0.38	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.13	0.54	0.00	0.00	0.41	0.41	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.80	1.05	0.00	0.00	1.14	1.14	0.30	0.00	1.11	0.00	0.00	0.00
Delay/Veh:	56.3	60.1	0.0	0.0	97.5	97.5	21.7	0.0	108.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	60.1	0.0	0.0	97.5	97.5	21.7	0.0	108.4	0.0	0.0	0.0
LOS by Move:	E	E	A	A	F	F	C	A	F	A	A	A
HCM2kAvgQ:	5	27	0	0	38	35	3	0	18	0	0	0

Note: Queue reported is the number of cars per lane.

 34th America's Cup Races
 Transportation Impact Analysis

Scenario Report

Scenario: Existing + AC Event 2013 Weekday PM

Command: Default Command

Volume: Existing + AC Event 2013 Weekday PM

Geometry: Existing Weekday PM

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

 34th America's Cup Races
 Transportation Impact Analysis

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 30 Jackson St/Arguello Blvd	???	No
# 32 Lombard St/Lyon St	???	Yes

34th America's Cup Races
Transportation Impact Analysis

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #30 Jackson St/Arguello Blvd

Future Volume Alternative: Peak Hour Warrant NOT Met

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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							
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	345	46			43	556	0		0	0	0	0		85	0	49			

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 1 0 0

Initial Vol: 0 345 46 43 556 0 0 0 0 85 0 49

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Major Street Volume: 990

Minor Approach Volume: 134

Minor Approach Volume Threshold: 222

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

34th America's Cup Races
Transportation Impact Analysis

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Lombard St/Lyon St

Future Volume Alternative: Peak Hour Warrant Met

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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							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	146	22	7			22	56	200		164	515	94		5	340	19				

-----|-----|-----|-----|-----|

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0

Initial Vol: 146 22 7 22 56 200 164 515 94 5 340 19

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Major Street Volume: 1137

Minor Approach Volume: 278

Minor Approach Volume Threshold: 185

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Existing plus AC34 2013 Project Conditions

Weekend Midday Peak Hour

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Beach St/Columbus Ave

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

Street Name:	Columbus Ave						Beach 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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	0

Volume Module:	Columbus Ave NB			Columbus Ave SB			Beach St EB			Beach St WB		
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	

Critical Gap Module:	Columbus Ave NB			Columbus Ave SB			Beach St EB			Beach St WB		
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Capacity Module:	Columbus Ave NB			Columbus Ave SB			Beach St EB			Beach St WB		
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Level Of Service Module:	Columbus Ave NB			Columbus Ave SB			Beach St EB			Beach St WB		
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #2 North Point St/Columbus Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 9 Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Street Name:	Columbus Ave						North Point 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:	28	28	28	28	28	28	53	53	53	53	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
MLF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
FinalVolume: 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves:
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move:
HCM2kAvgQ: 0 0 0 0 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #3 North Point St/Stockton St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 8 Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Street Name:	Stockton St						North Point 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:	25	25	25	25	25	25	57	57	57	57	57	57
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
MLF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
FinalVolume: 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves:
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move:
HCM2kAvgQ: 0 0 0 0 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Bay St/Columbus Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	9	Average Delay (sec/veh):	11.0
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Columbus Ave				Bay 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		Permitted		Permitted	
Rights:	Ignore		Include		Include		Include	
Min. Green:	8	31	31	0	19	19	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	0	1	0

Volume Module:											
Base Vol:	298	0	69	1	0	0	0	962	33	32	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	0	69	1	0	0	0	962	33	32	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	0	69	1	0	0	0	962	33	32	159
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	304	0	0	1	0	0	0	982	34	33	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	0	0	1	0	0	0	982	34	33	162
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	0	0	1	0	0	0	982	34	33	162

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.90	0.95	0.95	0.95	0.95	0.85	0.75	0.75
Lanes:	2.00	1.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.34	1.66
Final Sat.:	3502	1900	0	1718	0	1805	0	3610	1615	480	2383

Capacity Analysis Module:											
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.27	0.02	0.07	0.07	0.00
Crit Moves:	****			****			****				
Green/Cycle:	0.22	0.00	0.00	0.22	0.00	0.00	0.00	0.68	0.68	0.68	0.00
Volume/Cap:	0.40	0.00	0.00	0.00	0.00	0.00	0.40	0.03	0.10	0.10	0.00
Delay/Veh:	30.5	0.0	0.0	27.5	0.0	0.0	0.0	6.4	4.7	4.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	0.0	0.0	27.5	0.0	0.0	0.0	6.4	4.7	4.9	0.0
LOS by Move:	C	A	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	6	0	1	1	0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Bay St/Stockton St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	7	Average Delay (sec/veh):	11.5
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Stockton St				Bay 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:	20	20	20	20	20	20	63	63
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	1

Volume Module:											
Base Vol:	128	0	59	0	0	0	0	625	153	29	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	0	59	0	0	0	0	625	153	29	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	0	59	0	0	0	0	625	153	29	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	132	0	61	0	0	0	0	644	158	30	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	0	61	0	0	0	0	644	158	30	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	0	61	0	0	0	0	644	158	30	68

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	1.00	0.75	1.00	1.00	1.00	0.95	0.92	0.92	0.74	0.74
Lanes:	0.68	0.00	0.32	0.00	1.00	0.00	0.00	1.61	0.39	0.61	1.39
Final Sat.:	977	0	450	0	1900	0	0	2813	689	854	1944

Capacity Analysis Module:											
Vol/Sat:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.23	0.23	0.04	0.04
Crit Moves:	****							****			
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.70	0.70	0.70	0.00
Volume/Cap:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.33	0.33	0.05	0.05
Delay/Veh:	39.9	0.0	39.9	0.0	0.0	0.0	0.0	5.6	5.6	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	0.0	39.9	0.0	0.0	0.0	0.0	5.6	5.6	4.2	4.2
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	6	0	6	0	0	0	0	5	5	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #6 Bay St/Kearny St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.316
Loss Time (sec): 9 Average Delay (sec/veh): 9.9
Optimal Cycle: 90 Level Of Service: A

Street Name:	Kearny St			Bay St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Permitted		Permitted	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1

Volume Module:
Base Vol: 96 0 14 0 0 0 0 568 122 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: 96 0 14 0 0 0 0 568 122 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 96 0 14 0 0 0 0 568 122 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 99 0 14 0 0 0 0 586 126 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 99 0 14 0 0 0 0 586 126 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 99 0 14 0 0 0 0 586 126 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.73 1.00 0.73 1.00 1.00 1.00 0.95 0.92 0.92 0.95 0.95 0.95
Lanes: 0.87 0.00 0.13 0.00 1.00 0.00 0.00 1.65 0.35 0.00 0.00 2.00
Final Sat.: 1208 0 176 0 1900 0 0 2891 621 0 0 3610

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.08 0.00 0.00 0.00 0.00 0.20 0.20 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.22 0.00 0.22 0.00 0.00 0.00 0.00 0.68 0.68 0.00 0.00 0.00
Volume/Cap: 0.37 0.00 0.37 0.00 0.00 0.00 0.00 0.30 0.30 0.00 0.00 0.00
Delay/Veh: 33.0 0.0 33.0 0.0 0.0 0.0 0.0 6.2 6.2 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.0 0.0 33.0 0.0 0.0 0.0 0.0 6.2 6.2 0.0 0.0 0.0
LOS by Move: C A C A A A A A A A A A
HCM2kAvgQ: 3 0 3 0 0 0 0 4 4 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #7 Broadway St/Sansome St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 9 Average Delay (sec/veh): 23.7
Optimal Cycle: 81 Level Of Service: C

Street Name:	Sansome St			Broadway St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Split Phase		Split Phase	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	27	27	27	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1

Volume Module:
Base Vol: 367 564 18 0 0 0 308 837 0 0 359 38
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 367 564 18 0 0 0 308 837 0 0 359 38
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 367 564 18 0 0 0 308 837 0 0 359 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 390 600 19 0 0 0 328 890 0 0 382 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 390 600 19 0 0 0 328 890 0 0 382 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 390 600 19 0 0 0 328 890 0 0 382 40

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 1.00 1.00 1.00 0.68 0.68 1.00 1.00 0.94 0.94
Lanes: 0.77 1.19 0.04 0.00 0.00 0.00 0.54 1.46 0.00 0.00 1.81 0.19
Final Sat.: 1311 2015 64 0 0 0 693 1884 0 0 3219 341

Capacity Analysis Module:
Vol/Sat: 0.30 0.30 0.30 0.00 0.00 0.00 0.47 0.47 0.00 0.00 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.34 0.34 0.34 0.00 0.00 0.00 0.55 0.55 0.00 0.00 0.55 0.55
Volume/Cap: 0.88 0.88 0.88 0.00 0.00 0.00 0.86 0.86 0.00 0.00 0.22 0.22
Delay/Veh: 33.3 33.3 33.3 0.0 0.0 0.0 20.9 20.9 0.0 0.0 9.2 9.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.3 33.3 33.3 0.0 0.0 0.0 20.9 20.9 0.0 0.0 9.2 9.2
LOS by Move: C C C A A A C C A A A A
HCM2kAvgQ: 16 16 16 0 0 0 17 17 0 0 3 3

Note: Queue reported is the number of cars per lane.

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

Intersection #8 Broadway St/Battery St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 9 Average Delay (sec/veh): 20.2
Optimal Cycle: 70 Level Of Service: C

Street Name:	Battery St			Broadway St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Split Phase		Split Phase	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	0	0	0	44	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0

Volume Module:	Battery St		Broadway St	
	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:
Base Vol:	0	0	15	402
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	402
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	0	0	15	402
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93
PHF Volume:	0	0	16	432
Reduct Vol:	0	0	0	0
Reduced Vol:	0	0	16	432
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	0	0	16	432

Saturation Flow Module:	Battery St		Broadway St	
	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:
Sat/Lane:	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.91	0.91
Lanes:	0.00	0.00	0.05	1.40
Final Sat.:	0	0	90	2415

Capacity Analysis Module:	Battery St		Broadway St	
	Vol/Sat:	Crit Moves:	Green/Cycle:	Volume/Cap:
Vol/Sat:	0.00	0.00	0.18	0.18
Crit Moves:	0.00	0.00	0.55	0.55
Green/Cycle:	0.00	0.00	0.33	0.33
Volume/Cap:	0.00	0.00	10.0	10.0
Delay/Veh:	0.0	0.0	0.0	27.2
User DelAdj:	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.2
LOS by Move:	A	A	A	A
HCM2kAvgQ:	0	0	4	4

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #9 Embarcadero/ Beach St/ Grant St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 13 Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service: C

Street Name:	Embarcadero			Beach St (EB)/Grant St (WB)		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Split Phase		Split Phase	Split Phase		Split Phase
Rights:	Include		Include	Include		Include
Min. Green:	17	17	17	26	26	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0

Volume Module:	Embarcadero		Beach St		Grant St	
	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	PasserByVol:	Initial Fut:
Base Vol:	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0

Saturation Flow Module:	Embarcadero		Beach St		Grant St	
	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:		
Sat/Lane:	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0

Capacity Analysis Module:	Embarcadero		Beach St		Grant St	
	Vol/Sat:	Crit Moves:	Green/Cycle:	Volume/Cap:	Delay/Veh:	User DelAdj:
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	0.00	0.00	0.00	0.00	0.00	0.00
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	0	0	0	0	0	0
HCM2kAvgQ:	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #10 Embarcadero/ North Point St / Kearny St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 14 Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Street Name: Embarcadero North Point St (EB)/ Kearny St (W)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	15	36	0	0	17	17	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #11 Embarcadero / Bay St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.248
Loss Time (sec): 7 Average Delay (sec/veh): 0.4
Optimal Cycle: 49 Level Of Service: A

Street Name: Embarcadero Bay 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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	42	53	0	0	25	25	7	0	42	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	581	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	581	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	581	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	0	0	0	0	0	599	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	599	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	599	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.95	0.95	1.00	1.00	0.69	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	3610	0	0	3610	0	1900	0	2615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.00
Crit Moves:									****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Embarcadero / Chestnut St / Sansome St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.208
Loss Time (sec): 13 Average Delay (sec/veh): 10.9
Optimal Cycle: 69 Level Of Service: B

Street Name: Embarcadero Chestnut St (EB) / Sansome St (WB)
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	40	0	10	40	0	16	16	16	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	0	1	0	1	0	0

Volume Module:
Base Vol: 0 0 0 0 504 77 83 0 16 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 504 77 83 0 16 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 504 77 83 0 16 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 0 548 84 90 0 17 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 548 84 90 0 17 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 548 84 90 0 17 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 1.00 1.00 0.89 0.89 0.89 0.95 0.89 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 2.60 0.40 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1900 3610 0 1900 4410 674 1691 0 1691 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.12 0.12 0.05 0.00 0.01 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.60 0.60 0.26 0.00 0.26 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.21 0.21 0.21 0.00 0.04 0.00 0.00 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 8.3 8.3 26.4 0.0 25.1 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 8.3 8.3 26.4 0.0 25.1 0.0 0.0 0.0
LOS by Move: A A A A A C A C A A A
HCM2kAvgQ: 0 0 0 0 3 3 2 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

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

Intersection #13 Embarcadero/ Lombard St / Battery St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.156
Loss Time (sec): 11 Average Delay (sec/veh): 17.6
Optimal Cycle: 73 Level Of Service: B

Street Name: Embarcadero Lombard St (EB) / Battery St (WB)
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	9	35	35	9	35	35	21	21	21	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	2	0	1	0	0	1	0

Volume Module:
Base Vol: 0 0 0 0 332 189 0 4 130 9 4 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 332 189 0 4 130 9 4 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 332 189 0 4 130 9 4 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 0 361 205 0 4 141 10 4 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 361 205 0 4 141 10 4 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 361 205 0 4 141 10 4 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.95 1.00 0.95 0.85 1.00 1.00 0.85 0.97 0.97 1.00
Lanes: 1.00 2.00 0.00 1.00 2.00 1.00 0.00 1.00 1.00 0.69 0.31 0.00
Final Sat.: 1900 3610 0 1900 3610 1615 0 1900 1615 1272 565 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.10 0.13 0.00 0.00 0.09 0.01 0.01 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.39 0.39 0.00 0.56 0.56 0.07 0.07 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.26 0.33 0.00 0.00 0.16 0.12 0.12 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 18.8 19.6 0.0 8.7 9.6 39.9 39.9 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 18.8 19.6 0.0 8.7 9.6 39.9 39.9 0.0
LOS by Move: A A A A B B A A A D D A
HCM2kAvgQ: 0 0 0 0 3 4 0 0 2 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #14 Embarcadero / Green St / Davis St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.127
Loss Time (sec): 14 Average Delay (sec/veh): 9.3
Optimal Cycle: 79 Level Of Service: A

Street Name: Embarcadero-Davis St Green 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	8	44	0	7	41	0	24	0	24	24	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	0	0	1	0	1

Volume Module:

Base Vol:	0	0	0	0	331	15	0	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	331	15	0	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	331	15	0	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	0	352	16	0	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	352	16	0	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	352	16	0	0	7	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.94	0.94	1.00	1.00	0.87	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.91	0.09	0.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1900	3610	0	1900	3433	156	0	0	1644	0	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	9.0	9.0	0.0	0.0	24.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	9.0	9.0	0.0	0.0	24.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	C	A	A	A
HCM2kAvgQ:	0	0	0	0	2	2	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #15 Embarcadero / Broadway St / Drumm St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 17 Average Delay (sec/veh): 19.4
Optimal Cycle: 74 Level Of Service: B

Street Name: Embarcadero-Drumm St Broadway 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	16	37	0	7	28	28	29	0	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	1	0	0	0	0

Volume Module:

Base Vol:	0	0	0	0	303	30	0	0	245	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	303	30	0	0	245	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	303	30	0	0	245	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:	0	0	0	0	303	30	0	0	245	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	303	30	0	0	245	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	303	30	0	0	245	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.94	0.94	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	1.82	0.18	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3686	3610	0	1900	3242	321	1900	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	23.7	23.7	0.0	0.0	13.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	23.7	23.7	0.0	0.0	13.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	C	C	A	A	B	A	A	A
HCM2kAvgQ:	0	0	0	0	4	4	0	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #16 Embarcadero / Washington St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.229
Loss Time (sec):	17	Average Delay (sec/veh):	16.4
Optimal Cycle:	78	Level Of Service:	B

Street Name: Embarcadero 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:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	12 30 0	10 28 0	33 0 33	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	2 0 3 0 0	1 0 2 1 0	1 0 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0 0 0	0 439 108	0 0 125	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	0 439 108	0 0 125	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	0 439 108	0 0 125	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:	0 0 0	0 439 108	0 0 125	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	0 439 108	0 0 125	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0	0 439 108	0 0 125	0 0 0

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.97 0.91	1.00 0.88	0.88 1.00	0.85 1.00
Lanes:	2.00 3.00	0.00 1.00	2.41 0.59	1.00 0.00
Final Sat.:	3686 5187	0 1900	4038 993	1900 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.00	0.00 0.11	0.11 0.00	0.08 0.00
Crit Moves:		****		****
Green/Cycle:	0.00 0.00	0.00 0.44	0.44 0.00	0.37 0.00
Volume/Cap:	0.00 0.00	0.00 0.24	0.24 0.00	0.21 0.00
Delay/Veh:	0.0 0.0	0.0 15.6	15.6 0.0	19.7 0.0
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	0.0 0.0	0.0 15.6	15.6 0.0	19.7 0.0
LOS by Move:	A A	A B	B A	A A
HCM2kAvgQ:	0 0	0 3	3 0	2 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #17 Embarcadero / Mission St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.182
Loss Time (sec):	10	Average Delay (sec/veh):	0.7
Optimal Cycle:	62	Level Of Service:	A

Street Name: Embarcadero Mission 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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 52 0	52 52 52	28 0 28	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 0	0 0 2 1 0	0 0 1! 0 0	0 0 0 0 0

Volume Module:

Base Vol:	0 0 0	0 376 188	0 0 0	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	0 376 188	0 0 0	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	0 376 188	0 0 0	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.93 0.93 0.93	0.93 0.93 0.93	0.93 0.93 0.93	0.93 0.93 0.93
PHF Volume:	0 0 0	0 404 202	0 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	0 404 202	0 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0	0 404 202	0 0 0	0 0 0

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	1.00 0.62	1.00 0.59	0.86 1.00	1.00 1.00
Lanes:	0.00 3.00	0.00 2.24	0.76 0.00	1.00 0.00
Final Sat.:	0 3527	0 2501	1250 0	1900 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.00	0.00 0.16	0.16 0.00	0.00 0.00
Crit Moves:		****		
Green/Cycle:	0.00 0.00	0.00 0.89	0.89 0.00	0.00 0.00
Volume/Cap:	0.00 0.00	0.00 0.18	0.18 0.00	0.00 0.00
Delay/Veh:	0.0 0.0	0.0 0.7	0.7 0.0	0.0 0.0
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	0.0 0.0	0.0 0.7	0.7 0.0	0.0 0.0
LOS by Move:	A A	A A	A A	A A
HCM2kAvgQ:	0 0	0 1	1 0	0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #18 Embarcadero / Harrison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 10 Average Delay (sec/veh): 15.0
Optimal Cycle: 100 Level Of Service: B

Street Name: Embarcadero Harrison 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 63 0 0 63 63 27 27 27 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 2 0 0 0 0 1 1 0 1 0 0 0 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 0 354 0 0 581 383 259 0 74 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 354 0 0 581 383 259 0 74 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 354 0 0 581 383 259 0 74 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 381 0 0 625 412 278 0 80 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 381 0 0 625 412 278 0 80 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 381 0 0 625 412 278 0 80 0 0 0
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.67 1.00 1.00 0.63 0.89 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 1.36 0.64 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 0 2559 0 0 1641 1082 1805 0 1615 0 0 0
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.00 0.15 0.00 0.00 0.38 0.38 0.15 0.00 0.05 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.63 0.00 0.00 0.63 0.63 0.27 0.00 0.27 0.00 0.00 0.00
Volume/Cap: 0.00 0.24 0.00 0.00 0.60 0.60 0.57 0.00 0.18 0.00 0.00 0.00
Delay/Veh: 0.0 8.1 0.0 0.0 11.7 11.7 33.1 0.0 28.2 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 8.1 0.0 0.0 11.7 11.7 33.1 0.0 28.2 0.0 0.0 0.0
LOS by Move: A A A A B B C A C A A A
HCM2kAvgQ: 0 3 0 0 9 12 8 0 2 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #19 Embarcadero / Bryant St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 10 Average Delay (sec/veh): 27.9
Optimal Cycle: 95 Level Of Service: C

Street Name: Embarcadero Bryant 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 Permitted Permitted
Rights: Include Include Include Include
Min. Green: 21 41 41 16 36 36 28 28 28 28 28 28
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 0 1 0 0 1 0 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 335 241 14 31 545 76 107 5 85 4 11 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 335 241 14 31 545 76 107 5 85 4 11 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 335 241 14 31 545 76 107 5 85 4 11 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 364 262 15 34 592 83 116 5 92 4 12 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 364 262 15 34 592 83 116 5 92 4 12 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 364 262 15 34 592 83 116 5 92 4 12 5
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.94 0.94 0.95 0.95 0.85 0.71 0.71 0.85 0.93 0.93 0.93
Lanes: 1.00 1.89 0.11 1.00 2.00 1.00 0.96 0.04 1.00 0.20 0.55 0.25
Final Sat.: 1805 3385 197 1805 3610 1615 1285 60 1615 354 973 442
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.20 0.08 0.08 0.02 0.16 0.05 0.09 0.09 0.06 0.01 0.01 0.01
Crit Moves: ****
Green/Cycle: 0.26 0.45 0.45 0.17 0.36 0.36 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.78 0.17 0.17 0.11 0.46 0.14 0.32 0.32 0.20 0.04 0.04 0.04
Delay/Veh: 42.3 16.7 16.7 34.9 24.8 21.7 29.0 29.0 27.7 26.3 26.3 26.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 42.3 16.7 16.7 34.9 24.8 21.7 29.0 29.0 27.7 26.3 26.3 26.3
LOS by Move: D B B C C C C C C C C
HCM2kAvgQ: 11 3 3 1 7 2 3 3 2 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #20 Embarcadero / Brannan St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 11 Average Delay (sec/veh): 34.0
Optimal Cycle: 90 Level Of Service: C

Street Name: Brannan St Embarcadero
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	37	0	14	37	37	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:
Base Vol: 273 498 0 2 514 116 93 0 43 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: 273 498 0 2 514 116 93 0 43 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 273 498 0 2 514 116 93 0 43 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 294 535 0 2 553 125 100 0 46 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 294 535 0 2 553 125 100 0 46 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 294 535 0 2 553 125 100 0 46 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 2.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 0 1805 3610 1615 1805 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.16 0.15 0.00 0.00 0.15 0.08 0.06 0.00 0.03 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.16 0.41 0.00 0.16 0.41 0.41 0.31 0.00 0.31 0.00 0.00 0.00
Volume/Cap: 1.05 0.36 0.00 0.01 0.37 0.19 0.18 0.00 0.09 0.00 0.00 0.00
Delay/Veh: 104.1 18.5 0.0 32.1 18.6 17.0 22.8 0.0 22.1 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 104.1 18.5 0.0 32.1 18.6 17.0 22.8 0.0 22.1 0.0 0.0 0.0
LOS by Move: F B A C B B C A C A A A
HCM2kAvgQ: 11 5 0 0 5 2 2 0 1 0 0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #21 Folsom St/Fremont St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.966
Loss Time (sec): 16 Average Delay (sec/veh): 230.8
Optimal Cycle: 121 Level Of Service: F

Street Name: Fremont St (I-80 WB Off Ramp) Folsom 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	19	19	19	21	21	21	0	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	1	0	1	1	0	0	0

Volume Module:
Base Vol: 0 108 28 752 38 0 75 379 9 0 15 269
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 108 28 752 38 0 75 379 9 0 15 269
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 108 28 752 38 0 75 379 9 0 15 269
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 111 29 775 39 0 77 391 9 0 15 277
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 111 29 775 39 0 77 391 9 0 15 277
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 111 29 775 39 0 77 391 9 0 15 277

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.92 0.92 0.44 0.63 1.00 0.90 0.90 0.90 1.00 0.87 0.87
Lanes: 0.00 1.59 0.41 1.93 0.07 0.00 0.49 2.45 0.06 0.00 0.05 0.95
Final Sat.: 0 2778 720 1621 79 0 831 4199 100 0 88 1569

Capacity Analysis Module:
Vol/Sat: 0.00 0.04 0.04 0.48 0.50 0.00 0.09 0.09 0.09 0.00 0.18 0.18
Crit Moves: **** **** ****
Green/Cycle: 0.00 0.25 0.25 0.25 0.25 0.00 0.27 0.27 0.27 0.00 0.27 0.27
Volume/Cap: 0.00 0.16 0.16 1.94 2.01 0.00 0.34 0.34 0.34 0.00 0.65 0.65
Delay/Veh: 0.0 22.8 22.8 460.0 491 0.0 22.6 22.6 22.6 0.0 28.0 28.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 22.8 22.8 460.0 491 0.0 22.6 22.6 22.6 0.0 28.0 28.0
LOS by Move: A C C F F A C C C A C C
HCM2kAvgQ: 0 1 1 33 51 0 4 4 4 0 7 7

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #22 King St/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 10 Average Delay (sec/veh): 39.6
Optimal Cycle: 95 Level Of Service: D

Street Name:	3rd St						King St					
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			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	26	26	26	0	0	0	20	46	46	13	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	2	1	1	0	0	0	0	0	0	0

Volume Module:
Base Vol: 50 822 204 0 0 0 1273 621 29 287 356 56
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 822 204 0 0 0 1273 621 29 287 356 56
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 822 204 0 0 0 1273 621 29 287 356 56
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 52 856 213 0 0 0 1326 647 30 299 371 58
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 856 213 0 0 0 1326 647 30 299 371 58
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 52 856 213 0 0 0 1326 647 30 299 371 58

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.88 0.88 1.00 1.00 1.00 0.92 0.94 0.94 0.92 0.56 0.93
Lanes: 0.23 3.77 1.00 0.00 0.00 0.00 3.00 1.91 0.09 2.00 1.83 0.17
Final Sat.: 383 6293 1669 0 0 0 5253 3425 160 3502 1940 305

Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.13 0.00 0.00 0.00 0.25 0.19 0.19 0.09 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.26 0.26 0.40 0.00 0.00 0.00 0.25 0.50 0.50 0.14 0.39 0.39
Volume/Cap: 0.52 0.52 0.32 0.00 0.00 0.00 1.01 0.38 0.38 0.61 0.49 0.49
Delay/Veh: 31.9 31.9 20.6 0.0 0.0 0.0 64.8 15.6 15.6 42.5 23.4 23.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 31.9 31.9 20.6 0.0 0.0 0.0 64.8 15.6 15.6 42.5 23.4 23.4
LOS by Move: C C C A A A E B B D C C
HCM2kAvgQ: 6 6 5 0 0 0 20 7 7 4 5 8

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #23 King St/4th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 13 Average Delay (sec/veh): 75.0
Optimal Cycle: 125 Level Of Service: E

Street Name:	King St						4th 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:	28	28	28	28	28	28	10	42	42	14	45	45
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	1	1	0	2	1	0	1

Volume Module:
Base Vol: 24 35 23 64 193 161 81 1836 0 41 309 56
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 24 35 23 64 193 161 81 1836 0 41 309 56
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 24 35 23 64 193 161 81 1836 0 41 309 56
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 25 36 24 67 201 168 84 1913 0 43 322 58
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 36 24 67 201 168 84 1913 0 43 322 58
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 36 24 67 201 168 84 1913 0 43 322 58

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.95 0.89 0.89 0.95 0.91 0.91 0.95 0.93 0.93
Lanes: 0.41 0.59 1.00 1.00 1.64 1.36 1.00 3.00 0.00 1.00 1.69 0.31
Final Sat.: 757 1105 1615 1805 2751 2295 1805 5187 0 1805 2986 541

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.01 0.04 0.07 0.07 0.05 0.37 0.00 0.02 0.11 0.11
Crit Moves: ****
Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.08 0.34 0.00 0.11 0.37 0.37
Volume/Cap: 0.15 0.15 0.07 0.16 0.33 0.33 0.57 1.10 0.00 0.21 0.29 0.29
Delay/Veh: 39.1 39.1 38.3 39.3 40.8 40.8 60.7 94.9 0.0 51.0 28.2 28.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.1 39.1 38.3 39.3 40.8 40.8 60.7 94.9 0.0 51.0 28.2 28.2
LOS by Move: D D D D D D E F A D C C
HCM2kAvgQ: 2 2 1 2 4 4 4 38 0 2 5 5

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #24 16th St/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 10 Average Delay (sec/veh): 19.0
Optimal Cycle: 100 Level Of Service: B

Street Name:	3rd St						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	56	56	31	31	31	34	34	34	34	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	1	0	1	0	1	0

Volume Module:
Base Vol: 103 809 0 4 283 52 120 0 105 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: 103 809 0 4 283 52 120 0 105 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 103 809 0 4 283 52 120 0 105 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 114 899 0 4 314 58 133 0 117 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 114 899 0 4 314 58 133 0 117 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 114 899 0 4 314 58 133 0 117 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 0.95 0.21 0.93 0.93 0.77 0.95 0.81 0.95 0.95 0.95
Lanes: 2.00 2.00 0.00 1.00 1.69 0.31 1.00 1.00 1.00 0.00 0.00 2.00
Final Sat.: 3502 3610 0 393 2980 547 1461 1805 1534 0 0 3610

Capacity Analysis Module:
Vol/Sat: 0.03 0.25 0.00 0.01 0.11 0.11 0.09 0.00 0.08 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.25 0.56 0.00 0.31 0.31 0.31 0.34 0.00 0.34 0.00 0.00 0.00
Volume/Cap: 0.13 0.44 0.00 0.04 0.34 0.34 0.27 0.00 0.22 0.00 0.00 0.00
Delay/Veh: 29.1 13.0 0.0 24.2 26.8 26.8 24.3 0.0 23.8 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 29.1 13.0 0.0 24.2 26.8 26.8 24.3 0.0 23.8 0.0 0.0 0.0
LOS by Move: C B A C C C C A C A A A
HCM2kAvgQ: 1 8 0 4 4 4 3 0 3 0 0 0

Note: Queue reported is the number of cars per lane.

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Transportation Impact Analysis

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

Intersection #25 Cesar Chavez St/3rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.193
Loss Time (sec): 12 Average Delay (sec/veh): 23.1
Optimal Cycle: 97 Level Of Service: C

Street Name:	3rd St						Cesar Chavez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	35	35	10	30	30	5	40	40	30	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:
Base Vol: 133 717 8 2 270 75 159 128 130 10 126 8
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 133 717 8 2 270 75 159 128 130 10 126 8
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 133 717 8 2 270 75 159 128 130 10 126 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 146 788 9 2 297 82 175 141 143 11 138 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 146 788 9 2 297 82 175 141 143 11 138 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 146 788 9 2 297 82 175 141 143 11 138 9

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.59 0.95 0.95 0.19 0.92 0.92 0.65 0.88 0.88 0.88 0.88 0.88
Lanes: 1.00 1.98 0.02 1.00 1.57 0.43 1.00 1.00 1.00 0.14 1.75 0.11
Final Sat.: 1128 3563 40 352 2732 759 1227 1668 1668 232 2920 185

Capacity Analysis Module:
Vol/Sat: 0.13 0.22 0.22 0.01 0.11 0.11 0.14 0.08 0.09 0.05 0.05 0.05
Crit Moves: ****
Green/Cycle: 0.52 0.38 0.38 0.46 0.32 0.32 0.40 0.40 0.40 0.40 0.40 0.40
Volume/Cap: 0.23 0.58 0.58 0.01 0.34 0.34 0.36 0.21 0.21 0.12 0.12 0.12
Delay/Veh: 16.3 25.3 25.3 23.8 26.1 26.1 21.4 19.7 19.8 18.9 18.9 18.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.3 25.3 25.3 23.8 26.1 26.1 21.4 19.7 19.8 18.9 18.9 18.9
LOS by Move: B C C C C C C B B B B
HCM2kAvgQ: 3 11 11 0 4 4 4 3 3 2 2 2

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #26 Cesar Chavez St/Illinois St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.115
Loss Time (sec): 9 Average Delay (sec/veh): 12.3
Optimal Cycle: 100 Level Of Service: B

Street Name:	Illinois St						Cesar Chavez 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:	20	20	20	20	20	20	71	71	71	71	71	71
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	1	0	0	0	1

Volume Module:
Base Vol: 29 27 3 9 17 11 27 67 45 3 105 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 27 3 9 17 11 27 67 45 3 105 7
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 29 27 3 9 17 11 27 67 45 3 105 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78
PHF Volume: 37 35 4 12 22 14 35 86 58 4 135 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 37 35 4 12 22 14 35 86 58 4 135 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 37 35 4 12 22 14 35 86 58 4 135 9

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.74 0.99 0.99 0.74 0.94 0.94 0.80 0.80 0.80 0.99 0.99 0.99
Lanes: 1.00 0.90 0.10 1.00 0.61 0.39 0.39 0.96 0.65 0.03 0.91 0.06
Final Sat.: 1404 1684 187 1400 1086 702 592 1468 986 49 1712 114

Capacity Analysis Module:
Vol/Sat: 0.03 0.02 0.02 0.01 0.02 0.02 0.06 0.06 0.06 0.08 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.20 0.20 0.20 0.20 0.20 0.20 0.71 0.71 0.71 0.71 0.71 0.71
Volume/Cap: 0.13 0.10 0.10 0.04 0.10 0.10 0.08 0.08 0.08 0.11 0.11 0.11
Delay/Veh: 33.1 32.8 32.8 32.3 32.8 32.8 4.5 4.5 4.5 4.6 4.6 4.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.1 32.8 32.8 32.3 32.8 32.8 4.5 4.5 4.5 4.6 4.6 4.6
LOS by Move: C C C C C C A A A A A A
HCM2kAvgQ: 1 1 1 0 1 1 1 1 1 1 1 1

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #27 Lincoln Blvd/25th St/El Camino del Mar

Cycle (sec): 1 Critical Vol./Cap.(X): 1.249
Loss Time (sec): 0 Average Delay (sec/veh): 80.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	25th St			El Camino del Mar (eb) / Lincoln		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1

Volume Module:
Base Vol: 20 22 728 25 16 2 1 239 27 368 166 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: 20 22 728 25 16 2 1 239 27 368 166 13
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 22 728 25 16 2 1 239 27 368 166 13
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 20 22 743 26 16 2 1 244 28 376 169 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 22 743 26 16 2 1 244 28 376 169 13
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 22 743 26 16 2 1 244 28 376 169 13

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 0.03 0.94 0.58 0.37 0.05 0.01 0.89 0.10 1.00 0.93 0.07
Final Sat.: 16 18 595 247 158 20 2 459 52 474 475 37

Capacity Analysis Module:
Vol/Sat: 1.25 1.25 1.25 0.10 0.10 0.10 0.53 0.53 0.53 0.79 0.36 0.36
Crit Moves: ****
Delay/Veh: 144.3 144 144.3 11.7 11.7 11.7 17.4 17.4 17.4 33.1 13.5 13.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 144.3 144 144.3 11.7 11.7 11.7 17.4 17.4 17.4 33.1 13.5 13.5
LOS by Move: F F F B B B C C C D B B
ApproachDel: 144.3 11.7 17.4 26.7
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 144.3 11.7 17.4 26.7
LOS by Appr: F B C D
AllWayAvgQ: 23.7 23.7 23.7 0.1 0.1 0.1 1.1 1.1 1.1 3.0 0.5 0.5

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #28 Lake St/14th Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 0 Average Delay (sec/veh): 20.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	14th Ave				Lake 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	0	1! 0	0	0	0	0	0	1

Volume Module:
Base Vol: 2 457 10 3 0 0 16 175 6 68 151 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2 457 10 3 0 0 16 175 6 68 151 14
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 2 457 10 3 0 0 16 175 6 68 151 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 2 531 12 3 0 0 19 203 7 79 176 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2 531 12 3 0 0 19 203 7 79 176 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 2 531 12 3 0 0 19 203 7 79 176 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
Lanes: 0.01 0.97 0.02 1.00 0.00 0.00 0.08 0.89 0.03 0.31 0.69 1.00
Final Sat.: 3 645 14 486 0 0 46 501 17 163 362 599

Capacity Analysis Module:
Vol/Sat: 0.82 0.82 0.82 0.01 xxxx xxxx 0.41 0.41 0.41 0.49 0.49 0.03
Crit Moves: **** **** ****
Delay/Veh: 27.0 27.0 27.0 9.6 0.0 0.0 12.7 12.7 12.7 14.7 14.7 8.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 27.0 27.0 27.0 9.6 0.0 0.0 12.7 12.7 12.7 14.7 14.7 8.5
LOS by Move: D D D A * * B B B B B A
ApproachDel: 27.0 9.6 12.7 14.4
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 27.0 9.6 12.7 14.4
LOS by Appr: D A B B
AllWayAvgQ: 3.4 3.4 3.4 0.0 0.0 0.6 0.6 0.6 0.8 0.8 0.0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #29 Lake St/15th Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.255
Loss Time (sec): 0 Average Delay (sec/veh): 9.0
Optimal Cycle: 0 Level Of Service: A

Street Name:	15th Ave				Lake 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	0	1! 0	0	0	1! 0	0	0	1! 0

Volume Module:
Base Vol: 3 3 15 19 132 11 1 160 2 10 134 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 3 15 19 132 11 1 160 2 10 134 6
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 3 3 15 19 132 11 1 160 2 10 134 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 3 3 17 22 150 13 1 182 2 11 152 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 3 17 22 150 13 1 182 2 11 152 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 3 3 17 22 150 13 1 182 2 11 152 7

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 0.14 0.72 0.12 0.81 0.07 0.01 0.98 0.01 0.07 0.89 0.04
Final Sat.: 104 104 519 85 589 49 5 741 9 50 672 30

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.25 0.25 0.25 0.25 0.25 0.25 0.23 0.23 0.23
Crit Moves: **** **** ****
Delay/Veh: 7.7 7.7 7.7 9.2 9.2 9.2 9.0 9.0 9.0 8.9 8.9 8.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 7.7 7.7 7.7 9.2 9.2 9.2 9.0 9.0 9.0 8.9 8.9 8.9
LOS by Move: A A A A A A A A A A A A
ApproachDel: 7.7 9.2 9.0 8.9
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 7.7 9.2 9.0 8.9
LOS by Appr: A A A A
AllWayAvgQ: 0.0 0.0 0.0 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #30 Jackson St/Arguello Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.170
Loss Time (sec): 0 Average Delay (sec/veh): 71.9
Optimal Cycle: 0 Level Of Service: F

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
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	0	1	0	0	1	0	0	0

Volume Module:	Arguello Blvd				Jackson St			
Base Vol:	0	795	27	30	475	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	795	27	30	475	0	0	0
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	0	795	27	30	475	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	846	29	32	505	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	846	29	32	505	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	846	29	32	505	0	0	0

Saturation Flow Module:	Arguello Blvd				Jackson St			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.97	0.03	0.06	0.94	0.00	0.00	0.00
Final Sat.:	0	723	25	42	669	0	0	0

Capacity Analysis Module:	Arguello Blvd				Jackson St			
Vol/Sat:	xxxx	1.17	1.17	0.76	0.76	xxxx	xxxx	xxxx
Crit Moves:	***					***		
Delay/Veh:	0.0	109	109.2	21.8	21.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	109	109.2	21.8	21.8	0.0	0.0	0.0
LOS by Move:	F	F	F	C	C	*	*	*
ApproachDel:	109.2			21.8		xxxxxx		10.5
Delay Adj:	1.00			1.00		xxxxxx		1.00
ApprAdjDel:	109.2			21.8		xxxxxx		10.5
LOS by Appr:	F			C		*		B
AllWayAvgQ:	21.1	21.1	21.1	2.7	2.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #31 Pacific Ave/Presidio Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.074
Loss Time (sec): 0 Average Delay (sec/veh): 51.1
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
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	0	1	0	0	0	1	0	0

Volume Module:	Presidio Blvd				Pacific Ave			
Base Vol:	3	801	11	14	468	18	10	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	801	11	14	468	18	10	1
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	3	801	11	14	468	18	10	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	3	809	11	14	473	18	10	1
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	3	809	11	14	473	18	10	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	809	11	14	473	18	10	1

Saturation Flow Module:	Presidio Blvd				Pacific Ave			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.98	0.01	0.03	0.93	0.04	0.84	0.08
Final Sat.:	3	754	10	20	680	26	411	41

Capacity Analysis Module:	Presidio Blvd				Pacific Ave			
Vol/Sat:	1.07	1.07	1.07	0.70	0.70	0.70	0.02	0.02
Crit Moves:	***					***		
Delay/Veh:	74.7	74.7	74.7	18.3	18.3	18.3	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	74.7	74.7	18.3	18.3	18.3	10.0	10.0
LOS by Move:	F	F	F	C	C	C	A	A
ApproachDel:	74.7			18.3			10.0	10.0
Delay Adj:	1.00			1.00			1.00	1.00
ApprAdjDel:	74.7			18.3			10.0	10.0
LOS by Appr:	F			C			A	A
AllWayAvgQ:	14.3	14.3	14.3	2.1	2.1	2.1	0.0	0.0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #32 Lombard St/Lyon St

Cycle (sec): 0 Critical Vol./Cap.(X): 3.182
Loss Time (sec): 0 Average Delay (sec/veh): 672.9
Optimal Cycle: 0 Level Of Service: F

Street Name:	Lyon St				Lombard St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	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
Lanes:	0	0	1	0	0	0	1	0

Volume Module:
Base Vol: 88 29 21 27 34 159 186 591 91 8 1771 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 88 29 21 27 34 159 186 591 91 8 1771 18
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 88 29 21 27 34 159 186 591 91 8 1771 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99
PHF Volume: 89 29 21 27 34 161 188 597 92 8 1789 18
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 89 29 21 27 34 161 188 597 92 8 1789 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 89 29 21 27 34 161 188 597 92 8 1789 18

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.64 0.21 0.15 0.12 0.15 0.73 0.21 0.69 0.10 0.01 0.98 0.01
Final Sat.: 283 93 68 61 77 359 123 389 60 3 562 6

Capacity Analysis Module:
Vol/Sat: 0.31 0.31 0.31 0.45 0.45 0.45 1.53 1.53 1.53 3.18 3.18 3.18
Crit Moves: ****
Delay/Veh: 14.3 14.3 14.3 15.6 15.6 15.6 266.2 266 266.2 1000 1000 1000
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 14.3 14.3 14.3 15.6 15.6 15.6 266.2 266 266.2 1000 1000 1000
LOS by Move: B B C C F F F F F F F
ApproachDel: 14.3 15.6 266.2 1000.4
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 14.3 15.6 266.2 1000.4
LOS by Appr: B C F F F
AllWayAvgQ: 0.4 0.4 0.4 0.8 0.8 0.8 40.8 40.8 40.8 157 157 157.0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #33 Lombard St/Divisadero St

Cycle (sec): 90 Critical Vol./Cap.(X): 2.380
Loss Time (sec): 9 Average Delay (sec/veh): 608.6
Optimal Cycle: 180 Level Of Service: F

Street Name:	Divisadero 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	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	54	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	1

Volume Module:
Base Vol: 186 638 39 177 252 74 161 3072 177 22 3674 478
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: 186 638 39 177 252 74 161 3072 177 22 3674 478
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 186 638 39 177 252 74 161 3072 177 22 3674 478
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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 190 651 40 181 257 76 164 3135 181 22 3749 488
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 190 651 40 181 257 76 164 3135 181 22 3749 488
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
FinalVolume: 190 651 40 181 257 76 164 3135 181 22 3749 488

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.35 0.99 0.99 0.15 0.97 0.97 0.57 0.40 0.57 0.69 0.48 0.69
Lanes: 1.00 0.94 0.06 1.00 0.77 0.23 0.10 2.79 0.11 0.01 2.74 0.25
Final Sat.: 673 1774 108 281 1419 417 111 2117 122 15 2499 325

Capacity Analysis Module:
Vol/Sat: 0.28 0.37 0.37 0.64 0.18 0.18 1.48 1.48 1.48 1.50 1.50 1.50
Crit Moves: ****
Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.60 0.60 0.60 0.60 0.60 0.60
Volume/Cap: 0.94 1.22 1.22 2.14 0.60 0.60 2.47 2.47 2.47 2.50 2.50 2.50
Delay/Veh: 77.3 147 147.0 582.3 28.8 28.8 680.7 681 680.7 694.7 695 694.7
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: 77.3 147 147.0 582.3 28.8 28.8 680.7 681 680.7 694.7 695 694.7
LOS by Move: E F F F C C F F F F F F
HCM2kAvgQ: 9 37 37 18 9 9 177 125 177 215 150 215

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #34 Lombard St/Fillmore St

Cycle (sec): 90 Critical Vol./Cap.(X): 2.127
Loss Time (sec): 9 Average Delay (sec/veh): 604.9
Optimal Cycle: 180 Level Of Service: F

Street Name:	Fillmore 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:	27	27	27	27	27	27	54	54	54	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	1	1	0	1	1

Volume Module:
Base Vol: 61 607 25 129 286 296 157 2979 56 12 3695 454
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 61 607 25 129 286 296 157 2979 56 12 3695 454
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 61 607 25 129 286 296 157 2979 56 12 3695 454
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 64 639 26 136 301 312 165 3136 59 13 3889 478
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 64 639 26 136 301 312 165 3136 59 13 3889 478
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 64 639 26 136 301 312 165 3136 59 13 3889 478

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.21 0.99 0.99 0.48 0.48 0.48 0.58 0.39 0.58 0.72 0.49 0.72
Lanes: 1.00 0.96 0.04 0.36 0.80 0.84 0.10 2.86 0.04 0.01 2.76 0.23
Final Sat.: 395 1814 75 332 737 763 112 2126 40 8 2583 317

Capacity Analysis Module:
Vol/Sat: 0.16 0.35 0.35 0.41 0.41 0.41 1.47 1.47 1.47 1.51 1.51 1.51
Crit Moves: ****
Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.60 0.60 0.60 0.60 0.60 0.60
Volume/Cap: 0.54 1.17 1.17 1.36 1.36 1.36 2.46 2.46 2.46 2.51 2.51 2.51
Delay/Veh: 31.3 127 127.4 205.8 206 205.8 676.4 676 676.4 699.1 699 699.1
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: 31.3 127 127.4 205.8 206 205.8 676.4 676 676.4 699.1 699 699.1
LOS by Move: C F F F F F F F F F F F
HCM2kAvgQ: 2 34 34 26 26 26 176 119 176 229 156 229

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #35 Bay St/Laguna St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.425
Loss Time (sec): 10 Average Delay (sec/veh): 184.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	Laguna St						Bay 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			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	18	18	18	34	34	34	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	2	0	1	0

Volume Module:
Base Vol: 649 0 522 0 0 0 0 250 229 230 607 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: 649 0 522 0 0 0 0 250 229 230 607 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 649 0 522 0 0 0 0 250 229 230 607 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 676 0 544 0 0 0 0 260 239 240 632 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 676 0 544 0 0 0 0 260 239 240 632 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 676 0 544 0 0 0 0 260 239 240 632 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 1.00 0.91 1.00 1.00 1.00 1.00 0.95 0.85 0.81 0.81 0.88
Lanes: 0.55 0.00 0.45 1.00 1.00 0.00 0.00 2.00 1.00 0.27 0.73 2.00
Final Sat.: 963 0 775 1900 1900 0 0 3610 1615 424 1120 3344

Capacity Analysis Module:
Vol/Sat: 0.70 0.00 0.70 0.00 0.00 0.00 0.00 0.07 0.15 0.56 0.56 0.00
Crit Moves: ****
Green/Cycle: 0.49 0.00 0.49 0.00 0.00 0.00 0.00 0.40 0.40 0.40 0.40 0.00
Volume/Cap: 1.42 0.00 1.42 0.00 0.00 0.00 0.00 0.18 0.37 1.42 1.42 0.00
Delay/Veh: 220.7 0.0 220.7 0.0 0.0 0.0 0.0 17.7 19.6 227.7 228 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: 220.7 0.0 220.7 0.0 0.0 0.0 0.0 17.7 19.6 227.7 228 0.0
LOS by Move: F A F A A A A B B F F A
HCM2kAvgQ: 79 0 79 0 0 0 0 2 5 56 56 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #36 Bay St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.214
Loss Time (sec): 10 Average Delay (sec/veh): 235.4
Optimal Cycle: 180 Level Of Service: F

Street Name:	Van Ness Ave				Bay 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:	23	23	23	23	23	23	57	57	57
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	1	1	0	1	0

Volume Module:
Base Vol: 343 0 837 0 0 0 0 764 77 322 267 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: 343 0 837 0 0 0 0 764 77 322 267 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 343 0 837 0 0 0 0 764 77 322 267 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 373 0 910 0 0 0 0 830 84 350 290 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 373 0 910 0 0 0 0 830 84 350 290 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
FinalVolume: 373 0 910 0 0 0 0 830 84 350 290 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 0.91 0.77 0.91 0.91 0.91 0.48 0.48 0.43 0.50 0.50 0.95
Lanes: 1.00 2.00 1.00 0.00 3.00 0.00 0.00 2.00 1.00 1.00 1.00 0.00
Final Sat.: 1461 3458 1470 0 5187 0 0 1805 808 958 958 0

Capacity Analysis Module:
Vol/Sat: 0.26 0.00 0.62 0.00 0.00 0.00 0.00 0.46 0.10 0.37 0.30 0.00
Crit Moves: ****
Green/Cycle: 0.26 0.00 0.26 0.00 0.00 0.00 0.00 0.63 0.63 0.63 0.63 0.00
Volume/Cap: 1.00 0.00 2.42 0.00 0.00 0.00 0.00 0.73 0.16 0.58 0.48 0.00
Delay/Veh: 79.6 0.0 681.6 0.0 0.0 0.0 0.0 13.6 6.9 10.3 8.9 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 79.6 0.0 681.6 0.0 0.0 0.0 0.0 13.6 6.9 10.3 8.9 0.0
LOS by Move: E A F A A A A B A B A A
HCM2kAvgQ: 16 0 100 0 0 0 0 9 1 6 4 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #37 Bay St/Hyde St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 7 Average Delay (sec/veh): 5.8
Optimal Cycle: 90 Level Of Service: A

Street Name:	Hyde St				Bay 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:	16	16	16	16	16	16	67	67	67
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	2

Volume Module:
Base Vol: 7 0 63 0 0 0 0 1478 27 0 586 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: 7 0 63 0 0 0 0 1478 27 0 586 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 0 63 0 0 0 0 1478 27 0 586 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 7 0 66 0 0 0 0 1540 28 0 610 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 0 66 0 0 0 0 1540 28 0 610 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 7 0 66 0 0 0 0 1540 28 0 610 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 1.00 1.00 1.00 1.00 0.95 0.95 1.00 0.91 0.91
Lanes: 0.10 0.00 0.90 0.00 1.00 0.00 0.00 1.96 0.04 0.00 3.00 0.00
Final Sat.: 164 0 1475 0 1900 0 0 3535 65 0 5187 0

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.04 0.00 0.00 0.00 0.00 0.44 0.44 0.00 0.12 0.00
Crit Moves: ****
Green/Cycle: 0.18 0.00 0.18 0.00 0.00 0.00 0.00 0.74 0.74 0.00 0.74 0.00
Volume/Cap: 0.25 0.00 0.25 0.00 0.00 0.00 0.00 0.59 0.59 0.00 0.16 0.00
Delay/Veh: 32.3 0.0 32.3 0.0 0.0 0.0 0.0 5.5 5.5 0.0 3.4 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 32.3 0.0 32.3 0.0 0.0 0.0 0.0 5.5 5.5 0.0 3.4 0.0
LOS by Move: C A C A A A A A A A A A
HCM2kAvgQ: 2 0 2 0 0 0 0 10 10 0 2 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #38 Alexander Ave/Bunker Rd

Average Delay (sec/veh): 12.0 Worst Case Level Of Service: D[34.9]

Street Name:	Bunker Rd				Alexander Ave			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Lanes:	1 0 1 0 0	0 0 0 1 0	1 0 0 0 1	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0

Volume Module:

Base Vol:	246	520	0	0	249	57	108	0	362	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:	246	520	0	0	249	57	108	0	362	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	520	0	0	249	57	108	0	362	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	262	553	0	0	265	61	115	0	385	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	262	553	0	0	265	61	115	0	385	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflict Vol:	326	xxxx	xxxxx	xxxx	xxxx	xxxxxx	1372	xxxx	295	xxxx	xxxx	xxxxxx
Potent Cap.:	1246	xxxx	xxxxx	xxxx	xxxx	xxxxxx	163	xxxx	749	xxxx	xxxx	xxxxxx
Move Cap.:	1246	xxxx	xxxxx	xxxx	xxxx	xxxxxx	136	xxxx	749	xxxx	xxxx	xxxxxx
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxxxx	0.84	xxxx	0.51	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxxx	5.4	xxxx	3.0	xxxx	xxxx	xxxxxx
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxxx	102.3	xxxx	14.8	xxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx				34.9		xxxxxx			
ApproachLOS:	*		*				D		*			

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #39 Alexander Ave/Ft.Baker (East) Rd

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[23.6]

Street Name:	Ft.Baker (East) Rd				Alexander Ave			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 0 0 1	0 0 1! 0 0	0 0 0 0 1	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0

Volume Module:

Base Vol:	2	326	298	14	241	151	0	0	13	51	0	122
Growth Adj:	1.00	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	326	298	14	241	151	0	0	13	51	0	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	326	298	14	241	151	0	0	13	51	0	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	2	375	343	16	277	174	0	0	15	59	0	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	375	343	16	277	174	0	0	15	59	0	140

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	451	xxxx	xxxxx	717	xxxx	xxxxx	xxxx	xxxx	364	954	1033	546
Potent Cap.:	1121	xxxx	xxxxx	893	xxxx	xxxxx	xxxx	xxxx	686	240	234	541
Move Cap.:	1121	xxxx	xxxxx	893	xxxx	xxxxx	xxxx	xxxx	686	232	230	541
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.02	0.25	0.00	0.26

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxxx
Control Del:	8.2	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	388	xxxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.6	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx		xxxxxx				10.4		xxxxxx		23.6	
ApproachLOS:	*		*				B		*		C	

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #40 Bush St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.779
Loss Time (sec): 8 Average Delay (sec/veh): 145.6
Optimal Cycle: 180 Level Of Service: F

Street Name:	Van Ness Ave				Bush St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Prot+Permit		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	34	34	10	48	0	34	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	0	3	0	0	0

Volume Module:

Base Vol:	0	2958	117	382	2376	0	65	773	88	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2958	117	382	2376	0	65	773	88	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2958	117	382	2376	0	65	773	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	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	3049	121	394	2449	0	67	797	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3049	121	394	2449	0	67	797	91	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3049	121	394	2449	0	67	797	91	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.24	0.91	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Lanes:	0.00	2.89	0.11	1.00	3.00	0.00	0.21	2.50	0.29	0.00	0.00	0.00
Final Sat.:	0	4960	196	463	5187	0	355	4227	481	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.61	0.61	0.85	0.47	0.00	0.19	0.19	0.19	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.39	0.39	0.58	0.53	0.00	0.38	0.38	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	1.56	1.56	1.16	0.89	0.00	0.50	0.50	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	283	282.6	110.3	22.4	0.0	21.7	21.7	21.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	283	282.6	110.3	22.4	0.0	21.7	21.7	21.7	0.0	0.0	0.0
LOS by Move:	A	F	F	F	C	A	C	C	C	A	A	A
HCM2kAvgQ:	0	84	84	17	20	0	8	8	8	0	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #41 Pine St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.621
Loss Time (sec): 8 Average Delay (sec/veh): 111.9
Optimal Cycle: 90 Level Of Service: F

Street Name:	Van Ness Ave				Pine St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Protected		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	10	48	0	0	34	34	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	2	1	0	0

Volume Module:

Base Vol:	96	2951	0	0	2621	146	0	0	0	86	689	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	2951	0	0	2621	146	0	0	0	86	689	289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	2951	0	0	2621	146	0	0	0	86	689	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	3106	0	0	2759	154	0	0	0	91	725	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	3106	0	0	2759	154	0	0	0	91	725	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	3106	0	0	2759	154	0	0	0	91	725	304

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	1.00	3.00	0.00	0.00	2.84	0.16	0.00	0.00	0.00	0.33	2.67	1.00
Final Sat.:	1805	5187	0	0	4874	272	0	0	0	545	4369	1638

Capacity Analysis Module:

Vol/Sat:	0.06	0.60	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.17	0.17	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.56	0.53	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.38	0.38	0.38
Volume/Cap:	0.36	1.12	0.00	0.00	1.34	1.34	0.00	0.00	0.00	0.44	0.44	0.49
Delay/Veh:	9.9	81.7	0.0	0.0	182	182.5	0.0	0.0	0.0	21.0	21.0	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:	9.9	81.7	0.0	0.0	182	182.5	0.0	0.0	0.0	21.0	21.0	21.6
LOS by Move:	A	F	A	A	F	F	A	A	A	C	C	C
HCM2kAvgQ:	1	45	0	0	63	63	0	0	0	6	6	7

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #42 Lombard St/Van Ness Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.837
Loss Time (sec): 7 Average Delay (sec/veh): 310.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	Van Ness Ave			Lombard St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Permitted		Permitted
Rights:	Include		Include	Ovl		Include
Min. Green:	56	56	56	0	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0	0	1	0	0

Volume Module:
Base Vol: 2147 758 41 0 233 236 395 126 2391 0 79 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2147 758 41 0 233 236 395 126 2391 0 79 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 2147 758 41 0 233 236 395 126 2391 0 79 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 2213 781 42 0 240 243 407 130 2465 0 81 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2213 781 42 0 240 243 407 130 2465 0 81 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 2213 781 42 0 240 243 407 130 2465 0 81 5

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.99 0.99 1.00 0.95 0.85 0.39 0.39 0.41 1.00 0.99 0.99
Lanes: 3.00 0.95 0.05 0.00 2.00 1.00 0.76 0.24 2.00 0.00 0.94 0.06
Final Sat.: 5253 1788 97 0 3610 1615 566 181 1563 0 1773 112

Capacity Analysis Module:
Vol/Sat: 0.42 0.44 0.44 0.00 0.07 0.15 0.72 0.72 1.58 0.00 0.05 0.05
Crit Moves: **** **** ****
Green/Cycle: 0.48 0.71 0.71 0.00 0.23 0.23 0.23 0.23 0.71 0.00 0.23 0.23
Volume/Cap: 0.88 0.62 0.62 0.00 0.29 0.65 3.12 3.12 2.22 0.00 0.20 0.20
Delay/Veh: 31.5 9.6 9.6 0.0 37.3 44.9 1012 1012 570.1 0.0 36.5 36.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 31.5 9.6 9.6 0.0 37.3 44.9 1012 1012 570.1 0.0 36.5 36.5
LOS by Move: C A A A D D F F F A D D
HCM2kAvgQ: 23 14 14 0 4 9 63 63 142 0 3 3

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #43 Embarcadero / Howard St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.162
Loss Time (sec): 10 Average Delay (sec/veh): 307.7
Optimal Cycle: 180 Level Of Service: F

Street Name:	Embarcadero			Howard St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase
Rights:	Include		Include	Include		Include
Min. Green:	15	45	0	10	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	2

Volume Module:
Base Vol: 665 0 0 0 197 177 0 0 467 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: 665 0 0 0 197 177 0 0 467 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 665 0 0 0 197 177 0 0 467 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 715 0 0 0 212 190 0 0 502 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 715 0 0 0 212 190 0 0 502 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 715 0 0 0 212 190 0 0 502 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.56 1.00 0.93 0.88 0.43 0.89 1.00 0.69 1.00 1.00 1.00
Lanes: 1.00 3.00 0.00 1.00 2.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1679 3216 0 1767 3357 808 1691 0 1308 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.43 0.00 0.00 0.00 0.06 0.24 0.00 0.00 0.38 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.20 0.00 0.00 0.00 0.40 0.40 0.00 0.00 0.30 0.00 0.00 0.00
Volume/Cap: 2.13 0.00 0.00 0.00 0.16 0.59 0.00 0.00 1.28 0.00 0.00 0.00
Delay/Veh: 558.3 0.0 0.0 0.0 19.3 26.4 0.0 0.0 179.1 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 558.3 0.0 0.0 0.0 19.3 26.4 0.0 0.0 179.1 0.0 0.0 0.0
LOS by Move: F A A A B C A A F A A A
HCM2kAvgQ: 68 0 0 0 2 5 0 0 31 0 0 0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #44 Embarcadero / Folsom St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 10 Average Delay (sec/veh): 126.7
Optimal Cycle: 90 Level Of Service: F

Street Name:	Embarcadero						Folsom 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	12	49	49	32	32	32	31	31	31	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	2	0	0	0	0	0

Volume Module:

Base Vol:	429	337	0	0	656	20	330	0	291	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:	429	337	0	0	656	20	330	0	291	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	429	337	0	0	656	20	330	0	291	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	461	362	0	0	705	22	355	0	313	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	362	0	0	705	22	355	0	313	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	362	0	0	705	22	355	0	313	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.70	1.00	1.00	0.97	0.87	0.83	1.00	0.59	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.93	0.07	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1679	2671	0	0	3548	108	3152	0	1114	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.27	0.14	0.00	0.00	0.20	0.20	0.11	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.13	0.49	0.00	0.00	0.36	0.36	0.43	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	2.06	0.28	0.00	0.00	0.56	0.56	0.26	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	531.6	13.7	0.0	0.0	23.9	23.9	16.8	0.0	24.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	531.6	13.7	0.0	0.0	23.9	23.9	16.8	0.0	24.0	0.0	0.0	0.0
LOS by Move:	F	B	A	A	C	C	B	A	C	A	A	A
HCM2kAvgQ:	42	3	0	0	8	8	3	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

34th America's Cup Races
Transportation Impact Analysis

Scenario Report

Scenario: Existing + AC Event 2013 Weekend MID

Command: Default Command

Volume: Existing + AC Event 2013 Weekend MID

Geometry: Existing Weekday PM

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

34th America's Cup Races
Transportation Impact Analysis

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 27 Lincoln Blvd/25th St/El Camino del	???	Yes
# 30 Jackson St/Arguello Blvd	???	No
# 31 Pacific Ave/Presidio Blvd	???	No
# 32 Lombard St/Lyon St	???	Yes

34th America's Cup Races
Transportation Impact Analysis

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #27 Lincoln Blvd/25th St/El Camino del Mar

Future Volume Alternative: Peak Hour Warrant Met

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							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0
Initial Vol:	20	22	728			25	16	2			1	239	27			368	166	13		

Major Street Volume: 814
Minor Approach Volume: 770
Minor Approach Volume Threshold: 356

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

34th America's Cup Races
Transportation Impact Analysis

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #30 Jackson St/Arguello Blvd

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	795	27			30	475	0			0	0	0	0		39	0	49		

Major Street Volume: 1327
Minor Approach Volume: 88
Minor Approach Volume Threshold: 144

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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34th America's Cup Races
Transportation Impact Analysis

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #31 Pacific Ave/Presidio Blvd

Future Volume Alternative: Peak Hour Warrant NOT Met

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

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Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
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Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
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Initial Vol:	3	801	11			14	468	18			10	1	1			15	11	31		
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Major Street Volume: 1315

Minor Approach Volume: 57

Minor Approach Volume Threshold: 146

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

34th America's Cup Races
Transportation Impact Analysis

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Lombard St/Lyon St

Future Volume Alternative: Peak Hour Warrant Met

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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			
----------	-----------	--	--	--	-----------	--	--	--	-----------	--	--	--	-----------	--	--	--

Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
--------	---	---	----	---	---	---	---	----	---	---	---	---	----	---	---	---	---	----	---	---

Initial Vol:	88	29	21			27	34	159			186	591	91			8	1771	18		
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Major Street Volume: 2665

Minor Approach Volume: 220

Minor Approach Volume Threshold: -42 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Existing plus Cruise Terminal Project

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Existing plus Cruise Terminal Project Conditions

Weekday AM Peak Hour

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

 Intersection #1 Beach St/Columbus Ave

 Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[9.8]

 Street Name: Columbus Ave Beach 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 Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1! 0 0 0 0 0 0 0 1 1 0 0 1 0 0 0

 Volume Module:
 Base Vol: 30 0 4 0 0 0 0 0 127 36 6 65 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 1.00
 Initial Bse: 30 0 4 0 0 0 0 0 127 36 6 65 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 30 0 4 0 0 0 0 0 127 36 6 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 31 0 4 0 0 0 0 0 132 38 6 68 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 31 0 4 0 0 0 0 0 132 38 6 68 0

 Critical Gap Module:
 Critical Gp: 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
 FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

 Capacity Module:
 Cnflct Vol: 231 231 85 xxxx xxxx xxxxx xxxx xxxx xxxxx 170 xxxx xxxxx
 Potent Cap.: 761 672 980 xxxx xxxx xxxxx xxxx xxxx xxxxx 1420 xxxx xxxxx
 Move Cap.: 759 669 980 xxxx xxxx xxxxx xxxx xxxx xxxxx 1420 xxxx xxxxx
 Volume/Cap: 0.04 0.00 0.00 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.00 xxxx xxxxx

 Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.5 xxxx xxxxx
 LOS by Move: * * * * * * * * * * A * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx 779 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx 0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx
 Shrd ConDel:xxxxx 9.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.5 xxxx xxxxx
 Shared LOS: * A * * * * * * * * A * *
 ApproachDel: 9.8 xxxxxx xxxxxx xxxxxx
 ApproachLOS: A * *

 Note: Queue reported is the number of cars per lane.

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

 Intersection #2 North Point St/Columbus Ave

 Cycle (sec): 90 Critical Vol./Cap.(X): 0.233
 Loss Time (sec): 9 Average Delay (sec/veh): 12.9
 Optimal Cycle: 90 Level Of Service: B

 Street Name: Columbus Ave North Point 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: 28 28 28 28 28 28 53 53 53 53 53 53
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 0 1 0 0 1 0 1 0 0 0 1 0 1 0

 Volume Module:
 Base Vol: 24 66 10 13 50 15 20 208 36 32 118 35
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 24 66 10 13 50 15 20 208 36 32 118 35
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 24 66 10 13 50 15 20 208 36 32 118 35
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
 PHF Volume: 27 74 11 15 56 17 22 234 40 36 133 39
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 27 74 11 15 56 17 22 234 40 36 133 39
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 27 74 11 15 56 17 22 234 40 36 133 39

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.70 0.98 0.98 0.85 0.85 0.85 0.95 0.95 0.95 0.80 0.80 0.80
 Lanes: 1.00 0.87 0.13 0.33 1.29 0.38 0.07 0.79 0.14 0.35 1.27 0.38
 Final Sat.: 1326 1617 245 536 2060 618 137 1427 247 527 1945 577

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.05 0.05 0.03 0.03 0.03 0.16 0.16 0.16 0.07 0.07 0.07
 Crit Moves: ****
 Green/Cycle: 0.31 0.31 0.31 0.31 0.31 0.31 0.59 0.59 0.59 0.59 0.59 0.59
 Volume/Cap: 0.07 0.15 0.15 0.09 0.09 0.09 0.28 0.28 0.28 0.12 0.12 0.12
 Uniform Del: 21.8 22.4 22.4 22.0 22.0 22.0 9.1 9.1 9.1 8.2 8.2 8.2
 IncremntDel: 0.3 0.5 0.5 0.2 0.2 0.2 0.6 0.6 0.6 0.1 0.1 0.1
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 22.1 22.9 22.9 22.1 22.1 22.1 9.7 9.7 9.7 8.3 8.3 8.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 22.1 22.9 22.9 22.1 22.1 22.1 9.7 9.7 9.7 8.3 8.3 8.3
 LOS by Move: C C C C C C A A A A A A
 HCM2kAvgQ: 1 2 2 1 1 1 4 4 4 1 1 1

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

Intersection #3 North Point St/Stockton St																

Cycle (sec):	90			Critical Vol./Cap.(X):						0.280						
Loss Time (sec):	8			Average Delay (sec/veh):						12.2						
Optimal Cycle:	90			Level Of Service:						B						

Street Name:		Stockton St				North Point 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:		25	25	25	25	25	25	57	57	57	57	57	57	57		
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:		0	0	1!	0	0	0	1!	0	0	0	0	1	0	1	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Volume Module:																
Base Vol:		30	34	33	5	25	13	23	220	64	6	98	8			
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:		30	34	33	5	25	13	23	220	64	6	98	8			
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:		30	34	33	5	25	13	23	220	64	6	98	8			
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:		0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
PHF Volume:		33	38	37	6	28	14	26	244	71	7	109	9			
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:		33	38	37	6	28	14	26	244	71	7	109	9			
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:		33	38	37	6	28	14	26	244	71	7	109	9			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:		0.87	0.87	0.87	0.94	0.94	0.94	0.95	0.95	0.95	0.88	0.88	0.88			
Lanes:		0.31	0.35	0.34	0.12	0.58	0.30	0.07	0.72	0.21	0.11	1.75	0.14			
Final Sat.:		511	579	562	207	1035	538	135	1290	375	180	2940	240			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:		0.07	0.07	0.07	0.03	0.03	0.03	0.19	0.19	0.19	0.04	0.04	0.04			
Crit Moves:		****						****								
Green/Cycle:		0.28	0.28	0.28	0.28	0.28	0.28	0.63	0.63	0.63	0.63	0.63	0.63			
Volume/Cap:		0.23	0.23	0.23	0.10	0.10	0.10	0.30	0.30	0.30	0.06	0.06	0.06			
Uniform Del:		25.1	25.1	25.1	24.1	24.1	24.1	7.5	7.5	7.5	6.3	6.3	6.3			
IncrementDel:		1.2	1.2	1.2	0.4	0.4	0.4	0.7	0.7	0.7	0.1	0.1	0.1			
InitQueueDel:		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Delay/Veh:		26.3	26.3	26.3	24.5	24.5	24.5	8.1	8.1	8.1	6.3	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:		26.3	26.3	26.3	24.5	24.5	24.5	8.1	8.1	8.1	6.3	6.3	6.3			
LOS by Move:		C	C	C	C	C	C	A	A	A	A	A	A			
HCM2kAvgQ:		2	2	2	1	1	1	4	4	4	1	1	1			

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

Intersection #4 Bay St/Columbus Ave																	

Cycle (sec):	90			Critical Vol./Cap.(X):						0.597							
Loss Time (sec):	9			Average Delay (sec/veh):						30.1							
Optimal Cycle:	109			Level Of Service:						C							

Street Name:			Columbus Ave			Bay St											
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Control:			Protected			Protected			Permitted			Permitted					
Rights:			Include			Include			Include			Include					
Min. Green:			8	31	31	19	19	19	47	47	47	50	50	50			
Y+R:			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:			2	0	0	1	0	0	1	0	1	0	1	0			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Volume Module:																	
Base Vol:			112	73	65	1	109	6	6	1373	375	25	327	21			
Growth Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:			112	73	65	1	109	6	6	1373	375	25	327	21			
Added Vol:			0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:			0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:			112	73	65	1	109	6	6	1373	375	25	327	21			
User Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:			0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
PHF Volume:			115	75	67	1	112	6	6	1415	387	26	337	22			
Reduct Vol:			0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:			115	75	67	1	112	6	6	1415	387	26	337	22			
PCE Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:			115	75	67	1	112	6	6	1415	387	26	337	22			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Saturation Flow Module:																	
Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:			0.92	0.74	0.74	0.94	0.94	0.94	0.91	0.91	0.85	0.67	0.67	0.67			
Lanes:			2.00	0.53	0.47	0.02	1.88	0.10	0.01	1.99	1.00	0.13	1.76	0.11			
Final Sat.:			3502	747	665	31	3365	185	15	3425	1615	172	2248	144			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:			0.03	0.10	0.10	0.03	0.03	0.03	0.41	0.41	0.24	0.15	0.15	0.15			
Crit Moves:			****			****			****								
Green/Cycle:			0.14	0.28	0.28	0.17	0.32	0.32	0.46	0.46	0.46	0.46	0.46	0.46			
Volume/Cap:			0.24	0.35	0.35	0.19	0.10	0.10	0.90	0.90	0.52	0.33	0.33	0.33			
Uniform Del:			42.1	31.0	31.0	38.4	25.9	25.9	27.2	27.2	21.0	18.8	18.8	18.8			
IncrementDel:			0.3	0.5	0.5	0.2	0.0	0.0	7.5	7.5	0.7	0.2	0.2	0.2			
InitQueueDel:			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Delay/Veh:			42.3	31.6	31.6	38.6	25.9	25.9	34.7	34.7	21.7	18.9	18.9	18.9			
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:			42.3	31.6	31.6	38.6	25.9	25.9	34.7	34.7	21.7	18.9	18.9	18.9			
LOS by Move:			D	C	C	D	C	C	C	C	C	B	B	B			
HCM2kAvgQ:			2	4	4	2	1	1	27	27	9	4	4	4			

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Bay St/Stockton St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	7	Average Delay (sec/veh):	10.9
Optimal Cycle:	90	Level Of Service:	B

Street Name:		Stockton St						Bay 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:		20	20	20	20	20	20	63	63	63	63	63	63
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:		0	0	1	0	0	0	0	1	0	1	0	0

Volume Module:													
Base Vol:	35	20	101	33	16	48	32	1311	18	26	439	51	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	35	20	101	33	16	48	32	1311	18	26	439	51	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	35	20	101	33	16	48	32	1311	18	26	439	51	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
PHF Volume:	39	22	112	37	18	53	36	1457	20	29	488	57	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	39	22	112	37	18	53	36	1457	20	29	488	57	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	39	22	112	37	18	53	36	1457	20	29	488	57	

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.82	0.82	0.82	0.88	0.88	0.88	0.78	0.78	0.78
Lanes:	0.22	0.13	0.65	0.34	0.16	0.50	0.05	1.93	0.02	0.10	1.70	0.20
Final Sat.:	356	203	1028	527	256	767	79	3224	44	150	2532	294

Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.07	0.07	0.07	0.45	0.45	0.45	0.19	0.19	0.19
Crit Moves:	****			****								
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.49	0.49	0.49	0.31	0.31	0.31	0.65	0.65	0.65	0.28	0.28	0.28
Uniform Del:	30.6	30.6	30.6	29.3	29.3	29.3	7.4	7.4	7.4	5.0	5.0	5.0
IncrementDel:	4.8	4.8	4.8	2.4	2.4	2.4	1.4	1.4	1.4	0.3	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.4	35.4	35.4	31.6	31.6	31.6	8.8	8.8	8.8	5.3	5.3	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	35.4	35.4	31.6	31.6	31.6	8.8	8.8	8.8	5.3	5.3	5.3
LOS by Move:	D	D	D	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	5	5	2	2	2	12	12	12	3	3	3

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Bay St/Kearny St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	9	Average Delay (sec/veh):	9.6
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Kearny St						Bay 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:	20	20	20	20	20	20	61	61	61	61	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	1	0	1	0	1

Volume Module:												
Base Vol:	37	2	12	1	12	14	9	1265	176	39	460	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:	37	2	12	1	12	14	9	1265	176	39	460	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	2	12	1	12	14	9	1265	176	39	460	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	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:	38	2	12	1	12	14	9	1304	181	40	474	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	2	12	1	12	14	9	1304	181	40	474	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	2	12	1	12	14	9	1304	181	40	474	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.93	0.93	0.93	0.89	0.89	0.89	0.73	0.73	0.73
Lanes:	0.73	0.04	0.23	0.04	0.44	0.52	0.01	1.75	0.24	0.15	1.74	0.11
Final Sat.:	1082	58	351	65	781	912	21	2947	410	206	2426	148

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.02	0.44	0.44	0.44	0.20	0.20	0.20
Crit Moves:	****						****					
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.16	0.16	0.16	0.07	0.07	0.07	0.65	0.65	0.65	0.29	0.29	0.29
Uniform Del:	28.2	28.2	28.2	27.7	27.7	27.7	8.4	8.4	8.4	5.8	5.8	5.8
IncrementDel:	1.0	1.0	1.0	0.4	0.4	0.4	1.5	1.5	1.5	0.4	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.2	29.2	29.2	28.0	28.0	28.0	9.8	9.8	9.8	6.2	6.2	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	29.2	29.2	28.0	28.0	28.0	9.8	9.8	9.8	6.2	6.2	6.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	13	13	13	3	3	3

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

Intersection #7 Broadway St/Sansome St												

Cycle (sec):	80									Critical Vol./Cap.(X):	0.700	
Loss Time (sec):	9									Average Delay (sec/veh):	20.2	
Optimal Cycle:	80									Level Of Service:	C	

Street Name:	Sansome St			Broadway St								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
----- ----- ----- -----												
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	0	0	0	44	44	0	0	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	1	1	0	0	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	115	237	57	0	0	0	228	1036	0	0	404	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	237	57	0	0	0	228	1036	0	0	404	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	237	57	0	0	0	228	1036	0	0	404	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	117	242	58	0	0	0	233	1057	0	0	412	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	242	58	0	0	0	233	1057	0	0	412	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	242	58	0	0	0	233	1057	0	0	412	134
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	1.00	1.00	1.00	0.68	0.68	1.00	1.00	0.91	0.91
Lanes:	0.56	1.16	0.28	0.00	0.00	0.00	0.36	1.64	0.00	0.00	1.51	0.49
Final Sat.:	952	1962	472	0	0	0	468	2124	0	0	2625	851
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.16	0.16
Crit Moves:	****						****					
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.55	0.55
Volume/Cap:	0.37	0.37	0.37	0.00	0.00	0.00	0.90	0.90	0.00	0.00	0.29	0.29
Uniform Del:	20.0	20.0	20.0	0.0	0.0	0.0	16.1	16.1	0.0	0.0	9.6	9.6
IncremntDel:	0.2	0.2	0.2	0.0	0.0	0.0	8.5	8.5	0.0	0.0	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	20.2	20.2	20.2	0.0	0.0	0.0	24.6	24.6	0.0	0.0	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	20.2	20.2	0.0	0.0	0.0	24.6	24.6	0.0	0.0	9.7	9.7
LOS by Move:	C	C	C	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	4	4	4	0	0	0	19	19	0	0	4	4

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

Intersection #8 Broadway St/Battery St															

Cycle (sec):	80			Critical Vol./Cap.(X):						0.619					
Loss Time (sec):	9			Average Delay (sec/veh):						30.3					
Optimal Cycle:	70			Level Of Service:						C					

Street Name:		Battery St					Broadway St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Split Phase			Split Phase			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	44	44	44	0	17	17	17	17	17			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	0	0	0	1	0	1	0	0	1	1	0	0	
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	0	0	59	611	83	0	629	464	22	450	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	59	611	83	0	629	464	22	450	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	59	611	83	0	629	464	22	450	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
PHF Volume:	0	0	0	60	623	85	0	642	473	22	459	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	60	623	85	0	642	473	22	459	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	60	623	85	0	642	473	22	459	0			
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.89	0.89	0.71	0.71	1.00			
Lanes:	0.00	0.00	0.00	0.16	1.62	0.22	0.00	1.15	0.85	0.09	1.91	0.00			
Final Sat.:	0	0	0	275	2848	387	0	1945	1434	126	2571	0			
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.22	0.00	0.33	0.33	0.18	0.18	0.00			
Crit Moves:				****			****								
Green/Cycle:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.34	0.34	0.34	0.34	0.00			
Volume/Cap:	0.00	0.00	0.00	0.40	0.40	0.40	0.00	0.98	0.98	0.53	0.53	0.00			
Uniform Del:	0.0	0.0	0.0	10.4	10.4	10.4	0.0	26.2	26.2	21.4	21.4	0.0			
IncrementDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	21.4	21.4	0.6	0.6	0.0			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00			
Delay/Veh:	0.0	0.0	0.0	10.5	10.5	10.5	0.0	47.6	47.6	22.0	22.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	10.5	10.5	10.5	0.0	47.6	47.6	22.0	22.0	0.0			
LOS by Move:	A	A	A	B	B	B	A	D	D	C	C	A			
HCM2kAvgQ:	0	0	0	6	6	6	0	15	15	5	5	0			

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

Intersection #9 Embarcadero/ Beach St / Grant St															

Cycle (sec):	75			Critical Vol./Cap.(X):			0.262								
Loss Time (sec):	13			Average Delay (sec/veh):			35.7								
Optimal Cycle:	101			Level Of Service:			D								

Street Name:	Embarcadero			Beach St (EB)/Grant St (WB)											
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- -----															
Control:	Split Phase			Split Phase			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	17	17	17	0	26	0	0	26	26	19	19	19			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	1	0	1	0	0	0	0	0	1	0	0			
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	135	87	22	0	16	0	0	0	156	6	8	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:	135	87	22	0	16	0	0	0	156	6	8	16			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	135	87	22	0	16	0	0	0	156	6	8	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:	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:	155	100	25	0	18	0	0	0	179	7	9	18			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	155	100	25	0	18	0	0	0	179	7	9	18			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	155	100	25	0	18	0	0	0	179	7	9	18			
----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.87	0.92	0.92	0.92			
Lanes:	1.00	0.80	0.20	0.00	1.00	0.00	0.00	0.00	1.00	0.20	0.27	0.53			
Final Sat.:	1733	1384	350	0	1900	0	0	0	1644	349	465	931			
----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.09	0.07	0.07	0.00	0.01	0.00	0.00	0.00	0.11	0.02	0.02	0.02			
Crit Moves:	****			****					****	****					
Green/Cycle:	0.17	0.17	0.17	0.00	0.26	0.00	0.00	0.00	0.26	0.19	0.19	0.19			
Volume/Cap:	0.53	0.43	0.43	0.00	0.04	0.00	0.00	0.00	0.42	0.11	0.11	0.11			
Uniform Del:	38.4	37.7	37.7	0.0	28.1	0.0	0.0	0.0	31.3	34.0	34.0	34.0			
IncrementDel:	1.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.7	0.1	0.1	0.1			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Delay/Veh:	39.4	38.1	38.1	0.0	28.2	0.0	0.0	0.0	31.9	34.1	34.1	34.1			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	39.4	38.1	38.1	0.0	28.2	0.0	0.0	0.0	31.9	34.1	34.1	34.1			
LOS by Move:	D	D	D	A	C	A	A	A	C	C	C	C			
HCM2kAvgQ:	5	4	4	0	0	0	0	0	5	1	1	1			

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

Intersection #10 Embarcadero/ North Point St / Kearny St												

Cycle (sec):	90			Critical Vol./Cap.(X):			0.270					
Loss Time (sec):	14			Average Delay (sec/veh):			28.2					
Optimal Cycle:	90			Level Of Service:			C					

Street Name:	Embarcadero			North Point St (EB)/ Kearny St (W)								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- -----												
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	15	36	0	0	17	17	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	1	0	1	0
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	143	236	0	0	161	19	2	233	29	27	5	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:	143	236	0	0	161	19	2	233	29	27	5	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	236	0	0	161	19	2	233	29	27	5	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	151	248	0	0	169	20	2	245	31	28	5	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	248	0	0	169	20	2	245	31	28	5	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	248	0	0	169	20	2	245	31	28	5	18
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.98	0.98	0.98	0.96	0.96	0.85
Lanes:	1.00	2.00	0.00	0.00	1.79	0.21	0.01	0.93	1.06	0.84	0.16	1.00
Final Sat.:	1805	3610	0	0	3177	375	15	1746	1978	1539	285	1615
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.00	0.00	0.05	0.05	0.14	0.14	0.02	0.02	0.02	0.01
Crit Moves:	****						****			****		
Green/Cycle:	0.21	0.40	0.00	0.00	0.19	0.19	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.40	0.17	0.00	0.00	0.28	0.28	0.63	0.63	0.07	0.08	0.08	0.05
Uniform Del:	30.6	17.4	0.0	0.0	31.3	31.3	31.7	31.7	27.7	27.7	27.7	27.5
IncrementDel:	0.7	0.1	0.0	0.0	0.2	0.2	3.0	3.0	0.0	0.1	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.2	17.5	0.0	0.0	31.5	31.5	34.7	34.7	27.7	27.8	27.8	27.6
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:	31.2	17.5	0.0	0.0	31.5	31.5	34.7	34.7	27.7	27.8	27.8	27.6
LOS by Move:	C	B	A	A	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	2	0	0	2	2	7	7	1	1	1	0

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

Intersection #11 Embarcadero / Bay St															

Cycle (sec):	90		Critical Vol./Cap.(X):						0.351						
Loss Time (sec):	7		Average Delay (sec/veh):						16.5						
Optimal Cycle:	81		Level Of Service:						B						

Street Name:		Embarcadero					Bay St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Ovl			Include					
Min. Green:	42	53	0	0	25	25	7	0	42	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	2	0	2	0	0	0	1	1	0	1	0	0	0		
----- ----- ----- -----															
Volume Module:															
Base Vol:	529	355	0	0	419	26	21	0	1259	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:	529	355	0	0	419	26	21	0	1259	0	0	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	529	355	0	0	419	26	21	0	1259	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
PHF Volume:	575	386	0	0	455	28	23	0	1368	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	575	386	0	0	455	28	23	0	1368	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	575	386	0	0	455	28	23	0	1368	0	0	0			
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.87	1.00	1.00	0.87	0.87	0.95	1.00	0.69	1.00	1.00	1.00			
Lanes:	2.00	2.00	0.00	0.00	1.88	0.12	1.00	0.00	2.00	0.00	0.00	0.00			
Final Sat.:	3502	3321	0	0	3099	192	1805	0	2615	0	0	0			
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.16	0.12	0.00	0.00	0.15	0.15	0.01	0.00	0.52	0.00	0.00	0.00			
Crit Moves:	****			****			****								
Green/Cycle:	0.47	0.76	0.00	0.00	0.29	0.29	0.16	0.00	0.63	0.00	0.00	0.00			
Volume/Cap:	0.35	0.15	0.00	0.00	0.50	0.50	0.08	0.00	0.83	0.00	0.00	0.00			
Uniform Del:	15.3	2.9	0.0	0.0	26.3	26.3	32.1	0.0	13.1	0.0	0.0	0.0			
IncrementDel:	0.1	0.0	0.0	0.0	0.4	0.4	0.1	0.0	3.8	0.0	0.0	0.0			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00			
Delay/Veh:	15.4	2.9	0.0	0.0	26.7	26.7	32.2	0.0	16.9	0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	15.4	2.9	0.0	0.0	26.7	26.7	32.2	0.0	16.9	0.0	0.0	0.0			
LOS by Move:	B	A	A	A	C	C	C	A	B	A	A	A			
HCM2kAvgQ:	5	2	0	0	6	6	1	0	17	0	0	0			

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

Intersection #12 Embarcadero/ Chestnut St / Sansome St													

Cycle (sec):	90			Critical Vol./Cap.(X):			0.593						
Loss Time (sec):	13			Average Delay (sec/veh):			14.6						
Optimal Cycle:	79			Level Of Service:			B						

Street Name:	Embarcadero						Chestnut St (EB)			/ Sansome (WB)			
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			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	10	40	0	10	40	0	16	16	16	7	7	7	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	0	1	0	1	0	0	0	0	0
----- ----- ----- -----													
Volume Module:													
Base Vol:	104	774	0	0	1666	13	132	111	36	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:	104	774	0	0	1666	13	132	111	36	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	104	774	0	0	1666	13	132	111	36	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
PHF Volume:	113	841	0	0	1811	14	143	121	39	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	113	841	0	0	1811	14	143	121	39	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	113	841	0	0	1811	14	143	121	39	0	0	0	
----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	0.87	0.87	0.87	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	1.00	2.98	0.02	0.95	0.79	0.26	0.00	0.00	0.00	
Final Sat.:	1805	3610	0	1900	5142	40	1557	1309	425	0	0	0	
----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:	0.06	0.23	0.00	0.00	0.35	0.35	0.09	0.09	0.09	0.00	0.00	0.00	
Crit Moves:	****			****			****						
Green/Cycle:	0.11	0.68	0.00	0.00	0.57	0.57	0.18	0.18	0.18	0.00	0.00	0.00	
Volume/Cap:	0.56	0.34	0.00	0.00	0.62	0.62	0.52	0.52	0.52	0.00	0.00	0.00	
Uniform Del:	37.9	6.1	0.0	0.0	13.0	13.0	33.5	33.5	33.5	0.0	0.0	0.0	
IncrementDel:	3.7	0.1	0.0	0.0	0.4	0.4	0.8	0.8	0.8	0.0	0.0	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	
Delay/Veh:	41.6	6.2	0.0	0.0	13.5	13.5	34.3	34.3	34.3	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:	41.6	6.2	0.0	0.0	13.5	13.5	34.3	34.3	34.3	0.0	0.0	0.0	
LOS by Move:	D	A	A	A	B	B	C	C	C	A	A	A	
HCM2kAvgQ:	3	5	0	0	12	12	5	5	5	0	0	0	

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

Intersection #13 Embarcadero / Lombard St / Battery St													

Cycle (sec):	90			Critical Vol./Cap.(X):							0.503		
Loss Time (sec):	11			Average Delay (sec/veh):							17.3		
Optimal Cycle:	76			Level Of Service:							B		

Street Name:	Embarcadero			Lombard St (EB) / Battery (WB)									
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			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	9	35	35	9	35	35	21	21	21	6	6	6	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0	0
----- ----- ----- -----													
Volume Module:													
Base Vol:	66	852	0	25	1107	583	15	0	175	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:	66	852	0	25	1107	583	15	0	175	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	66	852	0	25	1107	583	15	0	175	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
PHF Volume:	72	926	0	27	1203	634	16	0	190	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	72	926	0	27	1203	634	16	0	190	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	72	926	0	27	1203	634	16	0	190	0	0	0	
----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	1805	3610	0	1805	3610	1615	1809	0	1615	0	1900	0	
----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:	0.04	0.26	0.00	0.02	0.33	0.39	0.01	0.00	0.12	0.00	0.00	0.00	
Crit Moves:	****			****		****							
Green/Cycle:	0.10	0.51	0.00	0.13	0.54	0.54	0.23	0.00	0.23	0.00	0.00	0.00	
Volume/Cap:	0.40	0.50	0.00	0.11	0.61	0.72	0.04	0.00	0.50	0.00	0.00	0.00	
Uniform Del:	38.0	14.4	0.0	34.5	14.1	15.4	26.6	0.0	29.9	0.0	0.0	0.0	
IncremntDel:	1.4	0.2	0.0	0.2	0.6	3.0	0.0	0.0	1.1	0.0	0.0	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	
Delay/Veh:	39.4	14.6	0.0	34.7	14.7	18.4	26.7	0.0	31.0	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:	39.4	14.6	0.0	34.7	14.7	18.4	26.7	0.0	31.0	0.0	0.0	0.0	
LOS by Move:	D	B	A	C	B	B	C	A	C	A	A	A	
HCM2kAvgQ:	2	9	0	1	12	13	0	0	5	0	0	0	

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

Intersection #14 Embarcadero / Green St / Davis St															

Cycle (sec):	90		Critical Vol./Cap.(X):							0.361					
Loss Time (sec):	14		Average Delay (sec/veh):							20.0					
Optimal Cycle:	89		Level Of Service:							C					

Street Name:	Embarcadero-Davis St						Green St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	8	44	0	7	41	0	24	0	24	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	2	0	0	1	0	1	0	0	0	1	0	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	109	907	0	7	1052	62	12	0	21	0	0	0	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	109	907	0	7	1052	62	12	0	21	0	0	0	0		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	109	907	0	7	1052	62	12	0	21	0	0	0	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90		
PHF Volume:	121	1008	0	8	1169	69	13	0	23	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	121	1008	0	8	1169	69	13	0	23	0	0	0	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	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		
FinalVolume:	121	1008	0	8	1169	69	13	0	23	0	0	0	0		
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.95	0.95	1.00	0.95	0.94	0.94	0.90	1.00	0.90	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.00	0.00	1.00	1.89	0.11	0.36	0.00	0.64	0.00	1.00	0.00	0.00		
Final Sat.:	1805	3610	0	1805	3382	199	620	0	1085	0	1900	0	0		
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.07	0.28	0.00	0.00	0.35	0.35	0.02	0.00	0.02	0.00	0.00	0.00	0.00		
Crit Moves:	****			****			****								
Green/Cycle:	0.09	0.50	0.00	0.08	0.48	0.48	0.27	0.00	0.27	0.00	0.00	0.00	0.00		
Volume/Cap:	0.71	0.56	0.00	0.06	0.71	0.71	0.08	0.00	0.08	0.00	0.00	0.00	0.00		
Uniform Del:	39.6	15.6	0.0	38.4	18.3	18.3	24.7	0.0	24.7	0.0	0.0	0.0	0.0		
IncrementDel:	13.1	0.4	0.0	0.2	1.4	1.4	0.1	0.0	0.1	0.0	0.0	0.0	0.0		
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00		
Delay/Veh:	52.7	16.0	0.0	38.6	19.8	19.8	24.8	0.0	24.8	0.0	0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	52.7	16.0	0.0	38.6	19.8	19.8	24.8	0.0	24.8	0.0	0.0	0.0	0.0		
LOS by Move:	D	B	A	D	B	B	C	A	C	A	A	A	A		
HCM2kAvgQ:	3	10	0	0	14	14	1	0	1	0	0	0	0		

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

Intersection #15 Embarcadero / Broadway St														

Cycle (sec):	90				Critical Vol./Cap.(X):				0.608					
Loss Time (sec):	17				Average Delay (sec/veh):				36.3					
Optimal Cycle:	90				Level Of Service:				D					

Street Name: Embarcadero							Broadway 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			Split Phase			Split Phase			
Rights:		Include			Include			Include			Ovl			
Min. Green:	16	37	0	7	28	28	29	0	29	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	0	1	0	0	1	0	0	0
----- ----- ----- -----														
Volume Module:														
Base Vol:	549	951	0	2	1037	38	67	0	417	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	549	951	0	2	1037	38	67	0	417	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	549	951	0	2	1037	38	67	0	417	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	1.00
PHF Volume:	549	951	0	2	1037	38	67	0	417	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	549	951	0	2	1037	38	67	0	417	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1.00
FinalVolume:	549	951	0	2	1037	38	67	0	417	0	0	0	0	0
----- ----- ----- -----														
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	1.93	0.07	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3502	3610	0	1805	3465	127	1805	0	1615	0	0	0	0	0
----- ----- ----- -----														
Capacity Analysis Module:														
Vol/Sat:	0.16	0.26	0.00	0.00	0.30	0.30	0.04	0.00	0.26	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.18	0.41	0.00	0.08	0.31	0.31	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.88	0.64	0.00	0.01	0.96	0.96	0.09	0.00	0.61	0.00	0.00	0.00	0.00	0.00
Uniform Del:	36.1	21.2	0.0	38.3	30.5	30.5	15.5	0.0	20.1	0.0	0.0	0.0	0.0	0.0
IncrementDel:	13.9	1.0	0.0	0.0	18.4	18.4	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	50.0	22.1	0.0	38.4	48.9	48.9	15.5	0.0	21.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	22.1	0.0	38.4	48.9	48.9	15.5	0.0	21.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	C	A	D	D	D	B	A	C	A	A	A	A	A
HCM2kAvgQ:	8	10	0	0	17	17	1	0	8	0	0	0	0	0

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

Intersection #16 Embarcadero / Washington St																			

Cycle (sec):	90					Critical Vol./Cap.(X):					0.525								
Loss Time (sec):	17					Average Delay (sec/veh):					35.9								
Optimal Cycle:	90					Level Of Service:					D								

Street Name:					Embarcadero					Washington St									
Approach:					North Bound			South Bound			East Bound			West Bound					
Movement:					L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----																			
Control:					Protected			Protected			Split Phase			Split Phase					
Rights:					Include			Include			Include			Include					
Min. Green:					12	30	0	0	10	28	0	33	0	33	0	0	0	0	
Y+R:					4.0	4.0	4.0	0	4.0	4.0	4.0	0	4.0	4.0	4.0	4.0	4.0		
Lanes:					2	0	3	0	0	1	0	2	1	0	1	0	0	0	
----- ----- ----- -----																			
Volume Module:																			
Base Vol:					384	1447	0	0	6	1408	68	53	0	149	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	1.00		
Initial Bse:					384	1447	0	0	6	1408	68	53	0	149	0	0	0		
Added Vol:					0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:					0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:					384	1447	0	0	6	1408	68	53	0	149	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	1.00		
PHF Adj:					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		
PHF Volume:					384	1447	0	0	6	1408	68	53	0	149	0	0	0		
Reduct Vol:					0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:					384	1447	0	0	6	1408	68	53	0	149	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	1.00		
MLF Adj:					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		
FinalVolume:					384	1447	0	0	6	1408	68	53	0	149	0	0	0		
----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:					1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:					0.92	0.91	1.00	1.00	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00		
Lanes:					2.00	3.00	0.00	0.00	1.00	2.86	0.14	1.00	0.00	1.00	0.00	0.00	0.00		
Final Sat.:					3502	5187	0	0	1805	4913	237	1805	0	1615	0	0	0		
----- ----- ----- -----																			
Capacity Analysis Module:																			
Vol/Sat:					0.11	0.28	0.00	0.00	0.29	0.29	0.03	0.00	0.09	0.00	0.00	0.00	0.00		
Crit Moves:					****				****		****								
Green/Cycle:					0.13	0.33	0.00	0.00	0.11	0.31	0.31	0.37	0.00	0.37	0.00	0.00	0.00		
Volume/Cap:					0.82	0.84	0.00	0.00	0.03	0.92	0.92	0.08	0.00	0.25	0.00	0.00	0.00		
Uniform Del:					38.0	27.7	0.0	0.0	35.7	29.9	29.9	18.6	0.0	19.9	0.0	0.0	0.0		
IncrementDel:					11.2	3.8	0.0	0.0	0.1	9.1	9.1	0.1	0.0	0.2	0.0	0.0	0.0		
InitQueueDel:					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:					1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00		
Delay/Veh:					49.2	31.5	0.0	0.0	35.7	39.1	39.1	18.6	0.0	20.1	0.0	0.0	0.0		
User DelAdj:					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:					49.2	31.5	0.0	0.0	35.7	39.1	39.1	18.6	0.0	20.1	0.0	0.0	0.0		
LOS by Move:					D	C	A	D	D	D	B	A	C	A	A	A	A		
HCM2kAvgQ:					5	13	0	0	0	14	14	1	0	3	0	0	0		

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

Intersection #17 Embarcadero / Mission St																

Cycle (sec):	90					Critical Vol./Cap.(X):					0.766					
Loss Time (sec):	10					Average Delay (sec/veh):					28.9					
Optimal Cycle:	90					Level Of Service:					C					

Street Name:					Embarcadero					Mission St						
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----																
Control:		Permitted			Permitted			Split Phase			Split Phase					
Rights:		Include			Include			Include			Include					
Min. Green:		0	52	0	52	52	52	28	0	28	0	0	0	0		
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:		0	0	3	0	0	0	2	1	0	0	0	0	0		
----- ----- ----- -----																
Volume Module:																
Base Vol:		0	1736	0	0	1412	148	97	0	80	0	0	0	0		
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:		0	1736	0	0	1412	148	97	0	80	0	0	0	0		
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:		0	1736	0	0	1412	148	97	0	80	0	0	0	0		
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
PHF Volume:		0	1867	0	0	1518	159	104	0	86	0	0	0	0		
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:		0	1867	0	0	1518	159	104	0	86	0	0	0	0		
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:		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		
FinalVolume:		0	1867	0	0	1518	159	104	0	86	0	0	0	0		
----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:		1.00	0.57	1.00	1.00	0.57	0.90	0.91	1.00	0.91	1.00	1.00	1.00	1.00		
Lanes:		0.00	3.00	0.00	0.00	2.81	0.19	0.55	0.00	0.45	0.00	0.00	0.00	0.00		
Final Sat.:		0	3268	0	0	3022	317	951	0	785	0	0	0	0		
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:		0.00	0.57	0.00	0.00	0.50	0.50	0.11	0.00	0.11	0.00	0.00	0.00	0.00		
Crit Moves:		****				****				****						
Green/Cycle:		0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31	0.00	0.00	0.00	0.00		
Volume/Cap:		0.00	0.99	0.00	0.00	0.87	0.87	0.35	0.00	0.35	0.00	0.00	0.00	0.00		
Uniform Del:		0.0	18.7	0.0	0.0	16.1	16.1	24.0	0.0	24.0	0.0	0.0	0.0	0.0		
IncrementDel:		0.0	18.0	0.0	0.0	4.6	4.6	0.4	0.0	0.4	0.0	0.0	0.0	0.0		
InitQueueDel:		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:		0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00		
Delay/Veh:		0.0	36.7	0.0	0.0	20.7	20.7	24.4	0.0	24.4	0.0	0.0	0.0	0.0		
User DelAdj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:		0.0	36.7	0.0	0.0	20.7	20.7	24.4	0.0	24.4	0.0	0.0	0.0	0.0		
LOS by Move:		A	D	A	A	C	C	C	A	C	A	A	A	A		
HCM2kAvgQ:		0	18	0	0	13	21	4	0	4	0	0	0	0		

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

Intersection #18 Embarcadero / Harrison St																											

Cycle (sec):	100			Critical Vol./Cap.(X):			0.792																				
Loss Time (sec):	10			Average Delay (sec/veh):			26.7																				
Optimal Cycle:	100			Level Of Service:			C																				

Street Name:							Embarcadero							Harrison 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			Split Phase			Split Phase											
Rights:							Include			Include			Include			Include											
Min. Green:							0	63	0	0	63	63	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:							4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:							0	0	2	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	
----- ----- ----- -----																											
Volume Module:																											
Base Vol:							0	1352	0	0	1153	279	205	0	155	0	0	0	0	0	0	0	0	0	0	0	
Growth Adj:							1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:							0	1352	0	0	1153	279	205	0	155	0	0	0	0	0	0	0	0	0	0	0	
Added Vol:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:							0	1352	0	0	1153	279	205	0	155	0	0	0	0	0	0	0	0	0	0	0	
User Adj:							1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:							0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
PHF Volume:							0	1454	0	0	1240	300	220	0	167	0	0	0	0	0	0	0	0	0	0	0	
Reduct Vol:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:							0	1454	0	0	1240	300	220	0	167	0	0	0	0	0	0	0	0	0	0		
PCE Adj:							1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:							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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:							0	1454	0	0	1240	300	220	0	167	0	0	0	0	0	0	0	0	0	0	0	
----- ----- ----- -----																											
Saturation Flow Module:																											
Sat/Lane:							1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:							1.00	0.66	1.00	1.00	0.65	0.92	0.95	1.00	0.68	1.00	1.00	0.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:							0.00	2.00	0.00	0.00	1.71	0.29	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Final Sat.:							0	2527	0	0	2098	508	1805	0	1292	0	0	0	0	0	0	0	0	0	0	0	0
----- ----- ----- -----																											
Capacity Analysis Module:																											
Vol/Sat:							0.00	0.58	0.00	0.00	0.59	0.59	0.12	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Crit Moves:										****			****														
Green/Cycle:							0.00	0.63	0.00	0.00	0.63	0.63	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:							0.00	0.91	0.00	0.00	0.94	0.94	0.45	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:							0.0	16.1	0.0	0.0	16.7	16.7	30.4	0.0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncrementDel:							0.0	8.4	0.0	0.0	10.8	10.8	0.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
InitQueueDel:							0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:							0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Delay/Veh:							0.0	24.5	0.0	0.0	27.5	27.5	31.0	0.0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:							1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:							0.0	24.5	0.0	0.0	27.5	27.5	31.0	0.0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:							A	C	A	A	C	C	C	A	C	A	C	A	A	A	A	A	A	A	A	A	
HCM2kAvgQ:							0	21	0	0	20	29	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0

2000 HCM Operations Method (Future Volume Alternative)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	10	Average Delay (sec/veh):	30.1
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Embarcadero				Bryant 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	41	41	16	36	36	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Base Vol:	156	1227	84	48	1205	54	121	43	174	3	8	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1227	84	48	1205	54	121	43	174	3	8	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1227	84	48	1205	54	121	43	174	3	8	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	161	1265	87	49	1242	56	125	44	179	3	8	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1265	87	49	1242	56	125	44	179	3	8	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
FinalVolume:	161	1265	87	49	1242	56	125	44	179	3	8	4

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.76	0.76	0.85	0.93	0.93	0.93
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.74	0.26	1.00	0.20	0.53	0.27
Final Sat.:	1805	3345	229	1805	3610	1615	1068	380	1615	353	943	471

Vol/Sat:	0.09	0.38	0.38	0.03	0.34	0.03	0.12	0.12	0.11	0.01	0.01	0.01
Crit Moves:	****			****			****					
Green/Cycle:	0.21	0.45	0.45	0.17	0.41	0.41	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.42	0.85	0.85	0.16	0.84	0.08	0.42	0.42	0.40	0.03	0.03	0.03
Uniform Del:	34.3	24.7	24.7	35.1	26.5	18.0	29.3	29.3	29.2	26.1	26.1	26.1
IncrementDel:	0.8	4.5	4.5	0.2	4.4	0.1	0.7	0.7	0.6	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.0	29.2	29.2	35.3	31.0	18.1	30.0	30.0	29.7	26.2	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	29.2	29.2	35.3	31.0	18.1	30.0	30.0	29.7	26.2	26.2	26.2
LOS by Move:	D	C	C	D	C	B	C	C	C	C	C	C
HCM2kAvgQ:	4	19	19	1	17	1	5	5	5	0	0	0

2000 HCM Operations Method (Future Volume Alternative)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	11	Average Delay (sec/veh):	27.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Embarcadero				Brannan 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			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	10	37	0	14	37	37	28	28	28	28	28	28			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	0	1	1	0	0	0	1	0	0	0	0

Base Vol:	7	1300	0	1	1205	174	167	0	36	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:	7	1300	0	1	1205	174	167	0	36	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1300	0	1	1205	174	167	0	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	7	1340	0	1	1242	179	172	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1340	0	1	1242	179	172	0	37	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1340	0	1	1242	179	172	0	37	0	0	0

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	1805	3610	1615	1805	0	1615	0	0	0

Vol/Sat:	0.00	0.37	0.00	0.00	0.34	0.11	0.10	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****		****			****						
Green/Cycle:	0.12	0.41	0.00	0.16	0.45	0.45	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.03	0.90	0.00	0.00	0.77	0.25	0.31	0.00	0.07	0.00	0.00	0.00
Uniform Del:	34.9	24.8	0.0	32.1	21.0	15.5	23.6	0.0	21.9	0.0	0.0	0.0
IncrementDel:	0.1	8.1	0.0	0.0	2.4	0.2	0.3	0.0	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	35.0	32.9	0.0	32.1	23.4	15.7	23.9	0.0	21.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	32.9	0.0	32.1	23.4	15.7	23.9	0.0	21.9	0.0	0.0	0.0
LOS by Move:	D	C	A	C	C	B	C	A	C	A	A	A
HCM2kAvaqQ:	0	22	0	0	15	3	4	0	1	0	0	0

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

Intersection #43 Embarcadero / Howard St															

Cycle (sec):	100	Critical Vol./Cap.(X):								0.644					
Loss Time (sec):	10	Average Delay (sec/veh):								43.7					
Optimal Cycle:	95	Level Of Service:								D					

Street Name:		Embarcadero					Howard St								
Approach:	North Bound				South Bound			East Bound			West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected				Protected			Split Phase			Split Phase				
Rights:	Include				Include			Include			Include				
Min. Green:	15	45	0		10	40	40	30	0	30	0	0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	3	0	0	1	0	2	0	1	0	1	0	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	228	1599	0		2	1269	217	136	0	99	0	0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	228	1599	0		2	1269	217	136	0	99	0	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	1599	0		2	1269	217	136	0	99	0	0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
PHF Volume:	235	1648	0		2	1308	224	140	0	102	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	1648	0		2	1308	224	140	0	102	0	0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	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	
FinalVolume:	235	1648	0		2	1308	224	140	0	102	0	0	0	0	
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.88	0.56	1.00		0.88	0.88	0.43	0.81	1.00	0.74	1.00	1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		1.00	2.00	1.00	1.38	0.00	0.62	0.00	0.00	0.00	0.00	
Final Sat.:	1679	3216	0		1679	3357	808	2133	0	862	0	0	0	0	
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.14	0.51	0.00		0.00	0.39	0.28	0.07	0.00	0.12	0.00	0.00	0.00	0.00	
Crit Moves:	****	****	****		****	****	****	****	****	****	****	****	****	****	
Green/Cycle:	0.16	0.50	0.00		0.10	0.44	0.44	0.30	0.00	0.30	0.00	0.00	0.00	0.00	
Volume/Cap:	0.86	1.03	0.00		0.01	0.89	0.63	0.22	0.00	0.39	0.00	0.00	0.00	0.00	
Uniform Del:	40.7	25.0	0.0		40.5	26.0	22.0	26.2	0.0	27.8	0.0	0.0	0.0	0.0	
IncrementDel:	22.3	29.1	0.0		0.0	7.4	3.8	0.1	0.0	0.4	0.0	0.0	0.0	0.0	
InitQueueDel:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	
Delay/Veh:	62.9	54.1	0.0		40.6	33.4	25.8	26.3	0.0	28.2	0.0	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	62.9	54.1	0.0		40.6	33.4	25.8	26.3	0.0	28.2	0.0	0.0	0.0	0.0	
LOS by Move:	E	D	A		D	C	C	C	A	C	A	A	A	A	
HCM2kAvgQ:	7	20	0		0	19	5	2	0	4	0	0	0	0	

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

Intersection #44 Embarcadero / Folsom St																

Cycle (sec):	90					Critical Vol./Cap.(X):					0.786					
Loss Time (sec):	10					Average Delay (sec/veh):					47.8					
Optimal Cycle:	90					Level Of Service:					D					

Street Name:					Embarcadero					Folsom St						
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----																
Control:		Protected			Protected			Split Phase			Split Phase					
Rights:		Include			Include			Include			Include					
Min. Green:	12	49	49	32	32	32	31	31	31	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	0	0	1	1	0	2	0	0	0	0		
----- ----- ----- -----																
Volume Module:																
Base Vol:	96	1463	0	0	1321	49	366	0	116	0	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	96	1463	0	0	1321	49	366	0	116	0	0	0	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	96	1463	0	0	1321	49	366	0	116	0	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	101	1540	0	0	1391	52	385	0	122	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	101	1540	0	0	1391	52	385	0	122	0	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	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			
FinalVolume:	101	1540	0	0	1391	52	385	0	122	0	0	0	0			
----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.88	0.70	1.00	1.00	0.96	0.87	0.83	1.00	0.59	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	0.00	1.92	0.08	2.00	0.00	1.00	0.00	0.00	0.00	0.00			
Final Sat.:	1679	2671	0	0	3519	131	3152	0	1114	0	0	0	0			
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.06	0.58	0.00	0.00	0.40	0.40	0.12	0.00	0.11	0.00	0.00	0.00	0.00			
Crit Moves:	****			****			****									
Green/Cycle:	0.14	0.54	0.00	0.00	0.41	0.41	0.34	0.00	0.34	0.00	0.00	0.00	0.00			
Volume/Cap:	0.44	1.06	0.00	0.00	0.97	0.97	0.35	0.00	0.32	0.00	0.00	0.00	0.00			
Uniform Del:	35.6	20.5	0.0	0.0	26.2	26.2	22.0	0.0	21.7	0.0	0.0	0.0	0.0			
IncrementDel:	1.3	40.9	0.0	0.0	16.8	16.8	0.2	0.0	0.5	0.0	0.0	0.0	0.0			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00			
Delay/Veh:	37.0	61.4	0.0	0.0	43.0	43.0	22.2	0.0	22.2	0.0	0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	37.0	61.4	0.0	0.0	43.0	43.0	22.2	0.0	22.2	0.0	0.0	0.0	0.0			
LOS by Move:	D	E	A	A	D	D	C	A	C	A	A	A	A			
HCM2kAvgQ:	2	28	0	0	22	20	4	0	3	0	0	0	0			

Existing plus Cruise Terminal Project Conditions

Weekday PM Peak Hour

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

 Intersection #1 Beach St/Columbus Ave

 Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.0]

 Street Name: Columbus Ave Beach 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 Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1! 0 0 0 0 0 0 0 1 1 0 0 1 0 0 0

 Volume Module:
 Base Vol: 17 0 8 0 0 0 0 0 157 92 9 76 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 1.00
 Initial Bse: 17 0 8 0 0 0 0 0 157 92 9 76 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 17 0 8 0 0 0 0 0 157 92 9 76 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 1.00
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 PHF Volume: 18 0 9 0 0 0 0 0 167 98 10 81 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 18 0 9 0 0 0 0 0 167 98 10 81 0

 Critical Gap Module:
 Critical Gp: 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
 FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

 Capacity Module:
 Cnflct Vol: 316 316 132 xxxx xxxx xxxxx xxxx xxxx xxxxx 265 xxxx xxxxx
 Potent Cap.: 681 603 922 xxxx xxxx xxxxx xxxx xxxx xxxxx 1311 xxxx xxxxx
 Move Cap.: 677 599 922 xxxx xxxx xxxxx xxxx xxxx xxxxx 1311 xxxx xxxxx
 Volume/Cap: 0.03 0.00 0.01 xxxx xxxx xxxx xxxx xxxx xxxxx 0.01 xxxx xxxxx

 Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.8 xxxx xxxxx
 LOS by Move: * * * * * * * * * * A * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx 740 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx 0.1 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx
 Shrd ConDel:xxxxx 10.0 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 7.8 xxxx xxxxx
 Shared LOS: * B * * * * * * * * A * * *
 ApproachDel: 10.0 xxxxxx xxxxxx xxxxxx
 ApproachLOS: B * * *

 Note: Queue reported is the number of cars per lane.

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

 Intersection #2 North Point St/Columbus Ave

 Cycle (sec): 90 Critical Vol./Cap.(X): 0.210
 Loss Time (sec): 9 Average Delay (sec/veh): 13.8
 Optimal Cycle: 90 Level Of Service: B

 Street Name: Columbus Ave North Point 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: 28 28 28 28 28 28 53 53 53 53 53 53
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 0 1 0 0 1 0 1 0 0 0 1 0 1 0

 Volume Module:
 Base Vol: 62 38 22 22 76 58 21 132 44 28 294 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: 62 38 22 22 76 58 21 132 44 28 294 29
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 62 38 22 22 76 58 21 132 44 28 294 29
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
 PHF Volume: 71 44 25 25 87 67 24 152 51 32 338 33
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 71 44 25 25 87 67 24 152 51 32 338 33
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 71 44 25 25 87 67 24 152 51 32 338 33

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.64 0.95 0.95 0.82 0.82 0.82 0.91 0.91 0.91 0.86 0.86 0.86
 Lanes: 1.00 0.63 0.37 0.28 0.98 0.74 0.11 0.67 0.22 0.16 1.67 0.17
 Final Sat.: 1212 1137 658 440 1519 1159 185 1162 387 261 2743 271

 Capacity Analysis Module:
 Vol/Sat: 0.06 0.04 0.04 0.06 0.06 0.06 0.13 0.13 0.13 0.12 0.12 0.12
 Crit Moves: **** *
 Green/Cycle: 0.31 0.31 0.31 0.31 0.31 0.31 0.59 0.59 0.59 0.59 0.59 0.59
 Volume/Cap: 0.19 0.12 0.12 0.18 0.18 0.18 0.22 0.22 0.22 0.21 0.21 0.21
 Uniform Del: 22.7 22.2 22.2 22.7 22.7 22.7 8.7 8.7 8.7 8.7 8.7 8.7
 IncremntDel: 1.1 0.5 0.5 0.4 0.4 0.4 0.5 0.5 0.5 0.2 0.2 0.2
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 23.8 22.7 22.7 23.1 23.1 23.1 9.2 9.2 9.2 8.9 8.9 8.9
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 23.8 22.7 22.7 23.1 23.1 23.1 9.2 9.2 9.2 8.9 8.9 8.9
 LOS by Move: C C C C C C A A A A A A
 HCM2kAvgQ: 1 1 1 2 2 2 3 3 3 3 3 3

2000 HCM Operations Method (Future Volume Alternative)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.267
Loss Time (sec):	8	Average Delay (sec/veh):	11.8
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Stockton St		North Point 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:	25	25	25	25	25	25	57	57	57	57	57	57
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	1	0 1 0

Base Vol:	23	20	32	14	37	22	17	236	57	7	154	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	20	32	14	37	22	17	236	57	7	154	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	20	32	14	37	22	17	236	57	7	154	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	26	22	36	16	42	25	19	265	64	8	173	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	22	36	16	42	25	19	265	64	8	173	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	22	36	16	42	25	19	265	64	8	173	6

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.91	0.91	0.91	0.96	0.96	0.96	0.89	0.89	0.89
Lanes:	0.31	0.26	0.43	0.19	0.51	0.30	0.05	0.77	0.18	0.08	0.86	0.06
Final Sat.:	501	435	696	332	877	522	100	1383	334	143	3142	102

Vol/Sat:	0.05	0.05	0.05	0.05	0.05	0.05	0.19	0.19	0.19	0.06	0.06	0.06
Crit Moves:	****						****					
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.19	0.19	0.19	0.17	0.17	0.17	0.30	0.30	0.30	0.09	0.09	0.09
Uniform Del:	24.7	24.7	24.7	24.6	24.6	24.6	7.5	7.5	7.5	6.4	6.4	6.4
IncrementDel:	0.9	0.9	0.9	0.8	0.8	0.8	0.7	0.7	0.7	0.1	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.7	25.7	25.7	25.4	25.4	25.4	8.2	8.2	8.2	6.5	6.5	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	25.7	25.7	25.4	25.4	25.4	8.2	8.2	8.2	6.5	6.5	6.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	4	4	4	1	1	1

2000 HCM Operations Method (Future Volume Alternative)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	9	Average Delay (sec/veh):	21.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Columbus Ave		Bay 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	31	31	19	19	19	47	47	47	50	50	50
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	0	0	1	1	0	1	0

Base Vol:	341	86	66	0	145	4	1	571	187	7	1015	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:	341	86	66	0	145	4	1	571	187	7	1015	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	86	66	0	145	4	1	571	187	7	1015	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	363	91	70	0	154	4	1	607	199	7	1080	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	91	70	0	154	4	1	607	199	7	1080	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	91	70	0	154	4	1	607	199	7	1080	36

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.75	0.75	1.00	0.95	0.95	0.91	0.91	0.85	0.90	0.90	0.90
Lanes:	2.00	0.57	0.43	0.00	1.95	0.05	0.01	1.99	1.00	0.01	1.93	0.06
Final Sat.:	3502	804	617	0	3499	97	6	3442	1615	23	3290	110

Vol/Sat:	0.10	0.11	0.11	0.00	0.04	0.04	0.18	0.18	0.12	0.33	0.33	0.33
Crit Moves:	****			****						****		
Green/Cycle:	0.11	0.34	0.34	0.00	0.23	0.23	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.91	0.33	0.33	0.00	0.19	0.19	0.32	0.32	0.22	0.59	0.59	0.59
Uniform Del:	39.5	21.8	21.8	0.0	27.8	27.8	10.8	10.8	10.1	13.2	13.2	13.2
IncrementDel:	25.1	0.4	0.4	0.0	0.1	0.1	0.1	0.1	0.1	0.5	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.6	22.2	22.2	0.0	27.9	27.9	10.9	10.9	10.3	13.7	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	22.2	22.2	0.0	27.9	27.9	10.9	10.9	10.3	13.7	13.7	13.7
LOS by Move:	E	C	C	A	C	C	B	B	B	B	B	B
HCM2kAvgQ:	8	3	3	0	2	2	5	5	3	11	11	11

Cycle (sec):	90	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	7	Average Delay (sec/veh):	9.3
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Stockton St						Bay 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:	20	20	20	20	20	20	63	63	63	63	63	63
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module:												
Base Vol:	21	25	58	40	33	31	22	501	20	23	1070	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	25	58	40	33	31	22	501	20	23	1070	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	25	58	40	33	31	22	501	20	23	1070	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	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	27	63	43	36	34	24	545	22	25	1163	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	27	63	43	36	34	24	545	22	25	1163	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	27	63	43	36	34	24	545	22	25	1163	33

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.83	0.83	0.83	0.83	0.83	0.83	0.89	0.89	0.89
Lanes:	0.20	0.24	0.56	0.38	0.32	0.30	0.08	1.85	0.07	0.04	1.91	0.05
Final Sat.:	331	395	915	606	500	470	128	2923	117	69	3207	90

[illegible]

Cycle (sec):	90	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	9	Average Delay (sec/veh):	10.1
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Kearny St						Bay 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:	20	20	20	20	20	20	61	61	61	61	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Variable Node:												
Base Vol:	124	3	24	2	3	14	10	538	57	33	985	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:	124	3	24	2	3	14	10	538	57	33	985	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	3	24	2	3	14	10	538	57	33	985	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:	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:	138	3	27	2	3	16	11	598	63	37	1094	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	3	27	2	3	16	11	598	63	37	1094	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	3	27	2	3	16	11	598	63	37	1094	18

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.72	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87
Lanes:	0.82	0.02	0.16	0.10	0.16	0.74	0.03	1.78	0.19	0.06	1.91	0.03
Final Sat.:	1127	27	218	176	265	1235	55	2950	313	105	3140	51

Vol/Sat:	0.12	0.12	0.12	0.01	0.01	0.01	0.20	0.20	0.20	0.35	0.35	0.35
Crit Moves:	****									****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.55	0.55	0.55	0.06	0.06	0.06	0.30	0.30	0.30	0.51	0.51	0.51
Uniform Del:	31.0	31.0	31.0	27.6	27.6	27.6	5.9	5.9	5.9	7.2	7.2	7.2
IncrementDel:	7.0	7.0	7.0	0.3	0.3	0.3	0.3	0.3	0.3	0.8	0.8	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.0	38.0	38.0	27.9	27.9	27.9	6.2	6.2	6.2	8.0	8.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	38.0	38.0	27.9	27.9	27.9	6.2	6.2	6.2	8.0	8.0	8.0
LCS by Move:	D	D	D	C	C	C	A	A	A	A	A	A
HCM2kAvqQ:	5	5	5	0	0	0	4	4	4	9	9	9

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

Intersection #7 Broadway St/Sansome St															

Cycle (sec):	80					Critical Vol./Cap.(X):				0.509					
Loss Time (sec):	9					Average Delay (sec/veh):				14.3					
Optimal Cycle:	80					Level Of Service:				B					

Street Name:	Sansome St					Broadway St									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Control:	Split Phase			Split Phase			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	27	27	27	0	0	0	44	44	0	0	44	44			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	1	0	1	0	0	0	0	0	0	0	1	1	0	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	274	290	39	0	0	0	76	547	0	0	773	107			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	274	290	39	0	0	0	76	547	0	0	773	107			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	274	290	39	0	0	0	76	547	0	0	773	107			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	288	305	41	0	0	0	80	576	0	0	814	113			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	288	305	41	0	0	0	80	576	0	0	814	113			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	288	305	41	0	0	0	80	576	0	0	814	113			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.88	0.88	0.88	1.00	1.00	1.00	0.70	0.70	1.00	1.00	0.93	0.93			
Lanes:	0.91	0.96	0.13	0.00	0.00	0.00	0.24	1.76	0.00	0.00	1.76	0.24			
Final Sat.:	1514	1602	215	0	0	0	325	2336	0	0	3114	431			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.19	0.19	0.19	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.26	0.26			
Crit Moves:	****									****					
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.55	0.55			
Volume/Cap:	0.56	0.56	0.56	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.48	0.48			
Uniform Del:	21.7	21.7	21.7	0.0	0.0	0.0	10.7	10.7	0.0	0.0	11.0	11.0			
IncrementDel:	0.7	0.7	0.7	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00			
Delay/Veh:	22.4	22.4	22.4	0.0	0.0	0.0	11.0	11.0	0.0	0.0	11.1	11.1			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	22.4	22.4	22.4	0.0	0.0	0.0	11.0	11.0	0.0	0.0	11.1	11.1			
LOS by Move:	C	C	C	A	A	A	B	B	A	A	B	B			
HCM2kAvgQ:	7	7	7	0	0	0	5	5	0	0	7	7			

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

Intersection #8 Broadway St/Battery St																

Cycle (sec):	80					Critical Vol./Cap.(X):				0.538						
Loss Time (sec):	9					Average Delay (sec/veh):				18.9						
Optimal Cycle:	70					Level Of Service:				B						

Street Name:	Battery St					Broadway St										
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Control:	Split Phase					Split Phase			Permitted			Permitted				
Rights:	Include					Include			Include			Include				
Min. Green:	0	0	0	0	0	44	44	44	0	17	17	17	17	17	17	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0
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Volume Module:																
Base Vol:	0	0	0	0	54	602	155	0	326	257	37	726	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	1.00			
Initial Bse:	0	0	0	0	54	602	155	0	326	257	37	726	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	0	54	602	155	0	326	257	37	726	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	1.00			
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
PHF Volume:	0	0	0	0	55	614	158	0	333	262	38	741	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	55	614	158	0	333	262	38	741	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	1.00			
MLF Adj:	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			
FinalVolume:	0	0	0	0	55	614	158	0	333	262	38	741	0			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.89	0.89	0.86	0.86	1.00				
Lanes:	0.00	0.00	0.00	0.13	1.49	0.38	0.00	1.12	0.88	0.10	1.90	0.00				
Final Sat.:	0	0	0	231	2576	663	0	1885	1486	158	3102	0				
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.24	0.00	0.18	0.18	0.24	0.24	0.00				
Crit Moves:	****					****										
Green/Cycle:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.34	0.34	0.34	0.34	0.00				
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.52	0.52	0.71	0.71	0.00				
Uniform Del:	0.0	0.0	0.0	10.6	10.6	10.6	0.0	21.3	21.3	23.1	23.1	0.0				
IncrementDel:	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.4	0.4	2.1	2.1	0.0				
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00				
Delay/Veh:	0.0	0.0	0.0	10.8	10.8	10.8	0.0	21.8	21.8	25.2	25.2	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	10.8	10.8	10.8	0.0	21.8	21.8	25.2	25.2	0.0				
LOS by Move:	A	A	A	B	B	B	A	C	C	C	C	A				
HCM2kAvgQ:	0	0	0	6	6	6	0	6	6	9	9	0				

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

Intersection #9 Embarcadero/ Beach St / Grant St												

Cycle (sec):	75									Critical Vol./Cap.(X):	0.561	
Loss Time (sec):	13									Average Delay (sec/veh):	45.6	
Optimal Cycle:	101									Level Of Service:	D	

Street Name:	Embarcadero			Beach St (EB)/Grant St (WB)								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
----- ----- ----- ----- -----												
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	0	26	0	0	0	26	19	19	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	1	0	0	1	0
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	151	335	28	4	141	0	0	0	308	17	73	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	335	28	4	141	0	0	0	308	17	73	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	335	28	4	141	0	0	0	308	17	73	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	164	364	30	4	153	0	0	0	335	18	79	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	364	30	4	153	0	0	0	335	18	79	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	364	30	4	153	0	0	0	335	18	79	9
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.30	0.93	0.93	1.00	1.00	1.00	1.00	1.00	0.87	0.98	0.98	0.98
Lanes:	0.46	1.42	0.12	0.03	0.97	0.00	0.00	0.00	1.00	0.17	0.75	0.08
Final Sat.:	1132	2512	210	52	1846	0	0	0	1644	323	1387	152
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.08	0.08	0.00	0.00	0.00	0.20	0.06	0.06	0.06
Crit Moves:	****			****					****	****		
Green/Cycle:	0.17	0.17	0.17	0.26	0.26	0.00	0.00	0.00	0.26	0.19	0.19	0.19
Volume/Cap:	0.86	0.86	0.86	0.32	0.32	0.00	0.00	0.00	0.79	0.30	0.30	0.30
Uniform Del:	40.9	40.9	40.9	30.4	30.4	0.0	0.0	0.0	35.0	35.3	35.3	35.3
IncrementDel:	11.3	11.3	11.3	0.4	0.4	0.0	0.0	0.0	9.8	0.5	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.2	52.2	52.2	30.8	30.8	0.0	0.0	0.0	44.7	35.8	35.8	35.8
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:	52.2	52.2	52.2	30.8	30.8	0.0	0.0	0.0	44.7	35.8	35.8	35.8
LOS by Move:	D	D	D	C	C	A	A	A	D	D	D	D
HCM2kAvgQ:	14	11	11	4	4	0	0	0	12	3	3	3

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

Intersection #10 Embarcadero/ North Point St / Kearny St													

Cycle (sec):	96					Critical Vol./Cap.(X):				0.372			
Loss Time (sec):	16					Average Delay (sec/veh):				31.0			
Optimal Cycle:	100					Level Of Service:				C			

Street Name:	Embarcadero					North Point St (EB)/ Kearny St (WB)							
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
----- ----- ----- ----- -----													
Control:	Protected			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	16	44	0	0	24	24	20	20	20	20	20	20	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	0	1	0	1	0	0	1	0	
----- ----- ----- ----- -----													
Volume Module:													
Base Vol:	161	470	0	1	414	54	19	244	13	18	25	10	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	161	470	0	1	414	54	19	244	13	18	25	10	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	161	470	0	1	414	54	19	244	13	18	25	10	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	169	495	0	1	436	57	20	257	14	19	26	11	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	169	495	0	1	436	57	20	257	14	19	26	11	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	169	495	0	1	436	57	20	257	14	19	26	11	
----- ----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.95	0.95	1.00	0.89	0.89	0.89	0.99	0.99	0.99	0.98	0.98	0.85	
Lanes:	1.00	2.00	0.00	0.01	1.76	0.23	0.07	0.91	1.02	0.42	0.58	1.00	
Final Sat.:	1805	3610	0	7	2992	390	133	1703	1926	779	1081	1615	
----- ----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:	0.09	0.14	0.00	0.15	0.15	0.15	0.15	0.15	0.01	0.02	0.02	0.01	
Crit Moves:	****						****			****			
Green/Cycle:	0.17	0.44	0.00	0.27	0.27	0.27	0.20	0.20	0.20	0.20	0.20	0.20	
Volume/Cap:	0.54	0.31	0.00	0.54	0.54	0.54	0.75	0.75	0.04	0.12	0.12	0.03	
Uniform Del:	37.8	18.2	0.0	31.4	31.4	31.4	37.7	37.7	32.2	32.8	32.8	32.2	
IncrementDel:	2.0	0.1	0.0	0.7	0.7	0.7	8.2	8.2	0.0	0.1	0.1	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	39.7	18.3	0.0	32.1	32.1	32.1	45.9	45.9	32.2	32.9	32.9	32.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	39.7	18.3	0.0	32.1	32.1	32.1	45.9	45.9	32.2	32.9	32.9	32.3	
LOS by Move:	D	B	A	C	C	C	D	D	C	C	C	C	
HCM2kAvgQ:	5	5	0	7	7	7	9	9	0	1	1	0	

2000 HCM Operations Method (Future Volume Alternative)

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Base Vol:	955	615	0	0	661	30	16	0	547	0	0	0
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Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

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Vol/Sat:	0.30	0.20	0.00	0.00	0.23	0.23	0.01	0.00	0.23	0.00	0.00	0.00
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2000 HCM Operations Method (Future Volume Alternative)

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Base Vol:	41	1232	0	18	1183	7	79	316	29	0	0	0
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Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Vol/Sat:	0.03	0.38	0.00	0.01	0.26	0.26	0.14	0.14	0.14	0.00	0.00	0.00
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Level Of Service Computation Report												
2000 HCM Operations Method (Future Volume Alternative)												

Intersection #13 Embarcadero / Lombard St / Battery St												

Cycle (sec):	90			Critical Vol./Cap.(X):			0.445					
Loss Time (sec):	11			Average Delay (sec/veh):			28.9					
Optimal Cycle:	76			Level Of Service:			C					

Street Name: Embarcadero Lombard St (EB) / Battery (WB)												
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	9	35	35	9	35	35	21	21	21	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	103	1217	0	8	862	351	32	0	250	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:	103	1217	0	8	862	351	32	0	250	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1217	0	8	862	351	32	0	250	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	112	1323	0	9	937	382	35	0	272	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1323	0	9	937	382	35	0	272	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	1323	0	9	937	382	35	0	272	0	0	0
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1805	3610	0	1805	3610	1615	1809	0	1615	0	1900	0
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.00	0.00	0.26	0.24	0.02	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.10	0.40	0.00	0.10	0.40	0.40	0.38	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.61	0.92	0.00	0.05	0.65	0.59	0.05	0.00	0.44	0.00	0.00	0.00
Uniform Del:	38.7	25.6	0.0	36.6	22.1	21.4	17.7	0.0	20.9	0.0	0.0	0.0
IncrementDel:	5.7	9.5	0.0	0.1	1.1	1.5	0.0	0.0	0.5	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	44.4	35.1	0.0	36.7	23.2	22.9	17.8	0.0	21.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	35.1	0.0	36.7	23.2	22.9	17.8	0.0	21.4	0.0	0.0	0.0
LOS by Move:	D	D	A	D	C	C	B	A	C	A	A	A
HCM2kAvgQ:	3	19	0	0	11	8	1	0	6	0	0	0

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

Intersection #14 Embarcadero / Green St / Davis St															

Cycle (sec):	90			Critical Vol./Cap.(X):			0.515								
Loss Time (sec):	14			Average Delay (sec/veh):			19.3								
Optimal Cycle:	89			Level Of Service:			B								

Street Name:	Embarcadero-Davis St					Green St									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	8	44	0	7	41	0	24	0	24	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0		
Lanes:	1	0	2	0	0	1	0	1	1	0	0	1	0	0	
----- ----- ----- -----															
Volume Module:															
Base Vol:	46	1269	0	4	913	11	29	0	64	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:	46	1269	0	4	913	11	29	0	64	0	0	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	46	1269	0	4	913	11	29	0	64	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
PHF Volume:	49	1350	0	4	971	12	31	0	68	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	49	1350	0	4	971	12	31	0	68	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	49	1350	0	4	971	12	31	0	68	0	0	0			
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.89	1.00	0.89	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	1.00	1.98	0.02	0.31	0.00	0.69	0.00	1.00	0.00			
Final Sat.:	1805	3610	0	1805	3560	43	529	0	1168	0	1900	0			
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.03	0.37	0.00	0.00	0.27	0.27	0.06	0.00	0.06	0.00	0.00	0.00			
Crit Moves:	****			****			****								
Green/Cycle:	0.09	0.50	0.00	0.08	0.48	0.48	0.27	0.00	0.27	0.00	0.00	0.00			
Volume/Cap:	0.29	0.75	0.00	0.03	0.56	0.56	0.22	0.00	0.22	0.00	0.00	0.00			
Uniform Del:	37.9	18.0	0.0	38.4	16.5	16.5	25.7	0.0	25.7	0.0	0.0	0.0			
IncrementDel:	0.9	1.8	0.0	0.1	0.4	0.4	0.2	0.0	0.2	0.0	0.0	0.0			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00			
Delay/Veh:	38.9	19.7	0.0	38.5	16.9	16.9	25.9	0.0	25.9	0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	38.9	19.7	0.0	38.5	16.9	16.9	25.9	0.0	25.9	0.0	0.0	0.0			
LOS by Move:	D	B	A	D	B	B	C	A	C	A	A	A			
HCM2kAvgQ:	1	15	0	0	10	10	2	0	2	0	0	0			

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

Intersection #15 Embarcadero / Broadway St														

Cycle (sec):	90				Critical Vol./Cap.(X):				0.540					
Loss Time (sec):	17				Average Delay (sec/veh):				31.7					
Optimal Cycle:	90				Level Of Service:				C					

Street Name: Embarcadero							Broadway 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			Split Phase			Split Phase			
Rights:		Include			Include			Include			Ovl			
Min. Green:	16	37	0	7	28	28	29	0	29	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	0	1	0	1	0	0	0	0
----- ----- ----- -----														
Volume Module:														
Base Vol:	435	1225	0	6	932	49	73	0	319	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	1225	0	6	932	49	73	0	319	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	1225	0	6	932	49	73	0	319	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	1.00
PHF Volume:	435	1225	0	6	932	49	73	0	319	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1225	0	6	932	49	73	0	319	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1.00
FinalVolume:	435	1225	0	6	932	49	73	0	319	0	0	0	0	0
----- ----- ----- -----														
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	0.95	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	1.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3502	3610	0	1805	3406	179	1805	0	1615	0	0	0	0	0
----- ----- ----- -----														
Capacity Analysis Module:														
Vol/Sat:	0.12	0.34	0.00	0.00	0.27	0.27	0.04	0.00	0.20	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.18	0.41	0.00	0.08	0.31	0.31	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.70	0.83	0.00	0.04	0.88	0.88	0.11	0.00	0.54	0.00	0.00	0.00	0.00	0.00
Uniform Del:	34.7	23.6	0.0	38.4	29.4	29.4	18.9	0.0	22.6	0.0	0.0	0.0	0.0	0.0
IncrementDel:	3.5	3.9	0.0	0.1	8.3	8.3	0.1	0.0	1.0	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	38.3	27.6	0.0	38.5	37.7	37.7	19.0	0.0	23.6	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	27.6	0.0	38.5	37.7	37.7	19.0	0.0	23.6	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	C	A	D	D	D	B	A	C	A	A	A	A	A
HCM2kAvgQ:	6	15	0	0	15	15	1	0	7	0	0	0	0	0

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

Intersection #16 Embarcadero / Washington St																			

Cycle (sec):	90				Critical Vol./Cap.(X):				0.481										
Loss Time (sec):	17				Average Delay (sec/veh):				33.0										
Optimal Cycle:	90				Level Of Service:				C										

Street Name:					Embarcadero					Washington St									
Approach:					North Bound			South Bound			East Bound			West Bound					
Movement:					L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----																			
Control:					Protected				Protected				Split Phase				Split Phase		
Rights:					Include				Include				Include				Include		
Min. Green:					12	30	0		10	28	0		33	0	33	0	0	0	0
Y+R:					4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:					2	0	3	0	0	1	0	2	1	0	1	0	0	0	0
----- ----- ----- -----																			
Volume Module:																			
Base Vol:					302	1545	0		9	1242	55		95	0	183	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:					302	1545	0		9	1242	55		95	0	183	0	0	0	
Added Vol:					0	0	0		0	0	0		0	0	0	0	0	0	
PasserByVol:					0	0	0		0	0	0		0	0	0	0	0	0	
Initial Fut:					302	1545	0		9	1242	55		95	0	183	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:					302	1545	0		9	1242	55		95	0	183	0	0	0	
Reduct Vol:					0	0	0		0	0	0		0	0	0	0	0	0	
Reduced Vol:					302	1545	0		9	1242	55		95	0	183	0	0	0	
PCE Adj:					1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:					1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:					302	1545	0		9	1242	55		95	0	183	0	0	0	
----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:					1900	1900	1900		1900	1900	1900		1900	1900	1900	1900	1900	1900	
Adjustment:					0.92	0.91	1.00		0.95	0.90	0.90		0.95	1.00	0.85	1.00	1.00	1.00	
Lanes:					2.00	3.00	0.00		1.00	2.87	0.13		1.00	0.00	1.00	0.00	0.00	0.00	
Final Sat.:					3502	5187	0		1805	4937	219		1805	0	1615	0	0	0	
----- ----- ----- -----																			
Capacity Analysis Module:																			
Vol/Sat:					0.09	0.30	0.00		0.00	0.25	0.25		0.05	0.00	0.11	0.00	0.00	0.00	
Crit Moves:					****				****				****						
Green/Cycle:					0.13	0.33	0.00		0.11	0.31	0.31		0.37	0.00	0.37	0.00	0.00	0.00	
Volume/Cap:					0.65	0.89	0.00		0.04	0.81	0.81		0.14	0.00	0.31	0.00	0.00	0.00	
Uniform Del:					37.0	28.5	0.0		35.7	28.5	28.5		19.1	0.0	20.4	0.0	0.0	0.0	
IncrementDel:					3.1	6.4	0.0		0.1	3.2	3.2		0.1	0.0	0.3	0.0	0.0	0.0	
InitQueueDel:					0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:					1.00	1.00	0.00		1.00	1.00	1.00		1.00	0.00	1.00	0.00	0.00	0.00	
Delay/Veh:					40.1	34.9	0.0		35.8	31.7	31.7		19.2	0.0	20.7	0.0	0.0	0.0	
User DelAdj:					1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:					40.1	34.9	0.0		35.8	31.7	31.7		19.2	0.0	20.7	0.0	0.0	0.0	
LOS by Move:					D	C	A		D	C	C		B	A	C	A	A	A	
HCM2kAvgQ:					4	14	0		0	12	12		2	0	4	0	0	0	

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

Intersection #17 Embarcadero / Mission St															

Cycle (sec):	90					Critical Vol./Cap.(X):					0.842				
Loss Time (sec):	10					Average Delay (sec/veh):					33.6				
Optimal Cycle:	90					Level Of Service:					C				

Street Name: Embarcadero							Mission 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 Split Phase Split Phase															
Rights: Include Include Include Include															
Min. Green:	0	52	0	52	52	52	28	0	28	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	1	2	0	0	0	0	1	0	0	0	0	0	0	
----- ----- ----- -----															
Volume Module:															
Base Vol:	2	1809	0	0	1375	179	162	0	87	0	0	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	2	1809	0	0	1375	179	162	0	87	0	0	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	2	1809	0	0	1375	179	162	0	87	0	0	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
PHF Volume:	2	1945	0	0	1478	192	174	0	94	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	2	1945	0	0	1478	192	174	0	94	0	0	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	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	1.00	
FinalVolume:	2	1945	0	0	1478	192	174	0	94	0	0	0	0	0	
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.86	0.57	1.00	1.00	0.60	0.89	0.92	1.00	0.92	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.01	2.99	0.00	0.00	2.76	0.24	0.65	0.00	0.35	0.00	0.00	0.00	0.00	0.00	
Final Sat.:	4	3264	0	0	3142	409	1140	0	612	0	0	0	0	0	
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.60	0.60	0.00	0.00	0.47	0.47	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.00	
Crit Moves:	****					****									
Green/Cycle:	0.58	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.00	
Volume/Cap:	1.03	1.03	0.00	0.00	0.81	0.81	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.00	
Uniform Del:	19.0	19.0	0.0	0.0	15.2	15.2	25.2	0.0	25.2	0.0	0.0	0.0	0.0	0.0	
IncrementDel:	29.2	29.2	0.0	0.0	2.6	2.6	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	
Delay/Veh:	48.2	48.2	0.0	0.0	17.8	17.8	25.9	0.0	25.9	0.0	0.0	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	48.2	48.2	0.0	0.0	17.8	17.8	25.9	0.0	25.9	0.0	0.0	0.0	0.0	0.0	
LOS by Move:	D	D	A	A	B	B	C	A	C	A	A	A	A	A	
HCM2kAvgQ:	32	22	0	0	13	19	6	0	6	0	0	0	0	0	

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

Intersection #18 Embarcadero / Harrison St															

Cycle (sec):	100					Critical Vol./Cap.(X):					0.818				
Loss Time (sec):	10					Average Delay (sec/veh):					33.6				
Optimal Cycle:	100					Level Of Service:					C				

Street Name:															
Embarcadero															
Harrison 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															
Split Phase															
Split Phase															
Rights:															
Include															
Include															
Include															
Include															
Min. Green:	0 63 0					0 63 63					27 0 27				
Y+R:	4.0 4.0 4.0					4.0 4.0 4.0					4.0 4.0 4.0				
Lanes:	0 0 2 0 0					0 0 1 1 0					1 0 0 0 1				
----- ----- ----- -----															
Volume Module:															
Base Vol:	0 1387 0					0 1206 319					182 0 169				
Growth Adj:	1.00 1.00 1.00					1.00 1.00 1.00					1.00 1.00 1.00				
Initial Bse:	0 1387 0					0 1206 319					182 0 169				
Added Vol:	0 0 0					0 0 0					0 0 0				
PasserByVol:	0 0 0					0 0 0					0 0 0				
Initial Fut:	0 1387 0					0 1206 319					182 0 169				
User Adj:	1.00 1.00 1.00					1.00 1.00 1.00					1.00 1.00 1.00				
PHF Adj:	0.93 0.93 0.93					0.93 0.93 0.93					0.93 0.93 0.93				
PHF Volume:	0 1491 0					0 1297 343					196 0 182				
Reduct Vol:	0 0 0					0 0 0					0 0 0				
Reduced Vol:	0 1491 0					0 1297 343					196 0 182				
PCE Adj:	1.00 1.00 1.00					1.00 1.00 1.00					1.00 1.00 1.00				
MLF Adj:	1.00 1.00 1.00					1.00 1.00 1.00					1.00 1.00 1.00				
FinalVolume:	0 1491 0					0 1297 343					196 0 182				
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900 1900 1900					1900 1900 1900					1900 1900 1900				
Adjustment:	1.00 0.66 1.00					1.00 0.64 0.92					0.95 1.00 0.68				
Lanes:	0.00 2.00 0.00					0.00 1.69 0.31					1.00 0.00 1.00				
Final Sat.:	0 2527 0					0 2066 547					1805 0 1292				
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.00 0.59 0.00					0.00 0.63 0.63					0.11 0.00 0.14				
Crit Moves:	****					****					****				
Green/Cycle:	0.00 0.63 0.00					0.00 0.63 0.63					0.27 0.00 0.27				
Volume/Cap:	0.00 0.94 0.00					0.00 1.00 1.00					0.40 0.00 0.52				
Uniform Del:	0.0 16.7 0.0					0.0 18.4 18.4					29.9 0.0 31.0				
IncrementDel:	0.0 10.9 0.0					0.0 21.2 21.2					0.5 0.0 1.4				
InitQueueDel:	0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0				
Delay Adj:	0.00 1.00 0.00					0.00 1.00 1.00					1.00 0.00 1.00				
User DelAdj:	0.0 27.6 0.0					0.0 39.6 39.6					30.4 0.0 32.4				
AdjDel/Veh:	1.00 1.00 1.00					1.00 1.00 1.00					1.00 1.00 1.00				
LOS by Move:	A C A					A D D					C A C				
HCM2kAvgQ:	0 23 0					0 26 37					5 0 5				

2000 HCM Operations Method (Future Volume Alternative)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	10	Average Delay (sec/veh):	31.4
Optimal Cycle:	95	Level Of Service:	C

Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	41	41	16	36	36	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Base Vol:	135	1272	9	43	1294	38	75	6	168	75	62	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:	135	1272	9	43	1294	38	75	6	168	75	62	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	1272	9	43	1294	38	75	6	168	75	62	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	139	1311	9	44	1334	39	77	6	173	77	64	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1311	9	44	1334	39	77	6	173	77	64	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1311	9	44	1334	39	77	6	173	77	64	40

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.64	0.64	0.85	0.81	0.81	0.81
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	0.93	0.07	1.00	0.43	0.35	0.22
Final Sat.:	1805	3581	25	1805	3610	1615	1119	90	1615	658	544	342

Vol/Sat:	0.08	0.37	0.37	0.02	0.37	0.02	0.07	0.07	0.11	0.12	0.12	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.21	0.45	0.45	0.17	0.41	0.41	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.37	0.82	0.82	0.14	0.90	0.06	0.25	0.25	0.38	0.42	0.42	0.42
Uniform Del:	33.8	24.2	24.2	35.0	27.6	17.8	27.8	27.8	29.0	29.4	29.4	29.4
IncrementDel:	0.6	3.5	3.5	0.2	7.9	0.0	0.4	0.4	0.5	0.7	0.7	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.4	27.7	27.7	35.2	35.5	17.9	28.2	28.2	29.6	30.0	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	27.7	27.7	35.2	35.5	17.9	28.2	28.2	29.6	30.0	30.0	30.0
LOS by Move:	C	C	C	D	D	B	C	C	C	C	C	C
HCM2kAvgQ:	3	18	18	1	19	1	2	2	4	5	5	5

2000 HCM Operations Method (Future Volume Alternative)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	11	Average Delay (sec/veh):	28.2
Optimal Cycle:	90	Level Of Service:	C

Control:	Protected			Protected			Split Phase			Split Phase						
Rights:	Include			Include			Include			Include						
Min. Green:	10	37	0	14	37	37	28	28	28	28	28	28				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	2	0	0	1	1	0	0	0	1	0	0	0	0	0

Base Vol:	49	1299	0	3	1262	273	119	0	15	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:	49	1299	0	3	1262	273	119	0	15	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1299	0	3	1262	273	119	0	15	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	51	1353	0	3	1315	284	124	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1353	0	3	1315	284	124	0	16	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1353	0	3	1315	284	124	0	16	0	0	0

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	1805	3610	1615	1805	0	1615	0	0	0

Vol/Sat:	0.03	0.37	0.00	0.00	0.36	0.18	0.07	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.12	0.41	0.00	0.16	0.45	0.45	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.23	0.91	0.00	0.01	0.82	0.39	0.22	0.00	0.03	0.00	0.00	0.00
Uniform Del:	35.8	25.0	0.0	32.1	21.7	16.8	22.9	0.0	21.6	0.0	0.0	0.0
IncrementDel:	0.6	8.8	0.0	0.0	3.4	0.4	0.2	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	36.4	33.8	0.0	32.2	25.1	17.1	23.1	0.0	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	33.8	0.0	32.2	25.1	17.1	23.1	0.0	21.6	0.0	0.0	0.0
LOS by Move:	D	C		A	C	B	C	A	C	A	A	A
HCM2kAvaQ:	1	23	0	0	16	5	3	0	0	0	0	0

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

Intersection #43 Embarcadero / Howard St															

Cycle (sec):	100			Critical Vol./Cap.(X):									0.719		
Loss Time (sec):	10			Average Delay (sec/veh):									46.7		
Optimal Cycle:	95			Level Of Service:									D		

Street Name:		Embarcadero					Howard St								
Approach:	North Bound				South Bound			East Bound			West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected				Protected			Split Phase			Split Phase				
Rights:	Include				Include			Include			Include				
Min. Green:	15	45	0		10	40	40	30	0	30	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	1	0	2	0	1	1	0	0	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	121	1557	0		3	1132	329	252	0	169	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1557	0		3	1132	329	252	0	169	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1557	0		3	1132	329	252	0	169	0	0	0	0	0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	130	1674	0		3	1217	354	271	0	182	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1674	0		3	1217	354	271	0	182	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1.00
FinalVolume:	130	1674	0		3	1217	354	271	0	182	0	0	0	0	0
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.56	1.00		0.88	0.88	0.43	0.81	1.00	0.74	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00		1.00	2.00	1.00	1.40	0.00	0.60	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1679	3216	0		1679	3357	808	2167	0	837	0	0	0	0	0
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.08	0.52	0.00		0.00	0.36	0.44	0.13	0.00	0.22	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****			****				
Green/Cycle:	0.15	0.50	0.00		0.10	0.45	0.45	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.51	1.04	0.00		0.02	0.81	0.98	0.41	0.00	0.72	0.00	0.00	0.00	0.00	0.00
Uniform Del:	38.9	25.1	0.0		40.6	24.1	27.3	27.9	0.0	31.1	0.0	0.0	0.0	0.0	0.0
IncrementDel:	1.7	35.2	0.0		0.0	3.5	42.8	0.3	0.0	4.0	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	40.6	60.3	0.0		40.6	27.6	70.1	28.1	0.0	35.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	60.3	0.0		40.6	27.6	70.1	28.1	0.0	35.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	E	A		D	C	E	C	A	D	A	A	A	A	A
HCM2kAvgQ:	3	21	0	0	0	17	12	5	0	10	0	0	0	0	0

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

Intersection #44 Embarcadero / Folsom St																

Cycle (sec):	90					Critical Vol./Cap.(X):					0.743					
Loss Time (sec):	10					Average Delay (sec/veh):					44.7					
Optimal Cycle:	90					Level Of Service:					D					

Street Name:					Embarcadero					Folsom St						
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----																
Control:		Protected			Protected			Split Phase			Split Phase					
Rights:		Include			Include			Include			Include					
Min. Green:	12	49		49	32	32	32	31	31	31	0	0		0	0	
Y+R:	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lanes:	1	0	2	0	0	0	1	1	0	2	0	0	0	1	0	
----- ----- ----- -----																
Volume Module:																
Base Vol:	160	1411		0	0	1270	34	270	0	256	0	0		0	0	
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Initial Bse:	160	1411		0	0	1270	34	270	0	256	0	0		0	0	
Added Vol:	0	0		0	0	0	0	0	0	0	0	0		0	0	
PasserByVol:	0	0		0	0	0	0	0	0	0	0	0		0	0	
Initial Fut:	160	1411		0	0	1270	34	270	0	256	0	0		0	0	
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
PHF Adj:	0.93	0.93		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		0.93	0.93	
PHF Volume:	172	1517		0	0	1366	37	290	0	275	0	0		0	0	
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0		0	0	
Reduced Vol:	172	1517		0	0	1366	37	290	0	275	0	0		0	0	
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
MLF Adj:	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	
FinalVolume:	172	1517		0	0	1366	37	290	0	275	0	0		0	0	
----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	
Adjustment:	0.88	0.70		1.00	1.00	0.97	0.87	0.83	1.00	0.59	1.00	1.00		1.00	1.00	
Lanes:	1.00	2.00		0.00	0.00	1.94	0.06	2.00	0.00	1.00	0.00	0.00		0.00	0.00	
Final Sat.:	1679	2671		0	0	3562	95	3152	0	1114	0	0		0	0	
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.10	0.57		0.00	0.00	0.38	0.38	0.09	0.00	0.25	0.00	0.00		0.00	0.00	
Crit Moves:	****			****			****									
Green/Cycle:	0.14	0.54		0.00	0.00	0.40	0.40	0.34	0.00	0.34	0.00	0.00		0.00	0.00	
Volume/Cap:	0.73	1.04		0.00	0.00	0.95	0.95	0.27	0.00	0.72	0.00	0.00		0.00	0.00	
Uniform Del:	37.0	20.5		0.0	0.0	25.9	25.9	21.3	0.0	25.7	0.0	0.0		0.0	0.0	
IncrementDel:	11.0	35.7		0.0	0.0	13.2	13.2	0.1	0.0	6.4	0.0	0.0		0.0	0.0	
InitQueueDel:	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Delay Adj:	1.00	1.00		0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00		0.00	0.00	
Delay/Veh:	48.0	56.2		0.0	0.0	39.2	39.2	21.4	0.0	32.1	0.0	0.0		0.0	0.0	
User DelAdj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
AdjDel/Veh:	48.0	56.2		0.0	0.0	39.2	39.2	21.4	0.0	32.1	0.0	0.0		0.0	0.0	
LOS by Move:	D	E		A	A	D	D	C	A	C	A	A		A	A	
HCM2kAvgQ:	4	26		0	0	21	19	3	0	8	0	0		0	0	

Existing plus Cruise Terminal Project Conditions

Weekend Midday Peak Hour

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

 Intersection #1 Beach St/Columbus Ave

 Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[11.3]

 Street Name: Columbus Ave Beach 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 Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1! 0 0 0 0 0 0 0 1 1 0 0 1 0 0 0

 Volume Module:
 Base Vol: 39 0 23 0 0 0 0 269 95 14 82 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: 39 0 23 0 0 0 0 269 95 14 82 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 39 0 23 0 0 0 0 269 95 14 82 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
 PHF Volume: 42 0 25 0 0 0 0 292 103 15 89 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 42 0 25 0 0 0 0 292 103 15 89 0

 Critical Gap Module:
 Critical Gp: 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
 FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

 Capacity Module:
 Cnflct Vol: 464 464 198 xxxx xxxx xxxxx xxxxx xxxx xxxxx 396 xxxx xxxxx
 Potent Cap.: 560 499 848 xxxx xxxx xxxxx xxxxx xxxx xxxxx 1174 xxxx xxxxx
 Move Cap.: 555 492 848 xxxx xxxx xxxxx xxxxx xxxx xxxxx 1174 xxxx xxxxx
 Volume/Cap: 0.08 0.00 0.03 xxxx xxxx xxxx xxxxx xxxx xxxxx 0.01 xxxx xxxxx

 Level Of Service Module:
 2Way95thQ: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx
 Control Del:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.1 xxxx xxxxx
 LOS by Move: * * * * * * * * * * A * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx 637 xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 SharedQueue:xxxxxx 0.4 xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx
 Shrd ConDel:xxxxxx 11.3 xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx 8.1 xxxx xxxxx
 Shared LOS: * B * * * * * A * *
 ApproachDel: 11.3 xxxxxx xxxxxx xxxxxx
 ApproachLOS: B * *

 Note: Queue reported is the number of cars per lane.

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

 Intersection #2 North Point St/Columbus Ave

 Cycle (sec): 90 Critical Vol./Cap.(X): 0.278
 Loss Time (sec): 9 Average Delay (sec/veh): 14.7
 Optimal Cycle: 90 Level Of Service: B

 Street Name: Columbus Ave North Point 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: 28 28 28 28 28 28 53 53 53 53 53 53
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 0 1 0 0 1 0 1 0 0 0 1 0 1 0

 Volume Module:
 Base Vol: 42 98 33 31 75 50 28 181 50 41 198 44
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 42 98 33 31 75 50 28 181 50 41 198 44
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 42 98 33 31 75 50 28 181 50 41 198 44
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
 PHF Volume: 48 111 38 35 85 57 32 206 57 47 225 50
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 48 111 38 35 85 57 32 206 57 47 225 50
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 48 111 38 35 85 57 32 206 57 47 225 50

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.64 0.96 0.96 0.79 0.79 0.79 0.92 0.92 0.92 0.81 0.81 0.81
 Lanes: 1.00 0.75 0.25 0.40 0.96 0.64 0.11 0.70 0.19 0.29 1.40 0.31
 Final Sat.: 1214 1367 460 600 1452 968 189 1220 337 445 2149 478

 Capacity Analysis Module:
 Vol/Sat: 0.04 0.08 0.08 0.06 0.06 0.06 0.17 0.17 0.17 0.10 0.10 0.10
 Crit Moves: **** *
 Green/Cycle: 0.31 0.31 0.31 0.31 0.31 0.31 0.59 0.59 0.59 0.59 0.59 0.59
 Volume/Cap: 0.13 0.26 0.26 0.19 0.19 0.19 0.29 0.29 0.29 0.18 0.18 0.18
 Uniform Del: 22.2 23.2 23.2 22.7 22.7 22.7 9.1 9.1 9.1 8.5 8.5 8.5
 IncremntDel: 0.7 1.1 1.1 0.4 0.4 0.4 0.7 0.7 0.7 0.2 0.2 0.2
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 22.9 24.4 24.4 23.1 23.1 23.1 9.8 9.8 9.8 8.7 8.7 8.7
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 22.9 24.4 24.4 23.1 23.1 23.1 9.8 9.8 9.8 8.7 8.7 8.7
 LOS by Move: C C C C C C A A A A A A
 HCM2kAvgQ: 1 3 3 2 2 2 4 4 4 2 2 2

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

Intersection #3 North Point St/Stockton St															

Cycle (sec):	90			Critical Vol./Cap.(X):						0.301					
Loss Time (sec):	8			Average Delay (sec/veh):						13.2					
Optimal Cycle:	90			Level Of Service:						B					

Street Name:				Stockton St				North Point St							
Approach:				North Bound		South Bound		East Bound		West Bound					
Movement:				L	-	T	-	R	L	-	T	-	R		
----- ----- ----- ----- -----															
Control:				Permitted		Permitted		Permitted		Permitted					
Rights:				Include		Include		Include		Include					
Min. Green:				25	25	25	25	25	25	57	57	57			
Y+R:				4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:				0	0	1!	0	0	0	0	1	0	1	0	
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:				16	54	52	15	25	17	22	219	63	17	91	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:				16	54	52	15	25	17	22	219	63	17	91	13
Added Vol:				0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:				0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:				16	54	52	15	25	17	22	219	63	17	91	13
User Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:				0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:				18	62	60	17	29	20	25	252	72	20	105	15
Reduct Vol:				0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:				18	62	60	17	29	20	25	252	72	20	105	15
PCE Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:				18	62	60	17	29	20	25	252	72	20	105	15
----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:				1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.91	0.91	0.91	0.89	0.89	0.89	0.95	0.95	0.95	0.84	0.84	0.84
Lanes:				0.13	0.44	0.43	0.26	0.44	0.30	0.07	0.72	0.21	0.28	1.51	0.21
Final Sat.:				227	764	736	443	738	502	131	1301	374	448	2396	342
----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:				0.08	0.08	0.08	0.04	0.04	0.04	0.19	0.19	0.19	0.04	0.04	0.04
Crit Moves:				****						****					
Green/Cycle:				0.28	0.28	0.28	0.28	0.28	0.28	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:				0.29	0.29	0.29	0.14	0.14	0.14	0.31	0.31	0.31	0.07	0.07	0.07
Uniform Del:				25.5	25.5	25.5	24.4	24.4	24.4	7.5	7.5	7.5	6.3	6.3	6.3
IncrementDel:				1.5	1.5	1.5	0.6	0.6	0.6	0.7	0.7	0.7	0.1	0.1	0.1
InitQueueDel:				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:				27.1	27.1	27.1	25.0	25.0	25.0	8.2	8.2	8.2	6.4	6.4	6.4
User DelAdj:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:				27.1	27.1	27.1	25.0	25.0	25.0	8.2	8.2	8.2	6.4	6.4	6.4
LOS by Move:				C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:				3	3	3	1	1	1	5	5	5	1	1	1

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

Intersection #4 Bay St/Columbus Ave												

Cycle (sec):	90			Critical Vol./Cap.(X):						0.407		
Loss Time (sec):	9			Average Delay (sec/veh):						24.8		
Optimal Cycle:	109			Level Of Service:						C		

Street Name:	Columbus Ave			Bay 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	31	31	19	19	19	47	47	47	50	50	50
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	0	0	1	0	1	0	1
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	173	125	69	1	157	8	13	614	130	32	480	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	125	69	1	157	8	13	614	130	32	480	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	125	69	1	157	8	13	614	130	32	480	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	177	128	70	1	160	8	13	627	133	33	490	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	128	70	1	160	8	13	627	133	33	490	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	128	70	1	160	8	13	627	133	33	490	37
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.76	0.76	0.94	0.94	0.94	0.89	0.89	0.85	0.84	0.84	0.84
Lanes:	2.00	0.64	0.36	0.01	1.89	0.10	0.04	1.96	1.00	0.12	1.75	0.13
Final Sat.:	3502	927	512	22	3390	173	70	3323	1615	186	2789	209
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.05	0.05	0.05	0.19	0.19	0.08	0.18	0.18	0.18
Crit Moves:	****			****			****					
Green/Cycle:	0.14	0.31	0.31	0.17	0.34	0.34	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.35	0.44	0.44	0.27	0.14	0.14	0.44	0.44	0.19	0.41	0.41	0.41
Uniform Del:	42.0	29.9	29.9	39.0	24.8	24.8	21.7	21.7	19.2	21.4	21.4	21.4
IncrementDel:	0.4	0.7	0.7	0.2	0.1	0.1	0.2	0.2	0.1	0.2	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.5	30.6	30.6	39.2	24.8	24.8	21.9	21.9	19.3	21.6	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:	42.5	30.6	30.6	39.2	24.8	24.8	21.9	21.9	19.3	21.6	21.6	21.6
LOS by Move:	D	C	C	D	C	C	C	C	B	C	C	C
HCM2kAvgQ:	3	6	6	2	2	2	8	8	3	7	7	7

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

Intersection #5 Bay St/Stockton St															

Cycle (sec):	90			Critical Vol./Cap.(X):									0.343		
Loss Time (sec):	7			Average Delay (sec/veh):									10.3		
Optimal Cycle:	90			Level Of Service:									B		

Street Name:		Stockton St					Bay 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:	20	20	20	20	20	20	20	63	63	63	63	63	63	63	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	1! 0	0	0	1	0	1	0	1	0
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	55	42	59	24	44	38	37	600	33	29	485	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:	55	42	59	24	44	38	37	600	33	29	485	47			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	55	42	59	24	44	38	37	600	33	29	485	47			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
PHF Volume:	57	43	61	25	45	39	38	619	34	30	500	48			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	57	43	61	25	45	39	38	619	34	30	500	48			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	57	43	61	25	45	39	38	619	34	30	500	48			
----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	0.83	0.83	0.88	0.88	0.88	0.85	0.85	0.85	0.84	0.84	0.84			
Lanes:	0.35	0.27	0.38	0.23	0.41	0.36	0.11	1.79	0.10	0.10	1.73	0.17			
Final Sat.:	554	423	595	377	691	597	178	2886	159	166	2769	268			
----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.10	0.10	0.10	0.07	0.07	0.07	0.21	0.21	0.21	0.18	0.18	0.18			
Crit Moves:	****				****										
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.70	0.70	0.70	0.70	0.70	0.70			
Volume/Cap:	0.46	0.46	0.46	0.30	0.30	0.30	0.31	0.31	0.31	0.26	0.26	0.26			
Uniform Del:	30.3	30.3	30.3	29.1	29.1	29.1	5.2	5.2	5.2	4.9	4.9	4.9			
IncrementDel:	4.3	4.3	4.3	2.0	2.0	2.0	0.4	0.4	0.4	0.3	0.3	0.3			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Delay/Veh:	34.6	34.6	34.6	31.2	31.2	31.2	5.5	5.5	5.5	5.2	5.2	5.2			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	34.6	34.6	34.6	31.2	31.2	31.2	5.5	5.5	5.5	5.2	5.2	5.2			
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A			
HCM2kAvgQ:	4	4	4	3	3	3	4	4	4	3	3	3			

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

Intersection #6 Bay St/Kearny St																			

Cycle (sec):	90					Critical Vol./Cap.(X):					0.382								
Loss Time (sec):	9					Average Delay (sec/veh):					8.9								
Optimal Cycle:	90					Level Of Service:					A								

Street Name:					Kearny St					Bay 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:					20	20	20	20	20	20	61	61	61	61	61	61			
Y+R:					4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:					0	0	1!	0	0	0	0	1	0	1	0	1	0		
----- ----- ----- ----- -----																			
Volume Module:																			
Base Vol:					58	7	14	7	9	30	20	607	62	93	474	82			
Growth Adj:					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:					58	7	14	7	9	30	20	607	62	93	474	82			
Added Vol:					0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:					0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:					58	7	14	7	9	30	20	607	62	93	474	82			
User Adj:					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:					0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89				
PHF Volume:					65	8	16	8	10	34	22	682	70	104	533	92			
Reduct Vol:					0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:					65	8	16	8	10	34	22	682	70	104	533	92			
PCE Adj:					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:					65	8	16	8	10	34	22	682	70	104	533	92			
----- ----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:					1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:					0.75	0.75	0.75	0.88	0.88	0.88	0.87	0.87	0.87	0.68	0.68				
Lanes:					0.73	0.09	0.18	0.15	0.20	0.65	0.06	1.76	0.18	0.29	1.46				
Final Sat.:					1042	126	251	254	327	1091	96	2900	296	371	1893				
----- ----- ----- ----- -----																			
Capacity Analysis Module:																			
Vol/Sat:					0.06	0.06	0.06	0.03	0.03	0.03	0.24	0.24	0.24	0.28	0.28				
Crit Moves:					****					****									
Green/Cycle:					0.22	0.22	0.22	0.22	0.22	0.22	0.68	0.68	0.68	0.68	0.68				
Volume/Cap:					0.28	0.28	0.28	0.14	0.14	0.14	0.35	0.35	0.35	0.42	0.42				
Uniform Del:					29.0	29.0	29.0	28.1	28.1	28.1	6.1	6.1	6.1	6.5	6.5				
IncrementDel:					2.2	2.2	2.2	0.8	0.8	0.8	0.4	0.4	0.4	0.7	0.7				
InitQueueDel:					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:					31.3	31.3	31.3	28.9	28.9	28.9	6.5	6.5	6.5	7.2	7.2				
User DelAdj:					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:					31.3	31.3	31.3	28.9	28.9	28.9	6.5	6.5	6.5	7.2	7.2				
LOS by Move:					C	C	C	C	C	C	A	A	A	A	A				
HCM2kAvgQ:					2	2	2	1	1	1	5	5	5	5	5				

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

Intersection #7 Broadway St/Sansome St												

Cycle (sec):	80									Critical Vol./Cap.(X):	0.339	
Loss Time (sec):	9									Average Delay (sec/veh):	12.4	
Optimal Cycle:	80									Level Of Service:	B	

Street Name:	Sansome St			Broadway St								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
----- ----- ----- -----												
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	0	0	0	44	44	0	0	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	1	1	0	0	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	145	181	18	0	0	0	72	458	0	0	460	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	181	18	0	0	0	72	458	0	0	460	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	181	18	0	0	0	72	458	0	0	460	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	154	193	19	0	0	0	77	487	0	0	489	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	193	19	0	0	0	77	487	0	0	489	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	193	19	0	0	0	77	487	0	0	489	40
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	1.00	1.00	1.00	0.78	0.78	1.00	1.00	0.94	0.94
Lanes:	0.84	1.06	0.10	0.00	0.00	0.00	0.27	1.73	0.00	0.00	1.85	0.15
Final Sat.:	1414	1766	176	0	0	0	400	2546	0	0	3298	272
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.15	0.15
Crit Moves:	****						****					
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.55	0.55
Volume/Cap:	0.32	0.32	0.32	0.00	0.00	0.00	0.35	0.35	0.00	0.00	0.27	0.27
Uniform Del:	19.7	19.7	19.7	0.0	0.0	0.0	10.0	10.0	0.0	0.0	9.5	9.5
IncremntDel:	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	19.9	19.9	19.9	0.0	0.0	0.0	10.1	10.1	0.0	0.0	9.6	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	19.9	19.9	0.0	0.0	0.0	10.1	10.1	0.0	0.0	9.6	9.6
LOS by Move:	B	B	B	A	A	A	B	B	A	A	A	A
HCM2kAvgQ:	4	4	4	0	0	0	4	4	0	0	3	3

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

Intersection #8 Broadway St/Battery St															

Cycle (sec):	80			Critical Vol./Cap.(X):						0.305					
Loss Time (sec):	9			Average Delay (sec/veh):						17.5					
Optimal Cycle:	70			Level Of Service:						B					

Street Name:	Battery St						Broadway St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Split Phase			Split Phase			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	44	44	44	0	17	17	17	17	17	17		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	0	0	15	288	83	0	317	161	34	415	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	15	288	83	0	317	161	34	415	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	15	288	83	0	317	161	34	415	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
PHF Volume:	0	0	0	16	310	89	0	341	173	37	446	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	16	310	89	0	341	173	37	446	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	16	310	89	0	341	173	37	446	0			
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.90	0.90	0.84	0.84	1.00			
Lanes:	0.00	0.00	0.00	0.08	1.49	0.43	0.00	1.33	0.67	0.15	1.85	0.00			
Final Sat.:	0	0	0	135	2592	747	0	2272	1154	242	2956	0			
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.15	0.15	0.15	0.15	0.00			
Crit Moves:				****						****					
Green/Cycle:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.34	0.34	0.34	0.34	0.00			
Volume/Cap:	0.00	0.00	0.00	0.22	0.22	0.22	0.00	0.44	0.44	0.45	0.45	0.00			
Uniform Del:	0.0	0.0	0.0	9.2	9.2	9.2	0.0	20.7	20.7	20.7	20.7	0.0			
IncrementDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.3	0.3	0.3	0.3	0.0			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00			
Delay/Veh:	0.0	0.0	0.0	9.3	9.3	9.3	0.0	20.9	20.9	21.0	21.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	9.3	9.3	9.3	0.0	20.9	20.9	21.0	21.0	0.0			
LOS by Move:	A	A	A	A	A	A	A	C	C	C	C	A			
HCM2kAvgQ:	0	0	0	3	3	3	0	5	5	5	5	0			

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

Intersection #9 Embarcadero/ Beach St / Grant St												

Cycle (sec):	75									Critical Vol./Cap.(X):	0.563	
Loss Time (sec):	13									Average Delay (sec/veh):	100.6	
Optimal Cycle:	101									Level Of Service:	F	

Street Name:	Embarcadero			Beach St (EB)/Grant St (WB)								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
----- ----- ----- -----												
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	0	26	0	0	26	26	19	19	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	0	0	1	0	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	362	484	48	0	155	0	0	0	315	9	59	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	484	48	0	155	0	0	0	315	9	59	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	484	48	0	155	0	0	0	315	9	59	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	381	509	51	0	163	0	0	0	332	9	62	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	509	51	0	163	0	0	0	332	9	62	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	381	509	51	0	163	0	0	0	332	9	62	9
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.75	0.92	1.00	1.89	1.00	1.00	1.00	0.87	0.98	0.98	0.98
Lanes:	1.09	0.77	0.14	0.00	1.00	0.00	0.00	0.00	1.00	0.12	0.76	0.12
Final Sat.:	1908	2551	253	0	3593	0	0	0	1644	217	1424	217
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.00	0.05	0.00	0.00	0.00	0.20	0.04	0.04	0.04
Crit Moves:	****			****					****	****		
Green/Cycle:	0.17	0.17	0.17	0.00	0.26	0.00	0.00	0.00	0.26	0.19	0.19	0.19
Volume/Cap:	1.19	1.19	1.19	0.00	0.18	0.00	0.00	0.00	0.78	0.23	0.23	0.23
Uniform Del:	42.0	42.0	42.0	0.0	29.2	0.0	0.0	0.0	34.9	34.8	34.8	34.8
IncrementDel:	96.6	96.6	96.6	0.0	0.1	0.0	0.0	0.0	9.3	0.3	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	138.6	139	138.6	0.0	29.3	0.0	0.0	0.0	44.1	35.1	35.1	35.1
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:	138.6	139	138.6	0.0	29.3	0.0	0.0	0.0	44.1	35.1	35.1	35.1
LOS by Move:	F	F	F	A	C	A	A	A	D	D	D	D
HCM2kAvgQ:	22	38	22	0	4	0	0	0	12	2	2	2

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

Intersection #10 Embarcadero/ North Point St / Kearny St												

Cycle (sec):	90			Critical Vol./Cap.(X):						0.788		
Loss Time (sec):	14			Average Delay (sec/veh):						97.4		
Optimal Cycle:	180			Level Of Service:						F		

Street Name:	Embarcadero			North Point St (EB)/			Kearny St (W)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- -----												
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	15	36	0	0	17	17	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	1	0	1	0	1
----- ----- ----- -----												
Volume Module:												
Base Vol:	148	839	0	1	326	166	24	158	50	77	34	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	839	0	1	326	166	24	158	50	77	34	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	839	0	1	326	166	24	158	50	77	34	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	156	883	0	1	343	175	25	166	53	81	36	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	883	0	1	343	175	25	166	53	81	36	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	883	0	1	343	175	25	166	53	81	36	15
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.48	1.00	0.86	0.44	0.86	0.96	0.96	0.96	0.97	0.97	0.85
Lanes:	1.00	2.00	0.00	0.01	1.58	0.41	0.12	0.76	1.12	0.69	0.31	1.00
Final Sat.:	1805	1830	0	4	1317	671	212	1397	2051	1273	562	1615
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.00	0.26	0.26	0.26	0.12	0.12	0.03	0.06	0.06	0.01
Crit Moves:	****						****			****		
Green/Cycle:	0.16	0.40	0.00	0.24	0.24	0.24	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.53	1.21	0.00	1.10	1.10	1.10	0.54	0.54	0.12	0.29	0.29	0.04
Uniform Del:	34.6	27.0	0.0	34.3	34.3	34.3	30.9	30.9	27.9	29.1	29.1	27.5
IncrementDel:	1.9	105	0.0	70.1	70.1	70.1	1.3	1.3	0.0	0.4	0.4	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.4	132	0.0	104.4	104	104.4	32.2	32.2	28.0	29.5	29.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	132	0.0	104.4	104	104.4	32.2	32.2	28.0	29.5	29.5	27.5
LOS by Move:	D	F	A	F	F	F	C	C	C	C	C	C
L2M2kAvgQ:	4	23	0	19	10	19	5	5	1	3	3	0

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

Intersection #11 Embarcadero / Bay St															

Cycle (sec):	90		Critical Vol./Cap.(X):						0.454						
Loss Time (sec):	7		Average Delay (sec/veh):						12.1						
Optimal Cycle:	81		Level Of Service:						B						

Street Name:		Embarcadero					Bay St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Ovl			Include					
Min. Green:	42	53	0	0	25	25	7	0	42	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	2	0	2	0	0	0	1	1	0	0	0	2	0	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	642	951	0	0	564	36	36	0	591	0	0	0	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	642	951	0	0	564	36	36	0	591	0	0	0	0		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	642	951	0	0	564	36	36	0	591	0	0	0	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
PHF Volume:	698	1034	0	0	613	39	39	0	642	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	698	1034	0	0	613	39	39	0	642	0	0	0	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	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		
FinalVolume:	698	1034	0	0	613	39	39	0	642	0	0	0	0		
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.87	1.00	1.00	0.87	0.87	0.95	1.00	0.69	1.00	1.00	1.00	1.00		
Lanes:	2.00	2.00	0.00	0.00	1.88	0.12	1.00	0.00	2.00	0.00	0.00	0.00	0.00		
Final Sat.:	3502	3321	0	0	3094	197	1805	0	2615	0	0	0	0		
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.20	0.31	0.00	0.00	0.20	0.20	0.02	0.00	0.25	0.00	0.00	0.00	0.00		
Crit Moves:	****			****			****								
Green/Cycle:	0.47	0.84	0.00	0.00	0.38	0.38	0.08	0.00	0.54	0.00	0.00	0.00	0.00		
Volume/Cap:	0.43	0.37	0.00	0.00	0.52	0.52	0.28	0.00	0.45	0.00	0.00	0.00	0.00		
Uniform Del:	16.0	1.6	0.0	0.0	21.7	21.7	39.1	0.0	12.4	0.0	0.0	0.0	0.0		
IncrementDel:	0.2	0.1	0.0	0.0	0.4	0.4	1.1	0.0	0.2	0.0	0.0	0.0	0.0		
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00		
Delay/Veh:	16.2	1.7	0.0	0.0	22.1	22.1	40.2	0.0	12.6	0.0	0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	16.2	1.7	0.0	0.0	22.1	22.1	40.2	0.0	12.6	0.0	0.0	0.0	0.0		
LOS by Move:	B	A	A	A	C	C	D	A	B	A	A	A	A		
HCM2kAvgQ:	6	3	0	0	7	7	1	0	6	0	0	0	0		

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

Intersection #12 Embarcadero/ Chestnut St / Sansome St												

Cycle (sec):	90					Critical Vol./Cap.(X):				0.658		
Loss Time (sec):	13					Average Delay (sec/veh):				18.2		
Optimal Cycle:	79					Level Of Service:				B		

Street Name:	Embarcadero					Chestnut St (EB)				/ Sansome (WB)		
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	40	0	10	40	0	16	16	16	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	1	0	0	0	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	55	1373	0	38	1100	17	83	222	89	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:	55	1373	0	38	1100	17	83	222	89	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	1373	0	38	1100	17	83	222	89	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	60	1492	0	41	1196	18	90	241	97	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1492	0	41	1196	18	90	241	97	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1492	0	41	1196	18	90	241	97	0	0	0
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.91	0.91	0.89	0.89	0.89	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.95	0.05	0.42	1.13	0.45	0.00	0.00	0.00
Final Sat.:	1805	3610	0	1805	5098	79	711	1902	763	0	0	0
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.00	0.02	0.23	0.23	0.13	0.13	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.14	0.57	0.00	0.11	0.54	0.54	0.18	0.18	0.18	0.00	0.00	0.00
Volume/Cap:	0.24	0.73	0.00	0.21	0.43	0.43	0.71	0.71	0.71	0.00	0.00	0.00
Uniform Del:	34.8	14.4	0.0	36.4	12.3	12.3	34.8	34.8	34.8	0.0	0.0	0.0
IncrementDel:	0.5	1.4	0.0	0.5	0.1	0.1	4.1	4.1	4.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	35.3	15.8	0.0	36.9	12.4	12.4	38.9	38.9	38.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	15.8	0.0	36.9	12.4	12.4	38.9	38.9	38.9	0.0	0.0	0.0
LOS by Move:	D	B	A	D	B	B	D	D	D	A	A	A
HC2kAvgQ:	1	16	0	1	7	7	7	7	7	0	0	0

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

Intersection #13 Embarcadero / Lombard St / Battery St															

Cycle (sec):	90				Critical Vol./Cap.(X):				0.536						
Loss Time (sec):	11				Average Delay (sec/veh):				17.7						
Optimal Cycle:	76				Level Of Service:				B						

Street Name:		Embarcadero				Lombard St (EB) / Battery (WB)									
Approach:	North Bound				South Bound				East Bound		West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected				Protected				Split Phase			Split Phase			
Rights:	Include				Include				Include			Include			
Min. Green:	9	35	35		9	35	35	21	21	21	6	6	6		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	1	1	0	1	0	2	0	1	0	1	0	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	27	1342	0		66	940	216	44	0	130	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:	27	1342	0		66	940	216	44	0	130	0	0	0		
Added Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	27	1342	0		66	940	216	44	0	130	0	0	0		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
PHF Volume:	29	1459	0		72	1022	235	48	0	141	0	0	0		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	29	1459	0		72	1022	235	48	0	141	0	0	0		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	29	1459	0		72	1022	235	48	0	141	0	0	0		
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00		
Lanes:	1.00	2.00	0.00		1.00	2.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00		
Final Sat.:	1805	3610	0		1805	3610	1615	1809	0	1615	0	1900	0		
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.02	0.40	0.00		0.04	0.28	0.15	0.03	0.00	0.09	0.00	0.00	0.00		
Crit Moves:	****				****				****						
Green/Cycle:	0.13	0.54	0.00		0.10	0.51	0.51	0.23	0.00	0.23	0.00	0.00	0.00		
Volume/Cap:	0.12	0.74	0.00		0.40	0.55	0.28	0.11	0.00	0.37	0.00	0.00	0.00		
Uniform Del:	34.5	15.7	0.0		38.0	14.9	12.5	27.2	0.0	29.0	0.0	0.0	0.0		
IncrementDel:	0.2	1.6	0.0		1.4	0.4	0.2	0.1	0.0	0.6	0.0	0.0	0.0		
InitQueueDel:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00		
Delay/Veh:	34.7	17.2	0.0		39.4	15.3	12.7	27.3	0.0	29.6	0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	34.7	17.2	0.0		39.4	15.3	12.7	27.3	0.0	29.6	0.0	0.0	0.0		
LOS by Move:	C	B	A		D	B	B	C	A	C	A	A	A		
HCM2kAvgQ:	1	16	0		2	10	4	1	0	4	0	0	0		

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

Intersection #14 Embarcadero / Green St / Davis St													

Cycle (sec):	90			Critical Vol./Cap.(X):						0.508			
Loss Time (sec):	14			Average Delay (sec/veh):						20.0			
Optimal Cycle:	89			Level Of Service:						C			

Street Name: Embarcadero-Davis St Green 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			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	8	44	0	7	41	0	24	0	24	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	1	1	0	0	0	0
----- ----- ----- -----													
Volume Module:													
Base Vol:	30	1358	0	9	924	15	32	0	7	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1358	0	9	924	15	32	0	7	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1358	0	9	924	15	32	0	7	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	32	1445	0	10	983	16	34	0	7	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1445	0	10	983	16	34	0	7	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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
FinalVolume:	32	1445	0	10	983	16	34	0	7	0	0	0	0
----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.94	1.00	0.94	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.97	0.03	0.82	0.00	0.18	0.00	1.00	0.00	0.00
Final Sat.:	1805	3610	0	1805	3545	58	1462	0	320	0	1900	0	0
----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:	0.02	0.40	0.00	0.01	0.28	0.28	0.02	0.00	0.02	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****						
Green/Cycle:	0.09	0.50	0.00	0.08	0.48	0.48	0.27	0.00	0.27	0.00	0.00	0.00	0.00
Volume/Cap:	0.19	0.80	0.00	0.07	0.57	0.57	0.09	0.00	0.09	0.00	0.00	0.00	0.00
Uniform Del:	37.6	18.8	0.0	38.5	16.6	16.6	24.8	0.0	24.8	0.0	0.0	0.0	0.0
IncrementDel:	0.5	2.6	0.0	0.2	0.5	0.5	0.1	0.0	0.1	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	38.1	21.4	0.0	38.7	17.1	17.1	24.9	0.0	24.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	21.4	0.0	38.7	17.1	17.1	24.9	0.0	24.9	0.0	0.0	0.0	0.0
LOS by Move:	D	C	A	D	B	B	C	A	C	A	A	A	A
HCM2kAvgQ:	1	17	0	0	10	10	1	0	1	0	0	0	0

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

Intersection #15 Embarcadero / Broadway St																

Cycle (sec):	90				Critical Vol./Cap.(X):				0.511							
Loss Time (sec):	17				Average Delay (sec/veh):				32.2							
Optimal Cycle:	90				Level Of Service:				C							

Street Name:					Embarcadero					Broadway St						
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----																
Control:		Protected			Protected			Split Phase			Split Phase					
Rights:		Include			Include			Include			Ovl					
Min. Green:		16	37	0	7	28	28	29	0	29	0	0	0	0		
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:		2	0	2	0	0	1	0	1	0	0	0	0	0		
----- ----- ----- -----																
Volume Module:																
Base Vol:	359	1320	0	6	862	69	93	0	245	0	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	359	1320	0	6	862	69	93	0	245	0	0	0	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	359	1320	0	6	862	69	93	0	245	0	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	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			
PHF Volume:	359	1320	0	6	862	69	93	0	245	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	359	1320	0	6	862	69	93	0	245	0	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	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			
FinalVolume:	359	1320	0	6	862	69	93	0	245	0	0	0	0			
----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.95	1.00	0.95	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00	1.00			
Lanes:	2.00	2.00	0.00	1.00	1.85	0.15	1.00	0.00	1.00	0.00	0.00	0.00	0.00			
Final Sat.:	3502	3610	0	1805	3306	265	1805	0	1615	0	0	0	0			
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.10	0.37	0.00	0.00	0.26	0.26	0.05	0.00	0.15	0.00	0.00	0.00	0.00			
Crit Moves:	****				****	****										
Green/Cycle:	0.18	0.41	0.00	0.08	0.31	0.31	0.32	0.00	0.32	0.00	0.00	0.00	0.00			
Volume/Cap:	0.58	0.89	0.00	0.04	0.84	0.84	0.16	0.00	0.47	0.00	0.00	0.00	0.00			
Uniform Del:	33.9	24.6	0.0	38.4	28.9	28.9	21.8	0.0	24.4	0.0	0.0	0.0	0.0			
IncrementDel:	1.3	7.0	0.0	0.1	5.8	5.8	0.1	0.0	0.7	0.0	0.0	0.0	0.0			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00			
Delay/Veh:	35.2	31.6	0.0	38.5	34.7	34.7	21.9	0.0	25.0	0.0	0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	35.2	31.6	0.0	38.5	34.7	34.7	21.9	0.0	25.0	0.0	0.0	0.0	0.0			
LOS by Move:	D	C	A	D	C	C	C	A	C	A	A	A	A			
HCM2kAvgQ:	4	17	0	0	13	13	2	0	5	0	0	0	0			

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

Intersection #16 Embarcadero / Washington St																				

Cycle (sec):	90				Critical Vol./Cap.(X):				0.446											
Loss Time (sec):	17				Average Delay (sec/veh):				32.5											
Optimal Cycle:	90				Level Of Service:				C											

Street Name:					Embarcadero					Washington St										
Approach:					North Bound			South Bound			East Bound			West Bound						
Movement:					L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- -----																				
Control:					Protected				Protected				Split Phase				Split Phase			
Rights:					Include				Include				Include				Include			
Min. Green:					12	30	0		10	28	0		33	0	33		0	0	0	
Y+R:					4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:					2	0	3	0	0	1	0	2	1	0	1		0	0	0	0
----- ----- ----- -----																				
Volume Module:																				
Base Vol:					235	1567	0		11	1061	108		97	0	125		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:					235	1567	0		11	1061	108		97	0	125		0	0	0	
Added Vol:					0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:					0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:					235	1567	0		11	1061	108		97	0	125		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:					235	1567	0		11	1061	108		97	0	125		0	0	0	
Reduct Vol:					0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:					235	1567	0		11	1061	108		97	0	125		0	0	0	
PCE Adj:					1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:					1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:					235	1567	0		11	1061	108		97	0	125		0	0	0	
----- ----- ----- -----																				
Saturation Flow Module:																				
Sat/Lane:					1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:					0.92	0.91	1.00		0.95	0.90	0.90		0.95	1.00	0.85		1.00	1.00	1.00	
Lanes:					2.00	3.00	0.00		1.00	2.72	0.28		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:					3502	5187	0		1805	4642	473		1805	0	1615		0	0	0	
----- ----- ----- -----																				
Capacity Analysis Module:																				
Vol/Sat:					0.07	0.30	0.00		0.01	0.23	0.23		0.05	0.00	0.08		0.00	0.00	0.00	
Crit Moves:					****				****				****							
Green/Cycle:					0.13	0.33	0.00		0.11	0.31	0.31		0.37	0.00	0.37		0.00	0.00	0.00	
Volume/Cap:					0.50	0.91	0.00		0.05	0.73	0.73		0.15	0.00	0.21		0.00	0.00	0.00	
Uniform Del:					36.2	28.7	0.0		35.8	27.7	27.7		19.1	0.0	19.6		0.0	0.0	0.0	
IncrementDel:					0.9	7.3	0.0		0.1	1.8	1.8		0.1	0.0	0.2		0.0	0.0	0.0	
InitQueueDel:					0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:					1.00	1.00	0.00		1.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:					37.1	36.0	0.0		35.9	29.5	29.5		19.2	0.0	19.7		0.0	0.0	0.0	
User DelAdj:					1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:					37.1	36.0	0.0		35.9	29.5	29.5		19.2	0.0	19.7		0.0	0.0	0.0	
LOS by Move:					D	D	A		D	C	C		B	A	B		A	A	A	
HCM2kAvgQ:					3	16	0		0	10	10		2	0	2		0	0	0	

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

Intersection #17 Embarcadero / Mission St																

Cycle (sec):	90					Critical Vol./Cap.(X):					0.755					
Loss Time (sec):	10					Average Delay (sec/veh):					17.4					
Optimal Cycle:	90					Level Of Service:					B					

Street Name:					Embarcadero					Mission St						
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----																
Control:		Permitted			Permitted			Split Phase			Split Phase					
Rights:		Include			Include			Include			Include					
Min. Green:		0	52	0	52	52	52	28	0	28	0	0	0	0		
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:		0	0	3	0	0	0	2	1	0	0	0	0	0		
----- ----- ----- -----																
Volume Module:																
Base Vol:		0	1570	0	0	1032	188	266	0	53	0	0	0	0		
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:		0	1570	0	0	1032	188	266	0	53	0	0	0	0		
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:		0	1570	0	0	1032	188	266	0	53	0	0	0	0		
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
PHF Volume:		0	1688	0	0	1110	202	286	0	57	0	0	0	0		
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:		0	1688	0	0	1110	202	286	0	57	0	0	0	0		
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:		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		
FinalVolume:		0	1688	0	0	1110	202	286	0	57	0	0	0	0		
----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:		1.00	0.62	1.00	1.00	0.60	0.89	0.94	1.00	0.94	1.00	1.00	1.00	1.00		
Lanes:		0.00	3.00	0.00	0.00	2.67	0.33	0.83	0.00	0.17	0.00	0.00	0.00	0.00		
Final Sat.:		0	3527	0	0	3066	559	1487	0	296	0	0	0	0		
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:		0.00	0.48	0.00	0.00	0.36	0.36	0.19	0.00	0.19	0.00	0.00	0.00	0.00		
Crit Moves:		****					****									
Green/Cycle:		0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31	0.00	0.00	0.00	0.00		
Volume/Cap:		0.00	0.83	0.00	0.00	0.63	0.63	0.62	0.00	0.62	0.00	0.00	0.00	0.00		
Uniform Del:		0.0	15.4	0.0	0.0	12.6	12.6	26.4	0.0	26.4	0.0	0.0	0.0	0.0		
IncrementDel:		0.0	3.0	0.0	0.0	0.6	0.6	2.1	0.0	2.1	0.0	0.0	0.0	0.0		
InitQueueDel:		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:		0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00		
Delay/Veh:		0.0	18.4	0.0	0.0	13.2	13.2	28.6	0.0	28.6	0.0	0.0	0.0	0.0		
User DelAdj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:		0.0	18.4	0.0	0.0	13.2	13.2	28.6	0.0	28.6	0.0	0.0	0.0	0.0		
LOS by Move:		A	B	A	A	B	B	C	A	C	A	A	A	A		
HCM2kAvgQ:		0	13	0	0	8	12	9	0	9	0	0	0	0		

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

Intersection #18 Embarcadero / Harrison St															

Cycle (sec):	100					Critical Vol./Cap.(X):					0.603				
Loss Time (sec):	10					Average Delay (sec/veh):					14.6				
Optimal Cycle:	100					Level Of Service:					B				

Street Name: Embarcadero Harrison St															
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Permitted				Permitted				Split Phase				Split Phase		
Rights:	Include				Include				Include				Include		
Min. Green:	0	63	0		0	63	63		27	0	27		0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lanes:	0	0	2	0	0	0	1	1	0	1	0	0	0	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	925	0		0	806	267		183	0	74		0	0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	925	0		0	806	267		183	0	74		0	0	0
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0
Initial Fut:	0	925	0		0	806	267		183	0	74		0	0	0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93
PHF Volume:	0	995	0		0	867	287		197	0	80		0	0	0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	0	995	0		0	867	287		197	0	80		0	0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	0	995	0		0	867	287		197	0	80		0	0	0
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900
Adjustment:	1.00	0.67	1.00		1.00	0.65	0.91		0.95	1.00	0.68		1.00	1.00	1.00
Lanes:	0.00	2.00	0.00		0.00	1.62	0.38		1.00	0.00	1.00		0.00	0.00	0.00
Final Sat.:	0	2563	0		0	1998	662		1805	0	1292		0	0	0
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.00	0.39	0.00		0.00	0.43	0.43		0.11	0.00	0.06		0.00	0.00	0.00
Crit Moves:						****			****						
Green/Cycle:	0.00	0.63	0.00		0.00	0.63	0.63		0.27	0.00	0.27		0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.00		0.00	0.69	0.69		0.40	0.00	0.23		0.00	0.00	0.00
Uniform Del:	0.0	11.2	0.0		0.0	12.1	12.1		29.9	0.0	28.4		0.0	0.0	0.0
IncrementDel:	0.0	0.7	0.0		0.0	1.2	1.2		0.5	0.0	0.3		0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00
Delay/Veh:	0.0	11.9	0.0		0.0	13.3	13.3		30.5	0.0	28.7		0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
AdjDel/Veh:	0.0	11.9	0.0		0.0	13.3	13.3		30.5	0.0	28.7		0.0	0.0	0.0
LOS by Move:	A	B	A		A	B	B		C	A	C		A	A	A
HCM2kAvgQ:	0	10	0		0	11	15		5	0	2		0	0	0

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

Intersection #19 Embarcadero / Bryant St												

Cycle (sec):	100		Critical Vol./Cap.(X):						0.378			
Loss Time (sec):	10		Average Delay (sec/veh):						23.3			
Optimal Cycle:	95		Level Of Service:						C			

Street Name:	Embarcadero						Bryant 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	41	41	16	36	36	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	2	0	1	0	0	1	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	54	861	14	31	783	64	58	5	85	4	11	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	861	14	31	783	64	58	5	85	4	11	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	861	14	31	783	64	58	5	85	4	11	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	59	936	15	34	851	70	63	5	92	4	12	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	936	15	34	851	70	63	5	92	4	12	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	936	15	34	851	70	63	5	92	4	12	5
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.76	0.76	0.85	0.94	0.94	0.94
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	0.92	0.08	1.00	0.20	0.55	0.25
Final Sat.:	1805	3545	58	1805	3610	1615	1322	114	1615	356	978	445
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.02	0.24	0.04	0.05	0.05	0.06	0.01	0.01	0.01
Crit Moves:	****		****		****		****		****			
Green/Cycle:	0.23	0.46	0.46	0.16	0.39	0.39	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.14	0.57	0.57	0.12	0.60	0.11	0.17	0.17	0.20	0.04	0.04	0.04
Uniform Del:	30.8	19.8	19.8	36.0	24.2	19.3	27.2	27.2	27.5	26.2	26.2	26.2
IncrementDel:	0.2	0.5	0.5	0.2	0.7	0.1	0.2	0.2	0.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.9	20.3	20.3	36.1	25.0	19.4	27.4	27.4	27.7	26.3	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	20.3	20.3	36.1	25.0	19.4	27.4	27.4	27.7	26.3	26.3	26.3
LOS by Move:	C	C	C	D	C	B	C	C	C	C	C	C
HCM2kAvgQ:	1	11	11	1	11	1	2	2	2	0	0	0

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

Intersection #20 Embarcadero / Brannan St												

Cycle (sec):	90		Critical Vol./Cap.(X):						0.337			
Loss Time (sec):	11		Average Delay (sec/veh):						20.3			
Optimal Cycle:	90		Level Of Service:						C			

Street Name:	Embarcadero						Brannan 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	37	0	14	37	37	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	0	0	1	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	33	870	0	2	760	108	60	0	43	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:	33	870	0	2	760	108	60	0	43	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	870	0	2	760	108	60	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	35	935	0	2	817	116	65	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	935	0	2	817	116	65	0	46	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	935	0	2	817	116	65	0	46	0	0	0
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	1805	3610	1615	1805	0	1615	0	0	0
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.00	0.00	0.23	0.07	0.04	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.12	0.41	0.00	0.16	0.45	0.45	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.16	0.63	0.00	0.01	0.51	0.16	0.11	0.00	0.09	0.00	0.00	0.00
Uniform Del:	35.5	21.1	0.0	32.1	17.8	14.9	22.1	0.0	22.0	0.0	0.0	0.0
IncrementDel:	0.4	0.9	0.0	0.0	0.3	0.1	0.1	0.0	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	35.9	21.9	0.0	32.1	18.1	15.0	22.2	0.0	22.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	21.9	0.0	32.1	18.1	15.0	22.2	0.0	22.1	0.0	0.0	0.0
LOS by Move:	D	C	A	C	B	B	C	A	C	A	A	A
HCM2kAvqQ:	1	11	0	0	8	2	1	0	1	0	0	0

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

Intersection #43 Embarcadero / Howard St													

Cycle (sec):	100	Critical Vol./Cap.(X):								0.610			
Loss Time (sec):	10	Average Delay (sec/veh):								30.6			
Optimal Cycle:	95	Level Of Service:								C			

Street Name:	Embarcadero						Howard 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			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	15	45	0	10	40	40	30	0	30	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	1	1	0	1	0	0	0	0
----- ----- ----- -----													
Volume Module:													
Base Vol:	112	1418	0	6	900	177	147	0	86	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1418	0	6	900	177	147	0	86	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1418	0	6	900	177	147	0	86	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	120	1525	0	6	968	190	158	0	92	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1525	0	6	968	190	158	0	92	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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
FinalVolume:	120	1525	0	6	968	190	158	0	92	0	0	0	0
----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.56	1.00	0.88	0.88	0.43	0.81	1.00	0.74	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.44	0.00	0.56	0.00	0.00	0.00	0.00
Final Sat.:	1679	3216	0	1679	3357	808	2226	0	793	0	0	0	0
----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:	0.07	0.47	0.00	0.00	0.29	0.24	0.07	0.00	0.12	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****			
Green/Cycle:	0.16	0.50	0.00	0.10	0.44	0.44	0.30	0.00	0.30	0.00	0.00	0.00	0.00
Volume/Cap:	0.44	0.95	0.00	0.04	0.66	0.54	0.24	0.00	0.39	0.00	0.00	0.00	0.00
Uniform Del:	37.7	23.8	0.0	40.7	22.3	20.8	26.4	0.0	27.7	0.0	0.0	0.0	0.0
IncremntDel:	1.1	12.3	0.0	0.1	1.1	1.7	0.1	0.0	0.4	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	38.8	36.1	0.0	40.8	23.4	22.5	26.5	0.0	28.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	36.1	0.0	40.8	23.4	22.5	26.5	0.0	28.1	0.0	0.0	0.0	0.0
LOS by Move:	D	D	A	D	C	C	C	A	C	A	A	A	A
HCM2kAvgQ:	3	17	0	0	12	4	3	0	4	0	0	0	0

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

Intersection #44 Embarcadero / Folsom St													

Cycle (sec):	90			Critical Vol./Cap.(X):							0.666		
Loss Time (sec):	10			Average Delay (sec/veh):							24.0		
Optimal Cycle:	90			Level Of Service:							C		

Street Name:	Embarcadero						Folsom 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			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	12	49	49	32	32	32	31	31	31	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	0	0	2	0	0	1	0	0	0
----- ----- ----- -----													
Volume Module:													
Base Vol:	137	1124	0	0	930	68	408	0	127	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:	137	1124	0	0	930	68	408	0	127	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	137	1124	0	0	930	68	408	0	127	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
PHF Volume:	147	1209	0	0	1000	73	439	0	137	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	147	1209	0	0	1000	73	439	0	137	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	147	1209	0	0	1000	73	439	0	137	0	0	0	
----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.88	0.70	1.00	1.00	0.96	0.87	0.83	1.00	0.59	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	1.85	0.15	2.00	0.00	1.00	0.00	0.00	0.00	
Final Sat.:	1679	2671	0	0	3372	247	3152	0	1114	0	0	0	
----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:	0.09	0.45	0.00	0.00	0.30	0.30	0.14	0.00	0.12	0.00	0.00	0.00	
Crit Moves:	***			***			***						
Green/Cycle:	0.15	0.54	0.00	0.00	0.40	0.40	0.34	0.00	0.34	0.00	0.00	0.00	
Volume/Cap:	0.59	0.83	0.00	0.00	0.75	0.75	0.40	0.00	0.36	0.00	0.00	0.00	
Uniform Del:	35.8	17.1	0.0	0.0	23.3	23.3	22.5	0.0	22.0	0.0	0.0	0.0	
IncrementDel:	3.7	4.2	0.0	0.0	2.2	2.2	0.2	0.0	0.6	0.0	0.0	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	
Delay/Veh:	39.5	21.3	0.0	0.0	25.6	25.6	22.7	0.0	22.6	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	39.5	21.3	0.0	0.0	25.6	25.6	22.7	0.0	22.6	0.0	0.0	0.0	
LOS by Move:	D	C	A	A	C	C	C	A	C	A	A	A	
HCM2kAvgQ:	4	15	0	0	13	12	5	0	3	0	0	0	

2035 Cumulative Conditions

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2035 Cumulative Conditions

Weekday AM Peak Hour

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

Intersection #3 North Point St/Stockton St												

Cycle (sec):	90			Critical Vol./Cap.(X):						0.307		
Loss Time (sec):	8			Average Delay (sec/veh):						13.0		
Optimal Cycle:	90			Level Of Service:						B		

Street Name:	Stockton St						North Point 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:	25	25	25	25	25	25	57	57	57	57	57	57
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1 0
----- ----- ----- -----												
Volume Module:												
Base Vol:	31	60	34	6	26	14	24	230	66	7	102	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	60	34	6	26	14	24	230	66	7	102	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	60	34	6	26	14	24	230	66	7	102	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	34	67	38	7	29	16	27	256	73	8	113	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	67	38	7	29	16	27	256	73	8	113	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	67	38	7	29	16	27	256	73	8	113	10
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.93	0.93	0.93	0.95	0.95	0.95	0.88	0.88	0.88
Lanes:	0.25	0.48	0.27	0.13	0.57	0.30	0.07	0.72	0.21	0.12	1.73	0.15
Final Sat.:	420	813	461	231	999	538	135	1294	371	199	2895	255
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.03	0.03	0.20	0.20	0.20	0.04	0.04	0.04
Crit Moves:	****						****					
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.30	0.30	0.30	0.10	0.10	0.10	0.31	0.31	0.31	0.06	0.06	0.06
Uniform Del:	25.6	25.6	25.6	24.2	24.2	24.2	7.5	7.5	7.5	6.3	6.3	6.3
IncremntDel:	1.6	1.6	1.6	0.4	0.4	0.4	0.7	0.7	0.7	0.1	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.2	27.2	27.2	24.6	24.6	24.6	8.3	8.3	8.3	6.4	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	27.2	27.2	24.6	24.6	24.6	8.3	8.3	8.3	6.4	6.4	6.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	1	1	1	5	5	5	1	1	1

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

Intersection #4 Bay St/Columbus Ave															

Cycle (sec):	90					Critical Vol./Cap.(X):				0.648					
Loss Time (sec):	9					Average Delay (sec/veh):				38.7					
Optimal Cycle:	109					Level Of Service:				D					

Street Name:	Columbus Ave					Bay St									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	8	31	31	19	19	19	47	47	47	50	50	50			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	0	1	0	0	1	0	1	0	1	0			
----- ----- ----- -----															
Volume Module:															
Base Vol:	115	75	67	2	112	7	7	1513	383	36	553	30			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	115	75	67	2	112	7	7	1513	383	36	553	30			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	115	75	67	2	112	7	7	1513	383	36	553	30			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
PHF Volume:	119	77	69	2	115	7	7	1560	395	37	570	31			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	119	77	69	2	115	7	7	1560	395	37	570	31			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	119	77	69	2	115	7	7	1560	395	37	570	31			
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.74	0.74	0.94	0.94	0.94	0.90	0.90	0.85	0.59	0.59	0.59			
Lanes:	2.00	0.53	0.47	0.03	1.85	0.12	0.01	1.99	1.00	0.11	1.79	0.10			
Final Sat.:	3502	746	666	59	3308	207	16	3421	1615	131	2008	109			
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.03	0.10	0.10	0.03	0.03	0.03	0.46	0.46	0.24	0.28	0.28	0.28			
Crit Moves:	****			****			****								
Green/Cycle:	0.14	0.28	0.28	0.17	0.32	0.32	0.46	0.46	0.46	0.46	0.46	0.46			
Volume/Cap:	0.25	0.36	0.36	0.20	0.11	0.11	0.99	0.99	0.53	0.62	0.62	0.62			
Uniform Del:	42.1	31.1	31.1	38.5	25.9	25.9	29.4	29.4	21.1	22.3	22.3	22.3			
IncremntDel:	0.3	0.6	0.6	0.2	0.0	0.0	21.2	21.2	0.8	1.2	1.2	1.2			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Delay/Veh:	42.4	31.7	31.7	38.7	25.9	25.9	50.5	50.5	21.9	23.5	23.5	23.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	42.4	31.7	31.7	38.7	25.9	25.9	50.5	50.5	21.9	23.5	23.5	23.5			
LOS by Move:	D	C	C	D	C	C	D	D	C	C	C	C			
HCM2kAvgQ:	2	4	4	2	1	1	35	35	10	8	8	8			

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

Intersection #5 Bay St/Stockton St															

Cycle (sec):	90			Critical Vol./Cap.(X):							0.671				
Loss Time (sec):	7			Average Delay (sec/veh):							11.6				
Optimal Cycle:	90			Level Of Service:							B				

Street Name:	Stockton St						Bay 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:	20	20	20	20	20	20	63	63	63	63	63	63			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	1!	0	0	0	0	1	0	1	0	0	1	0	
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	36	21	104	34	17	49	33	1450	19	37	651	72			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	36	21	104	34	17	49	33	1450	19	37	651	72			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	36	21	104	34	17	49	33	1450	19	37	651	72			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
PHF Volume:	40	23	116	38	19	54	37	1611	21	41	723	80			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	40	23	116	38	19	54	37	1611	21	41	723	80			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	40	23	116	38	19	54	37	1611	21	41	723	80			
----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	0.83	0.83	0.81	0.81	0.81	0.87	0.87	0.87	0.74	0.74	0.74			
Lanes:	0.22	0.13	0.65	0.34	0.17	0.49	0.04	1.93	0.03	0.10	1.71	0.19			
Final Sat.:	355	207	1024	523	261	753	73	3186	42	137	2412	267			
----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.11	0.11	0.11	0.07	0.07	0.07	0.51	0.51	0.51	0.30	0.30	0.30			
Crit Moves:	****						****								
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.70	0.70	0.70	0.70	0.70	0.70			
Volume/Cap:	0.51	0.51	0.51	0.33	0.33	0.33	0.72	0.72	0.72	0.43	0.43	0.43			
Uniform Del:	30.7	30.7	30.7	29.3	29.3	29.3	8.2	8.2	8.2	5.8	5.8	5.8			
IncrementDel:	5.1	5.1	5.1	2.5	2.5	2.5	2.0	2.0	2.0	0.7	0.7	0.7			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Delay/Veh:	35.8	35.8	35.8	31.9	31.9	31.9	10.2	10.2	10.2	6.5	6.5	6.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	35.8	35.8	35.8	31.9	31.9	31.9	10.2	10.2	10.2	6.5	6.5	6.5			
LOS by Move:	D	D	D	C	C	C	B	B	B	A	A	A			
HCM2kAvgQ:	5	5	5	3	3	3	14	14	14	6	6	6			

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

Intersection #6 Bay St/Kearny St												

Cycle (sec):	90		Critical Vol./Cap.(X):							0.584		
Loss Time (sec):	9		Average Delay (sec/veh):							10.6		
Optimal Cycle:	90		Level Of Service:							B		

Street Name:	Kearny St				Bay 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:	20	20	20	20	20	20	61	61	61	61	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	0	0	1	0	1	0	0
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	40	3	13	4	13	15	10	1398	185	46	698	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	3	13	4	13	15	10	1398	185	46	698	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	3	13	4	13	15	10	1398	185	46	698	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	41	3	13	4	13	15	10	1441	191	47	720	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	3	13	4	13	15	10	1441	191	47	720	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	3	13	4	13	15	10	1441	191	47	720	31
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.92	0.92	0.92	0.89	0.89	0.89	0.71	0.71	0.71
Lanes:	0.72	0.05	0.23	0.12	0.41	0.47	0.01	1.76	0.23	0.12	1.80	0.08
Final Sat.:	1060	79	344	218	707	816	21	2962	392	159	2417	104
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.02	0.49	0.49	0.49	0.30	0.30	0.30
Crit Moves:	****				****							
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.18	0.18	0.18	0.09	0.09	0.09	0.72	0.72	0.72	0.44	0.44	0.44
Uniform Del:	28.3	28.3	28.3	27.7	27.7	27.7	9.1	9.1	9.1	6.7	6.7	6.7
IncrementDel:	1.2	1.2	1.2	0.4	0.4	0.4	2.0	2.0	2.0	0.8	0.8	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.5	29.5	29.5	28.2	28.2	28.2	11.1	11.1	11.1	7.4	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	29.5	29.5	28.2	28.2	28.2	11.1	11.1	11.1	7.4	7.4	7.4
LOS by Move:	C	C	C	C	C	C	B	B	B	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	16	16	16	6	6	6

2000 HCM Operations Method (Future Volume Alternative)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	9	Average Delay (sec/veh):	54.0
Optimal Cycle:	81	Level Of Service:	D

Street Name:	Sansome St						Broadway St					
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 Include			Permitted Include		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	0	0	0	44	44	0	0	44	44
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	1	0	0	0	1

Volume Module:												
Base Vol:	118	266	65	0	0	0	262	1185	0	0	608	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	266	65	0	0	0	262	1185	0	0	608	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	266	65	0	0	0	262	1185	0	0	608	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	120	271	66	0	0	0	267	1209	0	0	620	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	271	66	0	0	0	267	1209	0	0	620	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	271	66	0	0	0	267	1209	0	0	620	162

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	1.00	1.00	1.00	0.57	1.00	1.00	1.00	0.97
Lanes:	0.53	1.18	0.29	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.79
Final Sat.:	892	2010	491	0	0	0	1079	1900	0	0	1464

Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.00	0.00	0.00	0.25	0.64	0.00	0.00	0.42	0.42
Crit Moves:	****						****					
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.55	0.55
Volume/Cap:	0.40	0.40	0.40	0.00	0.00	0.00	0.45	1.16	0.00	0.00	0.77	0.77
Uniform Del:	20.3	20.3	20.3	0.0	0.0	0.0	10.8	18.0	0.0	0.0	14.1	14.1
IncrementDel:	0.2	0.2	0.2	0.0	0.0	0.0	0.5	81.7	0.0	0.0	3.7	3.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	20.5	20.5	20.5	0.0	0.0	0.0	11.3	99.7	0.0	0.0	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	20.5	0.0	0.0	0.0	11.3	99.7	0.0	0.0	17.7	17.7
LOS by Move:	C	C	C	A	A	A	B	F	A	A	B	B
HCM2kAvgQ:	5	5	5	0	0	0	4	53	0	0	15	15

2000 HCM Operations Method (Future Volume Alternative)

Cycle (sec):	80	Critical Vol./Cap.(X):	1.069
Loss Time (sec):	9	Average Delay (sec/veh):	135.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Battery St						Broadway St					
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 Include			Permitted Include		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	34	34	34	0	27	27	27	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1	0	0	1	0	0

Volume Module:												
Base Vol:	0	0	0	61	626	106	0	776	474	27	662	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	626	106	0	776	474	27	662	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	61	626	106	0	776	474	27	662	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	63	645	109	0	800	489	28	682	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	645	109	0	800	489	28	682	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	63	645	109	0	800	489	28	682	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.90	0.92	1.00	0.95	0.95	0.82	1.00	1.00
Lanes:	0.00	0.00	0.00	0.15	1.58	0.27	0.00	0.62	0.38	1.00	1.00	0.00
Final Sat.:	0	0	0	269	2759	467	0	1119	684	1562	1900	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.71	0.71	0.02	0.36	0.00
Crit Moves:				****			****					
Green/Cycle:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.46	0.46	0.46	0.46	0.00
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	1.55	1.55	0.04	0.78	0.00
Uniform Del:	0.0	0.0	0.0	17.3	17.3	17.3	0.0	21.5	21.5	11.8	18.0	0.0
IncrementDel:	0.0	0.0	0.0	0.4	0.4	0.4	0.0	251	251.3	0.0	4.4	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	17.7	17.7	17.7	0.0	273	272.8	11.8	22.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.7	17.7	17.7	0.0	273	272.8	11.8	22.5	0.0
LOS by Move:	A	A	A	B	B	B	A	F	F	B	C	A
HCM2kAvgQ:	0	0	0	8	8	8	0	86	86	0	15	

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

Intersection #9 Embarcadero/ Beach St / Grant St																

Cycle (sec):	75					Critical Vol./Cap.(X):			0.288							
Loss Time (sec):	13					Average Delay (sec/veh):			37.0							
Optimal Cycle:	101					Level Of Service:			D							

Street Name:	Embarcadero					Beach St (EB)/Grant St (WB)										
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- -----																
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	17	17	17	26	26	0	0	0	26	19	19	19				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	1	0	0	0	0	0	1	0	0	1	0	0	
----- ----- ----- -----																
Volume Module:																
Base Vol:	161	104	27	0	17	0	0	0	160	7	9	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:	161	104	27	0	17	0	0	0	160	7	9	17				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	161	104	27	0	17	0	0	0	160	7	9	17				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87				
PHF Volume:	185	120	31	0	20	0	0	0	184	8	10	20				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	185	120	31	0	20	0	0	0	184	8	10	20				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	185	120	31	0	20	0	0	0	184	8	10	20				
----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.87	0.92	0.92	0.92				
Lanes:	1.00	0.79	0.21	0.00	1.00	0.00	0.00	0.00	1.00	0.21	0.27	0.52				
Final Sat.:	1732	1375	357	0	1900	0	0	0	1644	371	477	901				
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.11	0.09	0.09	0.00	0.01	0.00	0.00	0.00	0.11	0.02	0.02	0.02				
Crit Moves:	****			****					****	****						
Green/Cycle:	0.17	0.17	0.17	0.00	0.26	0.00	0.00	0.00	0.26	0.19	0.19	0.19				
Volume/Cap:	0.63	0.52	0.52	0.00	0.04	0.00	0.00	0.00	0.43	0.12	0.12	0.12				
Uniform Del:	39.1	38.3	38.3	0.0	28.1	0.0	0.0	0.0	31.4	34.0	34.0	34.0				
IncremntDel:	2.5	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.7	0.2	0.2	0.2				
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00				
Delay/Veh:	41.7	39.0	39.0	0.0	28.2	0.0	0.0	0.0	32.1	34.2	34.2	34.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	41.7	39.0	39.0	0.0	28.2	0.0	0.0	0.0	32.1	34.2	34.2	34.2				
LOS by Move:	D	D	D	A	C	A	A	A	C	C	C	C				
HCM2kAvgQ:	7	5	5	0	0	0	0	0	5	1	1	1				

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

Intersection #10 Embarcadero/ North Point St / Kearny St												

Cycle (sec):	96			Critical Vol./Cap.(X):					0.329			
Loss Time (sec):	16			Average Delay (sec/veh):					31.7			
Optimal Cycle:	100			Level Of Service:					C			

Street Name:	Embarcadero			North Point St (EB)/			Kearny St (W)					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	17	44	0	0	23	23	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	0	1	0	1	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	171	286	0	0	170	20	3	241	30	29	6	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	286	0	0	170	20	3	241	30	29	6	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	286	0	0	170	20	3	241	30	29	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	180	301	0	0	179	21	3	254	32	31	6	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	301	0	0	179	21	3	254	32	31	6	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	301	0	0	179	21	3	254	32	31	6	19
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.72	1.00	1.00	0.71	0.93	0.98	0.98	0.98	0.96	0.96	0.85
Lanes:	1.00	2.00	0.00	0.00	1.84	0.16	0.01	0.93	1.06	0.83	0.17	1.00
Final Sat.:	1805	2736	0	0	2472	291	22	1738	1976	1511	313	1615
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.00	0.00	0.07	0.07	0.15	0.15	0.02	0.02	0.02	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.44	0.00	0.00	0.25	0.25	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.53	0.25	0.00	0.00	0.29	0.29	0.73	0.73	0.08	0.10	0.10	0.06
Uniform Del:	36.7	17.6	0.0	0.0	30.1	30.1	37.5	37.5	32.5	32.7	32.7	32.4
IncrementDel:	1.7	0.1	0.0	0.0	0.2	0.2	6.8	6.8	0.0	0.1	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.4	17.7	0.0	0.0	30.3	30.3	44.3	44.3	32.5	32.8	32.8	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	17.7	0.0	0.0	30.3	30.3	44.3	44.3	32.5	32.8	32.8	32.5
LOS by Move:	D	B	A	A	C	C	D	D	C	C	C	C
HCM2kAvgQ:	5	3	0	0	2	3	8	8	1	1	1	0

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

Intersection #11 Embarcadero / Bay St															

Cycle (sec):	90			Critical Vol./Cap.(X):						0.795					
Loss Time (sec):	7			Average Delay (sec/veh):						18.4					
Optimal Cycle:	81			Level Of Service:						B					

Street Name:	Embarcadero						Bay St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Ovl			Include					
Min. Green:	42	53	0	0	25	25	7	0	42	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0		
Lanes:	2	0	2	0	0	0	1	1	0	0	0	2	0	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	725	437	0	0	441	27	22	0	1391	0	0	0	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	725	437	0	0	441	27	22	0	1391	0	0	0	0		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	725	437	0	0	441	27	22	0	1391	0	0	0	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
PHF Volume:	788	475	0	0	479	29	24	0	1512	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	788	475	0	0	479	29	24	0	1512	0	0	0	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	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		
FinalVolume:	788	475	0	0	479	29	24	0	1512	0	0	0	0		
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.87	1.00	1.00	0.87	0.87	0.95	1.00	0.69	1.00	1.00	1.00	1.00		
Lanes:	2.00	2.00	0.00	0.00	1.88	0.12	1.00	0.00	2.00	0.00	0.00	0.00	0.00		
Final Sat.:	3502	3321	0	0	3101	190	1805	0	2615	0	0	0	0		
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.23	0.14	0.00	0.00	0.15	0.15	0.01	0.00	0.58	0.00	0.00	0.00	0.00		
Crit Moves:	****			****			****								
Green/Cycle:	0.47	0.74	0.00	0.00	0.28	0.28	0.18	0.00	0.64	0.00	0.00	0.00	0.00		
Volume/Cap:	0.48	0.19	0.00	0.00	0.56	0.56	0.07	0.00	0.90	0.00	0.00	0.00	0.00		
Uniform Del:	16.5	3.4	0.0	0.0	27.8	27.8	30.8	0.0	13.5	0.0	0.0	0.0	0.0		
IncrcmntDel:	0.2	0.0	0.0	0.0	0.8	0.8	0.1	0.0	6.8	0.0	0.0	0.0	0.0		
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00		
Delay/Veh:	16.7	3.5	0.0	0.0	28.5	28.5	30.9	0.0	20.3	0.0	0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	16.7	3.5	0.0	0.0	28.5	28.5	30.9	0.0	20.3	0.0	0.0	0.0	0.0		
LOS by Move:	B	A	A	A	C	C	C	A	C	A	A	A	A		
HCM2kAvgQ:	7	2	0	0	6	6	1	0	21	0	0	0	0		

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

Intersection #12 Embarcadero/ Chestnut St / Sansome St															

Cycle (sec):	90			Critical Vol./Cap.(X):						0.678					
Loss Time (sec):	13			Average Delay (sec/veh):						16.2					
Optimal Cycle:	79			Level Of Service:						B					

Street Name:	Embarcadero			Chestnut St (EB)			/ Sansome (WB)								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	10	40	0	10	40	0	16	16	16	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	0	1	0	2	1	0	0	0	0		
----- ----- ----- -----															
Volume Module:															
Base Vol:	147	1024	0	0	1821	14	146	138	39	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	147	1024	0	0	1821	14	146	138	39	0	0	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	147	1024	0	0	1821	14	146	138	39	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
PHF Volume:	160	1113	0	0	1979	15	159	150	42	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	160	1113	0	0	1979	15	159	150	42	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	160	1113	0	0	1979	15	159	150	42	0	0	0			
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	0.87	0.87	0.87	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	1.00	2.98	0.02	0.91	0.85	0.24	0.00	0.00	0.00			
Final Sat.:	1805	3610	0	1900	5142	40	1493	1412	399	0	0	0			
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.09	0.31	0.00	0.00	0.38	0.38	0.11	0.11	0.11	0.00	0.00	0.00			
Crit Moves:	****			****			****								
Green/Cycle:	0.13	0.68	0.00	0.00	0.55	0.55	0.18	0.18	0.18	0.00	0.00	0.00			
Volume/Cap:	0.70	0.45	0.00	0.00	0.70	0.70	0.60	0.60	0.60	0.00	0.00	0.00			
Uniform Del:	37.6	6.8	0.0	0.0	14.7	14.7	34.0	34.0	34.0	0.0	0.0	0.0			
IncrementDel:	9.2	0.1	0.0	0.0	0.8	0.8	1.7	1.7	1.7	0.0	0.0	0.0			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00			
Delay/Veh:	46.8	6.9	0.0	0.0	15.5	15.5	35.7	35.7	35.7	0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	46.8	6.9	0.0	0.0	15.5	15.5	35.7	35.7	35.7	0.0	0.0	0.0			
LOS by Move:	D	A	A	A	B	B	D	D	D	A	A	A			
HCM2kAvgQ:	4	7	0	0	15	15	6	6	6	0	0	0			

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

Intersection #13 Embarcadero / Lombard St / Battery St															

Cycle (sec):	90				Critical Vol./Cap.(X):				0.553						
Loss Time (sec):	11				Average Delay (sec/veh):				21.4						
Optimal Cycle:	76				Level Of Service:				C						

Street Name:	Embarcadero				Lombard St (EB) / Battery (WB)										
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected				Protected				Split Phase				Split Phase		
Rights:	Include				Include				Include				Include		
Min. Green:	9	35	35		9	35	35		21	21	21	6	6	6	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	2	0	1	0	0	1	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	109	1154		0	27	1238		608	18	0	216		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:	109	1154		0	27	1238		608	18	0	216		0	0	0
Added Vol:	0	0		0	0	0		0	0	0	0		0	0	0
PasserByVol:	0	0		0	0	0		0	0	0	0		0	0	0
Initial Fut:	109	1154		0	27	1238		608	18	0	216		0	0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	0.92		0.92	0.92	0.92
PHF Volume:	118	1254		0	29	1346		661	20	0	235		0	0	0
Reduct Vol:	0	0		0	0	0		0	0	0	0		0	0	0
Reduced Vol:	118	1254		0	29	1346		661	20	0	235		0	0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	118	1254		0	29	1346		661	20	0	235		0	0	0
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900	1900		1900	1900	1900
Adjustment:	0.95	0.95		0.95	0.95	0.85		0.95	1.00	0.85	1.00		1.00	1.00	1.00
Lanes:	1.00	2.00		0.00	1.00	2.00		1.00	1.00	0.00	1.00		0.00	1.00	0.00
Final Sat.:	1805	3610		0	1805	3610		1615	1809	0	1615		0	1900	0
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.07	0.35		0.00	0.02	0.37		0.41	0.01	0.00	0.15		0.00	0.00	0.00
Crit Moves:	****				****			****							
Green/Cycle:	0.10	0.49		0.00	0.13	0.52		0.52	0.26	0.00	0.26		0.00	0.00	0.00
Volume/Cap:	0.66	0.71		0.00	0.13	0.72		0.79	0.04	0.00	0.55		0.00	0.00	0.00
Uniform Del:	39.0	18.0		0.0	35.0	16.9		17.9	24.7	0.0	28.6		0.0	0.0	0.0
IncremntDel:	8.5	1.4		0.0	0.3	1.4		5.3	0.0	0.0	1.6		0.0	0.0	0.0
InitQueueDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Delay Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	0.00	1.00		0.00	0.00	0.00
Delay/Veh:	47.5	19.4		0.0	35.2	18.3		23.2	24.8	0.0	30.2		0.0	0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
AdjDel/Veh:	47.5	19.4		0.0	35.2	18.3		23.2	24.8	0.0	30.2		0.0	0.0	0.0
LOS by Move:	D	B		A	D	B		C	C	A	C		A	A	A
HCM2kAvgQ:	3	14		0	1	15		15	0	0	6		0	0	0

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

Intersection #14 Embarcadero / Green St / Davis St															

Cycle (sec):	90		Critical Vol./Cap.(X):						0.692						
Loss Time (sec):	14		Average Delay (sec/veh):						28.3						
Optimal Cycle:	89		Level Of Service:						C						

Street Name:	Embarcadero-Davis St						Green St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	8	44	0	7	41	0	24	0	24	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	2	0	0	1	0	1	0	0	0	1	0	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	174	1240	0	18	1262	70	26	0	71	0	0	0	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	174	1240	0	18	1262	70	26	0	71	0	0	0	0		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	174	1240	0	18	1262	70	26	0	71	0	0	0	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90		
PHF Volume:	193	1378	0	20	1402	78	29	0	79	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	193	1378	0	20	1402	78	29	0	79	0	0	0	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	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		
FinalVolume:	193	1378	0	20	1402	78	29	0	79	0	0	0	0		
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.95	0.95	1.00	0.95	0.94	0.94	0.89	1.00	0.89	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	1.00	1.89	0.11	0.27	0.00	0.73	0.00	1.00	0.00			
Final Sat.:	1805	3610	0	1805	3393	188	453	0	1237	0	1900	0			
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.11	0.38	0.00	0.01	0.41	0.41	0.06	0.00	0.06	0.00	0.00	0.00			
Crit Moves:	****			****			****								
Green/Cycle:	0.12	0.50	0.00	0.08	0.46	0.46	0.27	0.00	0.27	0.00	0.00	0.00			
Volume/Cap:	0.90	0.77	0.00	0.14	0.90	0.90	0.24	0.00	0.24	0.00	0.00	0.00			
Uniform Del:	39.1	18.3	0.0	38.6	22.5	22.5	25.8	0.0	25.8	0.0	0.0	0.0			
IncrementDel:	35.6	2.0	0.0	0.4	7.2	7.2	0.3	0.0	0.3	0.0	0.0	0.0			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00			
Delay/Veh:	74.7	20.3	0.0	39.0	29.7	29.7	26.1	0.0	26.1	0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	74.7	20.3	0.0	39.0	29.7	29.7	26.1	0.0	26.1	0.0	0.0	0.0			
LOS by Move:	E	C	A	D	C	C	C	A	C	C	A	A			
HCM2kAvgQ:	5	15	0	0	21	21	2	0	2	0	0	0			

2035 Cumulative Conditions

Weekday PM Peak Hour

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

Intersection #7 Broadway St/Sansome St																

Cycle (sec):	80		Critical Vol./Cap.(X):						0.892							
Loss Time (sec):	9		Average Delay (sec/veh):						40.8							
Optimal Cycle:	89		Level Of Service:						D							

Street Name:	Sansome St					Broadway St										
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- -----																
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	27	27	27	0	0	0	44	44	0	0	44	44				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	1	0	0	0	0	0	1	0	0	1	0		
----- ----- ----- -----																
Volume Module:																
Base Vol:	280	301	40	0	0	0	104	720	0	0	950	110				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	280	301	40	0	0	0	104	720	0	0	950	110				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	280	301	40	0	0	0	104	720	0	0	950	110				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	295	317	42	0	0	0	109	758	0	0	1000	116				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	295	317	42	0	0	0	109	758	0	0	1000	116				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	295	317	42	0	0	0	109	758	0	0	1000	116				
----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.88	0.88	0.88	1.00	1.00	1.00	0.60	1.00	1.00	1.00	0.99	0.99				
Lanes:	0.90	0.97	0.13	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.90	0.10				
Final Sat.:	1502	1614	215	0	0	0	1142	1900	0	0	1679	194				
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.20	0.20	0.20	0.00	0.00	0.00	0.10	0.40	0.00	0.00	0.60	0.60				
Crit Moves:	****									****						
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.55	0.55				
Volume/Cap:	0.58	0.58	0.58	0.00	0.00	0.00	0.17	0.73	0.00	0.00	1.08	1.08				
Uniform Del:	21.8	21.8	21.8	0.0	0.0	0.0	9.0	13.5	0.0	0.0	18.0	18.0				
IncrementDel:	0.8	0.8	0.8	0.0	0.0	0.0	0.1	2.6	0.0	0.0	53.3	53.3				
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	22.6	22.6	22.6	0.0	0.0	0.0	9.1	16.0	0.0	0.0	71.3	71.3				
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:	22.6	22.6	22.6	0.0	0.0	0.0	9.1	16.0	0.0	0.0	71.3	71.3				
LOS by Move:	C	C	C	A	A	A	A	B	A	A	E	E				
HCM2kAvgQC	8	8	8	0	0	0	1	15	0	0	36	36				

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

Intersection #8 Broadway St/Battery St															

Cycle (sec):	80			Critical Vol./Cap.(X):						0.846					
Loss Time (sec):	9			Average Delay (sec/veh):						34.0					
Optimal Cycle:	75			Level Of Service:						C					

Street Name:		Battery St				Broadway St									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Split Phase			Split Phase			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	34	34	34	0	27	27	27	27	27	27		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	0	0	63	722	209	0	481	278	44	853	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	63	722	209	0	481	278	44	853	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	63	722	209	0	481	278	44	853	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
PHF Volume:	0	0	0	64	737	213	0	491	284	45	870	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	64	737	213	0	491	284	45	870	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	64	737	213	0	491	284	45	870	0			
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.95	0.95	0.67	1.00	1.00			
Lanes:	0.00	0.00	0.00	0.13	1.45	0.42	0.00	0.63	0.37	1.00	1.00	0.00			
Final Sat.:	0	0	0	220	2518	729	0	1145	662	1277	1900	0			
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.43	0.43	0.04	0.46	0.00			
Crit Moves:				****						****					
Green/Cycle:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.46	0.46	0.46	0.46	0.00			
Volume/Cap:	0.00	0.00	0.00	0.69	0.69	0.69	0.00	0.93	0.93	0.08	0.99	0.00			
Uniform Del:	0.0	0.0	0.0	18.7	18.7	18.7	0.0	20.2	20.2	12.0	21.3	0.0			
IncrementDel:	0.0	0.0	0.0	1.4	1.4	1.4	0.0	16.1	16.1	0.1	27.9	0.0			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00			
Delay/Veh:	0.0	0.0	0.0	20.1	20.1	20.1	0.0	36.4	36.4	12.0	49.3	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	20.1	20.1	20.1	0.0	36.4	36.4	12.0	49.3	0.0			
LOS by Move:	A	A	A	C	C	C	A	D	D	B	D	A			
HCM2kAvgQ:	0	0	0	12	12	12	0	19	19	1	27				

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

Intersection #9 Embarcadero/ Beach St / Grant St												

Cycle (sec):	75									Critical Vol./Cap.(X):	0.663	
Loss Time (sec):	13									Average Delay (sec/veh):	57.5	
Optimal Cycle:	101									Level Of Service:	E	

Street Name:	Embarcadero			Beach St (EB)/Grant St (WB)								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
----- ----- ----- -----												
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	26	26	0	0	0	26	19	19	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	0	0	1	0	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	341	247	29	5	189	0	0	0	355	18	76	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	247	29	5	189	0	0	0	355	18	76	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	247	29	5	189	0	0	0	355	18	76	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	371	268	32	5	205	0	0	0	386	20	83	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	268	32	5	205	0	0	0	386	20	83	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	268	32	5	205	0	0	0	386	20	83	10
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.28	0.92	0.92	1.00	1.00	1.00	1.00	1.00	0.87	0.98	0.98	0.98
Lanes:	1.00	0.89	0.11	0.03	0.97	0.00	0.00	0.00	1.00	0.17	0.74	0.09
Final Sat.:	2440	1561	183	49	1849	0	0	0	1644	325	1373	163
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.11	0.11	0.00	0.00	0.00	0.23	0.06	0.06	0.06
Crit Moves:	****			****					****	****		
Green/Cycle:	0.17	0.17	0.17	0.26	0.26	0.00	0.00	0.00	0.26	0.19	0.19	0.19
Volume/Cap:	0.90	1.02	1.02	0.43	0.43	0.00	0.00	0.00	0.91	0.32	0.32	0.32
Uniform Del:	41.2	42.0	42.0	31.3	31.3	0.0	0.0	0.0	36.4	35.4	35.4	35.4
IncrementDel:	14.3	40.8	40.8	0.6	0.6	0.0	0.0	0.0	23.7	0.5	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.5	82.8	82.8	31.9	31.9	0.0	0.0	0.0	60.1	36.0	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	82.8	82.8	31.9	31.9	0.0	0.0	0.0	60.1	36.0	36.0	36.0
LOS by Move:	E	F	F	C	C	A	A	A	E	D	D	D
HCM2kAvgQ:	16	16	16	6	6	0	0	0	16	3	3	3

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

Intersection #10 Embarcadero/ North Point St / Kearny St															

Cycle (sec):	96					Critical Vol./Cap.(X):				0.746					
Loss Time (sec):	16					Average Delay (sec/veh):				36.8					
Optimal Cycle:	100					Level Of Service:				D					

Street Name:	Embarcadero					North Point St (EB)/ Kearny St (W)									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected					Protected		Split Phase			Split Phase				
Rights:	Include					Include		Include			Include				
Min. Green:	17	44	0			0	23	23	20	20	20	20	20	20	
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	0	0	1	0	1	0	0	1	0	1	
----- ----- ----- -----															
Volume Module:															
Base Vol:	197	571	0			2	496	63	21	269	14	22	26	11	
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	197	571	0			2	496	63	21	269	14	22	26	11	
Added Vol:	0	0	0			0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0			0	0	0	0	0	0	0	0	0	
Initial Fut:	197	571	0			2	496	63	21	269	14	22	26	11	
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	207	601	0			2	522	66	22	283	15	23	27	12	
Reduct Vol:	0	0	0			0	0	0	0	0	0	0	0	0	
Reduced Vol:	207	601	0			2	522	66	22	283	15	23	27	12	
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	207	601	0			2	522	66	22	283	15	23	27	12	
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900			1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.95	0.72	1.00			0.93	0.71	0.93	0.99	0.99	0.99	0.98	0.98	0.85	
Lanes:	1.00	2.00	0.00			0.01	1.82	0.17	0.07	0.91	1.02	0.46	0.54	1.00	
Final Sat.:	1805	2736	0			10	2447	311	133	1704	1925	852	1007	1615	
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.11	0.22	0.00			0.21	0.21	0.21	0.17	0.17	0.01	0.03	0.03	0.01	
Crit Moves:	****					****			****			****			
Green/Cycle:	0.19	0.44	0.00			0.00	0.25	0.25	0.20	0.20	0.20	0.20	0.20	0.20	
Volume/Cap:	0.61	0.50	0.00			xxxx	0.84	0.84	0.83	0.83	0.04	0.14	0.14	0.04	
Uniform Del:	37.3	20.1	0.0			0.0	35.5	35.5	38.4	38.4	32.2	32.9	32.9	32.2	
IncrementDel:	3.4	0.3	0.0			0.0	9.2	9.2	14.1	14.1	0.0	0.2	0.2	0.0	
InitQueueDel:	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00			0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	40.7	20.4	0.0			0.0	44.6	44.6	52.5	52.5	32.2	33.1	33.1	32.3	
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	40.7	20.4	0.0			0.0	44.6	44.6	52.5	52.5	32.2	33.1	33.1	32.3	
LOS by Move:	D	C	A			A	D	D	D	D	C	C	C	C	
HCM2kAvgQ:	6	7	0			11	10	12	10	10	0	1	1	0	

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

Intersection #11 Embarcadero / Bay St												

Cycle (sec):	90		Critical Vol./Cap.(X):							0.682		
Loss Time (sec):	7		Average Delay (sec/veh):							16.4		
Optimal Cycle:	81		Level Of Service:							B		

Street Name:	Embarcadero					Bay 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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	42	53	0	0	25	25	7	0	42	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	1	0	0	2	0	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	1138	751	0	0	768	35	19	0	755	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:	1138	751	0	0	768	35	19	0	755	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1138	751	0	0	768	35	19	0	755	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1237	816	0	0	835	38	21	0	821	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1237	816	0	0	835	38	21	0	821	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1237	816	0	0	835	38	21	0	821	0	0	0
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	1.00	1.00	0.87	0.87	0.95	1.00	0.69	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.91	0.09	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	3321	0	0	3154	144	1805	0	2615	0	0	0
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.35	0.25	0.00	0.00	0.26	0.26	0.01	0.00	0.31	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.48	0.84	0.00	0.00	0.36	0.36	0.08	0.00	0.56	0.00	0.00	0.00
Volume/Cap:	0.73	0.29	0.00	0.00	0.73	0.73	0.15	0.00	0.56	0.00	0.00	0.00
Uniform Del:	18.6	1.4	0.0	0.0	24.9	24.9	38.7	0.0	12.7	0.0	0.0	0.0
IncremntDel:	1.7	0.1	0.0	0.0	2.4	2.4	0.5	0.0	0.5	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	20.3	1.5	0.0	0.0	27.3	27.3	39.2	0.0	13.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	1.5	0.0	0.0	27.3	27.3	39.2	0.0	13.2	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	13	2	0	0	11	11	1	0	8	0	0	0

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

Intersection #12 Embarcadero/ Chestnut St / Sansome St															

Cycle (sec):	90					Critical Vol./Cap.(X):					0.743				
Loss Time (sec):	13					Average Delay (sec/veh):					20.6				
Optimal Cycle:	79					Level Of Service:					C				

Street Name:	Embarcadero					Chestnut St (EB)					/ Sansome (WB)				
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			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	10	40	0	10	40	0	16	16	16	7	7	7			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	0	1	0	2	1	0	0	0	0	0	
----- ----- ----- -----															
Volume Module:															
Base Vol:	46	1558	0	21	1492	9	82	334	31	0	0	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	46	1558	0	21	1492	9	82	334	31	0	0	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	46	1558	0	21	1492	9	82	334	31	0	0	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
PHF Volume:	51	1731	0	23	1658	10	91	371	34	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	51	1731	0	23	1658	10	91	371	34	0	0	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	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	1.00	
FinalVolume:	51	1731	0	23	1658	10	91	371	34	0	0	0	0	0	
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.95	0.95	1.00	0.95	0.91	0.91	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	1.00	2.98	0.02	0.37	1.49	0.14	0.00	0.00	0.00	0.00	0.00	
Final Sat.:	1805	3610	0	1805	5151	31	638	2598	241	0	0	0	0	0	
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.03	0.48	0.00	0.01	0.32	0.32	0.14	0.14	0.14	0.00	0.00	0.00	0.00	0.00	
Crit Moves:	****			****			****								
Green/Cycle:	0.14	0.57	0.00	0.11	0.54	0.54	0.18	0.18	0.18	0.00	0.00	0.00	0.00	0.00	
Volume/Cap:	0.21	0.85	0.00	0.12	0.59	0.59	0.80	0.80	0.80	0.00	0.00	0.00	0.00	0.00	
Uniform Del:	34.6	16.2	0.0	36.0	13.9	13.9	35.5	35.5	35.5	0.0	0.0	0.0	0.0	0.0	
IncrementDel:	0.4	3.5	0.0	0.3	0.3	0.3	7.5	7.5	7.5	0.0	0.0	0.0	0.0	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	
Delay/Veh:	35.0	19.7	0.0	36.3	14.3	14.3	43.0	43.0	43.0	0.0	0.0	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	35.0	19.7	0.0	36.3	14.3	14.3	43.0	43.0	43.0	0.0	0.0	0.0	0.0	0.0	
LOS by Move:	D	B	A	D	B	B	D	D	D	A	A	A	A	A	
HCM2kAvgQ:	1	19	0	1	11	11	9	9	9	0	0	0	0	0	

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

Intersection #13 Embarcadero / Lombard St / Battery St															

Cycle (sec):	90				Critical Vol./Cap.(X):				0.570						
Loss Time (sec):	11				Average Delay (sec/veh):				54.0						
Optimal Cycle:	76				Level Of Service:				D						

Street Name:	Embarcadero				Lombard St (EB) / Battery (WB)										
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected				Protected				Split Phase				Split Phase		
Rights:	Include				Include				Include				Include		
Min. Green:	9	35	35		9	35	35	21	21	21	6	6	6		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	1	1	0	4	0	2	0	1	0	1	0	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	171	1568		0	11	1103	423	36	0	298	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:	171	1568		0	11	1103	423	36	0	298	0	0	0		
Added Vol:	0	0		0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0		0	0	0	0	0	0	0	0	0	0		
Initial Fut:	171	1568		0	11	1103	423	36	0	298	0	0	0		
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
PHF Volume:	186	1704		0	12	1199	460	39	0	324	0	0	0		
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	186	1704		0	12	1199	460	39	0	324	0	0	0		
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	186	1704		0	12	1199	460	39	0	324	0	0	0		
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.95	0.95		0.95	0.95	0.85	0.85	0.95	1.00	0.85	1.00	1.00	1.00		
Lanes:	1.00	2.00		0.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00		
Final Sat.:	1805	3610		0	1805	3610	1615	1809	0	1615	0	1900	0		
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.10	0.47		0.00	0.01	0.33	0.28	0.02	0.00	0.20	0.00	0.00	0.00		
Crit Moves:	****				****			****							
Green/Cycle:	0.11	0.43		0.00	0.10	0.42	0.42	0.35	0.00	0.35	0.00	0.00	0.00		
Volume/Cap:	0.94	1.11		0.00	0.07	0.80	0.68	0.06	0.00	0.57	0.00	0.00	0.00		
Uniform Del:	39.7	25.8		0.0	36.7	23.0	21.5	19.3	0.0	23.6	0.0	0.0	0.0		
IncremntDel:	45.7	58.7		0.0	0.2	3.1	2.9	0.0	0.0	1.4	0.0	0.0	0.0		
InitQueueDel:	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00		
Delay/Veh:	85.4	84.6		0.0	36.8	26.1	24.4	19.4	0.0	25.0	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:	85.4	84.6		0.0	36.8	26.1	24.4	19.4	0.0	25.0	0.0	0.0	0.0		
LOS by Move:	F	F		A	D	C	C	B	A	C	A	A	A		
HCM2kAvgQ:	5	34		0	0	15	10	1	0	8	0	0	0		

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

Intersection #14 Embarcadero / Green St / Davis St															

Cycle (sec):	90		Critical Vol./Cap.(X):							0.725					
Loss Time (sec):	14		Average Delay (sec/veh):							34.4					
Optimal Cycle:	89		Level Of Service:							C					

Street Name:	Embarcadero-Davis St						Green St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	8	44	0		7	41	0	24	0	24	0	0	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	2	0	0	1	0	1	0	0	0	1	0	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	85	1700	0		13	1265	18	39	0	125	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:	85	1700	0		13	1265	18	39	0	125	0	0	0		
Added Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	85	1700	0		13	1265	18	39	0	125	0	0	0		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
PHF Volume:	90	1809	0		14	1346	19	41	0	133	0	0	0		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	90	1809	0		14	1346	19	41	0	133	0	0	0		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	90	1809	0		14	1346	19	41	0	133	0	0	0		
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.95	0.95	1.00		0.95	0.95	0.95	0.89	1.00	0.89	1.00	1.00	1.00		
Lanes:	1.00	2.00	0.00		1.00	1.97	0.03	0.24	0.00	0.76	0.00	1.00	0.00		
Final Sat.:	1805	3610	0		1805	3552	51	400	0	1283	0	1900	0		
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.05	0.50	0.00		0.01	0.38	0.38	0.10	0.00	0.10	0.00	0.00	0.00		
Crit Moves:	****				****			****							
Green/Cycle:	0.09	0.50	0.00		0.08	0.48	0.48	0.27	0.00	0.27	0.00	0.00	0.00		
Volume/Cap:	0.53	1.00	0.00		0.10	0.78	0.78	0.39	0.00	0.39	0.00	0.00	0.00		
Uniform Del:	38.9	22.5	0.0		38.6	19.3	19.3	27.0	0.0	27.0	0.0	0.0	0.0		
IncrementDel:	3.2	21.6	0.0		0.3	2.4	2.4	0.6	0.0	0.6	0.0	0.0	0.0		
InitQueueDel:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00		
Delay/Veh:	42.0	44.1	0.0		38.9	21.7	21.7	27.6	0.0	27.6	0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	42.0	44.1	0.0		38.9	21.7	21.7	27.6	0.0	27.6	0.0	0.0	0.0		
LOS by Move:	D	D	A		D	C	C	C	A	C	C	A	A		
HCM2kAvgQ:	2	27	0		0	16	16	4	0	4	0	0	0		

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

Intersection #15 Embarcadero / Broadway St																			

Cycle (sec):	90					Critical Vol./Cap.(X):					0.936								
Loss Time (sec):	17					Average Delay (sec/veh):					151.5								
Optimal Cycle:	124					Level Of Service:					F								

Street Name: Embarcadero					Broadway 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			Split Phase			Split Phase					
Rights:					Include			Include			Include			Ovl					
Min. Green:					16	37	0	7	28	28	29	0	29	0	0	0	0		
Y+R:					4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:					1	0	2	0	0	1	0	0	0	1	0	0	0	0	0
----- ----- ----- -----																			
Volume Module:																			
Base Vol:					573	1698	0	7	1294	104	91	0	422	0	0	0	0		
Growth Adj:					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:					573	1698	0	7	1294	104	91	0	422	0	0	0	0		
Added Vol:					0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:					0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:					573	1698	0	7	1294	104	91	0	422	0	0	0	0		
User Adj:					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:					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		
PHF Volume:					573	1698	0	7	1294	104	91	0	422	0	0	0	0		
Reduct Vol:					0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:					573	1698	0	7	1294	104	91	0	422	0	0	0	0		
PCE Adj:					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:					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		
FinalVolume:					573	1698	0	7	1294	104	91	0	422	0	0	0	0		
----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:					1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:					0.95	0.95	1.00	0.95	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00	1.00		
Lanes:					1.00	2.00	0.00	1.00	1.85	0.15	1.00	0.00	1.00	0.00	0.00	0.00	0.00		
Final Sat.:					1805	3610	0	1805	3305	266	1805	0	1615	0	0	0	0		
----- ----- ----- -----																			
Capacity Analysis Module:																			
Vol/Sat:					0.32	0.47	0.00	0.00	0.39	0.39	0.05	0.00	0.26	0.00	0.00	0.00	0.00		
Crit Moves:					****			****			****								
Green/Cycle:					0.18	0.41	0.00	0.08	0.31	0.31	0.32	0.00	0.32	0.00	0.00	0.00	0.00		
Volume/Cap:					1.79	1.14	0.00	0.05	1.26	1.26	0.16	0.00	0.81	0.00	0.00	0.00	0.00		
Uniform Del:					37.0	26.5	0.0	38.4	31.0	31.0	21.8	0.0	28.0	0.0	0.0	0.0	0.0		
IncrcmntDel:					365.9	73.4	0.0	0.1	124	123.8	0.1	0.0	9.3	0.0	0.0	0.0	0.0		
InitQueueDel:					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:					1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00		
Delay/Veh:					402.9	99.9	0.0	38.6	155	154.8	21.9	0.0	37.3	0.0	0.0	0.0	0.0		
User DelAdj:					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:					402.9	99.9	0.0	38.6	155	154.8	21.9	0.0	37.3	0.0	0.0	0.0	0.0		
LOS by Move:					F	F	A	D	F	F	C	A	D	A	A	A	A		
HCM2kAvgQ:					46	37	0	0	38	38	2	0	10	0	0	0	0		

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

Intersection #16 Embarcadero / Washington St															

Cycle (sec):	90			Critical Vol./Cap.(X):						0.840					
Loss Time (sec):	17			Average Delay (sec/veh):						133.1					
Optimal Cycle:	94			Level Of Service:						F					

Street Name:				Embarcadero				Washington St							
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	12	30	0	10	28	0	33	0	33	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	3	0	0	1	0	0	0	1	0	0	0	0	
----- ----- ----- -----															
Volume Module:															
Base Vol:	438	2101	0	10	1634	133	170	0	247	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:	438	2101	0	10	1634	133	170	0	247	0	0	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	438	2101	0	10	1634	133	170	0	247	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:	438	2101	0	10	1634	133	170	0	247	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	438	2101	0	10	1634	133	170	0	247	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	438	2101	0	10	1634	133	170	0	247	0	0	0			
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.95	0.91	1.00	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00			
Lanes:	1.00	3.00	0.00	1.00	2.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00			
Final Sat.:	1805	5187	0	1805	4744	386	1805	0	1615	0	0	0			
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.24	0.41	0.00	0.01	0.34	0.34	0.09	0.00	0.15	0.00	0.00	0.00			
Crit Moves:	****			****			****								
Green/Cycle:	0.13	0.33	0.00	0.11	0.31	0.31	0.37	0.00	0.37	0.00	0.00	0.00			
Volume/Cap:	1.82	1.22	0.00	0.05	1.11	1.11	0.26	0.00	0.42	0.00	0.00	0.00			
Uniform Del:	39.0	30.0	0.0	35.8	31.0	31.0	19.9	0.0	21.3	0.0	0.0	0.0			
IncrementDel:	384.9	102	0.0	0.1	57.9	57.9	0.2	0.0	0.5	0.0	0.0	0.0			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00			
Delay/Veh:	423.9	132	0.0	35.9	88.9	88.9	20.1	0.0	21.8	0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	423.9	132	0.0	35.9	88.9	88.9	20.1	0.0	21.8	0.0	0.0	0.0			
LOS by Move:	F	F	A	D	F	F	C	A	C	A	A	A			
HCM2kAvgQ:	36	37	0	0	24	24	3	0	5	0	0	0			

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

Intersection #17 Embarcadero / Mission St											

Cycle (sec):	90			Critical Vol./Cap.(X):						1.100	
Loss Time (sec):	10			Average Delay (sec/veh):						127.6	
Optimal Cycle:	180			Level Of Service:						F	

Street Name:			Embarcadero			Mission St					
Approach:			North Bound			South Bound			East Bound		
Movement:			L - T - R			L - T - R			L - T - R		
Control:			Permitted			Permitted			Split Phase		
Rights:			Include			Include			Include		
Min. Green:			0 52 0			52 52 52			28 0 28		
Y+R:			4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0		
Lanes:			0 1 2 0 0			0 0 2 1 0			0 0 1! 0 0		
			0 0 0 0 0			0 0 0 0 0			0 0 0 0 0		

Volume Module:											
Base Vol:			3 2453 0			0 1777 197			180 0 97		
Growth Adj:			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
Initial Bse:			3 2453 0			0 1777 197			180 0 97		
Added Vol:			0 0 0			0 0 0			0 0 0		
PasserByVol:			0 0 0			0 0 0			0 0 0		
Initial Fut:			3 2453 0			0 1777 197			180 0 97		
User Adj:			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Adj:			0.93 0.93 0.93			0.93 0.93 0.93			0.93 0.93 0.93		
PHF Volume:			3 2638 0			0 1911 212			194 0 104		
Reduct Vol:			0 0 0			0 0 0			0 0 0		
Reduced Vol:			3 2638 0			0 1911 212			194 0 104		
PCE Adj:			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
MLF Adj:			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
FinalVolume:			3 2638 0			0 1911 212			194 0 104		

Saturation Flow Module:											
Sat/Lane:			1900 1900 1900			1900 1900 1900			1900 1900 1900		
Adjustment:			0.86 0.57 1.00			1.00 0.60 0.90			0.92 1.00 0.92		
Lanes:			0.01 2.99 0.00			0.00 2.79 0.21			0.65 0.00 0.35		
Final Sat.:			4 3264 0			0 3186 353			1140 0 614		

Capacity Analysis Module:											
Vol/Sat:			0.81 0.81 0.00			0.00 0.60 0.60			0.17 0.00 0.17		
Crit Moves:			****			****					
Green/Cycle:			0.58 0.58 0.00			0.00 0.58 0.58			0.31 0.00 0.31		
Volume/Cap:			1.40 1.40 0.00			0.00 1.04 1.04			0.55 0.00 0.55		
Uniform Del:			19.0 19.0 0.0			0.0 19.0 19.0			25.7 0.0 25.7		
IncremntDel:			182.7 183 0.0			0.0 30.6 30.6			1.2 0.0 1.2		
InitQueueDel:			0.0 0.0 0.0			0.0 0.0 0.0			0.0 0.0 0.0		
Delay Adj:			1.00 1.00 0.00			0.00 1.00 1.00			1.00 0.00 1.00		
Delay/Veh:			201.7 202 0.0			0.0 49.6 49.6			26.9 0.0 26.9		
User DelAdj:			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
AdjDel/Veh:			201.7 202 0.0			0.0 49.6 49.6			26.9 0.0 26.9		
LOS by Move:			F F A			A D D			C A C		
HCM2kAvgQ:			88 59 0			0 23 35			7 0 7		

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

Intersection #18 Embarcadero / Harrison St												

Cycle (sec):	100	Critical Vol./Cap.(X):						1.059				
Loss Time (sec):	10	Average Delay (sec/veh):						153.7				
Optimal Cycle:	180	Level Of Service:						F				

Street Name:	Embarcadero					Harrison 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	63	0	0	63	63	27	0	27	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	0	0	1	0	0	0	0	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	0	1966	0	0	1661	380	201	0	178	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1966	0	0	1661	380	201	0	178	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1966	0	0	1661	380	201	0	178	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	2114	0	0	1786	409	216	0	191	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2114	0	0	1786	409	216	0	191	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2114	0	0	1786	409	216	0	191	0	0	0
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.67	1.00	1.00	0.66	0.92	0.95	1.00	0.68	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.72	0.28	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2563	0	0	2143	490	1805	0	1292	0	0	0
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.82	0.00	0.00	0.83	0.83	0.12	0.00	0.15	0.00	0.00	0.00
Crit Moves:	*****			*****								
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.63	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	1.31	0.00	0.00	1.32	1.32	0.44	0.00	0.55	0.00	0.00	0.00
Uniform Del:	0.0	18.5	0.0	0.0	18.5	18.5	30.3	0.0	31.3	0.0	0.0	0.0
IncremntDel:	0.0	144	0.0	0.0	150	149.6	0.6	0.0	1.9	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	162	0.0	0.0	168	168.1	30.9	0.0	33.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	162	0.0	0.0	168	168.1	30.9	0.0	33.1	0.0	0.0	0.0
LOS by Move:	A	F	A	A	F	F	C	A	C	A	A	A
HCM2kAvgQ:	0	64	0	0	64	90	6	0	6	0	0	0

2035 Cumulative Conditions

Weekend Midday Peak Hour

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

Intersection #1 Beach St/Columbus Ave

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[18.5]

Street Name: Columbus Ave Beach 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 Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 0 0 0 1 1 0 0 1 0 0 0

Volume Module:
Base Vol: 40 0 24 0 0 0 0 0 310 110 15 578 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: 40 0 24 0 0 0 0 0 310 110 15 578 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 0 24 0 0 0 0 0 310 110 15 578 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 43 0 26 0 0 0 0 0 337 120 16 628 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 43 0 26 0 0 0 0 0 337 120 16 628 0

Critical Gap Module:
Critical Gp: 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:
Cnflct Vol: 1058 1058 228 xxxx xxxx xxxxx xxxx xxxx xxxxx 457 xxxx xxxxx
Potent Cap.: 251 227 816 xxxx xxxx xxxxx xxxx xxxx xxxxx 1115 xxxx xxxxx
Move Cap.: 248 223 816 xxxx xxxx xxxxx xxxx xxxx xxxxx 1115 xxxx xxxxx
Volume/Cap: 0.18 0.00 0.03 xxxx xxxx xxxx xxxx xxxx xxxxx 0.01 xxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.3 xxxx xxxxx
LOS by Move: * * * * * * * * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 336 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx
Shrd ConDel:xxxxx 18.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.3 xxxx xxxxx
Shared LOS: * C * * * * * A * *
ApproachDel: 18.5 xxxxxx xxxxxx xxxxxx
ApproachLOS: C * *

Note: Queue reported is the number of cars per lane.

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

Intersection #2 North Point St/Columbus Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.301
Loss Time (sec): 9 Average Delay (sec/veh): 14.8
Optimal Cycle: 90 Level Of Service: B

Street Name: Columbus Ave North Point 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: 28 28 28 28 28 28 53 53 53 53 53 53
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 0 1 0 0 1 0 1 0 0 0 1 0 1 0

Volume Module:
Base Vol: 43 105 34 32 77 51 30 198 54 42 207 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: 43 105 34 32 77 51 30 198 54 42 207 45
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 43 105 34 32 77 51 30 198 54 42 207 45
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 49 119 39 36 88 58 34 225 61 48 235 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 49 119 39 36 88 58 34 225 61 48 235 51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 49 119 39 36 88 58 34 225 61 48 235 51

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.64 0.96 0.96 0.79 0.79 0.79 0.92 0.92 0.92 0.80 0.80 0.80
Lanes: 1.00 0.76 0.24 0.40 0.96 0.64 0.11 0.70 0.19 0.28 1.41 0.31
Final Sat.: 1208 1382 448 603 1450 961 185 1221 333 436 2151 468

Capacity Analysis Module:
Vol/Sat: 0.04 0.09 0.09 0.06 0.06 0.06 0.18 0.18 0.18 0.11 0.11 0.11
Crit Moves: **** *
Green/Cycle: 0.31 0.31 0.31 0.31 0.31 0.31 0.59 0.59 0.59 0.59 0.59 0.59
Volume/Cap: 0.13 0.28 0.28 0.19 0.19 0.19 0.31 0.31 0.31 0.19 0.19 0.19
Uniform Del: 22.3 23.4 23.4 22.7 22.7 22.7 9.3 9.3 9.3 8.5 8.5 8.5
IncremntDel: 0.7 1.2 1.2 0.5 0.5 0.5 0.8 0.8 0.8 0.2 0.2 0.2
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 23.0 24.6 24.6 23.2 23.2 23.2 10.1 10.1 10.1 8.8 8.8 8.8
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: 23.0 24.6 24.6 23.2 23.2 23.2 10.1 10.1 10.1 8.8 8.8 8.8
LOS by Move: C C C C C C B B B A A A
HCM2kAvgQ: 1 3 3 2 2 2 4 4 4 2 2 2

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

Intersection #11 Embarcadero / Bay St												

Cycle (sec):	90			Critical Vol./Cap.(X):						0.557		
Loss Time (sec):	7			Average Delay (sec/veh):						13.8		
Optimal Cycle:	81			Level Of Service:						B		

Street Name:		Embarcadero				Bay 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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	42	53	0	0	25	25	7	0	42	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	1	0	0	0	2	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	864	973	0	0	624	42	42	0	797	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:	864	973	0	0	624	42	42	0	797	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	864	973	0	0	624	42	42	0	797	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	939	1058	0	0	678	46	46	0	866	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	939	1058	0	0	678	46	46	0	866	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	939	1058	0	0	678	46	46	0	866	0	0	0
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	1.00	1.00	0.87	0.87	0.95	1.00	0.69	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.87	0.13	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	3321	0	0	3084	208	1805	0	2615	0	0	0
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.27	0.32	0.00	0.00	0.22	0.22	0.03	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.47	0.84	0.00	0.00	0.38	0.38	0.08	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.57	0.38	0.00	0.00	0.58	0.58	0.33	0.00	0.61	0.00	0.00	0.00
Uniform Del:	17.5	1.6	0.0	0.0	22.3	22.3	39.3	0.0	14.0	0.0	0.0	0.0
IncremntDel:	0.5	0.1	0.0	0.0	0.7	0.7	1.4	0.0	0.8	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	18.0	1.7	0.0	0.0	23.0	23.0	40.6	0.0	14.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	1.7	0.0	0.0	23.0	23.0	40.6	0.0	14.7	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	9	3	0	0	8	8	1	0	9	0	0	0

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

Intersection #12 Embarcadero/ Chestnut St / Sansome St												

Cycle (sec):	90		Critical Vol./Cap.(X):						0.752			
Loss Time (sec):	13		Average Delay (sec/veh):						20.3			
Optimal Cycle:	79		Level Of Service:						C			

Street Name:	Embarcadero			Chestnut St (EB)			/ Sansome (WB)					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	40	0	10	40	0	16	16	16	7	7	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	1	0	0	0	0

Volume Module:												
Base Vol:	59	1597	0	45	1357	20	89	241	91	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:	59	1597	0	45	1357	20	89	241	91	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1597	0	45	1357	20	89	241	91	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	64	1736	0	49	1475	22	97	262	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1736	0	49	1475	22	97	262	99	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1736	0	49	1475	22	97	262	99	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.91	0.91	0.89	0.89	0.89	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.96	0.04	0.42	1.15	0.43	0.00	0.00	0.00
Final Sat.:	1805	3610	0	1805	5101	75	715	1936	731	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.00	0.03	0.29	0.29	0.14	0.14	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.14	0.57	0.00	0.11	0.54	0.54	0.18	0.18	0.18	0.00	0.00	0.00
Volume/Cap:	0.26	0.85	0.00	0.24	0.53	0.53	0.76	0.76	0.76	0.00	0.00	0.00
Uniform Del:	34.9	16.3	0.0	36.5	13.3	13.3	35.2	35.2	35.2	0.0	0.0	0.0
IncrementDel:	0.6	3.6	0.0	0.6	0.2	0.2	5.7	5.7	5.7	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	35.4	19.8	0.0	37.2	13.5	13.5	40.8	40.8	40.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	19.8	0.0	37.2	13.5	13.5	40.8	40.8	40.8	0.0	0.0	0.0
LOS by Move:	D	B	A	D	B	B	D	D	D	A	A	A
HCM2kAvgQ:	1	20	0	1	9	9	8	8	8	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.26	0.45	0.00	0.00	0.35	0.35	0.06	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.18	0.41	0.00	0.08	0.31	0.31	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	1.46	1.10	0.00	0.05	1.12	1.12	0.20	0.00	0.65	0.00	0.00	0.00
Uniform Del:	37.0	26.5	0.0	38.4	31.0	31.0	22.1	0.0	26.2	0.0	0.0	0.0
IncrementDel:	224.2	54.6	0.0	0.1	66.3	66.3	0.2	0.0	3.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	261.2	81.1	0.0	38.6	97.3	97.3	22.3	0.0	29.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	261.2	81.1	0.0	38.6	97.3	97.3	22.3	0.0	29.2	0.0	0.0	0.0
LOS by Move:	F	F	A	D	F	F	C	A	C	A	A	A
HCM2kAvgQ:	30	31	0	0	27	27	2	0	8	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.17	0.39	0.00	0.01	0.31	0.31	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.13	0.33	0.00	0.11	0.31	0.31	0.37	0.00	0.37	0.00	0.00	0.00
Volume/Cap:	1.25	1.17	0.00	0.06	0.98	0.98	0.15	0.00	0.22	0.00	0.00	0.00
Uniform Del:	39.0	30.0	0.0	35.8	30.7	30.7	19.1	0.0	19.7	0.0	0.0	0.0
Incremental Del:	144.0	83.6	0.0	0.1	18.2	18.2	0.1	0.0	0.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	183.0	114	0.0	36.0	48.9	48.9	19.2	0.0	19.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.0	114	0.0	36.0	48.9	48.9	19.2	0.0	19.9	0.0	0.0	0.0
LOS by Move:	F	F	A	D	D	D	B	A	B	A	A	A
HCM2kAvqQ:	15	32	0	0	15	15	2	0	3	0	0	0

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

Intersection #17 Embarcadero / Mission St																

Cycle (sec):	90					Critical Vol./Cap.(X):					0.983					
Loss Time (sec):	10					Average Delay (sec/veh):					56.9					
Optimal Cycle:	159					Level Of Service:					E					

Street Name:					Embarcadero					Mission St						
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----																
Control:		Permitted			Permitted			Split Phase			Split Phase					
Rights:		Include			Include			Include			Include					
Min. Green:	0	52	0	52	52	52	28	0	28	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	3	0	0	0	2	1	0	0	0	0	0			
----- ----- ----- -----																
Volume Module:																
Base Vol:	0	2133	0	0	1461	207	296	0	59	0	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	2133	0	0	1461	207	296	0	59	0	0	0	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	2133	0	0	1461	207	296	0	59	0	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
PHF Volume:	0	2294	0	0	1571	223	318	0	63	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	2294	0	0	1571	223	318	0	63	0	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	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			
FinalVolume:	0	2294	0	0	1571	223	318	0	63	0	0	0	0			
----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	0.61	1.00	1.00	0.60	0.89	0.94	1.00	0.94	1.00	1.00	1.00	1.00			
Lanes:	0.00	3.00	0.00	0.00	2.74	0.26	0.83	0.00	0.17	0.00	0.00	0.00	0.00			
Final Sat.:	0	3475	0	0	3113	441	1487	0	296	0	0	0	0			
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.00	0.66	0.00	0.00	0.50	0.50	0.21	0.00	0.21	0.00	0.00	0.00	0.00			
Crit Moves:	****					****										
Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31	0.00	0.00	0.00	0.00			
Volume/Cap:	0.00	1.14	0.00	0.00	0.87	0.87	0.69	0.00	0.69	0.00	0.00	0.00	0.00			
Uniform Del:	0.0	19.0	0.0	0.0	16.2	16.2	27.2	0.0	27.2	0.0	0.0	0.0	0.0			
IncrementDel:	0.0	70.6	0.0	0.0	4.5	4.5	3.6	0.0	3.6	0.0	0.0	0.0	0.0			
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00			
Delay/Veh:	0.0	89.6	0.0	0.0	20.7	20.7	30.8	0.0	30.8	0.0	0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	89.6	0.0	0.0	20.7	20.7	30.8	0.0	30.8	0.0	0.0	0.0	0.0			
LOS by Move:	A	F	A	A	C	C	C	A	C	A	A	A	A			
HCM2kAvgQ:	0	34	0	0	14	21	10	0	10	0	0	0	0			

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

Intersection #18 Embarcadero / Harrison St																

Cycle (sec):	100			Critical Vol./Cap.(X):						0.855						
Loss Time (sec):	10			Average Delay (sec/veh):						36.8						
Optimal Cycle:	100			Level Of Service:						D						

Street Name:		Embarcadero						Harrison St								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----																
Control:		Permitted			Permitted			Split Phase			Split Phase					
Rights:		Include			Include			Include			Include					
Min. Green:		0	63	0	0	63	63	27	0	27	0	0	0	0		
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:		0	0	2	0	0	0	0	1	1	0	0	0	0		
----- ----- ----- -----																
Volume Module:																
Base Vol:		0	1416	0	0	1244	335	214	0	78	0	0	0			
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:		0	1416	0	0	1244	335	214	0	78	0	0	0			
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:		0	1416	0	0	1244	335	214	0	78	0	0	0			
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
PHF Volume:		0	1523	0	0	1338	360	230	0	84	0	0	0			
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:		0	1523	0	0	1338	360	230	0	84	0	0	0			
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:		0	1523	0	0	1338	360	230	0	84	0	0	0			
----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:		1.00	0.67	1.00	1.00	0.65	0.92	0.95	1.00	0.68	1.00	1.00	1.00			
Lanes:		0.00	2.00	0.00	0.00	1.68	0.32	1.00	0.00	1.00	0.00	0.00	0.00			
Final Sat.:		0	2563	0	0	2083	561	1805	0	1292	0	0	0			
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:		0.00	0.59	0.00	0.00	0.64	0.64	0.13	0.00	0.06	0.00	0.00	0.00			
Crit Moves:					****			****								
Green/Cycle:		0.00	0.63	0.00	0.00	0.63	0.63	0.27	0.00	0.27	0.00	0.00	0.00			
Volume/Cap:		0.00	0.94	0.00	0.00	1.02	1.02	0.47	0.00	0.24	0.00	0.00	0.00			
Uniform Del:		0.0	16.9	0.0	0.0	18.5	18.5	30.5	0.0	28.5	0.0	0.0	0.0			
IncremntDel:		0.0	11.5	0.0	0.0	27.1	27.1	0.7	0.0	0.4	0.0	0.0	0.0			
InitQueueDel:		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:		0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00			
Delay/Veh:		0.0	28.4	0.0	0.0	45.6	45.6	31.3	0.0	28.9	0.0	0.0	0.0			
User DelAdj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:		0.0	28.4	0.0	0.0	45.6	45.6	31.3	0.0	28.9	0.0	0.0	0.0			
LOS by Move:		A	C	A	A	D	D	C	A	C	A	A	A			
HCM2kAvgQ:		0	22	0	0	27	38	6	0	2	0	0	0			

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

Intersection #19 Embarcadero / Bryant St														

Cycle (sec):	100	Critical Vol./Cap.(X):							0.933					
Loss Time (sec):	10	Average Delay (sec/veh):							51.3					
Optimal Cycle:	125	Level Of Service:							D					

Street Name:	Embarcadero					Bryant 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			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	21	41	41	16	36	36	28	28	28	28	28	28		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	1	1	0		0	1	0	0	1	0	0	0
----- ----- ----- -----														
Volume Module:														
Base Vol:	148	1274		18	105	1096	119	52	97	58	242	111		83
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Initial Bse:	148	1274		18	105	1096	119	52	97	58	242	111		83
Added Vol:	0	0		0	0	0	0	0	0	0	0	0		0
PasserByVol:	0	0		0	0	0	0	0	0	0	0	0		0
Initial Fut:	148	1274		18	105	1096	119	52	97	58	242	111		83
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		0.92
PHF Volume:	161	1385		20	114	1191	129	57	105	63	263	121		90
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0		0
Reduced Vol:	161	1385		20	114	1191	129	57	105	63	263	121		90
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
FinalVolume:	161	1385		20	114	1191	129	57	105	63	263	121		90
----- ----- ----- -----														
Saturation Flow Module:														
Sat/Lane:	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Adjustment:	0.95	0.95		0.95	0.95	0.85	0.79	0.79	0.85	0.64	0.64	0.64		0.64
Lanes:	1.00	1.97		0.03	1.00	2.00	1.00	0.35	0.65	1.00	0.56	0.25		0.19
Final Sat.:	1805	3553		50	1805	3610	1615	523	976	1615	680	312		233
----- ----- ----- -----														
Capacity Analysis Module:														
Vol/Sat:	0.09	0.39		0.39	0.06	0.33	0.08	0.11	0.11	0.04	0.39	0.39		0.39
Crit Moves:	****			****			****			****				
Green/Cycle:	0.21	0.41		0.41	0.16	0.36	0.36	0.33	0.33	0.33	0.33	0.33		0.33
Volume/Cap:	0.42	0.95		0.95	0.40	0.92	0.22	0.33	0.33	0.12	1.17	1.17		1.17
Uniform Del:	34.3	28.5		28.5	37.7	30.6	22.3	25.2	25.2	23.4	33.5	33.5		33.5
IncremntDel:	0.8	13.5		13.5	0.9	10.3	0.2	0.4	0.4	0.1	100.8	101		100.8
InitQueueDel:	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Delay/Veh:	35.0	42.0		42.0	38.6	40.9	22.5	25.6	25.6	23.5	134.3	134		134.3
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:	35.0	42.0		42.0	38.6	40.9	22.5	25.6	25.6	23.5	134.3	134		134.3
LOS by Move:	D	D		D	D	D	C	C	C	C	F	F		F
HCM2kAvgQ:	4	22		22	3	17	3	4	4	1	26	26		26

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

Intersection #20 Embarcadero / Brannan St												

Cycle (sec):	90		Critical Vol./Cap.(X):						0.568			
Loss Time (sec):	11		Average Delay (sec/veh):						31.1			
Optimal Cycle:	90		Level Of Service:						C			

Street Name:	Embarcadero					Brannan 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	37	0	14	37	37	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 0	1	0	2 0 1	1	0	0 0 1	0	0	0 0 0

Volume Module:												
Base Vol:	42	1326	0	30	1180	214	144	0	44	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:	42	1326	0	30	1180	214	144	0	44	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1326	0	30	1180	214	144	0	44	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	45	1426	0	32	1269	230	155	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1426	0	32	1269	230	155	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1426	0	32	1269	230	155	0	47	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	1805	3610	1615	1805	0	1615	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.00	0.02	0.35	0.14	0.09	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.41	0.00	0.16	0.45	0.45	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.21	0.96	0.00	0.11	0.79	0.32	0.28	0.00	0.09	0.00	0.00	0.00
Uniform Del:	35.7	25.8	0.0	32.7	21.3	16.1	23.4	0.0	22.0	0.0	0.0	0.0
IncrementDel:	0.5	15.0	0.0	0.2	2.7	0.3	0.3	0.0	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	36.2	40.8	0.0	32.9	24.0	16.4	23.6	0.0	22.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	40.8	0.0	32.9	24.0	16.4	23.6	0.0	22.1	0.0	0.0	0.0
LOS by Move:	D	D	A	C	C	B	C	A	C	A	A	A
HCM2kAvgQ:	1	26	0	1	15	4	3	0	1	0	0	0

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

Intersection #43 Embarcadero / Howard St												

Cycle (sec):	100	Critical Vol./Cap.(X):						0.829				
Loss Time (sec):	10	Average Delay (sec/veh):						100.4				
Optimal Cycle:	95	Level Of Service:						F				

Street Name:		Embarcadero				Howard 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	15	45	0	10	40	40	30	0	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	1	1	0	1	0	0	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	163	1944	0	7	1316	195	189	0	111	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:	163	1944	0	7	1316	195	189	0	111	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1944	0	7	1316	195	189	0	111	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	175	2090	0	8	1415	210	203	0	119	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	2090	0	8	1415	210	203	0	119	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	2090	0	8	1415	210	203	0	119	0	0	0
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.56	1.00	0.88	0.88	0.43	0.81	1.00	0.74	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.44	0.00	0.56	0.00	0.00	0.00
Final Sat.:	1679	3216	0	1679	3357	808	2224	0	794	0	0	0
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.10	0.65	0.00	0.00	0.42	0.26	0.09	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.50	0.00	0.10	0.44	0.44	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.66	1.30	0.00	0.04	0.95	0.59	0.30	0.00	0.50	0.00	0.00	0.00
Uniform Del:	39.6	25.0	0.0	40.7	26.9	21.0	27.0	0.0	28.8	0.0	0.0	0.0
IncremntDel:	6.2	140	0.0	0.1	13.7	2.5	0.2	0.0	0.6	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	45.8	165	0.0	40.8	40.5	23.5	27.1	0.0	29.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	165	0.0	40.8	40.5	23.5	27.1	0.0	29.5	0.0	0.0	0.0
LOS by Move:	D	F	A	D	D	C	C	A	C	A	A	A
HCM2kAvgQ:	5	44	0	0	23	5	3	0	6	0	0	0

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

Intersection #44 Embarcadero / Folsom St												

Cycle (sec):	90			Critical Vol./Cap.(X):						0.918		
Loss Time (sec):	10			Average Delay (sec/veh):						75.9		
Optimal Cycle:	109			Level Of Service:						E		

Street Name:	Embarcadero			Folsom 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	12	49	49	32	32	32	31	31	31	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	0	2	0	0	1	0	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	186	1603	0	0	1374	74	500	0	172	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:	186	1603	0	0	1374	74	500	0	172	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	1603	0	0	1374	74	500	0	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	200	1724	0	0	1477	80	538	0	185	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1724	0	0	1477	80	538	0	185	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1724	0	0	1477	80	538	0	185	0	0	0
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.70	1.00	1.00	0.96	0.87	0.83	1.00	0.59	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.89	0.11	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1679	2671	0	0	3447	186	3152	0	1114	0	0	0
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.12	0.65	0.00	0.00	0.43	0.43	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.13	0.54	0.00	0.00	0.41	0.41	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.89	1.19	0.00	0.00	1.04	1.04	0.50	0.00	0.48	0.00	0.00	0.00
Uniform Del:	38.4	20.5	0.0	0.0	26.5	26.5	23.3	0.0	23.2	0.0	0.0	0.0
IncrementDel:	33.1	90.6	0.0	0.0	35.2	35.2	0.4	0.0	1.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	71.5	111	0.0	0.0	61.7	61.7	23.7	0.0	24.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	111	0.0	0.0	61.7	61.7	23.7	0.0	24.1	0.0	0.0	0.0
LOS by Move:	E	F	A	A	E	E	C	A	C	A	A	A
HCM2kAvgQ:	5	41	0	0	27	24	6	0	5	0	0	0

Mitigated Conditions

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Mitigated Existing plus AC34 2012 Project Conditions

Weekday PM Peak Hour

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #32 Lombard St/Lyon St

Cycle (sec): 0 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 0 Average Delay (sec/veh): 25.4
Optimal Cycle: 0 Level Of Service: D

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

Volume Module:

Base Vol:	146	22	7	22	56	200	164	480	94	5	328	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	22	7	22	56	200	164	480	94	5	328	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	22	7	22	56	200	164	480	94	5	328	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	159	24	8	24	61	217	178	522	102	5	357	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	24	8	24	61	217	178	522	102	5	357	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	24	8	24	61	217	178	522	102	5	357	21

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.13	0.04	0.08	0.20	0.72	0.44	1.31	0.25	0.01	0.94	0.05
Final Sat.:	357	54	17	39	100	358	222	671	135	7	477	28

Capacity Analysis Module:

Vol/Sat:	0.44	0.44	0.44	0.61	0.61	0.61	0.80	0.78	0.76	0.75	0.75	0.75
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	15.9	15.9	15.9	18.7	18.7	18.7	32.6	29.6	27.3	26.0	26.0	26.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	15.9	15.9	18.7	18.7	18.7	32.6	29.6	27.3	26.0	26.0	26.0
LOS by Move:	C	C	C	C	C	C	D	D	D	D	D	D
ApproachDel:	15.9	15.9	15.9	18.7	18.7	18.7	30.0	30.0	30.0	26.0	26.0	26.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ApprAdjDel:	15.9	15.9	15.9	18.7	18.7	18.7	30.0	30.0	30.0	26.0	26.0	26.0
LOS by Appr:	C	C	C	C	C	C	D	D	D	D	D	D
AllWayAvgQ:	0.6	0.6	0.6	1.2	1.2	1.2	3.2	2.6	2.6	2.3	2.3	2.3

Note: Queue reported is the number of cars per lane.

Mitigated Existing plus AC34 2012 Project Conditions

Weekend Midday Peak Hour

34th America's Cup Races
Transportation Impact Analysis

Level Of Service Computation Report

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

Intersection #27 Lincoln Blvd/25th St/El Camino del Mar

Cycle (sec): 1 Critical Vol./Cap.(X): 0.773

Loss Time (sec): 0 Average Delay (sec/veh): 20.4

Optimal Cycle: 0 Level Of Service: C

Street Name: 25th St El Camino del Mar (eb) / Lincoln

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 1 0 0 1! 0 0 0 1 0 0 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 20 22 701 25 16 2 1 239 27 361 166 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: 20 22 701 25 16 2 1 239 27 361 166 13

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 20 22 701 25 16 2 1 239 27 361 166 13

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98

PHF Volume: 20 22 715 26 16 2 1 244 28 368 169 13

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 20 22 715 26 16 2 1 244 28 368 169 13

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 20 22 715 26 16 2 1 244 28 368 169 13

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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: 0.05 0.06 1.89 0.58 0.37 0.05 0.01 0.89 0.10 1.00 0.93 0.07

Final Sat.: 34 -586 1741 232 148 19 2 441 50 477 474 37

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Capacity Analysis Module:

Vol/Sat: 0.61-0.04 0.41 0.11 0.11 0.11 0.55 0.55 0.55 0.77 0.36 0.36

Crit Moves: **** **** **** ****

Delay/Veh: 16.5 16.5 17.8 12.1 12.1 12.1 18.2 18.2 18.2 30.5 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: 16.5 16.5 17.8 12.1 12.1 12.1 18.2 18.2 18.2 30.5 13.3 13.3

LOS by Move: C C C B B B C C D B B

ApproachDel: 18.4 12.1 18.2 24.8

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 18.4 12.1 18.2 24.8

LOS by Appr: C B C C

AllWayAvgQ: 1.4 1.4 1.4 0.1 0.1 0.1 1.1 1.1 1.1 2.7 0.5 0.5

Note: Queue reported is the number of cars per lane.

Mitigated Existing plus AC34 2013 Project Conditions

Weekday PM Peak Hour

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #32 Lombard St/Lyon St

Cycle (sec): 0 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 0 Average Delay (sec/veh): 28.4
Optimal Cycle: 0 Level Of Service: D

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

Volume Module:

Base Vol:	146	22	7	22	56	200	164	515	94	5	340	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	22	7	22	56	200	164	515	94	5	340	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	22	7	22	56	200	164	515	94	5	340	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	159	24	8	24	61	217	178	560	102	5	370	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	24	8	24	61	217	178	560	102	5	370	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	24	8	24	61	217	178	560	102	5	370	21

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.13	0.04	0.08	0.20	0.72	0.42	1.34	0.24	0.01	0.94	0.05
Final Sat.:	353	53	17	39	99	355	211	682	127	7	476	27

Capacity Analysis Module:

Vol/Sat:	0.45	0.45	0.45	0.61	0.61	0.61	0.85	0.82	0.80	0.78	0.78	0.78
Crit Moves:	****			****			****			****		
Delay/Veh:	16.2	16.2	16.2	19.1	19.1	19.1	37.6	34.0	31.3	28.3	28.3	28.3
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:	16.2	16.2	16.2	19.1	19.1	19.1	37.6	34.0	31.3	28.3	28.3	28.3
LOS by Move:	C	C	C	C	C	C	E	D	D	D	D	D
ApproachDel:	16.2			19.1			34.5			28.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.2			19.1			34.5			28.3		
LOS by Appr:	C			C			D			D		
AllWayAvgQ:	0.6	0.6	0.6	1.3	1.3	1.3	3.8	3.2	3.2	2.6	2.6	2.6

Note: Queue reported is the number of cars per lane.

Mitigated Existing plus AC34 2013 Project Conditions

Weekend Midday Peak Hour

34th America's Cup Races
Transportation Impact Analysis

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

Intersection #27 Lincoln Blvd/25th St/El Camino del Mar

Cycle (sec): 1 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 Average Delay (sec/veh): 21.5
Optimal Cycle: 0 Level Of Service: C

Street Name: 25th St El Camino del Mar (eb) / Lincoln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0	0	1	0	0

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Volume Module:

Base Vol:	20	22	728	25	16	2	1	239	27	368	166	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:	20	22	728	25	16	2	1	239	27	368	166	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	22	728	25	16	2	1	239	27	368	166	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	20	22	743	26	16	2	1	244	28	376	169	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	22	743	26	16	2	1	244	28	376	169	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	22	743	26	16	2	1	244	28	376	169	13

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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:	0.05	0.06	1.89	0.58	0.37	0.05	0.01	0.89	0.10	1.00	0.93	0.07
Final Sat.:	32	-586	1739	230	147	18	2	438	49	473	471	37

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Capacity Analysis Module:

Vol/Sat:	0.63-0.04	0.43	0.11	0.11	0.11	0.56	0.56	0.56	0.79	0.36	0.36	
Crit Moves:	****		****			****			****			
Delay/Veh:	17.4	17.4	18.9	12.2	12.2	12.2	18.5	18.5	18.5	32.6	13.5	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	17.4	18.9	12.2	12.2	12.2	18.5	18.5	18.5	32.6	13.5	13.5
LOS by Move:	C	C	C	B	B	B	C	C	C	D	B	B
ApproachDel:	19.5			12.2			18.5			26.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.5			12.2			18.5			26.3		
LOS by Appr:	C			B			C			D		
AllWayAvgQ:	1.5	1.5	1.5	0.1	0.1	0.1	1.1	1.1	1.1	2.9	0.5	0.5

Note: Queue reported is the number of cars per lane.

Mitigated 2035 Cumulative Conditions

Weekday AM Peak Hour

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

Intersection #15 Embarcadero / Broadway St														

Cycle (sec):	90			Critical Vol./Cap.(X):						0.793				
Loss Time (sec):	15			Average Delay (sec/veh):						53.7				
Optimal Cycle:	90			Level Of Service:						D				

Street Name:			Embarcadero			Broadway 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			Ovl		
Min. Green:			19	47	0	7	33	33	21	0	21	0	0	0
Y+R:			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:			2	0	2	0	0	1	0	0	0	1	0	0
----- ----- ----- -----														
Volume Module:														
Base Vol:			715	1302	0	3	1289	51	110	0	482	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:			715	1302	0	3	1289	51	110	0	482	0	0	0
Added Vol:			0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:			0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:			715	1302	0	3	1289	51	110	0	482	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:			715	1302	0	3	1289	51	110	0	482	0	0	0
Reduct Vol:			0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			715	1302	0	3	1289	51	110	0	482	0	0	0
PCE Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			715	1302	0	3	1289	51	110	0	482	0	0	0
----- ----- ----- -----														
Saturation Flow Module:														
Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			0.92	0.95	1.00	0.95	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:			2.00	2.00	0.00	1.00	1.92	0.08	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:			3502	3610	0	1805	3452	137	1805	0	1615	0	0	0
----- ----- ----- -----														
Capacity Analysis Module:														
Vol/Sat:			0.20	0.36	0.00	0.00	0.37	0.37	0.06	0.00	0.30	0.00	0.00	0.00
Crit Moves:			****			****					****			
Green/Cycle:			0.22	0.52	0.00	0.08	0.38	0.38	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:			0.94	0.69	0.00	0.02	0.97	0.97	0.26	0.00	1.28	0.00	0.00	0.00
Uniform Del:			34.7	16.1	0.0	38.3	27.3	27.3	28.2	0.0	34.5	0.0	0.0	0.0
IncremntDel:			19.9	1.1	0.0	0.1	18.4	18.4	0.3	0.0	144.6	0.0	0.0	0.0
InitQueueDel:			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:			1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:			54.6	17.2	0.0	38.4	45.7	45.7	28.5	0.0	179.1	0.0	0.0	0.0
User DelAdj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			54.6	17.2	0.0	38.4	45.7	45.7	28.5	0.0	179.1	0.0	0.0	0.0
LOS by Move:			D	B	A	D	D	D	C	A	F	A	A	A
HCM2kAvgQ:			10	13	0	0	20	20	2	0	25	0	0	0

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

Intersection #16 Embarcadero / Washington St												

Cycle (sec):	90					Critical Vol./Cap.(X):			0.722			
Loss Time (sec):	17					Average Delay (sec/veh):			47.1			
Optimal Cycle:	91					Level Of Service:			D			

Street Name:	Embarcadero					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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	11	35	0	9	33	0	30	0	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	1	0	0	0	1	0	0
----- ----- ----- -----												
Volume Module:												
Base Vol:	455	1943	0	7	1715	80	71	0	175	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:	455	1943	0	7	1715	80	71	0	175	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	1943	0	7	1715	80	71	0	175	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:	455	1943	0	7	1715	80	71	0	175	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1943	0	7	1715	80	71	0	175	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	455	1943	0	7	1715	80	71	0	175	0	0	0
----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	1.00	2.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3502	5187	0	1805	4921	230	1805	0	1615	0	0	0
----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.00	0.00	0.35	0.35	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.12	0.38	0.00	0.10	0.36	0.36	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	1.07	0.97	0.00	0.04	0.96	0.96	0.12	0.00	0.33	0.00	0.00	0.00
Uniform Del:	40.0	27.6	0.0	37.1	28.4	28.4	21.3	0.0	22.9	0.0	0.0	0.0
IncremntDel:	65.2	14.5	0.0	0.1	12.9	12.9	0.1	0.0	0.4	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	105.2	42.0	0.0	37.2	41.2	41.2	21.4	0.0	23.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.2	42.0	0.0	37.2	41.2	41.2	21.4	0.0	23.3	0.0	0.0	0.0
LOS by Move:	F	D	A	D	D	D	C	A	C	A	A	A
HCM2kAvgQ:	8	19	0	0	18	18	1	0	4	0	0	0

Mitigated 2035 Cumulative Conditions

Weekday PM Peak Hour

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

Intersection #15 Embarcadero / Broadway St										

Cycle (sec):	90		Critical Vol./Cap.(X):						0.980	
Loss Time (sec):	15		Average Delay (sec/veh):						50.7	
Optimal Cycle:	147		Level Of Service:						D	

Street Name:	Embarcadero					Broadway St				
Approach:	North Bound			South Bound			East Bound		West Bound	
Movement:	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----										
Control:	Protected			Protected			Protected		Protected	
Rights:	Include			Include			Include		Ovl	
Min. Green:	15	43	0	7	33	33	25	0	25	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	0	0	0	0
----- ----- ----- -----										
Volume Module:										
Base Vol:	573	1698	0	7	1294	104	91	0	422	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	573	1698	0	7	1294	104	91	0	422	0
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	573	1698	0	7	1294	104	91	0	422	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	573	1698	0	7	1294	104	91	0	422	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	573	1698	0	7	1294	104	91	0	422	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	573	1698	0	7	1294	104	91	0	422	0
----- ----- ----- -----										
Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	0.95	0.94	0.94	0.95	1.00	0.85	1.00
Lanes:	2.00	2.00	0.00	1.00	1.85	0.15	1.00	0.00	1.00	0.00
Final Sat.:	3502	3610	0	1805	3305	266	1805	0	1615	0
----- ----- ----- -----										
Capacity Analysis Module:										
Vol/Sat:	0.16	0.47	0.00	0.00	0.39	0.39	0.05	0.00	0.26	0.00
Crit Moves:	****			****			****			
Green/Cycle:	0.17	0.48	0.00	0.08	0.39	0.39	0.28	0.00	0.28	0.00
Volume/Cap:	0.98	0.98	0.00	0.05	1.01	1.01	0.18	0.00	0.94	0.00
Uniform Del:	37.4	23.2	0.0	38.4	27.5	27.5	24.7	0.0	31.8	0.0
IncrcmntDel:	32.5	18.0	0.0	0.1	25.8	25.8	0.2	0.0	28.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	69.9	41.2	0.0	38.6	53.3	53.3	24.9	0.0	59.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	41.2	0.0	38.6	53.3	53.3	24.9	0.0	59.8	0.0
LOS by Move:	E	D	A	D	D	D	C	A	E	A
HCM2kAvgQ:	8	24	0	0	24	24	2	0	12	0

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

Intersection #16 Embarcadero / Washington St													

Cycle (sec):	90					Critical Vol./Cap.(X):				0.693			
Loss Time (sec):	17					Average Delay (sec/veh):				53.9			
Optimal Cycle:	91					Level Of Service:				D			

Street Name:	Embarcadero					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:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	11	35	0	9	33	0	30	0	30	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	3	0	0	1	0	0	0	1	0	0	
----- ----- ----- -----													
Volume Module:													
Base Vol:	438	2101	0	10	1634	133	170	0	247	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:	438	2101	0	10	1634	133	170	0	247	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	438	2101	0	10	1634	133	170	0	247	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:	438	2101	0	10	1634	133	170	0	247	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	438	2101	0	10	1634	133	170	0	247	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	438	2101	0	10	1634	133	170	0	247	0	0	0	
----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	0.91	1.00	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00	1.00	2.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00	
Final Sat.:	3502	5187	0	1805	4744	386	1805	0	1615	0	0	0	
----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:	0.13	0.41	0.00	0.01	0.34	0.34	0.09	0.00	0.15	0.00	0.00	0.00	
Crit Moves:	****			****			****						
Green/Cycle:	0.12	0.38	0.00	0.10	0.36	0.36	0.33	0.00	0.33	0.00	0.00	0.00	
Volume/Cap:	1.03	1.05	0.00	0.06	0.95	0.95	0.29	0.00	0.46	0.00	0.00	0.00	
Uniform Del:	40.0	28.0	0.0	37.2	28.2	28.2	22.6	0.0	24.1	0.0	0.0	0.0	
IncrcmntDel:	53.0	35.8	0.0	0.1	11.2	11.2	0.3	0.0	0.6	0.0	0.0	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	
Delay/Veh:	93.0	63.8	0.0	37.3	39.4	39.4	22.8	0.0	24.8	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	93.0	63.8	0.0	37.3	39.4	39.4	22.8	0.0	24.8	0.0	0.0	0.0	
LOS by Move:	F	E	A	D	D	D	C	A	C	A	A	A	
HCM2kAvgQ:	7	25	0	0	17	17	4	0	6	0	0	0	

Mitigated 2035 Cumulative Conditions

Weekend Midday Peak Hour

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

Intersection #15 Embarcadero / Broadway St															

Cycle (sec):	90					Critical Vol./Cap.(X):					0.798				
Loss Time (sec):	15					Average Delay (sec/veh):					35.3				
Optimal Cycle:	90					Level Of Service:					D				

Street Name:	Embarcadero					Broadway St									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- -----															
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ovl					
Min. Green:	15	43	0	7	33	33	25	0	25	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	0	0	0	1	0	0	0	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	469	1628	0	7	1153	91	116	0	340	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	469	1628	0	7	1153	91	116	0	340	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	1628	0	7	1153	91	116	0	340	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	1.00	1.00
PHF Volume:	469	1628	0	7	1153	91	116	0	340	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	1628	0	7	1153	91	116	0	340	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1.00	1.00
FinalVolume:	469	1628	0	7	1153	91	116	0	340	0	0	0	0	0	0
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	0.95	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	1.85	0.15	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3502	3610	0	1805	3309	261	1805	0	1615	0	0	0	0	0	0
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.13	0.45	0.00	0.00	0.35	0.35	0.06	0.00	0.21	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.17	0.48	0.00	0.08	0.38	0.38	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.77	0.94	0.00	0.05	0.91	0.91	0.23	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	35.5	22.4	0.0	38.4	26.4	26.4	25.1	0.0	29.7	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	6.0	11.1	0.0	0.1	9.5	9.5	0.2	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	41.5	33.5	0.0	38.6	35.9	35.9	25.3	0.0	37.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	33.5	0.0	38.6	35.9	35.9	25.3	0.0	37.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	C	A	D	D	D	C	A	D	A	A	A	A	A	A
HCM2kAvgQ:	6	21	0	0	18	18	2	0	8	0	0	0	0	0	0

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

Intersection #16 Embarcadero / Washington St															

Cycle (sec):	90		Critical Vol./Cap.(X):							0.590					
Loss Time (sec):	17		Average Delay (sec/veh):							41.5					
Optimal Cycle:	91		Level Of Service:							D					

Street Name:	Embarcadero					Washington St									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	11	35	0	9	33	0	30	0	30	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	1	0	0	0	1	0	0	0	0	0
----- ----- ----- -----															
Volume Module:															
Base Vol:	302	2025	0	13	1432	131	102	0	133	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	2025	0	13	1432	131	102	0	133	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	2025	0	13	1432	131	102	0	133	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	1.00	1.00
PHF Volume:	302	2025	0	13	1432	131	102	0	133	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	2025	0	13	1432	131	102	0	133	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1.00	1.00
FinalVolume:	302	2025	0	13	1432	131	102	0	133	0	0	0	0	0	0
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	1.00	2.75	0.25	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3502	5187	0	1805	4690	425	1805	0	1615	0	0	0	0	0	0
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.09	0.39	0.00	0.01	0.31	0.31	0.06	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****								
Green/Cycle:	0.12	0.38	0.00	0.10	0.36	0.36	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.71	1.02	0.00	0.07	0.84	0.84	0.17	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	38.5	28.0	0.0	37.2	26.6	26.6	21.7	0.0	22.3	0.0	0.0	0.0	0.0	0.0	0.0
IncrementDel:	5.7	24.0	0.0	0.2	3.7	3.7	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	44.2	52.0	0.0	37.4	30.3	30.3	21.8	0.0	22.5	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	52.0	0.0	37.4	30.3	30.3	21.8	0.0	22.5	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	D	A	D	C	C	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	4	22	0	0	14	14	2	0	3	0	0	0	0	0	0

Project's Contribution to 2035 Cumulative

The Proposed Project contribution to Existing plus Project and 2035 Cumulative traffic volumes at the critical movements at intersections operating at LOS E or LOS F was examined.

Existing plus Cruise Terminal Project – Saturday Midday Peak Hour

- At the intersection of **The Embarcadero/Beach/Grant**, the Cruise Terminal project would add 13 vehicle trips during the Saturday midday peak hour. At this intersection, the northbound left turn movement would continue to operate at LOS F conditions. The project would add 13 vehicle trips to the northbound approach, which would represent approximately 3.6 percent of the total Saturday midday peak hour northbound approach volume of 362 vehicles. The project contribution to this poorly-operating approach would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
- At the intersection of **The Embarcadero/North Point/Kearny**, the Cruise Terminal project would add 145 vehicle trips during the Saturday midday peak hour. At this intersection, the critical movement operating poorly is the northbound through (LOS F), and also the southbound movement (LOS F). The project would add 13 vehicle trips to the northbound through and 13 vehicles to the southbound approach, which would represent approximately 1.5 percent of the total Saturday midday peak hour northbound through, and 2.6 percent of the southbound approach volumes. The project contribution to these poorly-operating movements would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.

2035 Cumulative Conditions – Cruise Terminal Project Contributions

- **Broadway/Battery (Weekday AM)**
 - The Cruise Terminal would add 38 net-new vehicle trips during the Weekday AM peak hour. During the weekday AM peak hour, the eastbound and westbound approaches would operate at LOS F conditions. The project would add 15 vehicle trips to the eastbound approach (1.2 percent contribution) and 13 vehicles to the westbound through movement (2.0 percent contribution). The project contributions to these poorly-operating approaches would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
- **The Embarcadero/Beach/Grant (Weekday PM, Saturday Midday)**
 - The Cruise Terminal would add 2 net-new vehicle trips during the Weekday PM peak hour. During the weekday PM peak hour, the northbound and eastbound approaches would operate at LOS E or LOS F

conditions. The project would not add vehicle trips to critical movements, and therefore, the contribution to the overall intersection LOS E conditions would not be considered significant.

- The Cruise Terminal would add 13 vehicle trips during the Saturday Midday peak hour. During the Saturday Midday peak hour, the northbound and eastbound approaches would operate at LOS F conditions. The project would add 13 vehicle trips to the northbound approach, which would represent 2.3 percent of the northbound left turn peak hour volumes. The project contribution to this poorly-operating movement would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
- **The Embarcadero/North Point/Kearny (Saturday Midday)**
 - The Cruise Terminal would add 145 net-new vehicle trips during the Saturday Midday peak hour. During the Saturday Midday peak hour, the northbound and southbound approaches would operate at LOS F conditions. The project would add 13 vehicle trips to the northbound through (1.5 percent contribution) and 13 vehicles to the southbound approach (2.3 percent contribution). The project contributions to these poorly-operating approaches would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
- **The Embarcadero/Broadway (Weekday AM and PM, Saturday Midday)**
 - The Cruise Terminal would add 59 net-new vehicle trips during the Weekday AM peak hour. During the weekday AM peak hour, the northbound left turn and southbound approach would operate at LOS F conditions. The project would add 63 vehicles to the southbound approach, which would represent 4.7 percent of the total AM peak hour approach volumes. The project contributions to this poorly-operating approach would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
 - The Cruise Terminal would add 7 net-new vehicle trips during the Weekday PM peak hour. During the weekday PM peak hour, the northbound and southbound approaches would operate at LOS F conditions. The project would add 9 vehicle trips to the northbound and 6 vehicles to the eastbound approaches, which would represent less than 1.0 percent of the total PM peak hour approach volumes. The project contributions to these poorly-operating approaches would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.

- The Cruise Terminal would add 343 net-new vehicle trips during the Saturday MIDDAY peak hour. During the Saturday MIDDAY peak hour, the northbound and southbound approaches would operate at LOS F conditions. The project would add 127 vehicle trips to the northbound through (7.8 percent contribution) and 175 vehicles to the southbound through/right (14.1 percent contribution). The project contributions to these poorly-operating movements would be considerable, and therefore the contribution to the overall intersection LOS F conditions would be considered a significant impact.
- **The Embarcadero/Washington (Weekday AM and PM, Saturday MIDDAY)**
 - The Cruise Terminal would add 31 net-new vehicle trips during the Weekday AM peak hour. During the weekday AM peak hour, the northbound and southbound approaches would operate at LOS F conditions. The project would add 50 vehicle trips to the southbound approach, which would represent 2.8 percent of the southbound approach volumes. The project contributions to this poorly-operating approach would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
 - The Cruise Terminal would result in a decrease of 4 vehicle trips during the Weekday PM peak hour. During the weekday PM peak hour, the northbound and southbound approaches would operate at LOS F conditions. The project would add 9 vehicle trips to the northbound through, which would represent less than 1.0 percent of the northbound through volumes. The project contribution would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
 - The Cruise Terminal would add 263 net-new vehicle trips during the Saturday MIDDAY peak hour. During the Saturday MIDDAY peak hour, the northbound approach would operate at LOS F conditions. The project would add 127 vehicle trips to the northbound through, which would represent 6.3 percent of the northbound through volumes. The project contributions to this poorly-operating approach would be considerable, and therefore the contribution to the overall intersection LOS F conditions would be considered a significant impact.
- **The Embarcadero/Mission (Weekday AM and PM, Saturday MIDDAY)**
 - The Cruise Terminal would add 31 net-new vehicle trips during the Weekday AM peak hour. During the weekday AM peak hour, the northbound approach would operate at LOS F conditions. The project would not add any vehicle trips to the approach volumes. The project

contributions to the poorly-operating approach would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.

- The Cruise Terminal would result in a net decrease of 4 vehicle trips during the Weekday PM peak hour. During the weekday PM peak hour, the northbound approach would operate at LOS F conditions. The project would add 9 vehicle trips to the northbound approach, which would represent less than 1.0 percent of the northbound approach. The project contributions to this poorly-operating approach would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
- The Cruise Terminal would add 263 net-new vehicle trips during the Saturday Midday peak hour. During the Saturday Midday peak hour, the northbound approach would operate at LOS F conditions. The project would add 127 vehicle trips to the northbound approach, which would represent 6.0 percent of the northbound approach peak hour volumes. The project contributions to this poorly-operating approach would be considerable, and therefore the contribution to the overall intersection LOS E conditions would be considered a significant impact.
- **The Embarcadero/Harrison (Weekday AM and PM)**
 - The Cruise Terminal would add 23 net-new vehicle trips during the Weekday AM peak hour. During the weekday AM peak hour, the northbound and southbound approaches would operate at LOS F conditions. The project would add 32 vehicle trips to the southbound approach, which would represent 1.7 percent of the total AM peak hour approach volume. The project contributions to this poorly-operating approach would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
 - The Cruise Terminal would result in a reduction of 23 vehicle trips during the Weekday PM peak hour, and would not add trips to any movements operating poorly. The project contributions would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
- **The Embarcadero/Bryant (Weekday AM and PM)**
 - The Cruise Terminal would add 6 net-new vehicle trips during the Weekday AM peak hour. During the weekday AM peak hour, movements within all four approaches would operate at LOS F conditions. The project would add 15 vehicle trips to the southbound through, which

would represent 1.0 percent of the southbound through volume. The project contributions would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.

- The Cruise Terminal would result in a net reduction of 32 vehicle trips during the Weekday PM peak hour, and would not add vehicles to any movements operating poorly. Therefore the contribution to the overall intersection LOS F conditions would not be considered significant.

- **The Embarcadero/Brannan (Weekday AM and PM)**

- The Cruise Terminal would add 6 net-new vehicle trips during the Weekday AM peak hour. During the weekday AM peak hour, the northbound and southbound approaches would operate at LOS F conditions. The project would add 15 vehicle trips to the southbound approach, which would represent less than 1.0 percent of the southbound approach volume. The project contributions would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
- The Cruise Terminal would result in a net reduction of 32 vehicle trips during the Weekday PM peak hour, and would not add vehicles to any movements operating poorly. Therefore the contribution to the overall intersection LOS F conditions would not be considered significant.

- **The Embarcadero/Howard (Weekday AM and PM, Saturday Middy)**

- The Cruise Terminal would add 31 net-new vehicle trips during the Weekday AM peak hour. During the weekday AM peak hour, the northbound and southbound approaches would operate at LOS F conditions. The project would add 50 vehicle trips to the southbound through, which would represent 3.0 percent of the southbound through volume. The project contributions would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
- The Cruise Terminal would result in a net decrease of 4 vehicle trips during the Weekday PM peak hour. During the weekday PM peak hour, the northbound and southbound approaches would operate at LOS F conditions. The project would add 9 vehicle trips to the northbound through movement, which would represent less than 1.0 percent of the northbound through volumes. The project contributions to this poorly-operating approach would not be considerable, and therefore the

contribution to the overall intersection LOS F conditions would not be considered significant.

- The Cruise Terminal would add 263 net-new vehicle trips during the Saturday MIDDAY peak hour. During the Saturday MIDDAY peak hour, the northbound approach would operate at LOS F conditions. The project would add 127 vehicle trips to the northbound through, which would represent 6.5 percent of the northbound through volumes. The project contributions to this poorly-operating approach would be considerable, and therefore the contribution to the overall intersection LOS F conditions would be considered a significant impact.

- **The Embarcadero/Folsom (Weekday AM and PM, Saturday MIDDAY)**

- The Cruise Terminal would add 31 net-new vehicle trips during the Weekday AM peak hour. During the weekday AM peak hour, the northbound and southbound approaches would operate at LOS F conditions. The project would add 50 vehicle trips to the southbound approach, which would represent 2.8 percent of the southbound approach volume. The project contribution to this poorly-operating approach would not be considerable, and therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
- The Cruise Terminal would result in a net decrease of 4 vehicle trips during the Weekday PM peak hour, and would not add vehicles to any critical movements operating poorly. Therefore the contribution to the overall intersection LOS F conditions would not be considered significant.
- The Cruise Terminal would add 263 vehicle trips during the Saturday MIDDAY peak hour. During the Saturday MIDDAY peak hour, the movements within the northbound and southbound approaches would operate at LOS E or LOS F conditions. The project would add 49 vehicle trips to the northbound through (3.1 percent contribution) and 136 vehicles to the southbound approach (9.4 percent contribution). The project contributions to the southbound approach would be considerable, and therefore the contribution to the overall intersection LOS E conditions would be considered a significant impact.

Cruise Terminal and Northeast Wharf Plaza
Contributions to 2035 Cumulative Conditions

	Weekday				Saturday	
	AM		PM		Midday	
	LOS	?	LOS	?	LOS	?
8 Broadway/Battery	F	No	--	--	--	--
9 The Embarcadero/Beach/Grant	--	--	E	No	F	No
10 The Embarcadero/North Point/Kearny	--	--	--	--	F	No
15 The Embarcadero/Broadway	F	No	F	No	F	Yes
16 The Embarcadero/Washington	F	No	F	No	F	Yes
17 The Embarcadero/Mission	F	No	F	No	F	Yes
18 The Embarcadero/Harrison	F	No	F	No	--	--
19 The Embarcadero/Bryant	F	No	F	No	--	--
20 The Embarcadero/Brannan	F	No	F	No	--	--
43 The Embarcadero/Howard	F	No	F	No	F	Yes
44 The Embarcadero/Folsom	F	No	F	No	E	Yes

CT contributions to Intersections operating at LOS F conditions

5/31/11

less than significant

Existing + Cruise Terminal - Saturday Midday

Existing+Cruise Terminal WeTue May 31, 2011 09:49:28 Page 11-1

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

Intersection #9 Embarcadero/ Beach St / Grant St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 13 Average Delay (sec/veh): 100.6
Optimal Cycle: 101 Level Of Service: F

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

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 17 17 17 0 26 0 0 26 26 19 19 19
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 362 484 48 0 155 0 0 0 315 9 59 9
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 362 484 48 0 155 0 0 0 315 9 59 9
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 362 484 48 0 155 0 0 0 315 9 59 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 381 509 51 0 163 0 0 0 332 9 62 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 381 509 51 0 163 0 0 0 332 9 62 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 381 509 51 0 163 0 0 0 332 9 62 9

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj: 0.92 1.75 0.92 1.00 1.89 1.00 1.00 1.00 0.87 0.98 0.98 0.98
Lanes: 1.09 0.77 0.14 0.00 1.00 0.00 0.00 0.00 1.00 0.12 0.76 0.12
Final Sat.: 1908 2551 253 0 3593 0 0 0 1644 217 1424 217

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.20 0.00 0.05 0.00 0.00 0.00 0.20 0.04 0.04 0.04
Crit Moves: **** **** **** ****
Green/Cycle: 0.17 0.17 0.17 0.00 0.26 0.00 0.00 0.00 0.26 0.19 0.19 0.19
Volume/Cap: 1.19 1.19 1.19 0.00 0.18 0.00 0.00 0.00 0.78 0.23 0.23 0.23
Uniform Del: 42.0 42.0 42.0 0.0 29.2 0.0 0.0 0.0 34.9 34.8 34.8 34.8
IncrementDel: 96.6 96.6 96.6 0.0 0.1 0.0 0.0 0.0 9.3 0.3 0.3 0.3
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00
Delay/Veh: 138.6 139 138.6 0.0 29.3 0.0 0.0 0.0 44.1 35.1 35.1 35.1
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: 138.6 139 138.6 0.0 29.3 0.0 0.0 0.0 44.1 35.1 35.1 35.1
LOS by Move: F F F A C A A A D D D D
HCM2kAvgQ: 22 38 22 0 4 0 0 0 12 2 2 2

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$$E_{2005} = \frac{CT}{894} = \frac{13}{894} = 1.5\%$$

$$LT \text{ only } \frac{13}{362} = 3.6\%$$

No significant contribution

Existing+Cruise Terminal WeTue May 31, 2011 09:49:28 Page 12-1

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

Intersection #10 Embarcadero/ North Point St / Kearny St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 14 Average Delay (sec/veh): 97.4
Optimal Cycle: 180 Level Of Service: F

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

Control: Protected Permitted Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 15 36 0 0 17 17 20 20 20 20 20 20
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 148 839 0 1 326 166 24 158 50 77 34 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 148 839 0 1 326 166 24 158 50 77 34 14
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 148 839 0 1 326 166 24 158 50 77 34 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 156 883 0 1 343 175 25 166 53 81 36 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 156 883 0 1 343 175 25 166 53 81 36 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 156 883 0 1 343 175 25 166 53 81 36 15

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj: 0.95 0.48 1.00 0.86 0.44 0.86 0.96 0.96 0.96 0.97 0.97 0.85
Lanes: 1.00 2.00 0.00 0.01 1.58 0.41 0.12 0.76 1.12 0.69 0.31 1.00
Final Sat.: 1805 1930 0 4 1317 671 212 1397 2051 1273 562 1615

Capacity Analysis Module:
Vol/Sat: 0.09 0.48 0.00 0.26 0.26 0.26 0.12 0.12 0.03 0.06 0.06 0.01
Crit Moves: **** **** **** ****
Green/Cycle: 0.16 0.40 0.00 0.24 0.24 0.24 0.22 0.22 0.22 0.22 0.22 0.22
Volume/Cap: 0.53 1.21 0.00 1.10 1.10 1.10 0.54 0.54 0.12 0.29 0.29 0.04
Uniform Del: 34.6 27.0 0.0 34.3 34.3 34.3 30.9 30.9 27.9 29.1 29.1 27.5
IncrementDel: 1.9 105 0.0 70.1 70.1 70.1 1.3 1.3 0.0 0.4 0.4 0.0
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 36.4 132 0.0 104.4 104 104.4 32.2 32.2 28.0 29.5 29.5 27.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 36.4 132 0.0 104.4 104 104.4 32.2 32.2 28.0 29.5 29.5 27.5
LOS by Move: D F A F F F C C C C C C
HCM2kAvgQ: 4 23 0 19 10 19 5 5 1 3 3 0

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$$E_{\text{Existing}} = \frac{CT}{839} = \frac{13}{839} = 1.5\%$$

not a critical movement

No significant contribution

2035 Cumulative - Weekday AM

2035 Cumulative Weekday AM Tue May 31, 2011 10:12:53

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Level Of Service Computation Report													
2000 HCM Operations Method (Future Volume Alternative)													
.....													
Intersection #7 Broadway St/Sansome St													
Cycle (sec):	80					Critical Vol./Cap.(X):					0.869		
Loss Time (sec):	9					Average Delay (sec/veh):					54.0		
Optimal Cycle:	81					Level Of Service:					D		
.....													
Street Name: Sansome St Broadway St													
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:	27	27	27	0	0	0	44	44	0	0	44	44	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	1	0	1	0	0	0	1	0	0	0	1	
.....													
Volume Module:													
Base Vol:	118	266	65	0	0	0	262	1185	0	0	608	159	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Base:	118	266	65	0	0	0	262	1185	0	0	608	159	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	118	266	65	0	0	0	262	1185	0	0	608	159	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
PHF Volume:	120	271	66	0	0	0	267	1209	0	0	620	162	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	120	271	66	0	0	0	267	1209	0	0	620	162	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	120	271	66	0	0	0	267	1209	0	0	620	162	
.....													
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.89	0.89	0.89	1.00	1.00	1.00	0.57	1.00	1.00	1.00	0.97	0.97	
Lanes:	0.53	1.18	0.29	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.79	0.21	
Final Sat.:	892	2010	491	0	0	0	1079	1900	0	0	1464	383	
.....													
Capacity Analysis Module:													
Vol/Sat:	0.14	0.14	0.14	0.00	0.00	0.00	0.25	0.64	0.00	0.00	0.42	0.42	
Crit Moves:	****				****				****				
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.55	0.55	
Volume/Cap:	0.40	0.40	0.40	0.00	0.00	0.00	0.45	1.16	0.00	0.00	0.77	0.77	
Uniform Del:	20.3	20.3	20.3	0.0	0.0	0.0	10.8	18.0	0.0	0.0	14.1	14.1	
IncrementDel:	0.2	0.2	0.2	0.0	0.0	0.0	0.5	81.7	0.0	0.0	3.7	3.7	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	
Delay/Veh:	20.5	20.5	20.5	0.0	0.0	0.0	11.3	99.7	0.0	0.0	17.7	17.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	20.5	20.5	20.5	0.0	0.0	0.0	11.3	99.7	0.0	0.0	17.7	17.7	
LOS by Move:	C	C	C	A	A	A	B	F	A	A	B	B	
HCM2kAvgQ:	5	5	5	0	0	0	4	53	0	0	14	14	

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2035 Cumulative Weekday AM Tue May 31, 2011 10:12:53

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Level Of Service Computation Report												
2000 HCM Operations Method (Future Volume Alternative)												
Intersection #8 Broadway St/Battery St												
Cycle (sec):	80		Critical Vol./Cap.(X):						1.069			
Loss Time (sec):	9		Average Delay (sec/veh):						267.5			
Optimal Cycle:	180		Level Of Service:						F			
Street Name: Battery St Broadway St												
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:	0	0	0	44	44	44	0	17	17	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	61	626	106	0	776	474	27	662	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	626	106	0	776	474	27	662	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	61	626	106	0	776	474	27	662	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	63	645	109	0	800	489	28	682	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	645	109	0	800	489	28	682	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	63	645	109	0	800	489	28	682	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.95	0.95	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.15	1.58	0.27	0.00	0.62	0.38	1.00	1.00	0.00
Final Sat.:	0	0	0	269	2759	467	0	1119	684	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.71	0.71	0.01	0.36	0.00
Crit Moves:				****			****					
Green/Cycle:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.34	0.34	0.34	0.34	0.00
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	2.12	2.12	0.04	1.06	0.00
Uniform Del:	0.0	0.0	0.0	10.6	10.6	10.6	0.0	26.5	26.5	17.8	26.5	0.0
IncrementDel:	0.0	0.0	0.0	0.2	0.2	0.2	0.0	508	508.5	0.0	53.9	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	10.7	10.7	10.7	0.0	535	535.0	17.8	80.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.7	10.7	10.7	0.0	535	535.0	17.8	80.4	0.0
LOS by Move:	A	A	A	B	B	B	A	F	F	B	F	A
HCM2kAvgQ:	0	0	0	6	6	6	0	114	114	0	25	0

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$$\frac{CT}{2035} = \frac{15}{1250} + \frac{13}{662} = 1.2\% + 2.0\%$$

No significant contribution

2035 Cumulative - Weekday AM

2035 Cumulative Weekday AM Tue May 31, 2011 10:12:53

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Level Of Service Computation Report														
2000 HCM Operations Method (Future Volume Alternative)														
Intersection #15 Embarcadero / Broadway St														
Cycle (sec):	90		Critical Vol./Cap.(X):		1.024									
Loss Time (sec):	17		Average Delay (sec/veh):		169.7									
Optimal Cycle:	176		Level Of Service:		F									
Street Name: Embarcadero Broadway 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				Split Phase				Split Phase	
Rights:	Include				Include				Include				Ovl	
Min. Green:	16	37	0	0	7	28	28		29	0	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	1	0	1	0	0	0	0
Volume Module:														
Base Vol:	715	1302	0	0	3	1289	51	110	0	482	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	715	1302	0	0	3	1289	51	110	0	482	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	715	1302	0	0	3	1289	51	110	0	482	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	1.00
PHF Volume:	715	1302	0	0	3	1289	51	110	0	482	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	715	1302	0	0	3	1289	51	110	0	482	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1.00
FinalVolume:	715	1302	0	0	3	1289	51	110	0	482	0	0	0	0
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.00	0.95	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.92	0.08	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	1805	3452	137	1805	0	1615	0	0	0	0
Capacity Analysis Module:														
Vol/Sat:	0.40	0.36	0.00	0.00	0.37	0.37	0.37	0.06	0.00	0.30	0.00	0.00	0.00	0.00
Crit Moves:	****													
Green/Cycle:	0.18	0.41	0.00	0.00	0.08	0.31	0.31	0.32	0.00	0.32	0.00	0.00	0.00	0.00
Volume/Cap:	2.23	0.88	0.00	0.00	0.02	1.20	1.20	0.19	0.00	0.93	0.00	0.00	0.00	0.00
Uniform Del:	7.0	24.4	0.0	0.0	38.3	31.0	31.0	22.0	0.0	29.5	0.0	0.0	0.0	0.0
IncrementDel:	562.7	6.3	0.0	0.0	0.1	98.9	98.9	0.2	0.0	22.7	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	599.7	30.7	0.0	0.0	38.4	130	129.9	22.2	0.0	52.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	599.7	30.7	0.0	0.0	38.4	130	129.9	22.2	0.0	52.2	0.0	0.0	0.0	0.0
LDS by Move:	F	C	A		D	F	F	C	A	D	A	A	A	A
HCM2kAvgQ:	67	16	0	0	0	33	33	2	0	12	0	0	0	0

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$$\frac{CT = 0}{2035 = X} \quad \frac{50 + 13 = 63}{1340} \quad 4.7\%$$

No significant contribution

2035 Cumulative Weekday AM Tue May 31, 2011 10:12:53

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

Intersection #16 Embarcadero / Washington St																

Cycle (sec):	90		Critical Vol./Cap.(X):		0.789											
Loss Time (sec):	17		Average Delay (sec/veh):		126.8											
Optimal Cycle:	90		Level Of Service:		F											

Street Name:	Embarcadero				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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	12	30	0		10	28	0		33	0	33		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	0	1	0	2	1	0	1	0	0	0	0	

Volume Module:																
Base Vol:	455	1943	0		7	1715	80		71	0	175		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:	455	1943	0		7	1715	80		71	0	175		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	455	1943	0		7	1715	80		71	0	175		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:	455	1943	0		7	1715	80		71	0	175		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	455	1943	0		7	1715	80		71	0	175		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	455	1943	0		7	1715	80		71	0	175		0	0	0	

Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	1.00		0.95	0.90	0.90		0.95	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		1.00	2.87	0.13		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	5187	0		1805	4921	230		1805	0	1615		0	0	0	

Capacity Analysis Module:																
Vol/Sat:	0.25	0.37	0.00		0.00	0.35	0.35		0.04	0.00	0.11		0.00	0.00	0.00	
Crit Moves:	****				****				****							
Green/Cycle:	0.13	0.33	0.00		0.11	0.31	0.31		0.37	0.00	0.37		0.00	0.00	0.00	
Volume/Cap:	1.89	1.12	0.00		0.03	1.12	1.12		0.11	0.00	0.30		0.00	0.00	0.00	
Uniform Del:	39.0	30.0	0.0		35.7	31.0	31.0		18.8	0.0	20.2		0.0	0.0	0.0	
Incremental Del:	416.1	63.0	0.0		0.1	63.1	63.1		0.1	0.0	0.3		0.0	0.0	0.0	
InitQueueDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	455.1	93.9	0.0		35.8	94.1	94.1		18.9	0.0	20.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	455.1	93.9	0.0		35.8	94.1	94.1		18.9	0.0	20.5		0.0	0.0	0.0	
LOS by Move:	F	F	A		D	F	F		B	A	C		A	A	A	
HCM2KAvqQ:	38	28	0		0	26	26		1	0	4		0	0	0	

2035 Cumulative - Weekday AM

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

Intersection #17 Embarcadero / Mission St												
Cycle (sec):	90				Critical Vol./Cap.(X):				0.988			
Loss Time (sec):	10				Average Delay (sec/veh):				82.4			
Optimal Cycle:	165				Level Of Service:				F			

Street Name:	Embarcadero						Mission 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	52	0	0	52	52	28	0	28	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	0	2	1	0	0	0	0	0

Volume Module:												
Base Vol:	0	2321	0	0	1762	167	99	0	172	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 Base:	0	2321	0	0	1762	167	99	0	172	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2321	0	0	1762	167	99	0	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	2496	0	0	1895	180	106	0	185	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2496	0	0	1895	180	106	0	185	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2496	0	0	1895	180	106	0	185	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.62	1.00	1.00	0.61	0.90	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.82	0.18	0.37	0.00	0.63	0.00	0.00	0.00
Final Sat.:	0	3527	0	0	3271	310	623	0	1082	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.71	0.00	0.00	0.58	0.58	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:	*****											
Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	1.22	0.00	0.00	1.00	1.00	0.55	0.00	0.55	0.00	0.00	0.00
Uniform Del:	0.0	19.0	0.0	0.0	19.0	19.0	25.8	0.0	25.8	0.0	0.0	0.0
IncrementDel:	0.0	106	0.0	0.0	20.4	20.4	1.2	0.0	1.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	125	0.0	0.0	39.4	39.4	27.0	0.0	27.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	125	0.0	0.0	39.4	39.4	27.0	0.0	27.0	0.0	0.0	0.0
LOS by Move:	A	F	A	A	D	D	C	A	C	A	A	A
HCM2kAvgQ:	0	44	0	0	21	30	7	0	7	0	0	0

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$$CT = -19$$

No significant contribution

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

Intersection #18 Embarcadero / Harrison St												

Cycle (sec):	100		Critical Vol./Cap.(X):						1.025			
Loss Time (sec):	10		Average Delay (sec/veh):						119.2			
Optimal Cycle:	180		Level Of Service:						F			

Street Name:	Embarcadero				Harrison 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	63	0	0	63	63	27	0	27	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	0	0	1	0	0	0	0	0

Volume Module:												
Base Vol:	0	1872	0	0	1527	350	230	0	159	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1872	0	0	1527	350	230	0	159	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1872	0	0	1527	350	230	0	159	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	2013	0	0	1642	376	247	0	171	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2013	0	0	1642	376	247	0	171	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2013	0	0	1642	376	247	0	171	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.67	1.00	1.00	0.66	0.92	0.95	1.00	0.68	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.72	0.28	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2563	0	0	2143	491	1805	0	1292	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.79	0.00	0.00	0.77	0.77	0.14	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****											
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.63	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	1.25	0.00	0.00	1.22	1.22	0.51	0.00	0.49	0.00	0.00	0.00
Uniform Del:	0.0	18.5	0.0	0.0	18.5	18.5	30.9	0.0	30.7	0.0	0.0	0.0
IncrementDel:	0.0	116	0.0	0.0	103	103.1	0.9	0.0	1.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	135	0.0	0.0	122	121.6	31.8	0.0	31.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	135	0.0	0.0	122	121.6	31.8	0.0	31.8	0.0	0.0	0.0
LOS by Move:	A	F	A	A	F	F	C	A	C	A	A	A
HCM2kAvgQ:	0	56	0	0	51	71	7	0	5	0	0	0

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$$CT = -10$$

$$2035 = \times$$

$$1547 = 32$$

$$1872$$

$$= 1.7\%$$

No significant contribution

2035 Cumulative - Weekday AM

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Level Of Service Computation Report																					
2000 HCM Operations Method (Future Volume Alternative)																					
Intersection #19 Embarcadero / Bryant St																					
Cycle (sec):	100						Critical Vol./Cap.(X):						1.918								
Loss Time (sec):	10						Average Delay (sec/veh):						189.4								
Optimal Cycle:	180						Level Of Service:						F								
Street Name: Embarcadero Bryant 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						Permitted				Permitted				
Rights:	Include						Include						Include				Include				
Min. Green:	21	41	41		16	36	36		28	28	28		28	28	28						
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0						
Lanes:	1	0	1	1	0	2	0	1	0	1	0	0	1	0	1	0					
Volume Module:																					
Base Vol:	144	1584	100		158	1487	42		256	240	327	199	90	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	1.00						
Initial Bse:	144	1584	100		158	1487	42		256	240	327	199	90	63							
Added Vol:	0	0	0		0	0	0		0	0	0	0	0	0	0						
PasserByVol:	0	0	0		0	0	0		0	0	0	0	0	0	0						
Initial Fut:	144	1584	100		158	1487	42		256	240	327	199	90	63							
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97						
PHF Volume:	148	1633	103		163	1533	43		264	247	337	205	93	65							
Reduct Vol:	0	0	0		0	0	0		0	0	0	0	0	0	0						
Reduced Vol:	148	1633	103		163	1533	43		264	247	337	205	93	65							
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	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						
FinalVolume:	148	1633	103		163	1533	43		264	247	337	205	93	65							
Saturation Flow Module:																					
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.95	0.94	0.94		0.95	0.95	0.85		0.68	0.66	0.85	0.17	0.17	0.17							
Lanes:	1.00	1.88	0.12		1.00	2.00	1.00		0.52	0.48	1.00	0.56	0.26	0.18							
Final Sat:	1805	3365	212		1805	3610	1615		669	627	1615	178	81	56							
Capacity Analysis Module:																					
Vol/Sat:	0.08	0.49	0.49		0.09	0.42	0.03		0.39	0.39	0.21	1.15	1.15	1.15							
Crit Moves:	****	****	****		****	****	****		****	****	****	****	****	****	****						
Green/Cycle:	0.21	0.41	0.41		0.16	0.36	0.36		0.33	0.33	0.33	0.33	0.33	0.33	0.33						
Volume/Cap:	0.39	1.18	1.18		0.56	1.18	0.07		1.20	1.20	0.63	3.49	3.49	3.49							
Uniform Del:	34.0	29.5	29.5		38.8	32.0	21.0		33.5	33.5	28.4	33.5	33.5	33.5							
IncrementDel:	0.7	89.9	89.9		2.6	89.1	0.1		108.9	109	2.5	1143	1143	1143							
InitQueueDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Delay Adj:	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						
Delay/Veh:	34.7	119	119.4		41.3	121	21.1		142.4	142	30.8	1177	1177	1177							
User DelAdj:	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						
AdjDel/Veh:	34.7	119	119.4		41.3	121	21.1		142.4	142	30.8	1177	1177	1177							
LOS by Move:	C	F	F		D	F	C		F	F	C	F	F	F	F						
HCM2kAvgQ:	4	43	43		4	38	1		29	29	10	44	44	44							

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$$CT = -10$$

$$2035 = \frac{15}{1487} = 1\%$$

No significant contribution

2035 Cumulative Weekday AM Tue May 31, 2011 10:12:53

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Level Of Service Computation Report																
2000 HCM Operations Method (Future Volume Alternative)																
.....																
Intersection #20 Embarcadero / Brannan St																
.....																
Cycle (sec):	90			Critical Vol./Cap.(X):									0.840			
Loss Time (sec):	11			Average Delay (sec/veh):									144.2			
Optimal Cycle:	90			Level Of Service:									F			
.....																
Street Name: Embarcadero Brannan 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				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	10	37	0		14	37	37		28	28	28		28	28	28	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	0	1	1	0	1	0	1	0	0	0	0	

Volume Module:																
Base Vol:	10	1804	0		7	1725	290		251	0	37	0	0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	10	1804	0		7	1725	290		251	0	37	0	0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0	0	0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	0	0	0	0	
Initial Fut:	10	1804	0		7	1725	290		251	0	37	0	0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97	
PHF Volume:	10	1860	0		7	1778	299		259	0	38	0	0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	0	0	0	0	
Reduced Vol:	10	1860	0		7	1778	299		259	0	38	0	0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	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	
FinalVolume:	10	1860	0		7	1778	299		259	0	38	0	0	0	0	

Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.95	0.95	1.00		0.95	0.93	0.93		0.95	1.00	0.85	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		1.00	1.71	0.29		1.00	0.00	1.00	0.00	0.00	0.00	0.00	
Final Sat:	1805	3610	0		1805	3022	508		1805	0	1615	0	0	0	0	

Capacity Analysis Module:																
Vol/Sat:	0.01	0.52	0.00		0.00	0.59	0.59		0.14	0.00	0.02	0.00	0.00	0.00	0.00	
Crit Moves:	****	****	****		****	****	****		****	****	****	****	****	****	****	
Green/Cycle:	0.11	0.41	0.00		0.16	0.46	0.46		0.31	0.00	0.31	0.00	0.00	0.00	0.00	
Volume/Cap:	0.05	1.25	0.00		0.03	1.29	1.29		0.46	0.00	0.08	0.00	0.00	0.00	0.00	
Uniform Del:	35.8	26.5	0.0		32.2	24.5	24.5		24.9	0.0	21.9	0.0	0.0	0.0	0.0	
IncrementDel:	0.1	120	0.0		0.0	136	136.0		0.6	0.0	0.1	0.0	0.0	0.0	0.0	
InitQueueDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	0.00	0.00	0.00	0.00	
Delay/Veh:	35.9	146	0.0		32.3	160	160.5		25.5	0.0	21.9	0.0	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	35.9	146	0.0		32.3	160	160.5		25.5	0.0	21.9	0.0	0.0	0.0	0.0	

LOS by Move:	D	F	A		C	F	F		C	A	C	A	A	A	A	
HCM2kAvqQ:	0	53	0		0	58	58		6	0	1	0	0	0	0	

2035 Cumulative Weekday AM

2035 Cumulative Weekday AM Tue May 31, 2011 10:12:54

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

Intersection #43 Embarcadero / Howard St												
Cycle (sec):	100				Critical Vol./Cap.(X):		0.852					
Loss Time (sec):	10				Average Delay (sec/veh):		145.5					
Optimal Cycle:	95				Level Of Service:		F					

Street Name:		Embarcadero					Howard 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	15	45	0	10	40	40	30	0	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	1	1	0	1	0	0	0

Volume Module:												
Base Vol:	281	2178	0	3	1672	259	139	0	101	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:	281	2178	0	3	1672	259	139	0	101	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	2178	0	3	1672	259	139	0	101	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	290	2245	0	3	1724	267	143	0	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	2245	0	3	1724	267	143	0	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	2245	0	3	1724	267	143	0	104	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.56	1.00	0.88	0.88	0.43	0.81	1.00	0.74	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.39	0.00	0.61	0.00	0.00	0.00
Final Sat.:	1679	3216	0	1679	3357	808	2133	0	862	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.17	0.70	0.00	0.00	0.51	0.33	0.07	0.00	0.12	0.00	0.00	0.00
Crit Moves:	*****											
Green/Cycle:	0.15	0.50	0.00	0.10	0.45	0.45	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	1.14	1.40	0.00	0.02	1.14	0.74	0.22	0.00	0.40	0.00	0.00	0.00
Uniform Del:	42.5	25.0	0.0	40.6	27.5	22.7	26.3	0.0	27.9	0.0	0.0	0.0
IncrementDel:	100.8	182	0.0	0.0	72.9	7.7	0.1	0.0	0.4	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	143.2	207	0.0	40.6	100	30.4	26.4	0.0	28.3	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:	143.2	207	0.0	40.6	100	30.4	26.4	0.0	28.3	0.0	0.0	0.0
LOS by Move:	F	F	A	D	F	C	C	A	C	A	A	A
HCM2kAvgQ:	13	52	0	0	40	6	2	0	4	0	0	0

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$$CT = -19$$

$$2035 = \frac{50}{1672} = 3.0\%$$

No significant contribution

2035 Cumulative Weekday AM Tue May 31, 2011 10:12:54

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Level Of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative)												
Intersection #44 Embarcadero / Folsom St												
Cycle (sec):	90		Critical Vol./Cap.(X):						1.057			
Loss Time (sec):	10		Average Delay (sec/veh):						157.0			
Optimal Cycle:	180		Level Of Service:						F			
Street Name: Embarcadero Folsom 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	12	49	49	32	32	32	31	31	31	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	123	1981	0	0	1716	59	477	0	153	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:	123	1981	0	0	1716	59	477	0	153	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1981	0	0	1716	59	477	0	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	129	2085	0	0	1806	62	502	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	2085	0	0	1806	62	502	0	161	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	2085	0	0	1806	62	502	0	161	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.70	1.00	1.00	0.96	0.87	0.83	1.00	0.59	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.93	0.07	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1679	2671	0	0	3529	121	3152	0	1114	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.78	0.00	0.00	0.51	0.51	0.16	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****											
Green/Cycle:	0.13	0.54	0.00	0.00	0.41	0.41	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.58	1.43	0.00	0.00	1.24	1.24	0.46	0.00	0.42	0.00	0.00	0.00
Uniform Del:	36.6	20.5	0.0	0.0	26.5	26.5	23.0	0.0	22.6	0.0	0.0	0.0
IncrementDel:	3.7	199	0.0	0.0	116	116.0	0.3	0.0	0.7	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	40.4	220	0.0	0.0	143	142.5	23.3	0.0	23.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	220	0.0	0.0	143	142.5	23.3	0.0	23.3	0.0	0.0	0.0
LOS by Move:	D	F	A	A	F	F	C	A	C	A	A	A
HCM2kAvgQ:	3	69	0	0	49	44	6	0	4	0	0	0

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$$CT = -10$$

$$2035 = \frac{33+17}{1775} = 2.8\%$$

No significant contribution

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

Intersection #8 Broadway St/Battery St

Cycle (sec):	80	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	9	Average Delay (sec/veh):	114.2
Optimal Cycle:	75	Level Of Service:	F

Street Name:	Battery St				Broadway St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Wn. Green:	0	0	0	44	0	17	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1	0	0

Volume Module:												
Base Vol:	0	0	0	63	722	209	0	481	278	44	853	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 Base:	0	0	0	63	722	209	0	481	278	44	853	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	63	722	209	0	481	278	44	853	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	64	737	213	0	491	284	45	870	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	737	213	0	491	284	45	870	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	64	737	213	0	491	284	45	870	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.95	0.95	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.13	1.45	0.42	0.00	0.63	0.37	1.00	1.00	0.00
Final Sat.:	0	0	0	220	2518	729	0	1145	662	1740	1900	

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.43	0.43	0.03	0.46	0.00
Cr/Sec:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.34	0.34	0.03	0.34	0.00
Groups/Cycle:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.34	0.34	0.03	0.34	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.53	0.00	1.27	1.27	0.08	1.36	0.00
Uniform Del:	0.0	0.0	0.0	11.5	11.5	11.5	0.0	26.5	26.5	18.0	26.5	0.0
IncrementDel:	0.0	0.0	0.0	0.3	0.3	0.3	0.0	134	134	0.1	171	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.7	11.7	11.7	0.0	161	160.6	18.1	197	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.7	11.7	11.7	0.0	161	160.6	18.1	197	0.0
LOS by Move:	A	A	A	B	B	B	A	F	F	B	F	A
HCM2kAvqQ:	0	0	0	9	9	9	0	39	39	1	50	

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$$\frac{CT = 4}{2035} = \frac{7}{853} = 0.5\% \quad 0.8\%$$

No significant contribution

2035 Cumulative - Weekday PM

2035 Cumulative Weekday PM Tue May 31, 2011 10:40:16

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Level Of Service Computation Report												
2000 HCM Operations Method (Future Volume Alternative)												
.....												
Intersection #9 Embarcadero/ Beach St / Grant St												
Cycle (sec):	75					Critical Vol./Cap.(X):				0.660		
Loss Time (sec):	13					Average Delay (sec/veh):				57.6		
Optimal Cycle:	101					Level Of Service:				E		
.....												
Street Name: Embarcadero Beach St (EB)/Grant St (WB)												
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	0	26	0	0	0	26	19	19	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	0	0	0	1	0	0
.....												
Volume Module:												
Base Vol:	341	247	29	5	184	0	0	0	355	18	76	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	341	247	29	5	184	0	0	0	355	18	76	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserbyVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	247	29	5	184	0	0	0	355	18	76	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	371	268	32	5	200	0	0	0	386	20	83	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	268	32	5	200	0	0	0	386	20	83	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	268	32	5	200	0	0	0	386	20	83	10
.....												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.28	0.92	0.92	1.00	1.00	1.00	1.00	1.00	0.87	0.98	0.98	0.98
Lanes:	1.00	0.89	0.11	0.03	0.97	0.00	0.00	0.00	1.00	0.17	0.74	0.09
Final Sat.:	2440	1561	183	50	1848	0	0	0	1644	325	1373	163
.....												
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.11	0.11	0.00	0.00	0.00	0.23	0.06	0.06	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.26	0.26	0.00	0.00	0.00	0.26	0.19	0.19	0.19
Volume/Cap:	0.90	1.02	1.02	0.42	0.42	0.00	0.00	0.00	0.91	0.32	0.32	0.32
Uniform Del:	41.2	42.0	42.0	31.2	31.2	0.0	0.0	0.0	36.4	35.4	35.4	35.4
IncrementDel:	14.3	40.8	40.8	0.6	0.6	0.0	0.0	0.0	23.7	0.5	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.5	82.8	82.8	31.8	31.8	0.0	0.0	0.0	60.1	36.0	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	82.8	82.8	31.8	31.8	0.0	0.0	0.0	60.1	36.0	36.0	36.0
LOS by Move:	E	F	F	C	C	A	A	A	E	D	D	D
HCM2kAvgq:	16	16	16	6	6	0	0	0	16	3	3	3

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2
341
not
critical

No significant contribution

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Level Of Service Computation Report												
2000 HCM Operations Method (Future Volume Alternative)												
.....												
Intersection #10 Embarcadero/ North Point St / Kearny St												
.....												
Cycle (sec):	96		Critical Vol./Cap.(X):						0.505			
Loss Time (sec):	16		Average Delay (sec/veh):						36.8			
Optimal Cycle:	100		Level Of Service:						D			
.....												
Street Name:	Embarcadero			North Point St (EB)			Kearny St (W)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	15	44	0	0	24	24	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	1	0	1	0	1

Volume Module:												
Base Vol:	197	571	0	2	496	63	21	269	14	22	26	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	197	571	0	2	496	63	21	269	14	22	26	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserbyVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	571	0	2	496	63	21	269	14	22	26	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	207	601	0	2	522	66	22	283	15	23	27	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	601	0	2	522	66	22	283	15	23	27	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	601	0	2	522	66	22	283	15	23	27	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.68	1.00	0.89	0.64	0.89	0.99	0.99	0.99	0.98	0.98	0.85
Lanes:	1.00	2.00	0.00	0.01	1.83	0.16	0.07	0.91	1.02	0.46	0.54	1.00
Final Sat.:	1805	2600	0	9	2225	283	133	1704	1925	852	1007	1615

Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.00	0.23	0.23	0.23	0.17	0.17	0.01	0.03	0.03	0.01
Crit Moves:	****											
Green/Cycle:	0.14	0.44	0.00	0.30	0.30	0.30	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.81	0.53	0.00	0.78	0.78	0.78	0.83	0.83	0.04	0.14	0.14	0.04
Uniform Del:	41.7	20.4	0.0	32.1	32.1	32.1	38.4	38.4	32.2	32.9	32.9	32.2
IncrementDel:	18.0	0.5	0.0	5.4	5.4	5.4	14.1	14.1	0.0	0.2	0.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.7	20.8	0.0	37.5	37.5	37.5	52.5	52.5	32.2	33.1	33.1	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	20.8	0.0	37.5	37.5	37.5	52.5	52.5	32.2	33.1	33.1	32.3
LOS by Move	E	C	A	D	D	D	D	D	C	C	C	C
HCM2kAvgq:	7	7	0	12	9	12	10	10	0	1	1	0

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2035 Cumulative - Weekday PM

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Level Of Service Computation Report												
2000 HCM Operations Method (Future Volume Alternative)												
Intersection #15 Embarcadero / Broadway St												
Cycle (sec):	90		Critical Vol./Cap.(X):		0.936							
Loss Time (sec):	17		Average Delay (sec/veh):		151.5							
Optimal Cycle:	124		Level Of Service:		F							
Street Name: Embarcadero South Bound Broadway St West Bound												
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	16	37	0	7	28	28	29	0	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	0	0	1	0	0
Volume Module:												
Base Vol:	573	1698	0	7	1294	104	91	0	422	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 Base:	573	1698	0	7	1294	104	91	0	422	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	573	1698	0	7	1294	104	91	0	422	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:	573	1698	0	7	1294	104	91	0	422	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	573	1698	0	7	1294	104	91	0	422	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	573	1698	0	7	1294	104	91	0	422	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.85	0.15	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	1805	3305	266	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.47	0.00	0.00	0.39	0.39	0.05	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.41	0.00	0.08	0.31	0.31	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	1.79	1.14	0.00	0.05	1.26	1.26	0.16	0.00	0.81	0.00	0.00	0.00
Uniform Del:	37.0	26.5	0.0	38.4	31.0	31.0	21.8	0.0	28.0	0.0	0.0	0.0
IncrementDel:	365.9	73.4	0.0	0.1	124	123.8	0.1	0.0	9.3	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	402.9	99.9	0.0	38.6	155	154.8	21.9	0.0	37.3	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:	402.9	99.9	0.0	38.6	155	154.8	21.9	0.0	37.3	0.0	0.0	0.0
LOS by Move:	F	F	A	D	F	F	C	A	D	A	A	A
HCM2kAvgQ:	46	37	0	0	38	38	2	0	10	0	0	0

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$$CT = \frac{9}{1698} = 0.5\%$$

$$CT = \frac{13+7}{1398} = 0.4\%$$

No significant contribution

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Level Of Service Computation Report													
2000 HCM Operations Method (Future Volume Alternative)													
.....													
Intersection #16 Embarcadero / Washington St													
.....													
Cycle (sec):	90		Critical Vol./Cap.(X):							0.840			
Loss Time (sec):	17		Average Delay (sec/veh):							133.1			
Optimal Cycle:	94		Level Of Service:							F			
.....													
Street Name:	Embarcadero					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:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	12	0	0	10	28	0	33	0	33	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	3	0	1	0	1	0	0	0	1	0	
.....													
Volume Module:													
Base Vol:	438	2101	0	10	1634	133	170	0	247	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 Base:	438	2101	0	10	1634	133	170	0	247	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	438	2101	0	10	1634	133	170	0	247	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:	438	2101	0	10	1634	133	170	0	247	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	438	2101	0	10	1634	133	170	0	247	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	438	2101	0	10	1634	133	170	0	247	0	0	0	
.....													
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adj. Factor:	0.95	0.91	1.00	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00	1.00	2.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00	
Final Sat.:	1805	5187	0	1805	4744	386	1805	0	1615	0	0	0	
.....													
Capacity Analysis Module:													
Vol/Sat:	0.24	0.41	0.00	0.01	0.34	0.34	0.09	0.00	0.15	0.00	0.00	0.00	
Crit Moves:	****			****			****			****			
Green/Cycle:	0.13	0.33	0.00	0.11	0.31	0.31	0.37	0.00	0.37	0.00	0.00	0.00	
Volume/Cap:	1.82	1.22	0.00	0.05	1.11	1.11	0.26	0.00	0.42	0.00	0.00	0.00	
Uniform Del:	39.0	30.0	0.0	35.8	31.0	31.0	19.9	0.0	21.3	0.0	0.0	0.0	
Incremental Del:	384.9	102	0.0	0.1	57.9	57.9	0.2	0.0	0.5	0.0	0.0	0.0	
Init Queue Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	
Delay/Veh:	423.9	132	0.0	35.9	88.9	88.9	20.1	0.0	21.8	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	423.9	132	0.0	35.9	88.9	88.9	20.1	0.0	21.8	0.0	0.0	0.0	
LOS by Move:	F	F	A	D	F	F	C	A	C	A	A	A	
HCM2kAvgQ:	36	37	0	0	24	24	3	0	5	0	0	0	

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$$CT = \frac{9}{2101} = 0.4\%$$

$$CT = \frac{13}{13} = 1.0\%$$

No significant contribution

40F6

2035 Cumulative - Weekday PM

2035 Cumulative Weekday PM Tue May 31, 2011 10:40:16

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Level Of Service Computation Report												
2000 HCM Operations Method (Future Volume Alternative)												
Intersection #17 Embarcadero / Mission St												
Cycle (sec):	90		Critical Vol./Cap. (X):						1.100			
Loss Time (sec):	10		Average Delay (sec/veh):						127.6			
Optimal Cycle:	180		Level Of Service:						F			
Street Name: Embarcadero Mission 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	52	0	52	52	52	28	0	28	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	2	0	0	2	1	0	0	0	1	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	3	2453	0	0	1777	197	180	0	97	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 Base:	3	2453	0	0	1777	197	180	0	97	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	2453	0	0	1777	197	180	0	97	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	3	2638	0	0	1911	212	194	0	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	2638	0	0	1911	212	194	0	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	2638	0	0	1911	212	194	0	104	0	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.57	1.00	1.00	0.60	0.90	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	0.01	2.99	0.00	0.00	2.79	0.21	0.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	4	3264	0	0	3186	353	1140	0	614	0	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.81	0.81	0.00	0.00	0.60	0.60	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****											
Green/Cycle:	0.58	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	1.40	1.40	0.00	0.00	1.04	1.04	0.55	0.00	0.55	0.00	0.00	0.00
Uniform Del:	19.0	19.0	0.0	0.0	19.0	19.0	25.7	0.0	25.7	0.0	0.0	0.0
IncrementDel:	182.7	183	0.0	0.0	30.5	30.5	1.2	0.0	1.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	201.7	202	0.0	0.0	49.5	49.5	26.9	0.0	26.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	201.7	202	0.0	0.0	49.5	49.5	26.9	0.0	26.9	0.0	0.0	0.0
LOS by Move:	F	F	A	A	D	D	C	A	C	A	A	A
HCM2kAvgQ:	88	59	0	0	23	35	7	0	7	0	0	0

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$$CT = \frac{9}{2453} = 0.4\%$$

No significant contribution

2035 Cumulative Weekday PM Tue May 31, 2011 10:40:16

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Level Of Service Computation Report												
2000 HCM Operations Method (Future Volume Alternative)												
Intersection #18 Embarcadero / Harrison St												
Cycle (sec):	100		Critical Vol./Cap.(X):		1.070							
Loss Time (sec):	10		Average Delay (sec/veh):		160.7							
Optimal Cycle:	180		Level Of Service:		F							
Street Name: Embarcadero Harrison 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	63	0	0	63	63	27	0	27	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	0	0	1	1	0	0	0	0
Volume Module:												
Base Vol:	0	1966	0	0	1661	380	201	0	178	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 Base:	0	1966	0	0	1661	380	201	0	178	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1966	0	0	1661	380	201	0	178	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	2114	0	0	1786	409	216	0	191	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2114	0	0	1786	409	216	0	191	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2114	0	0	1786	409	216	0	191	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.66	1.00	1.00	0.65	0.92	0.95	1.00	0.68	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.72	0.28	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2527	0	0	2117	484	1805	0	1292	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.84	0.00	0.00	0.84	0.84	0.12	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****											
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.63	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	1.33	0.00	0.00	1.34	1.34	0.44	0.00	0.55	0.00	0.00	0.00
Uniform Del:	0.0	18.5	0.0	0.0	18.5	18.5	30.3	0.0	31.3	0.0	0.0	0.0
IncrementDel:	0.0	152	0.0	0.0	157	156.8	0.6	0.0	1.9	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
AdjDel/Veh:	0.0	170	0.0	0.0	175	175.3	30.9	0.0	33.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	170	0.0	0.0	175	175.3	30.9	0.0	33.1	0.0	0.0	0.0
LOS by Move:	A	F	A	A	F	F	C	A	C	A	A	A
HCM2kAvgQ:	0	65	0	0	65	93	6	0	6	0	0	0

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$$CT = -1 - 31.9 = -22$$

No sig. contribution

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2035 Cumulative - Weekday PM

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

Intersection #19 Embarcadero / Bryant St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.088
Loss Time (sec):	10	Average Delay (sec/veh):	125.7
Optimal Cycle:	180	Level Of Service:	F

Street Name: Embarcadero Bryant 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	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	21 41 41	16 36 36	28 28 28	28 28 28
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 2 0 1	1 0 0 0 1	0 0 1 0 0

Volume Module:

Base Vol:	232 1815 12	126 1642 70	75 98 162	242 111 83
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	232 1815 12	126 1642 70	75 98 162	242 111 83
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	232 1815 12	126 1642 70	75 98 162	242 111 83
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.97 0.97 0.97	0.97 0.97 0.97	0.97 0.97 0.97	0.97 0.97 0.97
PHF Volume:	239 1871 12	130 1693 72	77 101 167	249 114 86
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	239 1871 12	130 1693 72	77 101 167	249 114 86
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	239 1871 12	130 1693 72	77 101 167	249 114 86

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.95 0.95	0.95 0.95 0.85	0.74 0.74 0.85	0.61 0.61 0.61
Lanes:	1.00 1.99 0.01	1.00 2.00 1.00	0.43 0.57 1.00	0.56 0.25 0.19
Final Sat.:	1805 3583 24	1805 3610 1615	609 795 1615	648 297 222

Capacity Analysis Module:

Vol/Sat:	0.13 0.52 0.52	0.07 0.47 0.04	0.13 0.13 0.10	0.38 0.38 0.38
Crit Moves:	****	****	****	****
Green/Cycle:	0.21 0.43 0.43	0.16 0.38 0.38	0.31 0.31 0.31	0.31 0.31 0.31
Volume/Cap:	0.63 1.23 1.23	0.45 1.25 0.12	0.40 0.40 0.33	1.23 1.23 1.23
Uniform Del:	36.0 28.7 28.7	38.0 31.2 20.4	27.0 27.0 26.2	34.3 34.3 34.3
IncrementDel:	3.4 108 107.7	1.1 118 0.1	0.6 0.6 0.4	123.6 124 123.6
InitQueueDel:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Delay/Veh:	39.4 136 136.4	39.1 149 20.5	27.6 27.6 26.6	157.9 158 157.9
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:	39.4 136 136.4	39.1 149 20.5	27.6 27.6 26.6	157.9 158 157.9
LOS by Move:	D F F	D F C	C C C	F F F
HCM2KavgQ:	6 51 51	3 47 1	5 5 4	27 27 27

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CTE = -1 -31
no sig. contribution

2035 Cumulative Weekday PM Tue May 31, 2011 10:40:16													Page 22-1		
Level of Service Computation Report															
2000 HCM Operations Method (Future Volume Alternative)															
.....															
Intersection #20 Embarcadero / Brannan St															
.....															
Cycle (sec):		90					Critical Vol./Cap.(X):					0.806			
Loss Time (sec):		11					Average Delay (sec/veh):					178.3			
Optimal Cycle:		90					Level of Service:					F			
.....															
Street Name:		Embarcadero					Brannan 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			Split Phase			Split Phase				
Rights:		Include			Include			Include			Include				
Min. Green:		10	37	0	14	37	37	28	28	28	28	28	28		
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:		1	0	2	0	0	1	0	1	0	1	0	0		

Volume Module:															
Base Vol:		62	1983	0	31	1646	381	204	0	16	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:		62	1983	0	31	1646	381	204	0	16	0	0	0		
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:		62	1983	0	31	1646	381	204	0	16	0	0	0		
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
PHF Volume:		65	2066	0	32	1715	397	213	0	17	0	0	0		
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:		65	2066	0	32	1715	397	213	0	17	0	0	0		
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:		65	2066	0	32	1715	397	213	0	17	0	0	0		

Saturation Flow Module:															
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:		0.95	0.95	1.00	0.95	0.92	0.92	0.95	1.00	0.85	1.00	1.00	1.00		
Lanes:		1.00	2.00	0.00	1.00	1.62	0.38	1.00	0.00	1.00	0.00	0.00	0.00		
Final Sat.:		1805	3610	0	1805	2849	660	1805	0	1615	0	0	0		

Capacity Analysis Module:															
Vol/Sat:		0.04	0.57	0.00	0.02	0.60	0.60	0.12	0.00	0.01	0.00	0.00	0.00		
Crit Moves:		****			****			****			****				
Green/Cycle:		0.11	0.41	0.00	0.16	0.46	0.46	0.31	0.00	0.31	0.00	0.00	0.00		
Volume/Cap:		0.32	1.39	0.00	0.12	1.32	1.32	0.38	0.00	0.03	0.00	0.00	0.00		
Uniform Del:		36.9	26.5	0.0	32.7	24.5	24.5	24.2	0.0	21.6	0.0	0.0	0.0		
IncrementDel:		0.9	181	0.0	0.2	149	148.9	0.4	0.0	0.0	0.0	0.0	0.0		
InitQueueDel:		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:		1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00		
Delay/Veh:		37.8	207	0.0	32.9	173	173.4	24.6	0.0	21.6	0.0	0.0	0.0		
User DelAdj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:		37.8	207	0.0	32.9	173	173.4	24.6	0.0	21.6	0.0	0.0	0.0		
LOS by Move:		D	F	A	C	F	F	C	A	C	A	A	A		
HCM2kAvgQ:		2	69	0	1	62	62	5	0	0	0	0	0		

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CTE = -1 -31
no sig. contribution

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2035 Cumulative - Weekday PM

2035 Cumulative Weekday PM Tue May 31, 2011 10:40:16													Page 23-1				
Level Of Service Computation Report																	
2000 HCM Operations Method (Future Volume Alternative)																	
Intersection #43 Embarcadero / Howard St																	
Cycle (sec):		100		Critical Vol./Cap.(X):		0.971											
Loss Time (sec):		10		Average Delay (sec/veh):		135.7											
Optimal Cycle:		158		Level Of Service:		F											
Street Name: Embarcadero Howard 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				Split Phase				Split Phase			
Rights:		Include				Include				Include				Include			
Min. Green:		15 45 0				10 40 40				30 0 30				0 0 0			
Y/R:		4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0			
Lanes:		1 0 3 0 0				1 0 2 0 1				1 0 1 0 0				0 0 0 0 0			
Volume Module:																	
Base Vol:		162 2126 0				4 1507 362				323 0 217				0 0 0 0			
Growth Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Initial Bse:		162 2126 0				4 1507 362				323 0 217				0 0 0 0			
Added Vol:		0 0 0 0 0				0 0 0 0 0				0 0 0 0 0				0 0 0 0 0			
PasserByVol:		0 0 0 0 0				0 0 0 0 0				0 0 0 0 0				0 0 0 0 0			
Initial Fut:		162 2126 0				4 1507 362				323 0 217				0 0 0 0			
User Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj:		0.93 0.93 0.93				0.93 0.93 0.93				0.93 0.93 0.93				0.93 0.93 0.93			
PHF Volume:		174 2286 0				4 1620 389				347 0 233				0 0 0 0			
Reduct Vol:		0 0 0 0 0				0 0 0 0 0				0 0 0 0 0				0 0 0 0 0			
Reduced Vol:		174 2286 0				4 1620 389				347 0 233				0 0 0 0			
PCE Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
MLF Adj:		1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Final Volume:		174 2286 0				4 1620 389				347 0 233				0 0 0 0			
Saturation Flow Module:																	
Sat/Lane:		1900 1900 1900				1900 1900 1900				1900 1900 1900				1900 1900 1900			
Adjustment:		0.88 0.56 1.00				0.88 0.88 0.43				0.81 1.00 0.74				1.00 1.00 1.00			
Lanes:		1.00 3.00 0.00				1.00 2.00 1.00				1.40 0.00 0.60				0.00 0.00 0.00			
Final Sat.:		1679 3216 0				1679 3357 808				2167 0 837				0 0 0 0			
Capacity Analysis Module:																	
Vol/Sat:		0.10 0.71 0.00				0.00 0.48 0.48				0.16 0.00 0.28				0.00 0.00 0.00			
Crit Moves:		0.15 0.50 0.00				0.10 0.45 0.45				0.30 0.00 0.30				0.00 0.00 0.00			
Green/Cycle:		0.69 1.42 0.00				0.03 1.07 1.07				0.53 0.00 0.93				0.00 0.00 0.00			
Volume/Cap:		40.3 25.0 0.0				40.6 27.5 27.5				29.2 0.0 34.0				0.0 0.0 0.0			
IncrementDel:		8.0 193 0.0				0.1 45.3 67.4				0.5 0.0 20.3				0.0 0.0 0.0			
InitQueueDel:		0.0 0.0 0.0				0.0 0.0 0.0				0.0 0.0 0.0				0.0 0.0 0.0			
Delay Adj:		1.00 1.00 0.00				1.00 1.00 1.00				1.00 0.00 1.00				0.00 0.00 0.00			
Delay/Veh:		48.3 218 0.0				40.7 72.8 94.9				29.7 0.0 54.3				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:		48.3 218 0.0				40.7 72.8 94.9				29.7 0.0 54.3				0.0 0.0 0.0			
LOS by Move:		D F A D E F				C A D A A A				A A A A A							
HCM2kAvgQ:		5 54 0				0 32 15				7 0 16				0 0 0 0			

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CT = 9 -22 + 9 = -13
2035 = 2126
0.4%
no significant contribution
no significant contribution

2035 Cumulative Weekday PM Tue May 31, 2011 10:40:16													Page 24-1		
Level Of Service Computation Report															
2000 HCM Operations Method (Future Volume Alternative)															
Intersection #44 Embarcadero / Folsom St															
Cycle (sec): 90 Critical Vol./Cap.(X): 1.011															
Loss Time (sec): 10 Average Delay (sec/veh): 154.3															
Optimal Cycle: 180 Level Of Service: F															
Street Name: Embarcadero Folsom 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				Split Phase				Split Phase			
Rights: Include				Include				Include				Include			
Min. Green: 12 49 49				32 32 32				31 31 31				0 0 0			
Y+R: 4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0			
Lanes: 1 0 2 0 0				0 0 1 0				2 0 0 0 1				0 0 0 0 0			
Volume Module:															
Base Vol: 235 1934 0				0 1678 48				353 0 334				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: 235 1934 0				0 1678 48				353 0 334				0 0 0			
Added Vol: 0 0 0				0 0 0				0 0 0				0 0 0			
PasserByVol: 0 0 0				0 0 0				0 0 0				0 0 0			
Initial Fut: 235 1934 0				0 1678 48				353 0 334				0 0 0			
User Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj: 0.93 0.93 0.93				0.93 0.93 0.93				0.93 0.93 0.93				0.93 0.93 0.93			
PHF Volume: 253 2080 0				0 1804 52				380 0 359				0 0 0			
Reduct Vol: 0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol: 253 2080 0				0 1804 52				380 0 359				0 0 0			
PCE Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
MLF Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
FinalVolume: 253 2080 0				0 1804 52				380 0 359				0 0 0			
Saturation Flow Module:															
Sat/Lane: 1900 1900 1900				1900 1900 1900				1900 1900 1900				1900 1900 1900			
Adjustment: 0.88 0.70 1.00				1.00 0.97 0.87				0.83 1.00 0.59				1.00 1.00 1.00			
Lanes: 1.00 2.00 0.00				0.00 1.94 0.06				2.00 0.00 1.00				0.00 0.00 0.00			
Final Sat.: 1679 2671 0				0 3555 102				3152 0 1114				0 0 0			
Capacity Analysis Module:															
Vol/Sat: 0.15 0.78 0.00				0.00 0.51 0.51				0.12 0.00 0.32				0.00 0.00 0.00			
Crit Moves: 0.12 0.54 0.00				0.00 0.42 0.42				0.34 0.00 0.34				0.00 0.00 0.00			
Green/Cycle: 1.21 1.43 0.00				0.00 1.21 1.21				0.35 0.00 0.94				0.00 0.00 0.00			
Volume/Cap: 39.4 20.5 0.0				0.0 26.1 26.1				22.0 0.0 28.5				0.0 0.0 0.0			
IncrementDel:130.0 197 0.0				0.0 100 100.3				0.2 0.0 30.0				0.0 0.0 0.0			
InitQueueDel:0.0 0.0 0.0				0.0 0.0 0.0				0.0 0.0 0.0				0.0 0.0 0.0			
Delay Adj: 1.00 1.00 0.00				0.00 1.00 1.00				1.00 0.00 1.00				0.00 0.00 0.00			
Delay/Veh: 169.4 218 0.0				0.0 126 126.4				22.2 0.0 58.6				0.0 0.0 0.0			
User DelAdj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
AdjDel/Veh: 169.4 218 0.0				0.0 126 126.4				22.2 0.0 58.6				0.0 0.0 0.0			
LOS by Move: F F A				A F F				C A E				A A A			
HCM2kAvgQ: 12 69 0				0 46 41				4 0 14				0 0 0			

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CT = -1 -22 + 9 = -13
no sig. contribution

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to ESA, SAN FRANCISCO

$$\frac{CT}{2035} = \frac{13}{568} = 2.3\%$$

No significant contribution

Traffix B.D.0715 (c) 2008 Dowling Assoc. Licensed to ESA, SAN FRANCISCO

$\frac{13}{856}$	$\frac{13}{572}$
1.5%	2.3%

No significant contribution

2035 Cumulative - Saturday MIDDAY

2035 Cumulative Weekend MIDTue May 31, 2011 10:42:05

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Level Of Service Computation Report												
2000 HCM Operations Method (Future Volume Alternative)												
.....												
Intersection #15 Embarcadero / Broadway St												
.....												
Cycle (sec):	90			Critical Vol./Cap.(X):			0.829					
Loss Time (sec):	17			Average Delay (sec/veh):			102.1					
Optimal Cycle:	91			Level Of Service:			F					
.....												
Street Name:	Embarcadero			South Bound			Broadway St			West Bound		
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	16	31	0	7	28	28	29	0	29	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	0	0	0	1	0	0
.....												
Volume Module:												
Base Vol:	469	1628	0	7	1153	91	116	0	340	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:	469	1628	0	7	1153	91	116	0	340	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	1628	0	7	1153	91	116	0	340	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:	469	1628	0	7	1153	91	116	0	340	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	1628	0	7	1153	91	116	0	340	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	469	1628	0	7	1153	91	116	0	340	0	0	0
.....												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.85	0.15	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3510	0	1805	3309	261	1805	0	1615	0	0	0
.....												
Capacity Analysis Module:												
Vol/Sat:	0.26	0.45	0.00	0.00	0.35	0.35	0.06	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.18	0.41	0.00	0.08	0.31	0.31	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	1.46	1.10	0.00	0.05	1.12	1.12	0.20	0.00	0.65	0.00	0.00	0.00
Uniform Del:	37.0	26.5	0.0	38.4	31.0	31.0	22.1	0.0	26.2	0.0	0.0	0.0
IncrementDel:	224.2	54.6	0.0	0.3	66.3	66.3	0.2	0.0	3.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	261.2	81.1	0.0	38.6	97.3	97.3	22.3	0.0	29.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	261.2	81.1	0.0	38.6	97.3	97.3	22.3	0.0	29.2	0.0	0.0	0.0
LOS by Move:	F	F	A	D	F	F	C	A	C	A	A	A
HCM2kAvgQ:	30	31	0	0	27	27	2	0	7	0	0	0

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$$\frac{CT}{2035} = \frac{127}{1628} = 7.8\%$$

$$\frac{136+39}{1244} = 14.1\%$$

Significant Contribution
Impact ✓

2035 Cumulative Weekend MIDTue May 31, 2011 10:42:05

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

Intersection #16 Embarcadero / Washington St													
Cycle (sec):	90		Critical Vol./Cap.(X):						0.560				
Loss Time (sec):	17		Average Delay (sec/veh):						88.7				
Optimal Cycle:	90		Level Of Service:						F				

Street Name:		Embarcadero				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:	Protected				Protected			Split Phase			Split Phase		
Rights:	Include				Include			Include			Include		
Min. Green:	12	30	0	0	10	28	0	33	0	33	0	0	0
Y+R:	4.0	4.0	4.0	0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	1	0	2	1	0	0	0	0

Volume Module:													
Base Vol:	302	2025	0	0	13	1432	131	102	0	133	0	0	0
Growth Adj:	1.00	1.00	1.00	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	2025	0	0	13	1432	131	102	0	133	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	2025	0	0	13	1432	131	102	0	133	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	1.00
PHF Adj:	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
PHF Volume:	302	2025	0	0	13	1432	131	102	0	133	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	2025	0	0	13	1432	131	102	0	133	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	1.00
MLF Adj:	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
FinalVolume:	302	2025	0	0	13	1432	131	102	0	133	0	0	0

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	0	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0	0.95	0.90	0.90	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	1.00	2.75	0.25	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	1805	4630	429	1805	0	1615	0	0	0

Capacity Analysis Module:													
Vol/Sat:	0.17	0.39	0.00	0	0.01	0.31	0.31	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****			****					
Green/Cycle:	0.13	0.33	0.00	0	0.11	0.31	0.31	0.37	0.00	0.37	0.00	0.00	0.00
Volume/Cap:	1.25	1.17	0.00	0	0.06	0.98	0.98	0.15	0.00	0.22	0.00	0.00	0.00
Uniform Del:	39.0	30.0	0.0	0	35.8	30.7	30.7	19.1	0.0	19.7	0.0	0.0	0.0
IncrementDel:	144.0	83.6	0.0	0	0.1	18.2	18.2	0.1	0.0	0.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	183.0	114	0	0	36.0	48.9	48.9	19.2	0.0	19.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.0	114	0	0	36.0	48.9	48.9	19.2	0.0	19.9	0.0	0.0	0.0
LOS by Move:	F	F	A	D	D	D	D	B	A	B	A	A	A
HCM2kAvgQ:	15	32	0	0	0	15	15	2	0	3	0	0	0

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$$\frac{CT}{2035} = \frac{127}{2025} = 6.3\%$$

Significant Contribution
Impact ✓

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2035 Cumulative - Saturday Midday

2035 Cumulative Weekend MIDTue May 31, 2011 10:42:05

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Level Of Service Computation Report												
2000 HCM Operations Method (Future Volume Alternative)												
.....												
Intersection #17 Embarcadero / Mission St												
Cycle (sec):	90		Critical Vol./Cap.(X):						0.983			
Loss Time (sec):	10		Average Delay (sec/veh):						56.9			
Optimal Cycle:	159		Level Of Service:						E			
.....												
Street Name:	Embarcadero						Mission 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	52	0	0	52	52	28	0	28	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	0	2	1	0	0	0	1	0
.....												
Volume Module:												
Base Vol:	0	2133	0	0	1461	207	296	0	59	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2133	0	0	1461	207	296	0	59	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2133	0	0	1461	207	296	0	59	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	2294	0	0	1571	223	318	0	63	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2294	0	0	1571	223	318	0	63	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2294	0	0	1571	223	318	0	63	0	0	0
.....												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.61	1.00	1.00	0.60	0.89	0.94	1.00	0.94	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.74	0.26	0.83	0.00	0.17	0.00	0.00	0.00
Final Sat.:	0	3475	0	0	3114	441	1487	0	296	0	0	0
.....												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.00	0.00	0.50	0.50	0.21	0.00	0.21	0.00	0.00	0.00
Crit Moves:	*****											
Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	1.14	0.00	0.00	0.87	0.87	0.69	0.00	0.69	0.00	0.00	0.00
Uniform Del:	0.0	19.0	0.0	0.0	16.2	16.2	27.2	0.0	27.2	0.0	0.0	0.0
IncrementDel:	0.0	70.5	0.0	0.0	4.5	4.5	3.6	0.0	3.6	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	89.5	0.0	0.0	20.7	20.7	30.8	0.0	30.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	89.5	0.0	0.0	20.7	20.7	30.8	0.0	30.8	0.0	0.0	0.0
LOS by Move:	A	F	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	0	34	0	0	14	21	10	0	10	0	0	0

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$$CT = \frac{127}{2133} = 6.0\%$$

Significant Contribution
Impact ✓

2035 Cumulative Weekend MIDTue May 31, 2011 10:42:05

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Level Of Service Computation Report												
2000 HCM Operations Method (Future Volume Alternative)												
Intersection #18 Embarcadero / Harrison St												

Cycle (sec):	100			Critical Vol./Cap.(X):						0.864		
Loss Time (sec):	10			Average Delay (sec/veh):						39.7		
Optimal Cycle:	100			Level Of Service:						D		

Street Name:	Embarcadero						Harrison 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	63	0	0	63	63	27	0	27	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	0	1	1	0	1	0	0	0

Volume Module:												
Base Vol:	0	1416	0	0	1244	335	214	0	78	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1416	0	0	1244	335	214	0	78	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1416	0	0	1244	335	214	0	78	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1523	0	0	1338	360	230	0	84	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1523	0	0	1338	360	230	0	84	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1523	0	0	1338	360	230	0	84	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.66	1.00	1.00	0.64	0.92	0.95	1.00	0.68	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.68	0.32	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2527	0	0	2058	554	1805	0	1292	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.00	0.00	0.65	0.65	0.13	0.00	0.06	0.00	0.00	0.00
Crit Moves:	*****											
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.63	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.96	0.00	0.00	1.03	1.03	0.47	0.00	0.24	0.00	0.00	0.00
Uniform Del:	0.0	17.2	0.0	0.0	18.5	18.5	30.5	0.0	28.5	0.0	0.0	0.0
IncrementDel:	0.0	13.6	0.0	0.0	30.7	30.7	0.7	0.0	0.4	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	30.8	0.0	0.0	49.2	49.2	31.3	0.0	28.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.8	0.0	0.0	49.2	49.2	31.3	0.0	28.9	0.0	0.0	0.0
LOS by Move:	A	C	A	A	D	D	C	A	C	A	A	A
HCM2kAvgQ:	0	23	0	0	28	39	6	0	2	0	0	0

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4 OF 4
2035 Cumulative - Saturday Midday

2035 Cumulative Weekend MIDTue May 31, 2011 10:42:05

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Level Of Service Computation Report												
2000 HCM Operations Method (Future Volume Alternative)												
Intersection #43 Embarcadero / Howard St												
Cycle (sec):	100		Critical Vol./Cap.(X):		0.829							
Loss Time (sec):	10		Average Delay (sec/veh):		100.4							
Optimal Cycle:	95		Level Of Service:		F							
Street Name: Embarcadero Howard 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	0	10	40	40	30	0	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	0	1	0	1	0	0	0
Volume Module:												
Base Vol:	163	1944	0	7	1316	195	189	0	111	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:	163	1944	0	7	1316	195	189	0	111	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1944	0	7	1316	195	189	0	111	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	175	2090	0	8	1415	210	203	0	119	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	2090	0	8	1415	210	203	0	119	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	2090	0	8	1415	210	203	0	119	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.56	1.00	0.88	0.88	0.43	0.81	1.00	0.74	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	1.44	0.00	0.56	0.00	0.00	0.00
Final Sat.:	1679	3216	0	1679	3357	808	2224	0	794	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.65	0.00	0.00	0.42	0.26	0.09	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.50	0.00	0.10	0.44	0.44	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.66	1.30	0.00	0.04	0.95	0.59	0.30	0.00	0.50	0.00	0.00	0.00
Uniform Del:	39.6	25.0	0.0	40.7	26.9	21.0	27.0	0.0	28.8	0.0	0.0	0.0
IncrementDel:	6.2	140	0.0	0.1	13.7	2.5	0.2	0.0	0.6	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	45.8	165	0.0	40.8	40.5	23.5	27.1	0.0	29.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	165	0.0	40.8	40.5	23.5	27.1	0.0	29.5	0.0	0.0	0.0
LOS by Move:	D	F	A	D	D	C	C	A	C	A	A	A
HCM2kAvgQ:	5	44	0	0	23	5	3	0	6	0	0	0

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$$CT = \frac{127}{1944} = 6.5\%$$

Significant Contribution
Impact ✓

2035 Cumulative Weekend MIDTue May 31, 2011 10:42:05

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

Intersection #44 Embarcadero / Folsom St													

Cycle (sec):	90		Critical Vol./Cap.(X):						0.918				
Loss Time (sec):	10		Average Delay (sec/veh):						75.9				
Optimal Cycle:	109		Level Of Service:						E				

Street Name:	Embarcadero					Folsom 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			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	12	49	49	32	32	32	31	31	31	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	0	1	0	2	0	0	0	0	

Volume Module:													
Base Vol:	186	1603	0	0	1374	74	500	0	172	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:	186	1603	0	0	1374	74	500	0	172	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	186	1603	0	0	1374	74	500	0	172	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
PHF Volume:	200	1724	0	0	1477	80	538	0	185	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	200	1724	0	0	1477	80	538	0	185	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 Volume:	200	1724	0	0	1477	80	538	0	185	0	0	0	

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.88	0.70	1.00	1.00	0.96	0.87	0.83	1.00	0.59	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	1.89	0.11	2.00	0.00	1.00	0.00	0.00	0.00	
Final Sat.:	1679	2671	0	0	3447	186	3152	0	1114	0	0	0	

Capacity Analysis Module:													
Vol/Sat:	0.12	0.65	0.00	0.00	0.43	0.43	0.17	0.00	0.17	0.00	0.00	0.00	
Crit Moves:	****			****			****			****			
Green/Cycle:	0.13	0.54	0.00	0.00	0.41	0.41	0.34	0.00	0.34	0.00	0.00	0.00	
Volume/Cap:	0.89	1.19	0.00	0.00	1.04	1.04	0.50	0.00	0.48	0.00	0.00	0.00	
Uniform Del:	38.4	20.5	0.0	0.0	26.5	26.5	23.3	0.0	23.2	0.0	0.0	0.0	
IncrementDel:	33.1	90.6	0.0	0.0	35.2	35.2	0.4	0.0	1.0	0.0	0.0	0.0	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	
Delay/Veh:	71.5	111	0.0	0.0	61.7	61.7	23.7	0.0	24.1	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	71.5	111	0.0	0.0	61.7	61.7	23.7	0.0	24.1	0.0	0.0	0.0	
LOS by Move:	E	F	A	A	E	E	C	A	C	A	A	A	
HCM2kAvgQ:	5	41	0	0	27	24	6	0	5	0	0	0	

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to ESA, SAN FRANCISCO

$$CT = \frac{49}{1603} = 3.1\%$$

$$88 + 48 = 136$$

$$\frac{136}{1448} = 9.4\%$$

Significant Contribution
Impact ✓

SECTION 5

Transit Analysis Calculations

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San Francisco JRH Cruise Terminal at Pier 27

SF MUNI AND REGIONAL TRANSIT SCREENLINE ANALYSIS

Weekday AM Peak Hour - Outbound from Downtown

Weekday AM Peak Hour - Outbound from Downtown								ANNUAL GROWTH RATE					Project		
Screenline Location		EXISTING CONDITIONS			YEAR 2030			2008 to 2030		YEAR 2035			Project Trips	Contribution to	
		Ridership	Capacity	Utilization	Ridership	Capacity	Utilization	Ridership	Capacity	Utilization	Total	Growth			
SF MUNI SCREENLINES															
Northeast	Kearny/Stockton Corridor	1,138	1,947	58%	1,310	1,694	77%	0.6%	-0.6%	1,350	1,640	82%	3	0.2%	1.4%
	All Other Lines	744	1,834	41%	1,464	2,163	68%	3.1%	0.8%	1,710	2,250	76%	2	0.1%	0.2%
	Subtotal	1,882	3,781	50%	2,774	3,857	72%			3,060	3,890	79%	5	0.2%	0.4%
Northwest	Geary Corridor	1,697	2,704	63%	2,419	2,828	86%	1.6%	0.2%	2,620	2,860	92%	2	0.1%	0.2%
	California	1,598	2,351	68%	2,447	2,461	99%	2.0%	0.2%	2,700	2,490	108%	2	0.1%	0.2%
	Sutter/Clement	616	1,134	54%	895	945	95%	1.7%	-0.8%	970	910	107%	1	0.1%	0.2%
	Fulton/Hayes	992	1,386	72%	1,296	1,638	79%	1.2%	0.8%	1,380	1,700	81%	1	0.1%	0.3%
	Balboa	809	1,405	58%	870	1,405	62%	0.3%	0.0%	880	1,410	62%	1	0.1%	1.2%
	Chestnut/Union	1,722	2,457	70%	1,856	2,706	69%	0.3%	0.4%	1,890	2,770	68%	2	0.1%	1.1%
	Subtotal	7,434	11,437	65%	9,783	11,983	82%			10,440	12,140	86%	8	0.1%	0.3%
Southeast	Third Street	505	833	61%	2,598	2,856	91%	7.7%	5.8%	3,770	3,780	100%	1	0.0%	0.0%
	Mission Street	1,221	1,880	65%	1,502	3,008	50%	0.9%	2.2%	1,570	3,350	47%	2	0.1%	0.6%
	San Bruno/Bayshore	1,460	1,880	78%	2,208	2,632	84%	1.9%	1.5%	2,430	2,840	86%	2	0.1%	0.2%
	All Other Lines	1,062	1,708	62%	1,494	1,701	88%	1.6%	0.0%	1,610	1,700	95%	2	0.1%	0.3%
	Subtotal	4,248	6,301	67%	7,802	10,197	77%			9,380	11,670	80%	7	0.1%	0.1%
Southwest	Subway Lines	5,350	6,188	86%	6,461	7,973	81%	0.9%	1.2%	6,740	8,450	80%	3	0.0%	0.2%
	Haight/Noriega	1,029	1,951	53%	1,289	1,512	85%	1.0%	-1.2%	1,360	1,430	95%	1	0.0%	0.2%
	All Other Lines	248	560	44%	305	560	54%	0.9%	0.0%	320	560	57%	0	0.0%	0.2%
	Subtotal	6,627	8,699	76%	8,055	10,045	80%			8,420	10,440	81%	4	0.0%	0.2%
Total All SFMUNI Screenlines		20,191	30,218	67%	28,414	36,082	79%			31,300	38,140	82%	24	0.1%	0.2%
REGIONAL SCREENLINES															
East Bay	BART	19,391	24,150	80%	31,641	29,400	108%	2.3%	0.9%	35,370	30,740	115%	10	0.0%	0.1%
	AC Transit	1,670	3,058	55%	8,664	5,500	158%	7.8%	2.7%	12,600	6,280	201%	1	0.0%	0.0%
	Ferries	667	1,186	56%	2,009	2,386	84%	5.1%	3.2%	2,580	2,800	92%	0	0.0%	0.0%
	Subtotal	21,728	28,394	77%	42,314	37,286	113%			50,550	39,820	127%	11	0.0%	0.0%
North Bay	GGT buses	1,510	2,655	57%	2,690	2,475	109%	2.7%	-0.3%	3,070	2,440	126%	2	0.1%	0.1%
	GGT ferries	949	1,700	56%	1,690	1,700	99%	2.7%	0.0%	1,930	1,700	114%	1	0.1%	0.1%
	Subtotal	2,459	4,355	56%	4,380	4,175	105%			5,000	4,140	121%	3	0.1%	0.1%
South Bay	BART	10,841	16,800	65%	12,978	21,000	62%	0.8%	1.0%	13,520	22,090	61%	6	0.0%	0.2%
	Caltrain	2,128	3,250	65%	4,521	6,400	71%	3.5%	3.1%	5,370	7,470	72%	1	0.0%	0.0%
	SamTrans	686	1,060	65%	812	1,060	77%	0.8%	0.0%	840	1,060	79%	0	0.0%	0.3%
	Ferries	---	---	0%	154	300	51%	0.0%	0.0%	150	300	50%	0	0.0%	0.0%
	Subtotal	13,655	21,110	65%	18,465	28,760	64%			19,880	30,920	64%	8	0.0%	0.1%
Total All Regional Screenlines		37,842	53,859	70%	65,159	70,221	93%			75,430	74,880	101%	22	0.0%	0.1%

Sources: SFMTA, SF Planning Department - 20010

Notes

SF MUNI utilization standard is 85% (vehicle capacity includes standees which represent 30% to 80% of seats, depending upon the configuration of the vehicle);

BART utilization standard is 100% (vehicle capacity is 105 passengers per car)

For all regional transit operators except BART, the capacity is based on the number of seated passengers per vehicle

San Francisco JRH Cruise Terminal at Pier 27

SF MUNI AND REGIONAL TRANSIT SCREENLINE ANALYSIS

Weekday PM Peak Hour - Outbound from Downtown

Weekday PM Peak Hour - Outbound from Downtown								ANNUAL GROWTH RATE					Project		
Screenline Location		EXISTING CONDITIONS			YEAR 2030			2008 to 2030		YEAR 2035			Project Trips	Contribution to	
		Ridership	Capacity	Utilization	Ridership	Capacity	Utilization	Ridership	Capacity	Utilization	Total	Growth			
SF MUNI SCREENLINES															
Northeast	Kearny/Stockton Corridor	1,129	2,010	56%	1,328	1,694	78%	0.7%	-0.8%	1,380	1,630	85%	1	0.1%	0.5%
	All Other Lines	757	1,589	48%	1,522	2,065	74%	3.2%	1.2%	1,780	2,190	81%	1	0.0%	0.1%
	Subtotal	1,886	3,599	52%	2,850	3,759	76%			3,160	3,820	83%	2	0.1%	0.2%
Northwest	Geary Corridor	1,684	2,230	76%	2,485	2,700	92%	1.8%	0.9%	2,710	2,820	96%	1	0.0%	0.1%
	California	1,413	2,050	69%	2,275	2,050	111%	2.2%	0.0%	2,540	2,050	124%	1	0.0%	0.1%
	Sutter/Clement	565	1,008	56%	849	945	90%	1.9%	-0.3%	930	930	100%	0	0.0%	0.1%
	Fulton/Hayes	861	1,260	68%	1,144	1,638	70%	1.3%	1.2%	1,220	1,740	70%	0	0.0%	0.1%
	Balboa	615	1,247	49%	647	1,326	49%	0.2%	0.3%	650	1,340	49%	0	0.0%	0.8%
	Chestnut/Union	1,483	2,328	64%	1,732	2,013	86%	0.7%	-0.7%	1,790	1,950	92%	1	0.0%	0.2%
	Subtotal	6,627	10,123	65%	9,732	10,672	86%			9,840	10,830	91%	3	0.0%	0.1%
Southeast	Third Street	554	714	78%	2,827	2,856	99%	7.7%	6.5%	4,090	3,910	105%	0	0.0%	0.0%
	Mission Street	1,254	2,350	53%	1,546	2,256	69%	1.0%	-0.2%	1,620	2,240	72%	1	0.0%	0.2%
	San Bruno/Bayshore	1,671	2,256	74%	2,492	3,008	83%	1.8%	1.3%	2,730	3,210	85%	1	0.0%	0.1%
	All Other Lines	1,189	1,708	70%	1,661	1,820	91%	1.5%	0.3%	1,790	1,850	97%	1	0.0%	0.1%
	Subtotal	4,668	7,028	66%	8,526	9,940	86%			10,230	11,210	91%	3	0.0%	0.1%
Southwest	Subway Lines	5,883	6,783	87%	7,364	7,973	92%	1.0%	0.7%	7,750	8,270	94%	2	0.0%	0.1%
	Haight/Noriega	1,247	2,140	58%	1,530	1,890	81%	0.9%	-0.6%	1,600	1,840	87%	0	0.0%	0.1%
	All Other Lines	304	700	43%	345	840	41%	0.6%	0.8%	360	880	41%	0	0.0%	0.1%
	Subtotal	7,434	9,623	77%	9,239	10,703	86%			9,710	10,990	88%	2	0.0%	0.1%
Total All SFMUNI Screenlines		20,609	30,373	68%	29,747	35,074	85%			32,940	36,850	89%	10	0.0%	0.1%
REGIONAL SCREENLINES															
East Bay	BART	20,067	24,150	83%	27,749	29,400	94%	1.5%	0.9%	29,870	30,740	97%	4	0.0%	0.0%
	AC Transit	2,517	4,193	60%	7,740	6,600	117%	5.2%	2.1%	9,990	7,320	136%	1	0.0%	0.0%
	Ferries	702	1,519	46%	2,192	2,719	81%	5.3%	2.7%	2,840	3,100	92%	0	0.0%	0.0%
	Subtotal	23,286	29,862	78%	37,681	38,719	97%			42,700	41,160	104%	5	0.0%	0.0%
North Bay	GGT buses	1,397	2,205	63%	2,591	2,205	118%	2.8%	0.0%	2,980	2,210	135%	1	0.0%	0.0%
	GGT ferries	906	1,700	53%	1,681	1,700	99%	2.8%	0.0%	1,930	1,700	114%	0	0.0%	0.0%
	Subtotal	2,303	3,905	59%	4,272	3,905	109%			4,910	3,910	126%	1	0.0%	0.0%
South Bay	BART	10,202	16,800	61%	11,321	21,000	54%	0.5%	1.0%	11,590	22,090	52%	3	0.0%	0.2%
	Caltrain	1,986	3,250	61%	4,092	6,400	64%	3.3%	3.1%	4,820	7,470	65%	1	0.0%	0.0%
	SamTrans	575	940	61%	413	940	44%	-1.5%	0.0%	380	940	40%	0	0.0%	-0.1%
	Ferries	---	---	0%	76	300	25%	0.0%	0.0%	80	300	27%	0	0.0%	0.0%
	Subtotal	12,763	20,990	61%	15,902	28,640	56%			16,870	30,800	55%	4	0.0%	0.1%
Total All Regional Screenlines		38,352	54,757	70%	57,855	71,264	81%			64,480	75,870	85%	10	0.0%	0.0%

Sources: SFMTA, SF Planning Department - 20010

Notes

SF MUNI utilization standard is 85% (vehicle capacity includes standees which represent 30% to 80% of seats, depending upon the configuration of the vehicle);

BART utilization standard is 100% (vehicle capacity is 105 passengers per car)

For all regional transit operators except BART, the capacity is based on the number of seated passengers per vehicle

AC34 MUNI TRANSIT ANALYSIS
EXISTING CONDITIONS - PEAK HOUR CAPACITY BY SUBAREA

Existing Service	Weekday PM		Saturday Midday	
	Inbound	Outbound	Inbound	Outbound
Presidio/Crissy/Marina				
22-Fillmore	504	504	378	378
28-19th Avenue	315	315	315	315
30-Stockton *	312	312	410	410
43-Masonic	315	315	252	252
45-Union-Stockton	315	315	441	441
47-Van Ness *	378	378	378	378
49-Van Ness-Mission	752	752	564	564
<i>subtotal</i>	2,891	2,891	2,738	2,738
		5,782		5,475
Fisherman's Wharf				
8X-Bayshore Express	504	504	504	504
8BX-Bayshore "B" Exp	0	504	0	0
19-Polk	252	252	252	252
30-Stockton *	633	633	410	410
47-Van Ness *	378	378	378	378
F-Market	700	770	630	630
PH Cable Car (60)	504	504	473	473
PM Cable Car (59)	504	504	473	473
<i>subtotal</i>	3,475	4,049	3,119	3,119
		7,524		6,237
The Embarcadero				
C Cable Car (61)	504	504	378	378
N-Judah	1,071	1,071	714	714
J-Church	833	714	714	476
K-Ingleside/T-Third	714	833	595	595
L-Taraval	748	833	714	714
M-Ocean View	833	714	595	595
1-California	1,071	1,071	504	504
1AX-California A Exp	0	189	0	0
1BX-California B Exp	0	252	0	0
2-Clement	315	315	189	189
5-Fulton	567	504	441	441
6-Parnassus	315	378	315	315
9-San Bruno	315	315	252	252
9L-San Bruno Limited	315	315	0	0
10-Townsend	189	189	189	189
12-Folsom-Pacific	189	189	189	189
14-Mission	504	441	378	378
14X-Mission Express	0	441	0	315
14L-Mission Limited	441	504	315	0
21-Hayes	378	378	252	252
30X-Marina Express	0	504	0	0
31-Balboa	315	315	189	189
38-Geary	1,034	752	752	752
38L-Geary Limited	693	630	504	504
41-Union	0	441	0	0
71/71L-Haight-Noriega	378	693	315	315
82X-Levi Plaza Exp	0	252	0	0
<i>subtotal</i>	11,722	13,737	8,494	8,256
		25,459		16,750
Treasure Island				
108-Treasure Island	252	252	189	189
<i>subtotal</i>		504		378
	18,340	20,929	14,539	14,301

Notes:

Per LCW discussion with Julie Kirschbaum and Peter Straus on 6-28-11, agreed to compromise on where to place the 30X, 30 and 47 lines

For 30X, no change because only serves outbound in PM

For 30 - Long line trips assigned to Presidio, etc, and Short Line trips to FW

Turns out to be 33% Presidio 67% FW for weekday PM, and 50/50 for weekend

For 47 - split 50/50 between Presidio and FW

AC34 MUNI TRANSIT ANALYSIS
EXISTING CONDITIONS - PEAK HOUR RIDERSHIP BY SUBAREA

Existing Service	Weekday PM		Saturday Midday	
	Inbound	Outbound	Inbound	Outbound
Presidio/Crissy/Marina				
22-Fillmore	360	384	246	210
28-19th Avenue	235	220	240	235
30-Stockton*	243	203	325	416
43-Masonic	170	240	184	164
45-Union-Stockton	220	245	322	378
47-Van Ness*	144	120	138	129
49-Van Ness-Mission	<u>408</u>	<u>408</u>	<u>372</u>	<u>270</u>
<i>subtotal</i>	<i>1,780</i>	<i>1,820</i>	<i>1,827</i>	<i>1,802</i>
		<i>3,600</i>		<i>3,629</i>
Fisherman's Wharf				
8X-Bayshore Express	456	312	379	534
8BX-Bayshore "B" Exp	0	568	0	0
19-Polk	176	140	156	120
30-Stockton*	492	412	325	416
47-Van Ness*	144	120	138	129
F-Market	635	933	693	359
PH Cable Car (60)	469	444	360	427
PM Cable Car (59)	<u>438</u>	<u>380</u>	<u>288</u>	<u>396</u>
<i>subtotal</i>	<i>2,811</i>	<i>3,309</i>	<i>2,339</i>	<i>2,380</i>
		<i>6,120</i>		<i>4,719</i>
The Embarcadero				
C Cable Car (61)	194	390	161	182
N-Judah	471	857	280	260
J-Church	207	470	202	90
K-Ingleside/T-Third	550	753	244	217
L-Taraval	204	664	258	179
M-Ocean View	317	512	213	181
1-California	561	884	416	368
1AX-California A Exp	0	120	0	0
1BX-California B Exp	0	160	0	0
2-Clement	180	275	150	108
5-Fulton	351	408	357	350
6-Parnassus	130	240	150	205
9-San Bruno	190	230	256	188
9L-San Bruno Limited	120	205	0	0
10-Townsend	186	180	123	93
12-Folsom-Pacific	123	99	141	87
14-Mission	304	371	342	282
14X-Mission Express	0	462	0	245
14L-Mission Limited	273	384	350	0
21-Hayes	156	276	148	124
30X-Marina Express	0	416	0	0
31-Balboa	165	230	135	123
38-Geary	528	472	584	384
38L-Geary Limited	605	720	472	496
41-Union	0	329	0	0
71/71L-Haight-Noriega	240	562	265	335
82X-Levi Plaza Exp	<u>0</u>	<u>128</u>	<u>0</u>	<u>0</u>
<i>subtotal</i>	<i>6,054</i>	<i>10,796</i>	<i>5,247</i>	<i>4,497</i>
		<i>16,849</i>		<i>9,744</i>
Treasure Island				
108-Treasure Island	136	116	84	51
<i>subtotal</i>		<i>252</i>		<i>135</i>
	10,780	16,041	9,496	8,730

AC34 - Muni Service Changes

from team meeting on April 7, 2011

Line	Headways	Routing	Bus Type?
30 Stockton	no change	Central Subway - no effect north of Sutter South of Sutter - Sutter to Mason to Fifth excavation pit in Wash Sq will affect 30 and 45 lines may need bus bridge between Marina & Wash Sq	no change
30X-Marina Express	around the clock including weekends on event days 8-minute headways?	No change to route Stays outside the Presidio	no change
30L- Marina	Peak direction only 6-minute headways	Caltrain to Marina at Broadway follows the 30X terminates at Beach and Broderick	?
Supplemental 47L	Peak direction only 10-minute headways	Civic Center to North Point	articulated
108-Treasure Island	15-minute headways at all times	no change	40-foot motorcoaches
Cable Cars	no change	no change	no change
F-Market & Wharves	5-minute headways at all times	between Ferry Building and Fisherman's Wharf turnback at Pier 39	historic streetcars
E-Line	20-minute headways	Caltrain to Pier 39 there is an E-Line stop at Caltrain	double-ended historic streetcars
N-Judah	no change	to Mission Bay on weekend event days	
Embarcadero to West Portal Shuttle	20-minute headways	Embarcadero to West Portal (kind of like the ball-park shuttle but doesn't go to ballpark)	2-car trains

AC34 - People Plan Muni Service Changes						
PEAK HOUR Conditions						Vehicle
	Weekday PM - Outbound		Weekend Midday - Inbound			Capacity
Line	Vehicles	Capacity	Vehicles	Capacity	Headways	(passengers)
30-Stockton					no change	
30X-Marina Express (Presidio)					around the clock	63
Existing	8	504	0	0	including weekends	
People Plan	<u>8</u>	<u>504</u>	<u>8</u>	<u>504</u>	8-minute headways?	
net-change	0	0	8	504		
30L-Marina (Presidio)					Peak direction only	63
Existing	0	0	0	0	6-minute headways	
People Plan	<u>10</u>	<u>630</u>	<u>10</u>	<u>630</u>		
net-change	10	630	10	630		
Supplemental 47L (Fisherman's Wharf)					Peak direction only	94
Existing	0	0	0	0	10-minute headways	
People Plan	<u>6</u>	<u>564</u>	<u>6</u>	<u>564</u>		
net-change	6	564	6	564		
108-Treasure Island (TI)					15-minute headways	63
Existing	4	252	3	189	at all times	
People Plan	<u>4</u>	<u>252</u>	<u>4</u>	<u>252</u>		
net-change	0	0	1	63		
F-Market & Wharves (Emb)					5-minute headways	70
Existing	10	700	10	700	at all times	
People Plan	<u>12</u>	<u>840</u>	<u>12</u>	<u>840</u>		
net-change	2	140	2	140		
E-Line (Emb)					20-minute headways	70
Existing	0	0	0	0		
People Plan	<u>3</u>	<u>210</u>	<u>3</u>	<u>210</u>		
net-change	3	210	3	210		
N-Judah					no change	
Emb to W.Portal Shuttle (Emb)						119
Existing	0	0	0	0	2-car trains	
People Plan	<u>0</u>	<u>0</u>	<u>3</u>	<u>714</u>	20-minute headways	
net-change	0	0	3	714		
TOTAL	21	1,544	33	2,825		

AC34 - People Plan Muni Service Changes						
PEAK HOUR Conditions						
People Plan Capacity (from above)						
Presidio/Crissy Field/Marina		630		1,134		
Fisherman's Wharf		564		564		
The Embarcadero		350		1,064		
Treasure Island		<u>0</u>		<u>63</u>		
		1,544		2,825		
Existing						
Presidio/Crissy Field/Marina		2,891		2,738		
Fisherman's Wharf		4,049		3,119		
The Embarcadero		13,737		8,494		
Treasure Island		<u>252</u>		<u>189</u>		
		20,929		14,540		
Existing plus People Plan						
Presidio/Crissy Field/Marina		3,521		3,872		
Fisherman's Wharf		4,613		3,683		
The Embarcadero		14,087		9,558		
Treasure Island		<u>252</u>		<u>252</u>		
		22,473		17,365		

AC34 - Regional Transit - Ridership and Capacity Assumptions				
Saturday Midday Peak Hour - Inbound into San Francisco				
		Ridership	Capacity	Utilization
BART				
East Bay		3900	8064	48%
South Bay		2340	8547	27%
AC Transit				
11:22 arrival	F	19	40	48%
11:52 arrival	F	37	40	93%
11:20 arrival	NL	15	40	38%
11:50 arrival	NL	21	40	53%
11:44 arrival	O	25	40	63%
		117	200	59%
SamTrans				
12:09 arrival	KX	32	40	80%
Caltrain				
12:35 arrival	429	543	650	84%
Golden Gate Ferries				
12:45	Sausalito	50	715	7%
11:40	Larkspur	143	715	20%
		193	1430	13%
Golden Gate Buses				
11:56	10 from Marin City	13	41	32%
11:00	70 from San Rafael	11	41	27%
11:26	70 from San Rafael	11	41	27%
11:30	80 from San Rafael	13	41	32%
11:45	101 from San Rafael	14	41	34%
		62	205	30%
WETA Services				
10:40	Alameda & Oakland	263	388	68%
11:00	Vallejo	297	300	99%
Blue & Gold				
11:30	Sausalito	293	650	45%
12:45	Tiburon	205	500	41%
East Bay		4,577	8,952	51%
North Bay		753	2,785	27%
South Bay		2,915	9,237	32%
		8,245	20,974	39%
SOURCES:				
AC Transit - "SATURDAY_TRP_1010-1012-1103.xls" received via Monica P, from Robert Del Rosario, AC Transit, email on May 25, 2011				
GGT - "final_nb_sb_summary.xls" and "march_2011_all_ferry.xls" received via Monica P, from Joshua Widman, GGT, email on May 24, 2011				
BART - "Avg Train LoadsSatApr2011.pdf" received via Monica P, from Thomas Tumola, BART, email on May 27, 2011				
SamTrans - received via Monica P, from Donald Esse, SamTrans email on June 3, 2011				
Ferries -				
WETA - "AC34 Regional Weekend Data 5-25-11 WETA.rev.xlsx" received from Chad Mason email on June 2, 2011				
Blue & Gold - received via Monica P, from Patrick Murphy, B&G Flee, email on June 2, 2011				
Caltrain - received via Monica P, from Donalds Esse, SamTrans, email on June 3, 2011				

34th America's Cup Transit Analysis

WEEKDAY PM PEAK RACE DAY

Outbound	EXISTING			EXISTING PLUS AC34 2012 [a]				EXISTING PLUS AC34 2013 [b]			
	Capacity	Ridership	Percent Utilization	Peak Hour AC34 Riders	Ridership	Percent Utilization	Passenger Shortfall	Peak Hour AC34 Riders	Ridership	Percent Utilization	Passenger Shortfall
SAN FRANCISCO											
Presidio/Crissy/Marina	2,891	1,820	63%	2,425	4,245	147%	1,354	1,758	3,578	124%	687
Fisherman's Wharf	4,049	3,309	82%	280	3,589	89%	0	312	3,621	89%	0
The Embarcadero	13,737	10,796	79%	93	10,889	79%	0	308	11,104	81%	0
Treasure Island	252	116	46%	9	125	50%	0	10	126	50%	0
Total	20,929	16,041	77%	2,807	18,848	90%	1,354	2,387	18,428	88%	687
EAST BAY											
BART	24,150	20,067	83%	997	21,064	87%	0	1,074	21,141	88%	0
AC Transit	4,193	2,517	60%	151	2,668	64%	0	163	2,680	64%	0
Ferries	1,519	702	46%	51	753	50%	0	53	755	50%	0
Total	29,862	23,286	78%	1,198	24,484	82%	0	1,291	24,576	82%	0
NORTH BAY											
Buses	2,205	1,397	63%	108	1,505	68%	0	117	1,514	69%	0
Ferries	1,706	906	53%	79	985	58%	0	85	991	58%	0
Total	3,911	2,303	59%	187	2,490	64%	0	201	2,504	64%	0
SOUTH BAY											
BART	16,800	10,202	61%	876	11,078	66%	0	945	11,147	66%	0
Caltrain	3,250	1,986	61%	170	2,156	66%	0	183	2,169	67%	0
SamTrans	940	575	61%	49	624	66%	0	53	628	67%	0
Total	20,990	12,763	61%	1,096	13,858	66%	0	1,181	13,945	66%	0

SATURDAY MIDDAY PEAK RACE DAY

Inbound	EXISTING			EXISTING PLUS AC34 2012 [a]				EXISTING PLUS AC34 2013 [b]			
	Capacity	Ridership	Percent Utilization	Peak Hour AC34 Riders	Ridership	Percent Utilization	Passenger Shortfall	Peak Hour AC34 Riders	Ridership	Percent Utilization	Passenger Shortfall
SAN FRANCISCO											
Presidio/Crissy/Marina	2,738	1,827	67%	15,320	17,147	626%	14,409	16,103	17,930	655%	15,192
Fisherman's Wharf	3,119	2,339	75%	1,677	4,016	129%	897	2,796	5,135	165%	2,016
The Embarcadero	8,494	5,247	62%	388	5,635	66%	0	2,744	7,991	94%	0
Treasure Island	189	84	44%	47	131	69%	0	102	186	98%	0
Total	14,540	9,497	65%	17,433	26,930	185%	15,307	21,745	31,242	215%	17,208
EAST BAY											
BART	8,064	3,900	48%	6,252	10,152	126%	2,088	10,732	14,632	181%	6,568
AC Transit	200	117	59%	163	280	140%	80	282	399	200%	199
Ferries	688	560	81%	653	1,213	176%	525	1,113	1,673	243%	985
Total	8,952	4,577	51%	7,069	11,646	130%	2,694	12,142	16,704	187%	7,752
NORTH BAY											
Buses	205	62	30%	219	281	137%	76	381	443	216%	238
Ferries	2,580	691	27%	2,681	3,372	131%	792	4,599	5,290	205%	2,710
Total	2,785	753	27%	2,899	3,652	131%	867	4,980	5,733	206%	2,948
SOUTH BAY											
BART	8,547	2,340	27%	6,752	9,092	106%	545	11,598	13,938	163%	5,391
Caltrain	650	543	84%	745	1,288	198%	638	1,268	1,811	279%	1,161
SamTrans	40	32	80%	44	76	190%	36	73	105	262%	65
Total	9,237	2,915	32%	7,541	10,456	113%	1,219	12,953	15,853	172%	6,616

[a] Total weekday landside attendance = 40,400 visitors; total weekend landside attendance = 184,300 visitors

[b] Total weekday landside attendance = 43,700 visitors; total weekend landside attendance = 316,000 visitors

34th America's Cup Transit Analysis

SAN FRANCISCO Peak Hour	Existing plus AC34 2012 [a]			Existing plus AC34 2012 with Mitigation Measure M-TR-1B			Passenger Shortfall	Additional Buses per Bus Size	
	Capacity	Ridership	Percent Utilization	Capacity	Ridership	Percent Utilization		94	63
WEEKDAY PM PEAK RACE DAY									
Presidio/Crissy/Marina	2,891	4,245	147%	3,521	4,245	121%	1,354	15	22
Fisherman's Wharf	4,049	3,589	89%	4,613	3,589	78%	0	0	0
The Embarcadero	13,737	10,889	79%	14,087	10,889	77%	0	0	0
Treasure Island	252	125	50%	252	125	50%	0	0	0
Total	20,929	18,848	90%	22,473	18,848	84%	1,354	15	22
SATURDAY MIDDAY PEAK RACE DAY									
Presidio/Crissy/Marina	2,738	17,147	626%	3,872	17,147	443%	14,409	154	229
Fisherman's Wharf	3,119	4,016	129%	3,683	4,016	109%	897	10	15
The Embarcadero	8,494	5,635	66%	9,558	5,635	59%	0	0	0
Treasure Island	189	131	69%	252	131	52%	0	0	0
Total	14,540	26,930	185%	17,365	26,930	155%	15,307	164	244

SAN FRANCISCO Peak Hour	Existing plus AC34 2013 [b]			Existing plus AC34 2013 with Mitigation Measure M-TR-1B			Passenger Shortfall	Additional Buses per Bus Size	
			Percent			Percent			
	Capacity	Ridership	Utilization	Capacity	Ridership	Utilization		94	63
WEEKDAY PM PEAK RACE DAY									
Presidio/Crissy/Marina	2,891	3,578	124%	3,521	3,578	102%	687	8	11
Fisherman's Wharf	4,049	3,621	89%	4,613	3,621	78%	0	0	0
The Embarcadero	13,737	11,104	81%	14,087	11,104	79%	0	0	0
Treasure Island	252	126	50%	252	126	50%	0	0	0
Total	20,929	18,428	88%	22,473	18,428	82%	687	8	11
SATURDAY MIDDAY PEAK RACE DAY									
Presidio/Crissy/Marina	2,738	17,930	655%	3,872	17,930	463%	15,192	162	242
Fisherman's Wharf	3,119	5,135	165%	3,683	5,135	139%	2,016	22	32
The Embarcadero	8,494	7,991	94%	9,558	7,991	84%	0	0	0
Treasure Island	189	186	98%	252	186	74%	0	0	0
Total	14,540	31,242	215%	17,365	31,242	180%	17,208	184	274

[a] Total weekday landside attendance = 40,400 visitors; total weekend landside attendance = 184,300 visitors

[b] Total weekday landside attendance = 43,700 visitors; total weekend landside attendance = 316,000 visitors

San Francisco JRH Cruise Terminal at Pier 27

F-Market and Wharves Streetcar Ridership Analysis

Maximum Load Point Location		EXISTING CONDITIONS			EXISTING PLUS 3,000-PASSENGER VESSEL					EXISTING PLUS NET NEW PROJECT TRIPS ^[f]				
		Ridership ^[a]	Capacity ^[b]	Capacity Utilization ^[c]	Project Trips ^[d]	Total Ridership	Capacity Utilization ^[c]	Project Contribution	Capacity Utilization w/ E-line ^[e]	Project Trips ^[d]	Total Ridership	Capacity Utilization ^[c]	Project Contribution	Capacity Utilization w/ E-line ^[e]
Weekday AM Peak Hour														
Northbound (towards FW)	Embarcadero / Ferry Terminal	601	700	86%	31	632	90%	4.9%	64%	29	630	90%	4.6%	64%
Southbound (towards Castro)	Embarcadero / Green St	157	700	22%	24	181	26%	13.3%	18%	22	179	26%	12.3%	18%
Weekday PM Peak Hour														
Northbound (towards FW)	Embarcadero / Broadway	635	700	91%	27	662	95%	4.1%	68%	26	661	94%	3.9%	67%
Southbound (towards Castro)	Embarcadero / Greenwich St	933	770	121%	11	944	123%	1.2%	90%	11	944	123%	1.2%	90%
Saturday Midday Peak Hour														
Northbound (towards FW)	Embarcadero / Broadway	693	630	110%	53	746	118%	7.1%	82%	49	742	118%	6.6%	82%
Southbound (towards Castro)	Embarcadero / Broadway	359	630	57%	50	409	65%	12.2%	45%	46	405	64%	11.4%	45%

[a] Maximum Load Point and ridership data by SFMTA - May 2011.

[b] Based on the load capacity of a streetcar (70 passengers per vehicle) and existing number streetcars per hour.

[c] Grey shading indicates that value exceeds Muni's capacity utilization policy standard (85%).

[d] Project alightings (northbound) and boardings (southbound) at the Embarcadero / Lombard stop.

[e] One E-Embarcadero streetcar every 15 minutes (four streetcars per hour) interlined with the F-Market & Wharves service with an average capacity of 70 passengers per streetcar.

[f] Net new trips represent the difference between the project's 3,000-passenger ship and the average of 230 cruiseship passengers per day in July-August 2008 when the F-line data was collected; The 230-passenger average is calculated by dividing the total number of cruiseship passengers in July and August (14,400) by the total number of days (62).

SECTION 6

Pedestrian and Bicycle Calculations

Summary of Pedestrian and Bicycle Volumes
The Embarcadero in vicinity of Piers 27-31
Weekday AM and PM, and Saturday Midday Peak Hours

	Weekday				Saturday Midday	
	AM (8-9 AM)		PM (5-6 PM)		(12-1 PM)	
Pedestrians						
<u>Promenade</u>						
northbound	111		139		766	
southbound	<u>70</u>		<u>131</u>		<u>279</u>	
Total	181		270		1045	
Bicycles						
<u>Bicycle Lane</u>						
northbound	13	21%	22	27%	118	91%
southbound	<u>75</u>	<u>76%</u>	<u>29</u>	<u>73%</u>	<u>43</u>	<u>70%</u>
subtotal	88		51		161	
<u>Promenade</u>						
northbound	49	79%	61	73%	12	9%
southbound	<u>24</u>	<u>24%</u>	<u>11</u>	<u>28%</u>	<u>18</u>	<u>30%</u>
subtotal	73		72		30	
Total	161		123		191	
<u>All</u>						
northbound	62	100%	83	100%	130	100%
southbound	<u>99</u>	<u>100%</u>	<u>40</u>	<u>100%</u>	<u>61</u>	<u>100%</u>
Total	161		123		191	

Cruise Terminal Analysis								
Pedestrian Crosswalk Level of Service Calculations								
EXISTING CONDITIONS								
WEEKDAY AM								
	Cycle Length	Pedestrian						
Location/Crosswalk	(sec.)	Green Time (sec.)	Pedestrians Hourly	Max Ped. Per 15 minutes	Max Ped. per 15 minutes		Length (L)	Width (W)
					NB or EB	SB or WB	(feet)	(feet)
The Embarcadero/Bay								
North (Embarcadero)	90	43	156	49	24	24	120	20
West (Bay)	90	25	63	20	10	10	85	18
The Emb/Chestnut/Sansome								
North (Emb)	90	27	119	37	19	19	120	20
South (Sansome)	90	54	103	32	16	16	45	12
West (Chestnut)	90	54	96	30	15	15	45	18
The Emb/Lombard/Battery								
North (Emb)	90	34	71	22	11	11	115	20
South (Battery)	90	23	38	12	6	6	70	12
West (Lombard)	90	44	99	31	15	15	45	20
WEEKDAY PM								
	Cycle Length	Pedestrian						
Location/Crosswalk	(sec.)	Green Time (sec.)	Pedestrians Hourly	Max Ped. Per 15 minutes	Max Ped. per 15 minutes		Length (L)	Width (W)
					NB or EB	SB or WB	(feet)	(feet)
The Embarcadero/Bay								
North (Embarcadero)	90	43	188	59	29	29	120	20
West (Bay)	90	25	95	30	15	15	85	18
The Emb/Chestnut/Sansome								
North (Emb)	90	27	64	20	10	10	120	20
South (Sansome)	90	54	114	36	18	18	45	12
West (Chestnut)	90	54	125	39	20	20	45	18
The Emb/Lombard/Battery								
North (Emb)	90	34	82	26	13	13	115	20
South (Battery)	90	23	64	20	10	10	70	12
West (Lombard)	90	44	149	47	23	23	45	20
SATURDAY MIDDAY								
	Cycle Length	Pedestrian						
Location/Crosswalk	(sec.)	Green Time (sec.)	Pedestrians Hourly	Max Ped. Per 15 minutes	Max Ped. per 15 minutes		Length (L)	Width (W)
					NB or EB	SB or WB	(feet)	(feet)
The Embarcadero/Bay								
North (Embarcadero)	90	54	374	117	58	58	120	20
West (Bay)	90	25	109	34	17	17	85	18
The Emb/Chestnut/Sansome								
North (Emb)	90	27	139	43	22	22	120	20
South (Sansome)	90	54	118	37	18	18	45	12
West (Chestnut)	90	54	107	33	17	17	45	18
The Emb/Lombard/Battery								
North (Emb)	90	34	94	29	15	15	115	20
South (Battery)	90	23	130	41	20	20	70	12
West (Lombard)	90	44	143	45	22	22	45	20

EXISTING PLUS PROJECT								
WEEKDAY AM								
	Cycle Length	Pedestrian						
		Green Time	Pedestrians	Max Ped.	Max Ped. per 15 minutes		Length (L)	Width (W)
Location/Crosswalk	(sec.)	(sec.)	Hourly	Per 15 minutes	NB or EB	SB or WB	(feet)	(feet)
The Embarcadero/Bay								
North (Embarcadero)	90	43	166	52	26	26	120	20
West (Bay)	90	25	73	23	11	11	85	18
The Emb/Chestnut/Sansome								
North (Emb)	90	27	149	46	23	23	120	20
South (Sansome)	90	54	133	41	21	21	45	12
West (Chestnut)	90	54	106	33	17	17	45	18
The Emb/Lombard/Battery								
North (Emb)	90	34	91	28	14	14	115	20
South (Battery)	90	23	78	24	12	12	70	12
West (Lombard)	90	44	139	43	22	22	45	20
WEEKDAY PM								
	Cycle Length	Pedestrian						
		Green Time	Pedestrians	Max Ped.	Max Ped. per 15 minutes		Length (L)	Width (W)
Location/Crosswalk	(sec.)	(sec.)	Hourly	Per 15 minutes	NB or EB	SB or WB	(feet)	(feet)
The Embarcadero/Bay								
North (Embarcadero)	90	43	197	62	31	31	120	20
West (Bay)	90	25	104	32	16	16	85	18
The Emb/Chestnut/Sansome								
North (Emb)	90	27	91	28	14	14	120	20
South (Sansome)	90	54	141	44	22	22	45	12
West (Chestnut)	90	54	134	42	21	21	45	18
The Emb/Lombard/Battery								
North (Emb)	90	34	100	31	16	16	115	20
South (Battery)	90	23	99	31	16	16	70	12
West (Lombard)	90	44	184	58	29	29	45	20
SATURDAY MIDDAY								
	Cycle Length	Pedestrian						
		Green Time	Pedestrians	Max Ped.	Max Ped. per 15 minutes		Length (L)	Width (W)
Location/Crosswalk	(sec.)	(sec.)	Hourly	Per 15 minutes	NB or EB	SB or WB	(feet)	(feet)
The Embarcadero/Bay								
North (Embarcadero)	90	43	396	124	62	62	120	20
West (Bay)	90	25	131	41	20	20	85	18
The Emb/Chestnut/Sansome								
North (Emb)	90	27	204	64	32	32	120	20
South (Sansome)	90	54	183	57	29	29	45	12
West (Chestnut)	90	54	129	40	20	20	45	18
The Emb/Lombard/Battery								
North (Emb)	90	34	137	43	21	21	115	20
South (Battery)	90	23	217	68	34	34	70	12
West (Lombard)	90	44	230	72	36	36	45	20

Cruise Terminal Analysis								
Pedestrian Crosswalk Level of Service Calculations								
Pedestrian walking speed:		3.5 feet/sec						
EXISTING CONDITIONS								
WEEKDAY AM	Time-space	Pedestrian Flow		Max no. ped	Crossing	Occupancy	Space	
	TS	NB or EB	SB or WB	accumulated	Time	Time	per ped.	
Crosswalk/Location	(sq.ft.-sec)	(ped/cycle)	(ped/cycle)	N	t	T	crossing	LOS
				(ped/cycle)	(sec)	(ped-sec)	M	
							(sq.ft./ped)	
The Embarcadero/Bay								
North (Embarcadero)	62057	2	2	1	37.7	183.6	338	A
West (Bay)	19671	1	1	1	27.6	54.3	362	A
The Emb/Chestnut/Sansome								
North (Emb)	23657	2	2	1	37.7	140.1	169	A
South (Sansome)	25689	2	2	1	16.2	52.2	493	A
West (Chestnut)	38533	2	2	1	16.1	48.4	795	A
The Emb/Lombard/Battery								
North (Emb)	39264	1	1	1	36.2	80.2	490	A
South (Battery)	10500	1	1	0	23.3	27.7	379	A
West (Lombard)	33814	2	2	1	16.2	50.0	676	A
WEEKDAY PM								
	Time-space	Pedestrian Flow		Max no. ped	Crossing	Occupancy	per ped.	
	TS	NB or EB	SB or WB	accumulated	Time	Time	crossing	
Crosswalk/Location	(sq.ft.-sec)	(ped/cycle)	(ped/cycle)	N	t	T	M	LOS
				(ped/cycle)	(sec)	(ped-sec)	(sq.ft./ped)	
The Embarcadero/Bay								
North (Embarcadero)	62057	3	3	2	37.7	221.4	280	A
West (Bay)	19671	1	1	1	27.6	82.1	240	A
The Emb/Chestnut/Sansome								
North (Emb)	23657	1	1	1	37.6	75.2	315	A
South (Sansome)	25689	2	2	1	16.2	57.8	445	A
West (Chestnut)	38533	2	2	1	16.2	63.2	610	A
The Emb/Lombard/Battery								
North (Emb)	39264	1	1	1	36.2	92.7	424	A
South (Battery)	10500	1	1	1	23.4	46.7	225	A
West (Lombard)	33814	2	2	1	16.2	75.5	448	A
SATURDAY MIDDAY								
	Time-space	Pedestrian Flow		Max no. ped	Crossing	Occupancy	per ped.	
	TS	NB or EB	SB or WB	accumulated	Time	Time	crossing	
Crosswalk/Location	(sq.ft.-sec)	(ped/cycle)	(ped/cycle)	N	t	T	M	LOS
				(ped/cycle)	(sec)	(ped-sec)	(sq.ft./ped)	
The Embarcadero/Bay								
North (Embarcadero)	88457	6	6	2	37.8	441.8	200	A
West (Bay)	19671	2	2	1	27.7	94.3	209	A
The Emb/Chestnut/Sansome								
North (Emb)	23657	2	2	2	37.7	163.7	144	A
South (Sansome)	25689	2	2	1	16.2	59.8	429	A
West (Chestnut)	38533	2	2	1	16.2	54.0	713	A
The Emb/Lombard/Battery								
North (Emb)	39264	1	1	1	36.2	106.3	369	A
South (Battery)	10500	2	2	2	23.5	95.6	110	A
West (Lombard)	33814	2	2	1	16.2	72.4	467	A
EXISTING PLUS PROJECT CONDITIONS								
WEEKDAY AM	Time-space	Pedestrian Flow		Max no. ped	Crossing	Occupancy	per ped.	
	TS	NB or EB	SB or WB	accumulated	Time	Time	crossing	
Crosswalk/Location	(sq.ft.-sec)	(ped/cycle)	(ped/cycle)	N	t	T	M	LOS
				(ped/cycle)	(sec)	(ped-sec)	(sq.ft./ped)	
The Embarcadero/Bay								
North (Embarcadero)	62057	3	3	1	37.7	195.3	318	A
West (Bay)	19671	1	1	1	27.6	62.9	313	A
The Emb/Chestnut/Sansome								
North (Emb)	23657	2	2	2	37.7	175.2	135	A
South (Sansome)	25689	2	2	1	16.2	67.4	381	A
West (Chestnut)	38533	2	2	1	16.2	53.5	721	A
The Emb/Lombard/Battery								
North (Emb)	39264	1	1	1	36.2	102.7	382	A
South (Battery)	10500	1	1	1	23.4	56.8	185	A
West (Lombard)	33814	2	2	1	16.2	70.2	482	A
WEEKDAY PM								
	Time-space	Pedestrian Flow		Max no. ped	Crossing	Occupancy	per ped.	
	TS	NB or EB	SB or WB	accumulated	Time	Time	crossing	
Crosswalk/Location	(sq.ft.-sec)	(ped/cycle)	(ped/cycle)	N	t	T	M	LOS
				(ped/cycle)	(sec)	(ped-sec)	(sq.ft./ped)	
The Embarcadero/Bay								
North (Embarcadero)	62057	3	3	2	37.7	231.9	268	A
West (Bay)	19671	2	2	1	27.7	89.8	219	A
The Emb/Chestnut/Sansome								
North (Emb)	23657	1	1	1	37.6	106.5	222	A
South (Sansome)	25689	2	2	1	16.3	71.4	360	A
West (Chestnut)	38533	2	2	1	16.2	67.7	569	A
The Emb/Lombard/Battery								
North (Emb)	39264	2	2	1	36.2	112.8	348	A
South (Battery)	10500	2	2	1	23.5	72.9	144	A
West (Lombard)	33814	3	3	1	16.3	93.7	361	A
SATURDAY MIDDAY								
	Time-space	Pedestrian Flow		Max no. ped	Crossing	Occupancy	per ped.	
	TS	NB or EB	SB or WB	accumulated	Time	Time	crossing	
Crosswalk/Location	(sq.ft.-sec)	(ped/cycle)	(ped/cycle)	N	t	T	M	LOS
				(ped/cycle)	(sec)	(ped-sec)	(sq.ft./ped)	
The Embarcadero/Bay								
North (Embarcadero)	62057	6	6	3	37.9	468.9	132	A
West (Bay)	19671	2	2	1	27.7	113.1	174	A
The Emb/Chestnut/Sansome								
North (Emb)	23657	3	3	2	37.8	240.8	98	A
South (Sansome)	25689	3	3	1	16.3	93.3	275	A
West (Chestnut)	38533	2	2	1	16.2	65.0	592	A
The Emb/Lombard/Battery								
North (Emb)	39264	2	2	1	36.2	155.5	253	A
South (Battery)	10500	3	3	3	23.8	160.9	65	A
West (Lombard)	33814	4	4	2	16.3	117.0	289	A

SECTION 7

Parking Information

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PUBLIC OFF-STREET PARKING AVAILABLE BY STUDY AREA

		Area						Total
		GGB/ Crissy Field A	Marina B	Fort Mason/ Aquatic P/ West FW C	East FW D	Emb from Bay to Ferry B E	Emb from Ferry B to China Basin F	
Type								
CPO	Customer parking only	865	236	411	889	30	918	3,349
FPA	Free, publicly available	1,252	615	301				2,168
PHO	Permit holders only		192	161	286	325	1,377	2,341
PPA	Paid, publicly available	779	152	1,107	5,432	8,127	11,509	27,106
Total		2,896	1,195	1,980	6,607	8,482	13,804	34,964
Subtotal publicly available		2,031	767	1,408	5,432	8,127	11,509	29,274
Average Weekday Midday Utilization				83%	83%	89%	52%	
Average Weekend Midday Utilization				88%	87%	33%	22%	

Source: San Francisco Municipal Transportation Agency

PUBLIC OFF-STREET PARKING AVAILABLE BY STUDY AREA

Number	SFMTA Name	SFMTA Description	SFMTA Address	SFMTA Category	SFMTA Type	SFMTA Capacity	Utilization		Utilization Summary by Area		CRUISE TERMINAL			
							Weekday Midday	Weekend Midday	Weekday	Weekend	Weekday Utilization	Midday	Weekend Utilization	Midday
											1,132	83%	484	46%
A7	Crissy Field		215 Gorgas Ave	FPA	L	96								
A8	Dirt Lot		848 P-Mason St	FPA	L	26								
A9	Palace of Fine Arts		51 Palace of Fine Arts	FPA	L	276								
A10	Stillwell Hall		874 P-Mason St	FPA	L	31								
A11	Presidio		298 Gorgas Ave	FPA	L	44								
A12	Palace of Fine Arts		2199 Jefferson St	FPA	L	116								
A13	Crissy Field		99 Zanowitz St	FPA	L	280								
A14			p-Hamilton St	FPA	L	150								
A15	Presidio		974 P-Lincoln Blvd	FPA	L	70								
A16			Marine Dr	FPA	L	65								
A17	ILM	Lucas Arts	1115 Gorgas Ave	PPA	G	419								
A18	Presidio		1060 Torney Ave	PPA	L	26								
A19	Presidio		10 Edie Rd	PPA	L	29								
A20	Presidio Headquarters		10 French Ct	PPA	L	60								
A21	Golden Gate Bridge (employees only M-F)		25 Battery Cranston	PPA	L	164								
A22	Golden Gate Bridge		3 Transit Facility	PPA	L	81								
A06	Presidio		1155 Gorgas Ave	FPA	L	98								
B9	Marina Green Main		370 Marina Blvd	FPA	L	468								
B10	Yacht Harbor		41 Yacht Rd	FPA	L	147								
B14	Pierce and Lombard		3252 Pierce Street	PPA	L	116	N/A	N/A						
B15	Pacific Park Mgmt	Chestnut Street Ltd	2055 CHESTNUT ST	PPA	L	36								
C9	Ft Mason overflow		50 Marina Blvd	FPA	L	97			83%	88%				
C10	Marina Green Triangle		150 Marina Blvd	FPA	L	204								
C13	Sangiaco Family LTD Partners	Marina Cove Residential	1550 BAY ST	PPA	G	176								
C14	No name but active lot	Monthly only	2927 Larkin ST	PPA	G	94								
C15	ACE Parking	Ghirardelli	900 NORTH POINT ST	PPA	G	280	83%	90%						
C16	ProPark	Beach & Hyde Garage	655 BEACH ST	PPA	G	120	N/A	84%						
C17	Fort Mason		3698 Laguna St	PPA	L	437								
D6	Hyatt		555 North Point St	CPO	G	101	N/A	84%	83%	87%				
D7	Holiday Inn		1300 Columbus Ave	CPO	G	115	N/A	84%						
D8	Holiday Inn Express Cal Parking		550 NORTH POINT ST	CPO	G	96	N/A	84%						
D9	Radisson		210 Beach St	CPO	G	165	N/A	88%						
D20	Pier 45		2899 Taylor St	PHO	L	70	N/A	88%						
D21	Parc Telegraph Parking		1603 MONTGOMERY ST	PPA	G	60	86%	N/A			59	86%		
D22	ACE Parking		55 FRANCISCO ST	PPA	G	400	88%	closed			216	88%		
D23	City Park		80 Francisco St	PPA	G	526	76%	47%			318	76%	197	47%
D24	Impark	Safeway/Walgreen's	350 BAY ST	PPA	G	353	N/A	87%						
D25	North Point Investors	Impark	2310 POWELL ST	PPA	G	284								
D26	Impark		2210 STOCKTON ST	PPA	G	150	N/A	84%						
D27	Cost Plus	City Park	455 North Point St	PPA	G	110	N/A	84%						
D28	Tuscan Inn		425 NORTH POINT ST	PPA	G	64								
D29	Sheraton Fisherman's Wharf, City park	Sheraton Hotel FW	2500 MASON ST	PPA	G	256	N/A	88%						
D30	Hilton		590 BAY ST	CPO	G	150	N/A	84%						
D30	Impark	2210 Stockton	2291 STOCKTON ST	PPA	G	200	N/A	88%						
D31	ACE Parking	Anchorage Garage	500 BEACH ST	PPA	G	575	N/A	84%						
D32	Savoy Corporation		2720 TAYLOR ST	PPA	G	50		100%						
D33	Impark	350 Bush St Pkng (The Wharf)	350 BEACH ST	PPA	G	241	N/A	88%						
D34	AMPCO	Pier 39 Parking	2550 POWELL ST	PPA	G	980	N/A	100%						
D35	US Parking	SF Clean Green	601 Bay St	PPA	L	29								

PUBLIC OFF-STREET PARKING AVAILABLE BY STUDY AREA

Number	SFMTA Name	SFMTA Description	SFMTA Address	SFMTA Category	SFMTA Type	SFMTA Capacity	Utilization		Utilization Summary by Area		CRUISE TERMINAL			
							Weekday MIDDAY	Weekend MIDDAY	Weekday	Weekend	Weekday MIDDAY Utilization	Weekend MIDDAY Utilization		
D36	Central Parking System	SWL 314	2 BAY ST	PPA	L	120	101%	100%			108	101%	107	100%
D37	City Park	Cost Plus	450 NORTH POINT ST	PPA	L	66	N/A	84%						
D38	Nunzio corporation	Aliotos Parking	423 BEACH ST	PPA	L	23	N/A	100%						
D39	Academy of Art	Super Parking	2300 STOCKTON ST	PPA	L	200	N/A	88%						
D40	City Park	Longshoremen Union Hall	25 BEACH ST	PPA	L	65	N/A	88%						
D41	Wharf Properties Inc	Fishermans Wharf Parking	273 JEFFERSON ST	PPA	L	210	N/A	87%						
D42	City Parking Inc Richard B Stein	Fisherman Wharf Parking	160 JEFFERSON ST	PPA	L	250	N/A	100%						
D43	Central Parking System	Pier 43 1/2	1735 The Embarcadero	PPA	L	220	N/A	88%						
E5	City Park	Shell Building	100 Bush St	PPA	G	130	100%	N/A	89%	33%				
E6	City Park		1 Front St	PPA	G	340								
E7	AMPCO		388 MARKET ST	PPA	G	100	100%	N/A						
E8	Standard Parking		235 PINE ST	PPA	G	100	100%	N/A						
E9	Standard Parking		100 PINE ST	PPA	G	150	100%	N/A						
E10	AMPCO		345 CALIFORNIA ST	PPA	G	180								
E11	AMPCO		255 CALIFORNIA ST	PPA	G	65								
E12	AMPCO		201 CALIFORNIA ST	PPA	G	55	100%	N/A						
E13	101 California Venture	Hines	101 CALIFORNIA ST	PPA	G	250	100%	N/A						
E14	Central Parking System		1 CALIFORNIA ST	PPA	G	160	95%	N/A						
E15	Standard Parking		300 CALIFORNIA ST	PPA	G	60								
E16	ACE Parking		150 CALIFORNIA ST	PPA	G	35								
E17	City Park	Embarcadero West	350 SANSOME ST	PPA	G	201	98%	N/A						
E18	AMPCO		50 CALIFORNIA ST	PPA	G	141	92%	N/A						
E19	AMPCO	Embarcadero 1	350 Sacramento St	PPA	G	563	85%	19%						
E20	AMPCO	Embarcadero 2	250 Sacramento St	PPA	G	671	92%	14%						
E21	AMPCO	Embarcadero 3	150 Sacramento St	PPA	G	664	86%	15%						
E22	AMPCO	Embarcadero 4	51 Clay St	PPA	G	220	85%	28%						
E23	Golden Gateway		250 Clay Street	PPA	G	1,095	89%	52%						
E24	AMPCO		750 BATTERY ST	PPA	G	72	92%	closed						
E25	City Park	Golen Gateway Commons	750 Front St	PPA	G	330	93%	closed						
E26	Liberty Park		900 SANSOME ST	PPA	G	140	91%	closed						
E27	California Parking		847 Front St	PPA	G	85	84%	closed						
E28	California Parking	California Parking	768 SANSOME ST	PPA	L	130	79%	24%						
E29	Central Parking System	370 Pacific	350 PACIFIC AVE	PPA	L	55	62%	12%						
E30	Hornblower	Hornblower Yachts Inc	40 Pier Three	PPA	L	180	84%	25%						
E31	City Park		240 PACIFIC AVE	PPA	L	29								
E32	Pacific Park Mgmt Inc	50 Broad	90 BROADWAY	PPA	L	160	98%	67%						
E33	Central Parking System	SWL 323+750 Davies	50 BROADWAY	PPA	L	270	67%	23%						
E34	Central Parking System		850 Front St	PPA	L	120	91%	33%						
E35	ACE Parking	SWL 314	501 The Embarcadero	PPA	L	77	85%	100%						
E36	Central Parking System	SWL 321	1062 Front St	PPA	L	150	99%	27%			218	99%	59	27%
E37	Central Parking System		40 Pier Fifteen	PPA	L	80								
E38	Central Parking System		40 Pier Twentythree	PPA	L	140	39%	45%			32	39%	37	45%
E39	Central Parking System		40 Pier Twentyseven	PPA	L	400	82%	38%			180	82%	84	38%
E40	EOP 188 The Embarcadero LLC	188 The Embarcadero Assoc	188 The Embarcadero	PPA	N/A	30								
E41	AMPCO		250 The Embarcadero	PPA	N/A	400								
E42	Unknown	Unknown	960 Sansome St	PPA	N/A	24								
E43	West Coast Parking Inc		735 DAVIS ST	PPA	N/A	75	86%	56%						

PUBLIC OFF-STREET PARKING AVAILABLE BY STUDY AREA

Number	SFMTA Name	SFMTA Description	SFMTA Address	SFMTA Category	SFMTA Type	SFMTA Capacity	Utilization		Utilization Summary by Area		CRUISE TERMINAL	
							Weekday Midday	Weekend Midday	Weekday	Weekend	Weekday Midday Utilization	Weekend Midday Utilization
F22	Port Anthority leases to Impark	Pier 48 Sheds A & B	40 Pier Fortyeight	PPA	G	400	closed	closed	52%	22%		
F23	ACE Parking	China Basin	185 BERRY ST	PPA	G	268	85%	closed				
F24	Standard Parking	250 King St (Beacon Bldg.)	215 Townsend St	PPA	G	750	56%	61%				
F25	ACE Parking		153 TOWNSEND ST	PPA	G	371	78%	closed				
F26	Tower Valet Parking	Game day = \$40	250 BRANNAN ST	PPA	G	170	63%	closed				
F27	Main & Harrison LLC	400 Spear	401 MAIN ST	PPA	G	300	97%	closed				
F28	AMPCO	for 1 Harrison	439 Spear St	PPA	G	235						
F29	ACE Parking		405 HOWARD ST	PPA	G	160						
F30	Charles Schwab		215 Fremont St	PPA	G	40						
F31	AMPCO		400 Howard St	PPA	G	200						
F32	City Park		199 FREMONT ST	PPA	G	118						
F33	US Parking		10 NATOMA ST	PPA	G	110						
F34	ProPark		345 SPEAR ST	PPA	G	400						
F35	AMPCO		50 FREMONT ST	PPA	G	230						
F36	AMPCO		455 MARKET ST	PPA	G	120						
F37	AMPCO		120 HOWARD ST	PPA	G	83						
F38	AMPCO		201 SPEAR ST	PPA	G	90						
F39	AMPCO		425 MARKET ST	PPA	G	126						
F40	ACE Parking		75 HOWARD ST	PPA	G	515						
F41	Douglas Parking		160 SPEAR ST	PPA	G	37						
F42	AMPCO		50 BEALE St	PPA	G	90						
F43	Pacific Spear Corp		150 SPEAR ST	PPA	G	15						
F44	ACE Parking		333 MARKET ST	PPA	G	120						
F45	Standard Parking		121 SPEAR ST	PPA	G	450						
F46	Hewitt ML Zhou X Motzek RH	Standard Parking	155 STEUART ST	PPA	G	15						
F47	CA 90 Spear Ltd Partnership		60 SPEAR ST	PPA	G	11						
F48	ACE Parking		1 MARKET ST	PPA	G	160						
F49	Impark	Lot D	1050 03rd St	PPA	L	150						
F50	Impark	Lot A	1099 03rd St	PPA	L	2,501	36%	21%				
F51	Stewart Douglas		144 KING ST	PPA	L	30						
F52	SF Redevelopment Agency	SFRA	40 Pier Forty	PPA	L	280						
F53	Phoenix Industries	Game day parking \$40	599 02nd ST	PPA	L	40						
F54	US Parking		270 BRANNAN ST	PPA	L	70	95%	25%				
F55	Impark	Pier 30/32	40 Pier Thirty	PPA	L	998	27%	7%				
F56	Impark		55 BRYANT ST	PPA	L	293	100%	29%				
F57	US Parking		250 MAIN ST	PPA	L	440						
F58	Impark		100 FOLSOM ST	PPA	L	48						
F59	Ace Parking		199 BEALE ST	PPA	L	81						
F60	Place 2 Park LLC		235 MAIN ST	PPA	L	260						
F61	Place 2 Park LLC		191 BEALE ST	PPA	L	230						
F62	AMPCO		123 MISSION ST	PPA	L	84						
F63	ACE Parking	Ferry Building	100 The Embarcadero	PPA	L	100						
F64	Delancey St Foundation	Delancey St Restaurant	600 The EMBARCADERO	PPA	N/A	50						
F65	Sudike Solomon/Abdi Kumsa	Cross Park	1 MISSION ST	PPA	N/A	270						

On-Street Parking Summary

VAN NESS AVENUE		West Side	East Side	Both Sides of Van Ness	
Grove St	to North Point St	120	107	227	53%
	General Metered	3	14	17	4%
	Short Term Metered	1	5	6	1%
	Motorcycle Metered	5	9	14	3%
	Commercial Loading Metered	59	81	140	33%
	Unmetered Parking	6	3	9	2%
	Passenger Loading/Taxi	0	1	1	0%
	Commercial	3	0	3	1%
	Short Term	5	3	8	2%
	Disabled				
	Total Van Ness Avenue	202	223	425	100%
Grove St	to McAllister St	13	12	25	
	General Metered	0	0	0	
	Short Term Metered	0	0	0	
	Motorcycle Metered	0	0	0	
	Commercial Loading Metered	2	0	2	
	Unmetered Parking	0	0	0	
	Passenger Loading/Taxi	0	0	0	
	Commercial	0	0	0	
	Short Term	0	0	0	
	Disabled	3	1	4	
	Subtotal	18	13	31	
McAllister St	to Golden Gate Av	11	7	18	
	General Metered	0	0	0	
	Short Term Metered	0	1	1	
	Motorcycle Metered	0	2	2	
	Commercial Loading Metered	0	0	0	
	Unmetered Parking	0	0	0	
	Passenger Loading/Taxi	0	0	0	
	Commercial	0	0	0	
	Short Term	0	0	0	
	Disabled	2	0	2	
	Subtotal	13	10	23	
Golden Gate Av	to Turk St	8	11	19	
	General Metered	0	0	0	
	Short Term Metered	0	0	0	
	Motorcycle Metered	0	0	0	
	Commercial Loading Metered	0	0	0	
	Unmetered Parking	0	0	0	
	Passenger Loading/Taxi	0	0	0	
	Commercial	0	0	0	
	Short Term	0	0	0	
	Disabled	0	0	0	
	Subtotal	8	11	19	
Turk St	to Eddy St	5	7	12	
	General Metered	0	1	1	
	Short Term Metered	0	0	0	
	Motorcycle Metered	0	1	1	
	Commercial Loading Metered	0	0	0	
	Unmetered Parking	0	0	0	
	Passenger Loading/Taxi	0	0	0	
	Commercial	0	0	0	
	Short Term	0	0	0	
	Disabled	0	0	0	
	Subtotal	5	9	14	
Eddy St	to Ellis St	11	5	16	
	General Metered	0	0	0	
	Short Term Metered	0	0	0	
	Motorcycle Metered	0	0	0	
	Commercial Loading Metered	0	1	1	
	Unmetered Parking	0	0	0	
	Passenger Loading/Taxi	0	0	0	
	Commercial	0	0	0	
	Short Term	0	0	0	
	Disabled	0	0	0	
	Subtotal	11	6	17	

On-Street Parking Summary

VAN NESS AVENUE		West Side	East Side	Both Sides of Van Ness	
Ellis St	to O'Farrell St	6	6	12	
	General Metered	0	0	0	
	Short Term Metered	0	0	0	
	Motorcycle Metered	0	0	0	
	Commercial Loading Metered	0	0	0	
	Unmetered Parking	0	0	0	
	Passenger Loading/Taxi	0	0	0	
	Commercial	0	0	0	
	Short Term	0	0	0	
	Disabled	0	0	0	
	Subtotal	6	6	12	
O'Farrell St	to Geary Blvd	4	3	7	
	General Metered	0	0	0	
	Short Term Metered	0	0	0	
	Motorcycle Metered	0	0	0	
	Commercial Loading Metered	0	0	0	
	Unmetered Parking	0	0	0	
	Passenger Loading/Taxi	0	0	0	
	Commercial	0	0	0	
	Short Term	0	0	0	
	Disabled	0	1	1	
	Subtotal	4	4	8	
Geary Blvd	to Post St	3	1	4	
	General Metered	0	0	0	
	Short Term Metered	0	0	0	
	Motorcycle Metered	0	0	0	
	Commercial Loading Metered	0	2	2	
	Unmetered Parking	0	0	0	
	Passenger Loading/Taxi	0	0	0	
	Commercial	0	0	0	
	Short Term	0	0	0	
	Disabled	0	0	0	
	Subtotal	3	3	6	
Post St	to Sutter St	5	8	13	
	General Metered	0	1	1	
	Short Term Metered	0	0	0	
	Motorcycle Metered	0	0	0	
	Commercial Loading Metered	0	0	0	
	Unmetered Parking	0	0	0	
	Passenger Loading/Taxi	0	0	0	
	Commercial	0	0	0	
	Short Term	0	0	0	
	Disabled	0	0	0	
	Subtotal	5	9	14	
Sutter St	to Bush St	3	3	6	
	General Metered	2	1	3	
	Short Term Metered	0	0	0	
	Motorcycle Metered	0	0	0	
	Commercial Loading Metered	0	0	0	
	Unmetered Parking	0	0	0	
	Passenger Loading/Taxi	0	0	0	
	Commercial	0	0	0	
	Short Term	0	0	0	
	Disabled	0	0	0	
	Subtotal	5	4	9	
Bush St	to Pine St	7	4	11	
	General Metered	0	4	4	
	Short Term Metered	0	0	0	
	Motorcycle Metered	2	0	2	
	Commercial Loading Metered	0	0	0	
	Unmetered Parking	0	0	0	
	Passenger Loading/Taxi	0	0	0	
	Commercial	0	0	0	
	Short Term	0	0	0	
	Disabled	0	1	1	
	Subtotal	9	9	18	

On-Street Parking Summary

VAN NESS AVENUE			West Side	East Side	Both Sides of Van Ness	
Pine St	to	California St	General Metered	4	2	6
			Short Term Metered	1	0	1
			Motorcycle Metered	0	0	0
			Commercial Loading Metered	0	0	0
			Unmetered Parking	0	0	0
			Passenger Loading/Taxi	0	0	0
			Commercial	0	0	0
			Short Term	0	0	0
			Disabled	0	0	0
			Subtotal	5	2	7
California St	to	Sacramento St	General Metered	10	2	12
			Short Term Metered	0	3	3
			Motorcycle Metered	0	0	0
			Commercial Loading Metered	0	0	0
			Unmetered Parking	0	0	0
			Passenger Loading/Taxi	0	0	0
			Commercial	0	0	0
			Short Term	0	0	0
			Disabled	0	0	0
			Subtotal	10	5	15
Sacramento St	to	Clay St	General Metered	5	9	14
			Short Term Metered	0	0	0
			Motorcycle Metered	0	0	0
			Commercial Loading Metered	0	1	1
			Unmetered Parking	0	0	0
			Passenger Loading/Taxi	0	0	0
			Commercial	0	0	0
			Short Term	0	0	0
			Disabled	0	0	0
			Subtotal	5	10	15
Clay St	to	Washington St	General Metered	4	2	6
			Short Term Metered	0	1	1
			Motorcycle Metered	1	4	5
			Commercial Loading Metered	0	1	1
			Unmetered Parking	0	0	0
			Passenger Loading/Taxi	0	0	0
			Commercial	0	0	0
			Short Term	0	0	0
			Disabled	0	0	0
			Subtotal	5	8	13
Washington St	to	Jackson St	General Metered	7	7	14
			Short Term Metered	0	3	3
			Motorcycle Metered	0	0	0
			Commercial Loading Metered	0	1	1
			Unmetered Parking	0	0	0
			Passenger Loading/Taxi	0	0	0
			Commercial	0	0	0
			Short Term	0	0	0
			Disabled	0	0	0
			Subtotal	7	11	18
Jackson St	to	Pacific Av	General Metered	9	5	14
			Short Term Metered	0	0	0
			Motorcycle Metered	0	0	0
			Commercial Loading Metered	0	0	0
			Unmetered Parking	0	0	0
			Passenger Loading/Taxi	0	0	0
			Commercial	0	0	0
			Short Term	0	0	0
			Disabled	0	0	0
			Subtotal	9	5	14

On-Street Parking Summary

VAN NESS AVENUE			West Side	East Side	Both Sides of Van Ness
Pacific Av	to Broadway	General Metered	5	11	16
		Short Term Metered	0	0	0
		Motorcycle Metered	0	0	0
		Commercial Loading Metered	1	0	1
		Unmetered Parking	0	0	0
		Passenger Loading/Taxi	0	0	0
		Commercial	0	0	0
		Short Term	0	0	0
		Disabled	0	0	0
		Subtotal	6	11	17
Broadway	to Vallejo St	General Metered	0	0	0
		Short Term Metered	0	0	0
		Motorcycle Metered	0	0	0
		Commercial Loading Metered	0	0	0
		Unmetered Parking	7	7	14
		Passenger Loading/Taxi	0	0	0
		Commercial	0	0	0
		Short Term	0	0	0
		Disabled	0	0	0
		Subtotal	7	7	14
Vallejo St	to Green St	General Metered	0	2	2
		Short Term Metered	0	0	0
		Motorcycle Metered	0	0	0
		Commercial Loading Metered	0	0	0
		Unmetered Parking	9	8	17
		Passenger Loading/Taxi	2	0	2
		Commercial	0	0	0
		Short Term	1	0	1
		Disabled	0	0	0
		Subtotal	12	10	22
Green St	to Union St	General Metered	0	0	0
		Short Term Metered	0	0	0
		Motorcycle Metered	0	0	0
		Commercial Loading Metered	0	0	0
		Unmetered Parking	10	9	19
		Passenger Loading/Taxi	0	0	0
		Commercial	0	0	0
		Short Term	0	0	0
		Disabled	0	0	0
		Subtotal	10	9	19
Union St	to Filbert St	General Metered	0	0	0
		Short Term Metered	0	0	0
		Motorcycle Metered	0	0	0
		Commercial Loading Metered	0	0	0
		Unmetered Parking	6	6	12
		Passenger Loading/Taxi	0	3	3
		Commercial	0	0	0
		Short Term	1	0	1
		Disabled	0	0	0
		Subtotal	7	9	16
Filbert St	to Greenwich St	General Metered	0	0	0
		Short Term Metered	0	0	0
		Motorcycle Metered	0	0	0
		Commercial Loading Metered	0	0	0
		Unmetered Parking	7	8	15
		Passenger Loading/Taxi	0	0	0
		Commercial	0	0	0
		Short Term	0	0	0
		Disabled	0	0	0
		Subtotal	7	8	15

On-Street Parking Summary

VAN NESS AVENUE		West Side	East Side	Both Sides of Van Ness
Greenwich St	to Lombard St	General Metered	0	0
		Short Term Metered	0	0
		Motorcycle Metered	0	0
		Commercial Loading Metered	0	0
		Unmetered Parking	3	9
		Passenger Loading/Taxi	4	0
		Commercial	0	0
		Short Term	1	0
		Disabled	0	0
		Subtotal	8	9
Lombard St	to Chestnut St	General Metered	0	0
		Short Term Metered	0	0
		Motorcycle Metered	0	0
		Commercial Loading Metered	0	0
		Unmetered Parking	6	10
		Passenger Loading/Taxi	0	0
		Commercial	0	0
		Short Term	0	0
		Disabled	0	0
		Subtotal	6	10
Chestnut St	to Francisco St	General Metered	0	0
		Short Term Metered	0	0
		Motorcycle Metered	0	0
		Commercial Loading Metered	0	0
		Unmetered Parking	2	5
		Passenger Loading/Taxi	0	0
		Commercial	0	0
		Short Term	0	0
		Disabled	0	0
		Subtotal	2	5
Francisco St	to Bay St	General Metered	0	0
		Short Term Metered	0	0
		Motorcycle Metered	0	0
		Commercial Loading Metered	0	0
		Unmetered Parking	9	13
		Passenger Loading/Taxi	0	0
		Commercial	0	0
		Short Term	0	0
		Disabled	0	0
		Subtotal	9	13
Bay St	to North Point St	General Metered	0	0
		Short Term Metered	0	0
		Motorcycle Metered	0	0
		Commercial Loading Metered	0	0
		Unmetered Parking	0	6
		Passenger Loading/Taxi	0	0
		Commercial	0	1
		Short Term	0	0
		Disabled	0	0
		Subtotal	0	7

On-Street Parking Summary

GROVE STREET		North Side of Grove St	
Hyde St.	to Polk St.	General Metered	33 94%
		Short Term Metered	0 0%
		Motorcycle Metered	0 0%
		Commercial Loading Metered	0 0%
		Unmetered Parking	0 0%
		Passenger Loading/Taxi	0 0%
		Commercial	0 0%
		Short Term	0 0%
		Disabled	2 6%
		Total Grove Street	35 100%
Hyde St.	to Larkin St. [a]	General Metered	9
		Short Term Metered	0
		Motorcycle Metered	0
		Commercial Loading Metered	0
		Unmetered Parking	0
		Passenger Loading/Taxi	0
		Commercial	0
		Short Term	0
		Disabled	1
		Subtotal	10
Larkin St.	to Polk St.	General Metered	24
		Short Term Metered	0
		Motorcycle Metered	0
		Commercial Loading Metered	0
		Unmetered Parking	0
		Passenger Loading/Taxi	0
		Commercial	0
		Short Term	0
		Disabled	1
		Subtotal	25

[a] There is also on-street bicycle parking plus a 70 foot long passenger zone on the north side which also includes an HC access ramp/red zone for the library.

On-Street Parking Summary

BAY STREET			West Side	East Side	Both Sides of Bay St	
Filmore St	to The Embarcadero	General Parking	166	177	343	69%
		Passenger Loading/Taxi	44	33	77	16%
		General Metered	30	33	63	13%
		Commercial Loading Metered	5	8	13	3%
		Disabled	0	0	0	0%
		Total Bay Street	245	251	496	100%
Filmore St	to Buchanan St	General Parking	13	19	32	
		Passenger Loading/Taxi	0	0	0	
		General Metered	0	0	0	
		Commercial Loading Metered	0	0	0	
		Disabled	0	0	0	
		Subtotal	13	19	32	
Buchanan St	to Laguna St	General Parking	8	12	20	
		Passenger Loading/Taxi	0	0	0	
		General Metered	0	0	0	
		Commercial Loading Metered	0	0	0	
		Disabled	0	0	0	
		Subtotal	8	12	20	
Laguna St	to Turk St	General Parking	14	19	33	
		Passenger Loading/Taxi	4	0	4	
		General Metered	0	0	0	
		Commercial Loading Metered	0	0	0	
		Disabled	0	0	0	
		Subtotal	18	19	37	
Turk St	to Octavia St	General Parking	0	16	16	
		Passenger Loading/Taxi	0	0	0	
		General Metered	0	0	0	
		Commercial Loading Metered	0	0	0	
		Disabled	0	0	0	
		Subtotal	0	16	16	
Octavia St	to Gough St	General Parking	22	9	31	
		Passenger Loading/Taxi	0	0	0	
		General Metered	0	0	0	
		Commercial Loading Metered	0	0	0	
		Disabled	0	0	0	
		Subtotal	22	9	31	
Gough St	to Franklin St	General Parking	19	6	25	
		Passenger Loading/Taxi	0	0	0	
		General Metered	0	0	0	
		Commercial Loading Metered	0	0	0	
		Disabled	0	0	0	
		Subtotal	19	6	25	

On-Street Parking Summary

BAY STREET			West Side	East Side	Both Sides of Bay St	
Franklin St	to Van Ness Ave	General Parking	13	4	17	
		Passenger Loading/Taxi	0	0	0	
		General Metered	0	0	0	
		Commercial Loading Metered	0	0	0	
		Disabled	0	0	0	
		Subtotal	13	4	17	
Van Ness Ave	to Polk St	General Parking	20	10	30	
		Passenger Loading/Taxi	0	0	0	
		General Metered	0	0	0	
		Commercial Loading Metered	0	6	6	
		Disabled	0	0	0	
		Subtotal	20	16	36	
Polk St	to Larkin St	General Parking	3	12	15	
		Passenger Loading/Taxi	2	0	2	
		General Metered	0	0	0	
		Commercial Loading Metered	0	0	0	
		Disabled	0	0	0	
		Subtotal	5	12	17	
Larkin St	to Hyde St	General Parking	10	21	31	
		Passenger Loading/Taxi	0	0	0	
		General Metered	0	0	0	
		Commercial Loading Metered	0	0	0	
		Disabled	0	0	0	
		Subtotal	10	21	31	
Hyde St	to Leavenworth St	General Parking	11	6	17	
		Passenger Loading/Taxi	0	0	0	
		General Metered	0	0	0	
		Commercial Loading Metered	0	0	0	
		Disabled	0	0	0	
		Subtotal	11	6	17	
Leavenworth St	to Jones St	General Parking	12	8	20	
		Passenger Loading/Taxi	0	0	0	
		General Metered	0	0	0	
		Commercial Loading Metered	0	0	0	
		Disabled	0	0	0	
		Subtotal	12	8	20	
Jones St	to Taylor St	General Parking	0	19	19	
		Passenger Loading/Taxi	2	0	2	
		General Metered	9	0	9	
		Commercial Loading Metered	0	0	0	
		Disabled	0	0	0	
		Subtotal	11	19	30	
Taylor St	to Mason St	General Parking	0	0	0	
		Passenger Loading/Taxi	0	0	0	
		General Metered	9	19	28	
		Commercial Loading Metered	2	0	2	
		Disabled	0	0	0	
		Subtotal	11	19	30	

On-Street Parking Summary

BAY STREET			West Side	East Side	Both Sides of Bay St
Mason St	to Powell St	General Parking	0	0	0
		Passenger Loading/Taxi	0	0	0
		General Metered	12	14	26
		Commercial Loading Metered	3	2	5
		Disabled	0	0	0
		Subtotal	15	16	31
Powell St	to Stockton St	General Parking	21	16	37
		Passenger Loading/Taxi	0	0	0
		General Metered	0	0	0
		Commercial Loading Metered	0	0	0
		Disabled	0	0	0
		Subtotal	21	16	37
Stockton St	to Kearny St	General Parking	36	33	69
		Passenger Loading/Taxi	0	0	0
		General Metered	0	0	0
		Commercial Loading Metered	0	0	0
		Disabled	0	0	0
		Subtotal	36	33	69
Kearny St	to The Embarcadero	General Parking	0	0	0
		Passenger Loading/Taxi	0	0	0
		General Metered	0	0	0
		Commercial Loading Metered	0	0	0
		Disabled	0	0	0
		Subtotal	0	0	0

AC34**ESTIMATED PARKING TURNOVER**

	In	Out	Acc
08:00	0	0	0
09:00	5	0	5
10:00	10	0	15
11:00	30	0	45
12:00	20	5	60
1:00	10	5	65
2:00	10	5	70
3:00	5	5	70
4:00	5	5	70
5:00	5	10	65
6:00	0	20	45
7:00	0	20	25
8:00	0	15	10
9:00	0	10	0
10:00	0	0	0
	100	100	

Turnover

100 vehicles

70 spaces used total1.43 **each space turns over 1.43 times**

Sources

Information in Bold is from the BART Giants Parade and Fleetweek ridership patterns

The remaining hours were filled in based on ridership and professional judgement

34th America's Cup Parking Demand

	YEAR 2012				YEAR 2013			
	Weekday Peak Race Day		Weekend Peak Race Day		Weekday Peak Race Day		Weekend Peak Race Day	
	Vehicle Trips	Parking Demand	Vehicle Trips	Parking Demand	Vehicle Trips	Parking Demand	Vehicle Trips	Parking Demand
Landside Locations								
Presidio and Crissy Field	5,800	2,030	23,098	8,085	6,484	2,270	24,598	8,610
Marina and Fort Mason to Aquatic Park	9,574	3,351	17,999	6,300	4,660	1,632	18,599	6,510
Fisherman's Wharf	1,773	621	4,500	1,575	1,976	692	7,499	2,625
NE Embarcadero (Fisherman's Wharf to Pier 42)	2,330	816	4,500	1,575	7,877	2,757	31,797	11,130
Downtown	0	0	0	0	0	0	3,600	1,260
Other SF	0	0	900	315	0	0	1,500	525
<i>Total SF Locations</i>	<i>19,477</i>	<i>6,818</i>	<i>50,996</i>	<i>17,850</i>	<i>20,996</i>	<i>7,351</i>	<i>87,593</i>	<i>30,660</i>
Treasure Island	1,182	414	2,998	1,050	1,364	478	6,542	2,290
Alcatraz Island and Angel Island	45	16	818	287	45	16	818	287
Marin County	545	191	3,980	1,393	636	223	5,724	2,004
<i>Total Non-SF Locations</i>	<i>1,773</i>	<i>621</i>	<i>7,796</i>	<i>2,730</i>	<i>2,045</i>	<i>717</i>	<i>13,084</i>	<i>4,581</i>
TOTAL ALL LOCATIONS	21,249	7,439	58,792	20,580	23,042	8,068	100,677	35,241

Estimated parking turnover: 1.43

San Francisco JRH Cruise Terminal at Pier 27**PARKING DEMAND CALCULATIONS****PROJECT**

Cruise Terminal: 220 employees (M.Nemey - SF Port)
 Retail: 5,000 gsf
 Restaurant/Café: 0 gsf

WEEKDAY DEMAND

Cruise Terminal:
 Short-Term 2,048 daily visitor vehicle-trips
 50% vehicles park
 5.5 turnover rate
93 spaces
 Long-Term 220 employees
 39% employees who drive
 1.54 vehicle occupancy
55 spaces

Total 149 spaces

Retail:
 Short-Term 26 daily visitor auto-trips
 2.43 avg. veh occupancy
 11 daily visitor vehicle-trips
 5.5 turn-over rate
1 spaces
 Long-Term 350 gsf per employee
 14 daily employees
 39% employees who drive
 1.54 vehicle occupancy
4 spaces

Total 5 spaces

Restaurant/Café:
 Short-Term 0 daily visitor auto-trips
 2.37 avg. veh occupancy
 0 daily visitor vehicle-trips
 5.5 turn-over rate
0 spaces
 Long-Term 350 gsf per employee
 0 daily employees
 39% employees who drive
 1.54 vehicle occupancy
0 spaces

Total 0 spaces

TOTAL PARKING DEMAND

Short-Term 94 spaces
 Long-Term 59 spaces

TOTAL 153 spaces

WEEKEND DEMAND

Short-Term 2,048 daily visitor vehicle-trips
 50% vehicles park
 5.5 turnover rate
93 spaces
 Long-Term 220 employees
 39% employees who drive
 1.54 vehicle occupancy
55 spaces

Total 149 spaces

Short-Term 30 daily visitor auto-trips
 2.43 avg. veh occupancy
 12 daily visitor vehicle-trips
 5.5 turn-over rate
1 spaces
 Long-Term 350 gsf per employee
 14 daily employees
 39% employees who drive
 1.54 vehicle occupancy
4 spaces

Total 5 spaces

Short-Term 0 daily visitor auto-trips
 2.37 avg. veh occupancy
 0 daily visitor vehicle-trips
 5.5 turn-over rate
0 spaces
 Long-Term 350 gsf per employee
 0 daily employees
 39% employees who drive
 1.54 vehicle occupancy
0 spaces

Total 0 spaces

Short-Term 94 spaces
 Long-Term 59 spaces

TOTAL 153 spaces

SECTION 8

Other Supporting Technical Data

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8.1 Port of San Francisco Cruise Ship Data

Port of San Francisco Cruise Ship Analysis 2003-2011

Year	No. of Vessel Calls		Total Capacity	Avg.Cap / Vessel
2003	77	13%	92,148	1,197
2004	84	14%	123,306	1,468
2005	84	14%	127,106	1,513
2006	81	13%	141,993	1,753
2007	60	10%	116,249	1,937
2008	59	10%	108,528	1,839
2009	62	10%	126,046	2,033
2010	41	7%	70,239	1,713
(est.) 2011	61	10%	92,859	1,522
TOTAL	609	100%	998,474	1,640
Average:				681
Std. Dev.				681

Berthing Location	No. of Vessel Calls	
P35 North	1	7%
P35 South	2	81%
Pier 27	3	9%
Pier 30/32	4	3%
TOTAL	609	100%

Day of the week		Number of Vessels Calls			
		Arriving		Departing	
Friday	1	85	14%	81	13%
Monday	2	92	15%	93	15%
Saturday	3	87	14%	96	16%
Sunday	4	79	13%	77	13%
Thursday	5	78	13%	76	12%
Tuesday	6	94	15%	91	15%
Wednesday	7	94	15%	95	16%
TOTAL		609	100%	609	100%

Berthing	No. of Days	Avg. days per year
One Vessel	1	53
Two Vessels	2	6
Three Vessels	3	1
Four Vessels	4	0
TOTAL	536	60

Time Period		Number of Vessels			
		Arriving		Departing	
5:00 AM 6:00 AM		90	15%	22	4%
6:00 AM 7:00 AM		281	46%	-	0%
7:00 AM 8:00 AM		131	22%	3	0%
8:00 AM 9:00 AM		25	4%	-	0%
9:00 AM 10:00 AM		19	3%	1	0%
10:00 AM 11:00 AM		3	0%	4	1%
11:00 AM 12:00 PM		13	2%	10	2%
12:00 PM 1:00 PM		11	2%	7	1%
1:00 PM 2:00 PM		15	2%	4	1%
2:00 PM 3:00 PM		8	1%	3	0%
3:00 PM 4:00 PM		3	0%	179	29%
4:00 PM 5:00 PM		2	0%	45	7%
5:00 PM 6:00 PM		3	0%	162	27%
6:00 PM 7:00 PM		1	0%	56	9%
7:00 PM 8:00 PM		1	0%	12	2%
8:00 PM 9:00 PM		3	0%	24	4%
9:00 PM 10:00 PM		0	0%	15	2%
10:00 PM 11:00 PM		0	0%	18	3%
11:00 PM 12:00 AM		0	0%	44	7%
TOTAL	TOTAL	609	100%	609	100%

Month of the Year		Total Number of Vessel Calls		Avg. Calls per Year
April	1	48	8%	5
August	2	44	7%	5
December	3	11	2%	1
February	4	14	2%	2
January	5	22	4%	2
July	6	54	9%	6
June	7	64	11%	7
March	8	24	4%	3
May	9	135	22%	15
November	10	19	3%	2
October	11	65	11%	7
September	12	109	18%	12
TOTAL		609	100%	68
Avg. calls per month		51		6

Size of Vessel	Number	Percent
up to 300 pax	26	4%
from 300 to 600 pax	32	5%
from 600 to 1000 pax	103	17%
from 1000 to 1600 pax	61	10%
from 1600 to 2000 pax	265	44%
from 2000 to 2600 pax	86	14%
from 2600 to 3000 pax	24	4%
from 3000 to 3200 pax	12	2%
TOTAL	609	100%
Avg. Size	1,640 passengers	
Std. Dev.	681 passengers	
Avg. Size * 2 Std. Dev.	3,002 passengers	

LENGTH OF STAY		
No. of Hours	No. of Vessels	Percent
up to 4 h.	5	1%
5 h.	9	1%
6 h.	14	2%
7 h.	8	1%
8 h.	33	5%
9 h.	154	25%
10 h.	89	15%
11 h.	93	15%
12 h.	65	11%
13 h.	9	1%
14 h.	9	1%
15 h.	18	3%
16 h.	16	3%
17 h.	11	2%
18 h.	1	0%
19 h.	1	0%
20 h.	10	2%
21 h.	2	0%
22 h.	2	0%
23 h.	2	0%
24 h.	4	1%
over 24 h.	54	9%
TOTAL	609	100%
Avg. Stay	13 hours	
Median Stay	10 hours	
Max. Stay	124 hours	
Min. Stay	3 hours	

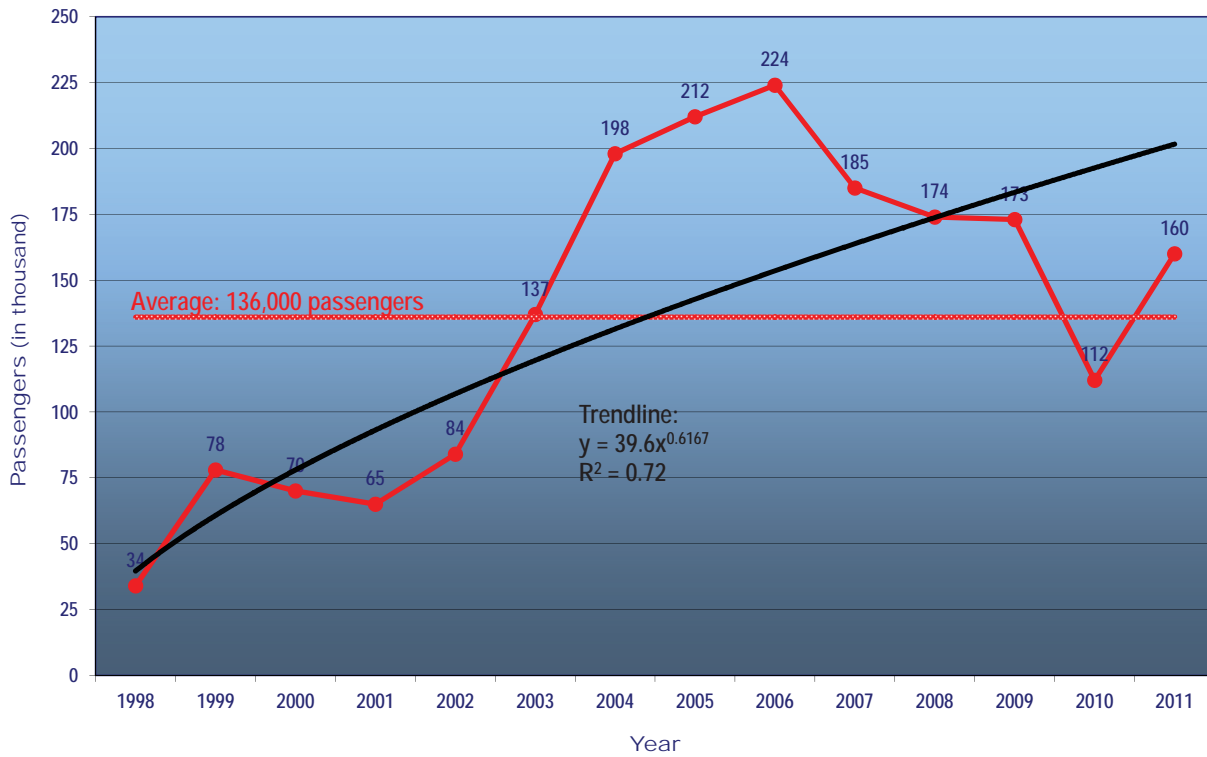
Port of San Francisco
Cruise Ship Analysis 1990-2011

Year	Number of Annual Passengers				Number of Annual Vessel Calls		
	Disembark	Transit	Embark	Total	Home Port	Transit	Total
1990				35,495			-
1992				56,148			-
1994				56,968			-
1996				52,874			-
1998	10,606	11,380	11,884	33,870			-
1999	29,213	13,618	34,978	77,809			-
2000	25,534	15,716	28,804	70,054			-
2001	21,645	17,644	25,899	65,188	8	33	41
2002	34,322	17,392	31,824	83,538	19	24	43
2003	55,690	25,003	56,622	137,315	46	31	77
2004	86,447	19,471	91,655	197,573	49	35	84
2005	93,434	24,783	93,429	211,646	47	37	84
2006	92,763	39,365	91,487	223,615	35	46	81
2007	71,520	39,996	73,419	184,935			-
2008	69,976	29,003	74,943	173,922			-
2009	54,946	64,961	52,930	172,837			-
2010	41,776	29,111	41,288	112,175			-
(est.) 2011	60,000	40,000	60,000	160,000			-
TOTAL 1998-2011	747,872	387,443	769,162	1,904,477	204	206	410
<i>Average 2001-2010</i>	<i>62,252</i>	<i>30,673</i>	<i>63,350</i>	<i>156,274</i>	<i>50%</i>	<i>50%</i>	<i>100%</i>
<i>Average 1998-2011</i>	<i>53,419</i>	<i>27,675</i>	<i>54,940</i>	<i>136,034</i>			
<i>Average 1990-2011</i>				<i>116,998</i>			

Year	Annual Passengers			Year	Vessel Calls	Average Passengers per Vessel
	Embark/Disembark	In Transit	Total			
1998	50%	50%	100%	1998	27	814
1999	70%	30%	100%	1999	45	952
2000	63%	37%	100%	2000	40	1,031
2001	57%	43%	100%	2001	41	958
2002	66%	34%	100%	2002	43	1,203
2003	69%	31%	100%	2003	77	1,048
2004	82%	18%	100%	2004	84	1,261
2005	79%	21%	100%	2005	84	1,407
2006	70%	30%	100%	2006	81	1,631
2007	64%	36%	100%	2007	60	1,859
2008	71%	29%	100%	2008	59	1,678
2009	45%	55%	100%	2009	62	1,934
2010	59%	41%	100%	2010	41	1,700
(est.) 2011	60%	40%	100%	(est.) 2011	61	1,600
<i>Average</i>	<i>66%</i>	<i>34%</i>	<i>100%</i>	TOTAL	805	1,410
				<i>Average</i>	<i>58</i>	<i>1,410</i>
				<i>Std. Dev.</i>		<i>371</i>

Port of SF Cruise Ships 1998-2011

Total Annual Passengers



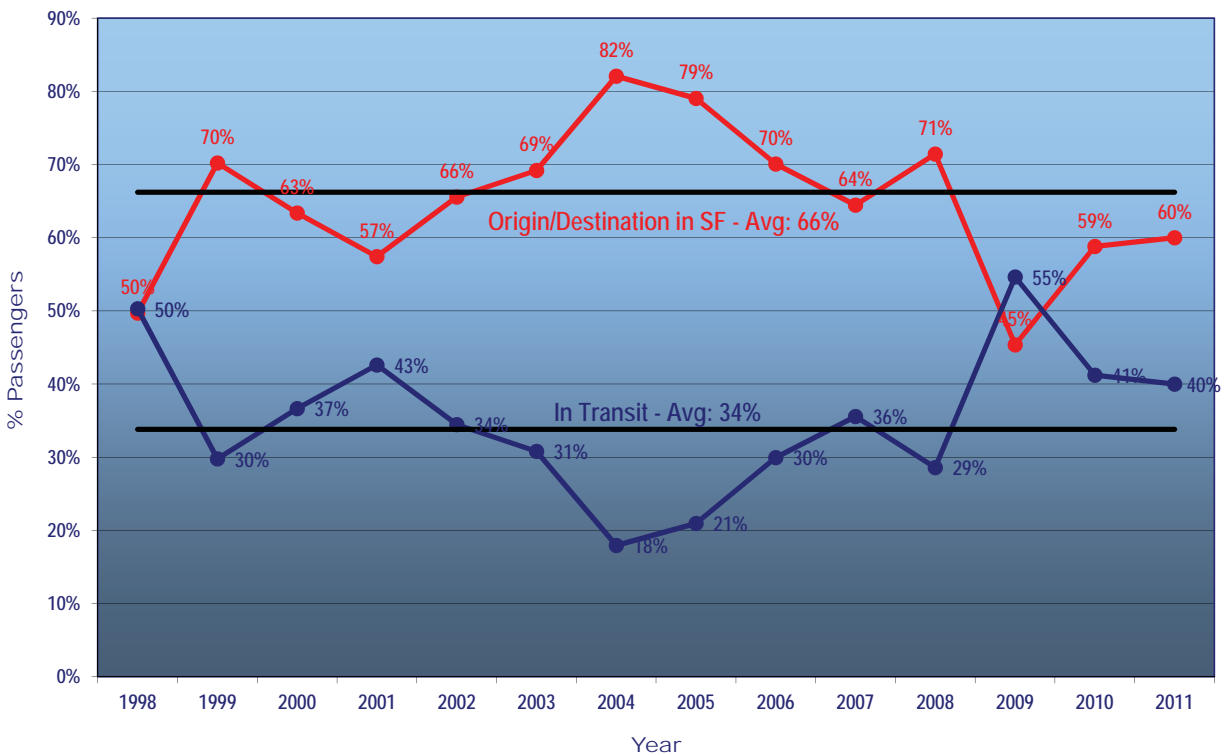
1990-2011 Cruise Statistics 2011 04 13.xls

6/7/2011

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Port of SF Cruise Ships 1998-2010

Passengers Characteristics

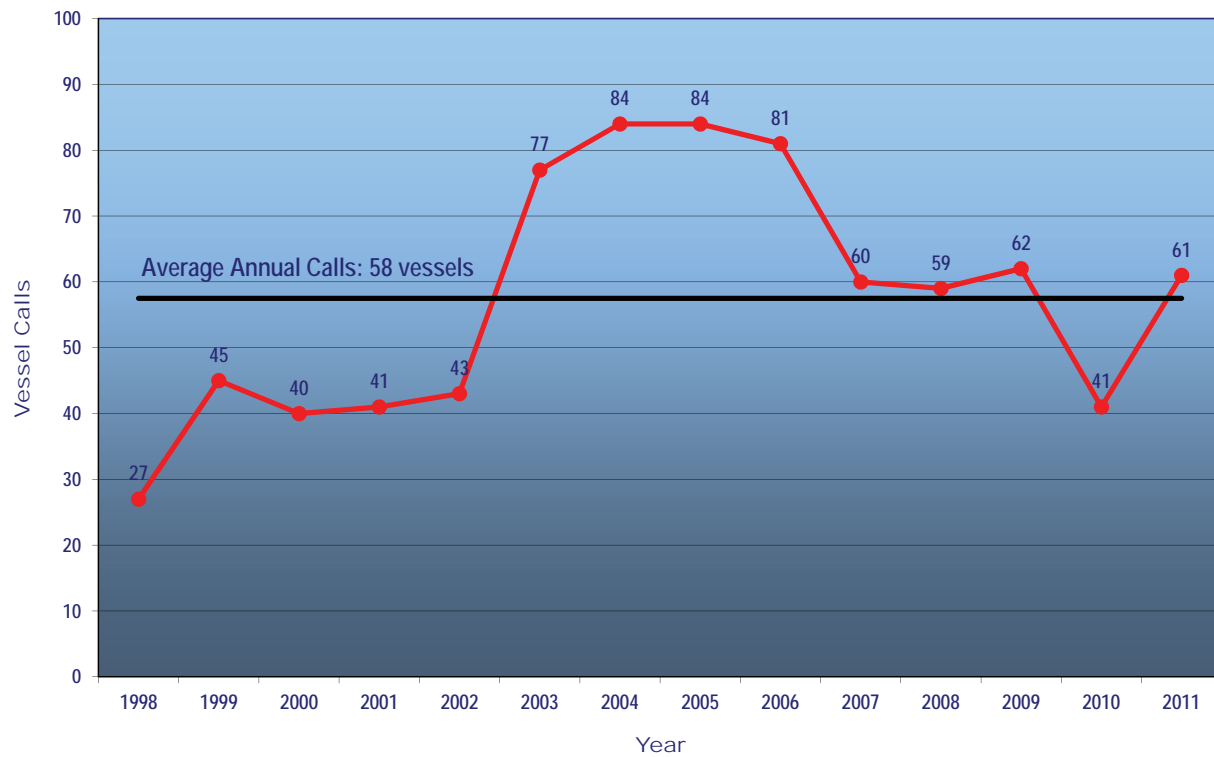


1990-2011 Cruise Statistics 2011 04 13.xls

6/7/2011

Port of SF Cruise Ships 1998-2011

Number of Vessel Calls per Year



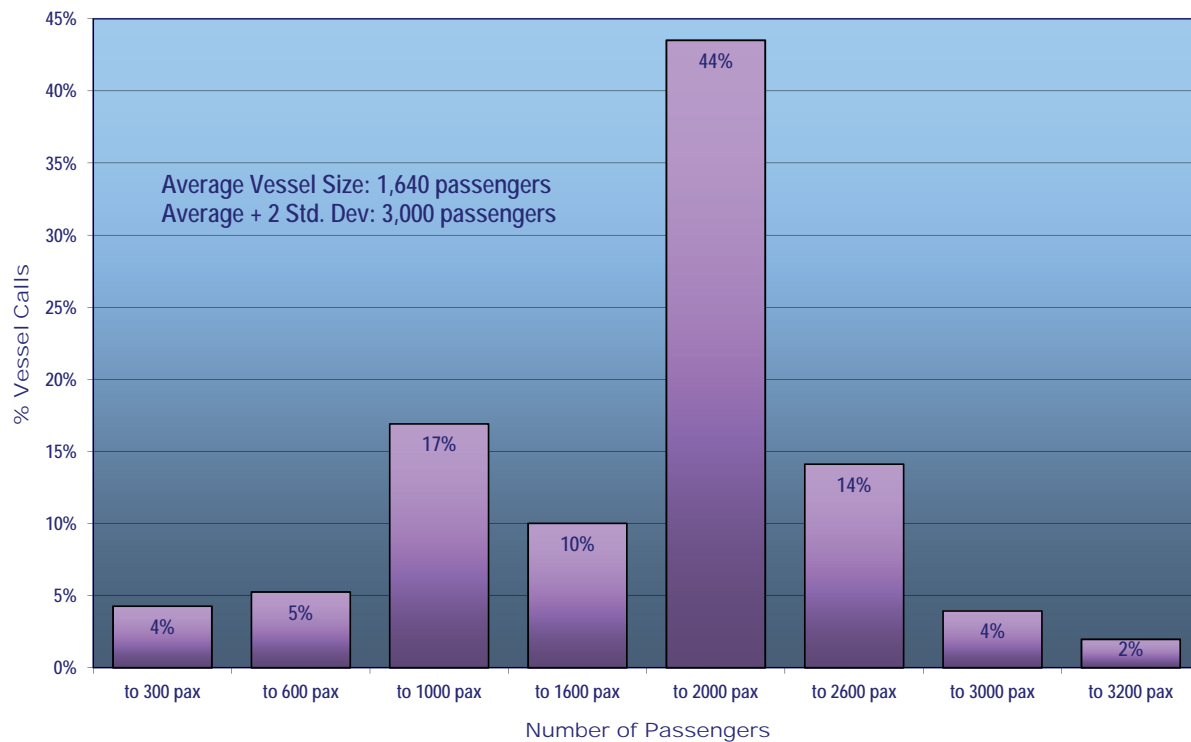
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6/7/2011

Adavant Consulting

Port of SF Cruise Ships 2003-2011

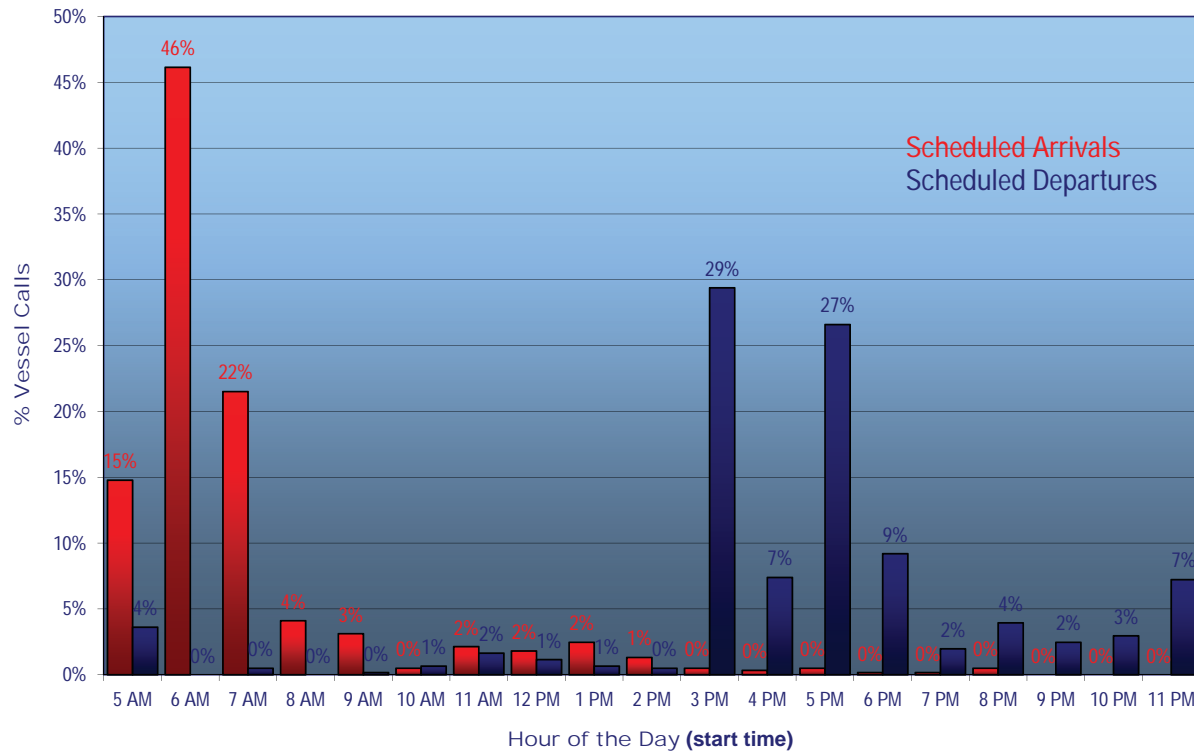
Cruise Ship Calls by Vessel Size



1990-2011 Cruise Statistics 2011 04 13.xls

6/7/2011 417

Port of SF Cruise Ships 2003-2011 Average Percentage of Total Vessel Arrivals/Departures by Hour

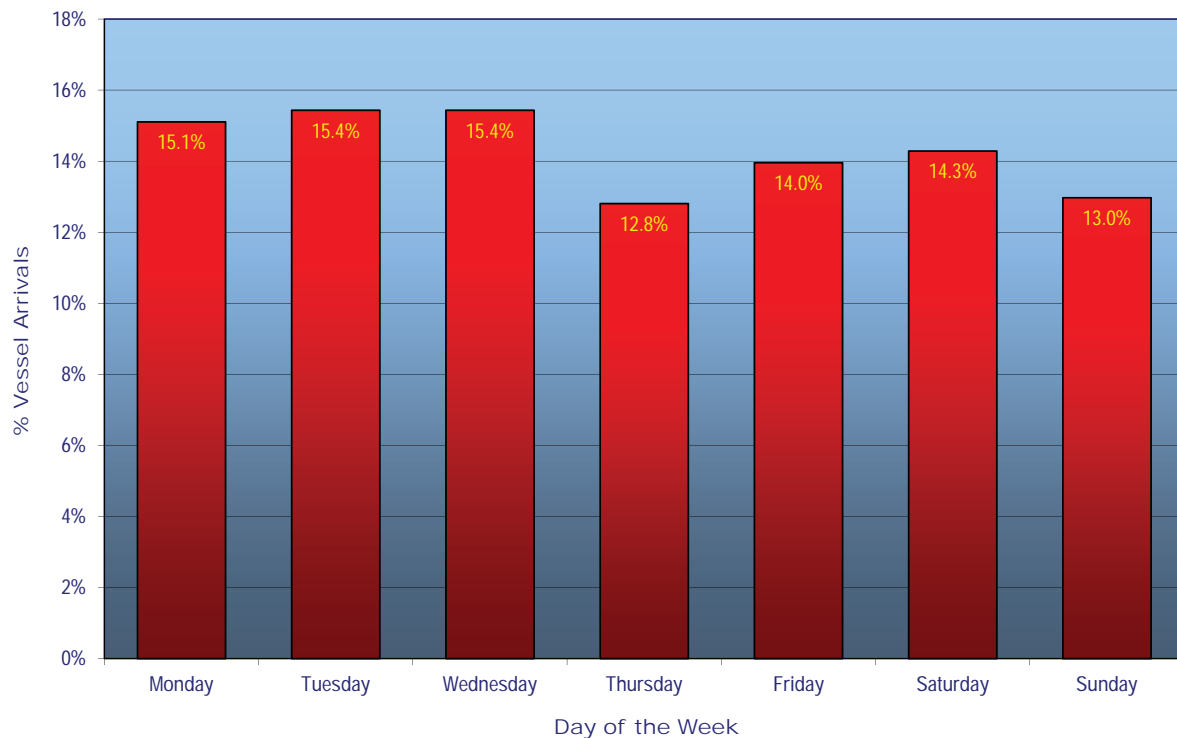


1990-2011 Cruise Statistics 2011 04 13.xls

6/7/2011

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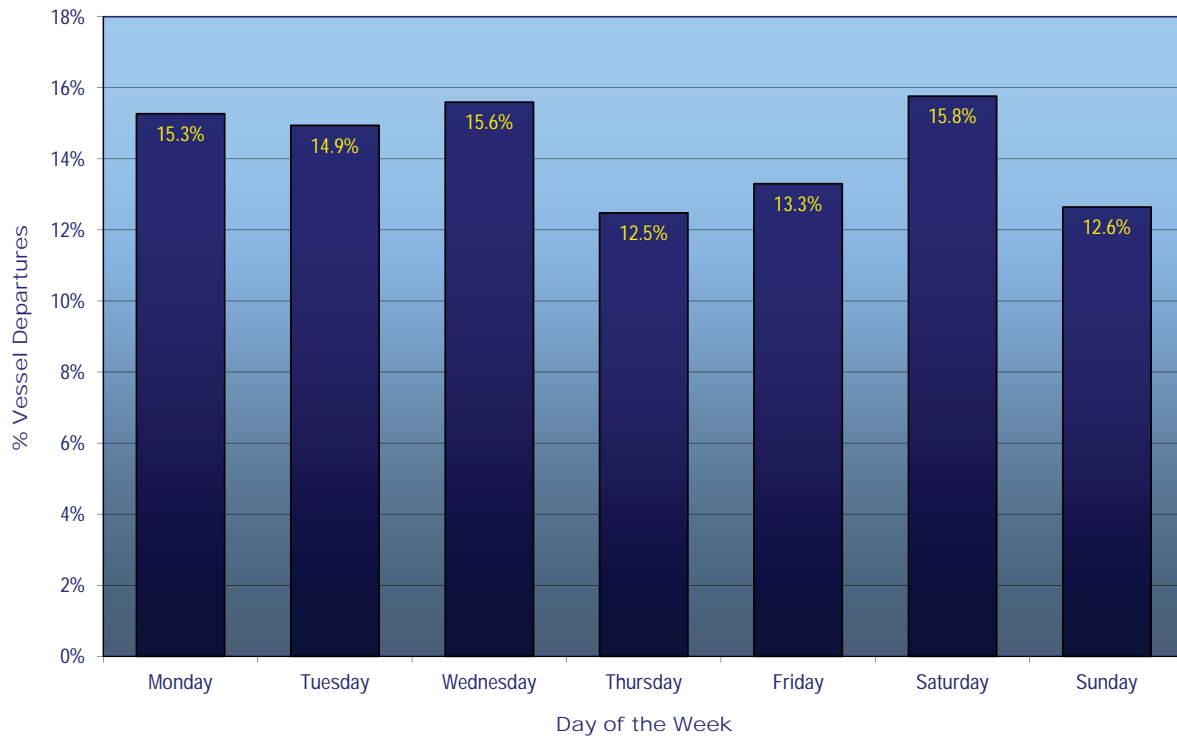
Port of SF Cruise Ships 2003-2011 Average Percentage of Total Vessel Arrivals per Day



1990-2011 Cruise Statistics 2011 04 13.xls

6/7/2011

Port of SF Cruise Ships 2003-2011 Average Percentage of Total Vessel Departures per Day

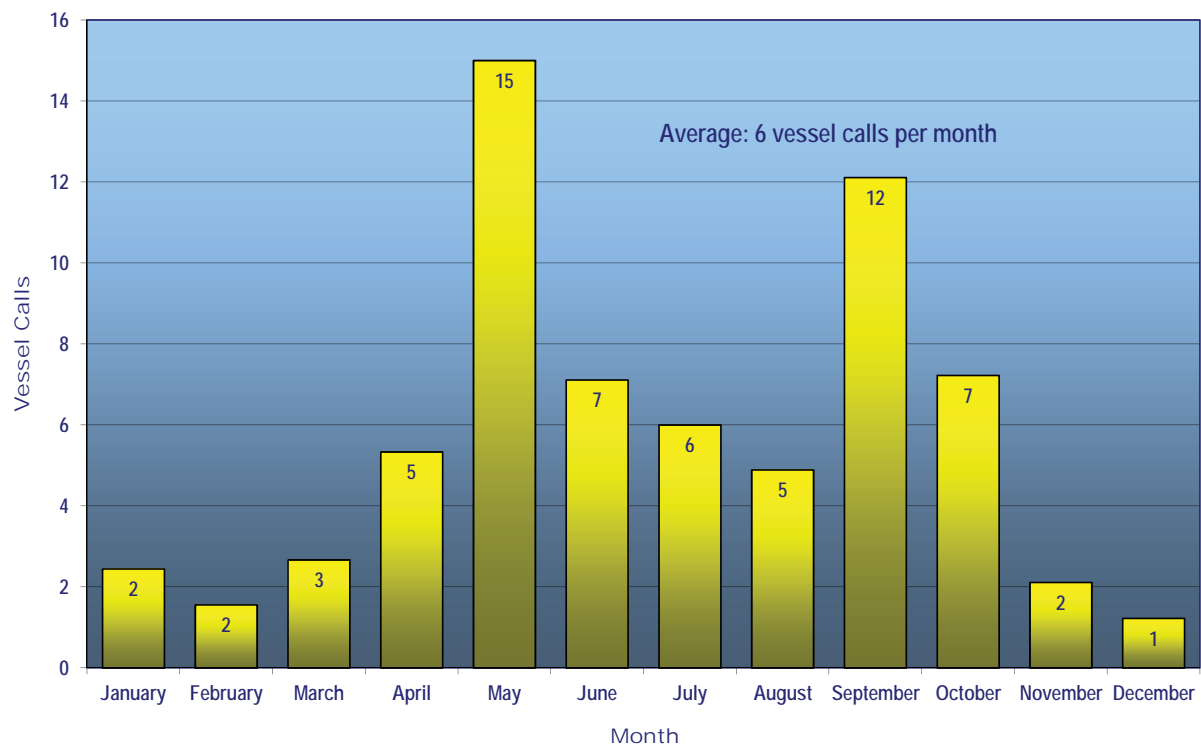


1990-2011 Cruise Statistics 2011 04 13.xls

6/7/2011

Adavant Consulting

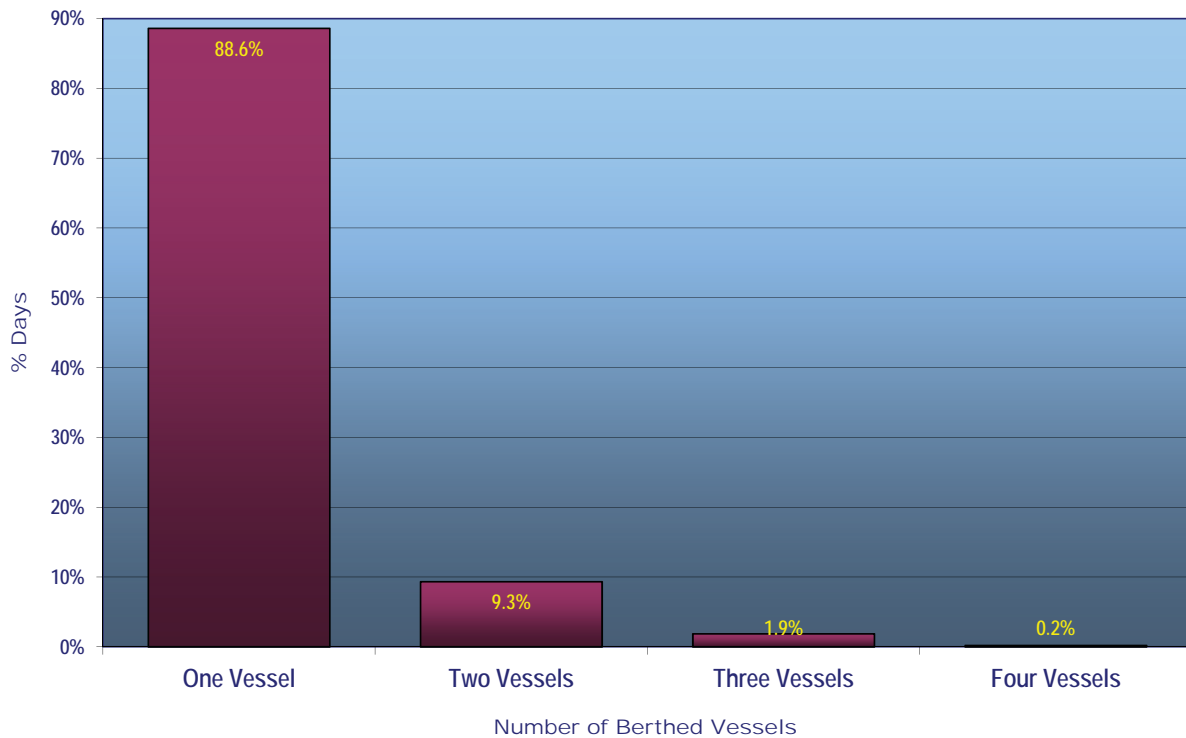
Port of SF Cruise Ships 2003-2011 Average Number of Vessel Calls by Month



1990-2011 Cruise Statistics 2011 04 13.xls

6/7/2011

Port of SF Cruise Ships 2003-2011 Simultaneous Berthing Days

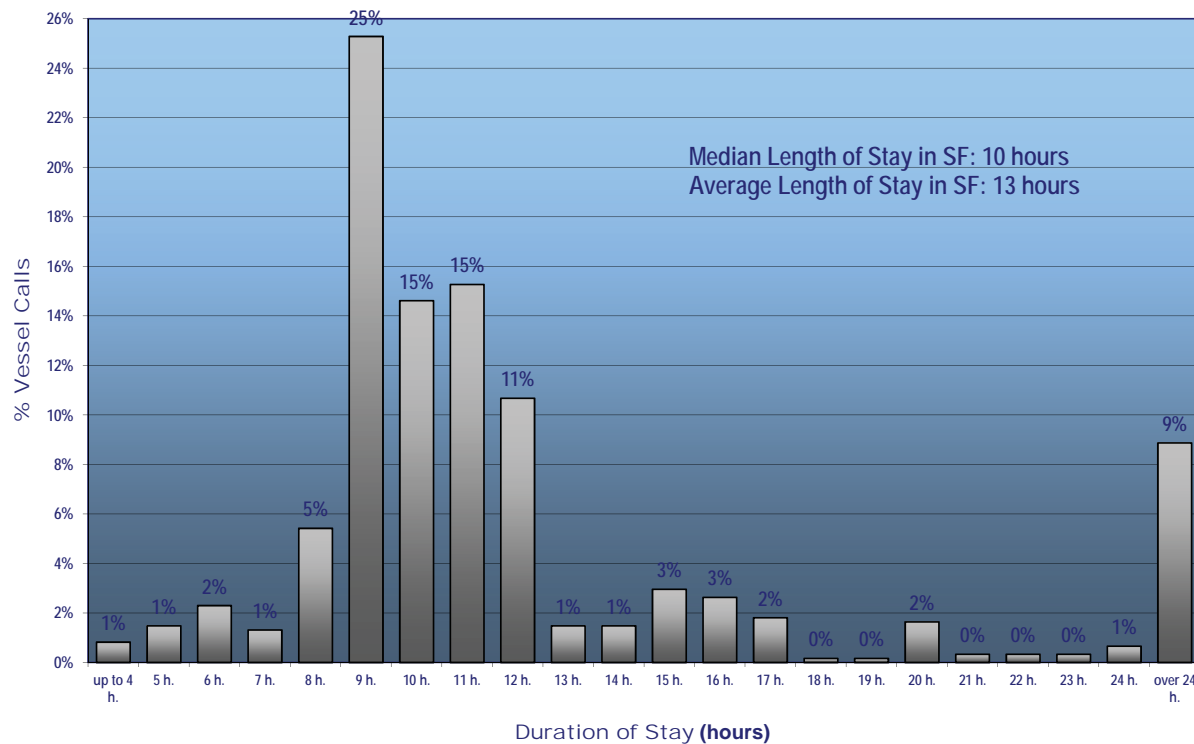


1990-2011 Cruise Statistics 2011 04 13.xls

6/7/2011

Adavant Consulting

Port of SF Cruise Ships 2003-2011 Length of Stay in Port



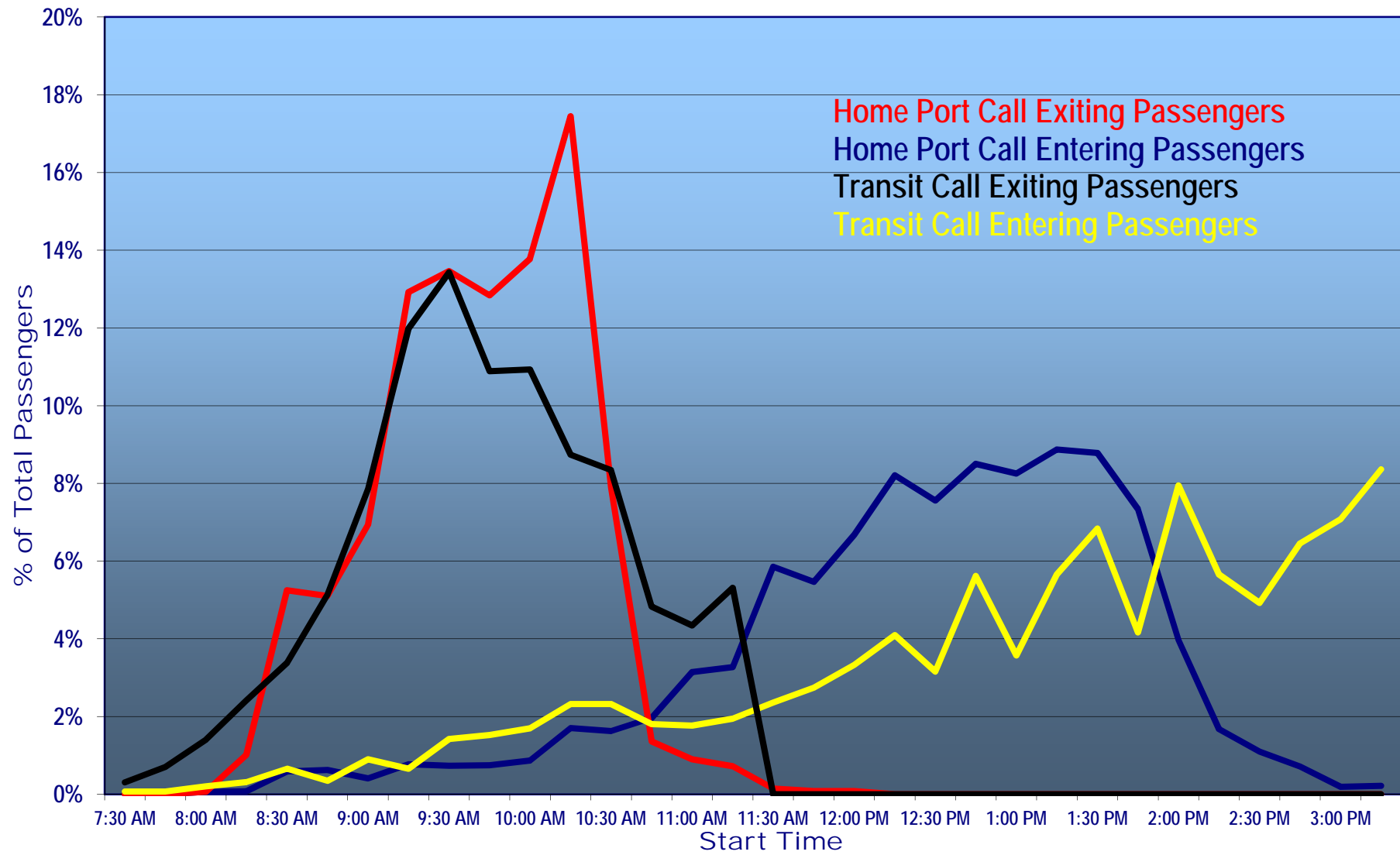
1990-2011 Cruise Statistics 2011 04 13.xls

6/7/2011

8.2 CHS Consulting Group Survey of P35 Terminal

Port of SF Cruise Ship Surveys

Passengers Exiting/Entering Pier 35 Terminal by Type of Call



San Francisco Cruise Ship Terminal
Cruise Ship Activity Surveys
Average Taxis Departing/Arriving at Pier 35

290 Taxi vehicle-trips per 1,000 passengers

	AVG TAXIS ARRIVING AT TERMINAL				AVG TAXIS DEPARTING FROM TERMINAL				TOTAL AVG TAXIS ACCESSING TERMINAL				PERCENT OF DAILY				Avg. Occup.
	All Veh.	Empty Vh	Vh w Pax	Pax.	All Veh.	Empty Vh	Vh w Pax	Pax.	All Veh.	Empty Vh	Vh w Pax	Pax.	All Veh.	Empty Vh	Vh w Pax	Pax.	
All Day (in/out)	283	129	154	376	283	129	154	376	566	258	309	752					2.43
	50%	50%	50%	50%	50%	50%	50%	50%	100%	100%	100%	100%					
AM Peak Hour (in/out)	28	26	2	4	24	6	18	43	52	32	20	47	9%	12%	6%	6%	2.35
	54%	81%	10%	9%	46%	19%	90%	91%	100%	100%	100%	100%					
Midday Peak Hour (in/out)	57	6	54	160	51	43	17	35	105	46	59	168	19%	18%	19%	22%	2.85
	53%	12%	76%	82%	47%	88%	24%	18%	100%	100%	100%	100%					
7:30 8:30	6	6	0	0	5	3	2	4	11	9	2	4					
7:35 8:35	11	10	1	1	7	4	3	6	18	14	4	7					
7:40 8:40	14	13	1	1	9	3	6	13	23	16	7	14					
7:45 8:45	18	17	1	2	13	4	9	21	31	21	10	23					
7:50 8:50	20	19	1	3	16	5	11	25	36	24	12	28					
7:55 8:55	23	22	1	4	20	6	14	34	43	28	15	38					
8:00 9:00	28	26	2	4	24	6	18	43	52	32	20	47					
8:05 9:05	31	29	2	4	27	6	21	51	58	35	23	55					
8:10 9:10	35	33	2	4	30	6	24	57	65	39	26	61					
8:15 9:15	39	37	2	4	34	6	28	69	73	43	30	73					
8:20 9:20	45	43	2	5	41	7	34	81	86	50	36	86					
8:25 9:25	48	45	3	6	45	6	39	95	93	51	42	101					
8:30 9:30	49	46	3	6	49	7	42	102	98	53	45	108					
8:35 9:35	50	47	3	6	56	7	49	117	106	54	52	123					
8:40 9:40	50	47	3	7	59	7	52	125	109	54	55	132					
8:45 9:45	50	47	3	6	60	7	53	127	110	54	56	133					
8:50 9:50	52	49	3	5	62	6	56	134	114	55	59	139					
8:55 9:55	54	52	2	4	60	5	55	136	114	57	57	140					
9:00 10:00	53	51	2	4	62	6	56	136	115	57	58	140					
9:05 10:05	54	52	2	4	62	5	57	140	116	57	59	144					
9:10 10:10	53	50	3	5	65	5	60	145	118	55	63	150					
9:15 10:15	53	50	3	6	65	5	60	145	118	55	63	151					
9:20 10:20	51	48	3	5	64	4	60	145	115	52	63	150					
9:25 10:25	51	48	3	5	63	3	60	146	114	51	63	151					
9:30 10:30	54	51	3	6	65	3	62	151	119	54	65	157					
9:35 10:35	54	50	4	9	62	2	60	152	116	52	64	161					
9:40 10:40	53	49	4	9	61	2	59	151	114	51	63	160					
9:45 10:45	53	49	4	9	63	2	61	158	116	51	65	167					
9:50 10:50	51	47	4	9	67	5	62	160	118	52	66	169					
9:55 10:55	48	43	5	12	71	7	64	161	119	50	69	173					
10:00 11:00	48	42	6	15	73	10	63	159	121	52	69	174					
10:05 11:05	47	39	8	20	77	15	62	158	124	54	70	178					
10:10 11:10	46	37	9	22	77	17	60	152	123	54	69	174					
10:15 11:15	44	33	11	26	78	19	59	149	122	52	70	175					
10:20 11:20	43	31	12	30	76	21	55	139	119	52	67	169					
10:25 11:25	42	28	14	33	73	24	49	125	115	52	63	158					
10:30 11:30	39	22	17	40	70	27	43	110	109	49	60	150					
10:35 11:35	40	19	21	53	69	31	38	93	109	50	59	146					
10:40 11:40	40	15	25	67	66	33	33	81	106	48	58	148					
10:45 11:45	42	12	30	78	63	35	28	64	105	47	58	142					
10:50 11:50	44	10	34	87	58	35	23	51	102	45	57	138					
10:55 11:55	44	7	37	93	55	36	19	42	99	43	56	135					
11:00 12:00	47	6	41	104	51	34	17	35	98	40	58	139					
11:05 12:05	46	5	41	113	45	32	13	25	91	37	54	138					
11:10 12:10	51	5	46	121	46	36	10	19	97	41	56	140					
11:15 12:15	52	5	47	125	44	38	6	11	96	43	53	136					
11:20 12:20	54	3	51	150	45	40	5	8	99	43	56	158					
11:25 12:25	56	3	53	160	46	41	5	7	102	44	58	167					
11:30 12:30	57	3	54	160	48	43	5	8	105	46	59	168					
11:35 12:35	53	3	50	150	44	40	4	7	97	43	54	157					
11:40 12:40	52	3	49	141	45	41	4	6	97	44	53	147					
11:45 12:45	52	3	49	141	46	43	3	5	98	46	52	146					
11:50 12:50	51	3	48	137	45	43	2	4	96	46	50	141					
11:55 12:55	51	3	48	135	44	42	2	3	95	45	50	138					
12:00 13:00	49	3	46	128	44	43	1	2	93	46	47	130					
12:05 13:05	50	2	48	126	43	42	1	2	93	44	49	128					
12:10 13:10	48	1	47	125	41	40	1	1	89	41	48	126					
12:15 13:15	48	1	47	123	40	39	1	1	88	40	48	124					
12:20 13:20	46	1	45	103	38	37	1	1	84	38	46	104					
12:25 13:25	45	1	44	96	35	35	0	1	80	36	44	97					
12:30 13:30	44	1	43	92	33	33	0	0	77	34	43	92					
12:35 13:35	46	1	45	98	32	32	0	0	78	33	45	98					
12:40 13:40	49	1	48	104	31	31	0	0	80	32	48	104					
12:45 13:45	51	1	50	106	29	29	0	0	80	30	50	106					
12:50 13:50	51	1	50	107	27	27	0	0	78	28	50	107					
12:55 13:55	53	1	52	109	26	26	0	1	79	27	52	110					
13:00 14:00	52	1	51	109	25	25	0	1	77	26	51	110					
13:05 14:05	49	1	48	101	23	23	0	1	72	24	48	102					
13:10 14:10	46	1	45	94	20	20	0	0	66	21	45	94					
13:15 14:15	44	1	43	88	18	18	0	0	62	19	43	88					
13:20 14:20	40	1	39	81	16	16	0	0	56	17	39	81					
13:25 14:25	36	1	35	74	14	14	0	0	50	15	35	74					
13:30 14:30	33	0	33	69	12	12	0	0	45	12	33	69					
13:35 14:35	28	0	28	58	11	11	0	0	39	11	28	58					
13:40 14:40	23	0	23	45	9	9	0	0	32	9	23	45					
13:45 14:45	16	0	16	34	7	7	0	0	23	7	16	34					
13:50 14:50	13	0	13	28	7	7	0	0	20	7	13	28					
13:55 14:55	9	0	9	19	5	5	0	0	14	5	9	19					
14:00 15:00	6	0	6	12	4	4	0	0	10	4	6	12					
14:05 15:05	5	0	5	8	3	3	0	0	8	3	5	8					
14:10 15:10	3	0	3	5	3	3	0	0	6	3	3	5					
14:15 15:15	2	0	2	4	2	2	0	0	4	2	2	4					
14:20 15:20	1	0	1	2	2	2	0	0	3	2	1	2					
14:25 15:25	1	0	1	2	1	1	0	0	2	1	1	2					
14:30 15:30	1	0	1	2	1	1	0	0	2	1	1	2					

San Francisco Cruise Ship Terminal

Cruise Ship Activity Surveys

Average Privately Owned Vehicles Arriving/Departing Pier 35

628 Private vehicle-trips per 1,000 passengers

	AVG POV ARRIVING AT TERMINAL					AVG POV DEPARTING FROM TERMINAL					TOTAL AVG POV ACCESSING TERMINAL					PERCENT OF DAILY					Avg. Occup.
	All Veh.	Empty Vh	Vh w Pax	Pax.		All Veh.	Empty Vh	Vh w Pax	Pax.		All Veh.	Empty Vh	Vh w Pax	Pax.		All Veh.	Empty Vh	Vh w Pax	Pax.		
All Day (n/oul)	613 50%	252 50%	361 50%	1,014 50%		613 50%	252 50%	361 50%	1,014 50%		1,226 100%	504 100%	722 100%	2,028 100%							
AM Peak Hour (n/oul)	23 49%	20 87%	3 13%	4 7%		24 51%	3 13%	21 88%	51 93%		47 100%	23 100%	24 100%	55 100%		4%	5%	3%	3%		
Midday Peak Hour (n/oul)	116 52%	26 25%	113 69%	328 69%		106 48%	80 75%	51 31%	145 31%		211 100%	83 100%	130 100%	372 100%		17%	16%	18%	18%		
7:30 8:30	2	1	1	1		2	1	1	2		4	2	2	3							
7:35 8:35	3	2	1	2		3	1	2	5		6	3	3	7							
7:40 8:40	6	5	1	2		6	1	5	11		12	6	6	13							
7:45 8:45	8	6	2	2		8	1	7	16		16	7	9	18							
7:50 8:50	11	9	2	2		13	1	12	29		24	10	14	31							
7:55 8:55	16	13	3	3		17	2	15	37		33	15	18	40							
8:00 9:00	23	20	3	4		24	3	21	51		47	23	24	55							
8:05 9:05	30	27	3	4		33	4	29	74		63	31	32	78							
8:10 9:10	37	33	4	5		42	5	37	95		79	38	41	100							
8:15 9:15	46	42	4	5		50	5	45	116		96	47	49	121							
8:20 9:20	56	51	5	6		58	5	53	137		114	56	58	143							
8:25 9:25	63	59	4	6		68	6	62	166		131	65	66	172							
8:30 9:30	68	64	4	6		77	6	71	191		145	70	75	197							
8:35 9:35	76	72	4	5		90	8	82	220		166	80	86	225							
8:40 9:40	83	78	5	7		99	9	90	246		182	87	95	253							
8:45 9:45	90	86	4	7		107	9	98	269		197	95	102	276							
8:50 9:50	94	89	5	7		114	10	104	289		208	99	109	296							
8:55 9:55	98	94	4	6		123	10	113	314		221	104	117	320							
9:00 10:00	100	96	4	6		129	10	119	331		229	106	123	337							
9:05 10:05	103	99	4	9		136	11	125	347		239	110	129	356							
9:10 10:10	104	99	5	11		142	11	131	364		246	110	136	375							
9:15 10:15	108	102	6	17		148	11	137	382		256	113	143	399							
9:20 10:20	107	101	6	18		154	11	143	403		261	112	149	421							
9:25 10:25	109	102	7	19		161	11	150	422		270	113	157	441							
9:30 10:30	112	104	8	21		167	12	155	437		279	116	163	458							
9:35 10:35	113	104	9	24		170	12	158	448		283	116	167	472							
9:40 10:40	113	105	8	24		175	11	164	470		288	116	172	494							
9:45 10:45	115	106	9	25		182	12	170	491		297	118	179	516							
9:50 10:50	119	110	9	25		187	12	175	501		306	122	184	526							
9:55 10:55	121	111	10	29		190	13	177	505		311	124	187	534							
10:00 11:00	121	109	12	34		190	14	176	507		311	123	188	541							
10:05 11:05	118	104	14	41		186	15	171	492		304	119	185	533							
10:10 11:10	119	100	19	53		181	18	163	471		300	118	182	524							
10:15 11:15	115	93	22	62		179	22	157	455		294	115	179	517							
10:20 11:20	114	88	26	74		173	24	149	433		287	112	175	507							
10:25 11:25	110	79	31	88		164	28	136	394		274	107	167	482							
10:30 11:30	108	72	36	101		155	31	124	360		263	103	160	461							
10:35 11:35	107	64	43	123		146	35	111	320		253	99	154	443							
10:40 11:40	104	54	50	145		135	41	94	269		239	95	144	414							
10:45 11:45	105	45	60	171		125	46	79	222		230	91	139	393							
10:50 11:50	105	36	69	198		115	50	65	181		220	86	134	379							
10:55 11:55	105	26	79	227		106	55	51	145		211	81	130	372							
11:00 12:00	106	19	87	248		99	60	39	111		205	79	126	359							
11:05 12:05	109	15	94	271		96	65	31	88		205	80	125	359							
11:10 12:10	111	11	100	286		93	69	24	70		204	80	124	356							
11:15 12:15	111	8	103	295		88	71	17	48		199	79	120	343							
11:20 12:20	114	6	108	307		86	75	11	30		200	81	119	337							
11:25 12:25	114	4	110	312		85	77	8	20		199	81	118	332							
11:30 12:30	115	4	111	319		84	78	6	18		199	82	117	337							
11:35 12:35	116	3	113	322		84	80	4	14		200	83	117	336							
11:40 12:40	116	3	113	321		83	79	4	12		199	82	117	333							
11:45 12:45	115	3	112	328		82	79	3	9		197	82	115	337							
11:50 12:50	113	2	111	323		82	79	3	8		195	81	114	331							
11:55 12:55	112	2	110	318		80	77	3	8		192	79	113	326							
12:00 13:00	111	3	108	311		80	76	4	10		191	79	112	321							
12:05 13:05	111	3	108	311		78	74	4	10		189	77	112	321							
12:10 13:10	110	3	107	305		77	73	4	10		187	76	111	315							
12:15 13:15	111	3	108	310		76	73	3	10		187	76	111	320							
12:20 13:20	112	3	109	315		74	71	3	8		186	74	112	323							
12:25 13:25	114	3	111	321		74	71	3	8		188	74	114	329							
12:30 13:30	116	3	113	326		73	71	2	4		189	74	115	330							
12:35 13:35	116	3	113	326		72	70	2	4		188	73	115	330							
12:40 13:40	118	3	115	333		73	71	2	4		191	74	117	337							
12:45 13:45	118	3	115	322		71	69	2	4		189	72	117	326							
12:50 13:50	120	3	117	325		70	69	1	3		190	72	118	328							
12:55 13:55	117	2	115	320		69	68	1	2		186	70	116	322							
13:00 14:00	116	2	114	325		69	69	0	1		185	71	114	326							
13:05 14:05	113	2	111	312		66	66	0	0		179	68	111	312							
13:10 14:10	108	2	106	298		63	63	0	0		171	65	106	298							
13:15 14:15	102	2	100	281		60	60	0	1		162	62	100	282							
13:20 14:20	97	2	95	263		57	57	0	1		154	59	95	264							
13:25 14:25	90	2	88	243		52	52	0	1		142	54	88	244							
13:30 14:30	83	2	81	223		49	49	0	1		132	51	81	224							
13:35 14:35	75	2	73	200		42	42	0	1		117	44	73	201							
13:40 14:40	66	2	64	174		38	38														

Average Values

San Francisco Cruise Ship Terminal

Cruise Ship Activity Surveys

55.2 Bus vehicle-trips per 1,000 passengers [excludes Limos]

Average Buses Arriving/Departing Pier 35

Average Vehicle Occupancy for Motor Coaches and Shuttle Bus/Vans: 14.4 pax/veh

Vehicle Type	ARRIVALS				DEPARTURES				TOTAL		Percentage by Vehicle Type	Buses				Wait at Curb	Stay Inside	Dwell Time
	Average	Max.	St.Dv.		Average	Max.	St.Dv.		Avg.	Max.		De bark	Em bark	Veh Occ	Pax			
Motor Coach											25 45%			25.1	632			
Other											0 0%			0.0	0			
Shuttle Bus/Van											29 52%			4.9	141			
Limo/Town Car											2 3%			2.7	4			
All Vehicles	56	In=	50%	72 16	56	Out=	50%	74 15	111	146	56 100%	33	26	10.0	777	0:07	0:28	0:32
% Inside Terminal									56%									
AM Peak Hour	10	In=	60%	5 3	6	Out=	40%	16 6	16	21								
Percent of daily	17%			6%	11%			22%	14%	14%								
Midday Peak Hour	10	In=	45%	7 4	12	Out=	55%	26 7	19	31								
Percent of daily	17%			10%	21%			35%	17%	21%								
Before survey starts	3	5%	5%	4		0%	0%	0	3	4								
7:30 7:45	0	0%	5%	0	0	0%	0%	0	0	0								
7:45 8:00	0	1%	6%	1	0	0%	0%	0	0	1								
8:00 8:15	1	1%	7%	1	0	0%	0%	0	1	1								
8:15 8:30	1	2%	9%	1	0	0%	0%	0	1	1								
8:30 8:45	0	1%	10%	1	0	1%	1%	2	1	3								
8:45 9:00	2	3%	13%	1	0	0%	1%	0	2	1								
9:00 9:15	3	5%	18%	2	2	3%	4%	3	5	5								
9:15 9:30	5	8%	26%	1	4	8%	11%	11	9	12								
9:30 9:45	4	8%	34%	2	4	7%	18%	8	8	10								
9:45 10:00	3	6%	39%	2	4	6%	25%	7	7	9								
10:00 10:15	3	5%	44%	2	3	5%	29%	4	5	6								
10:15 10:30	1	2%	46%	1	3	6%	35%	8	4	9								
10:30 10:45	3	5%	51%	2	3	5%	39%	7	5	9								
10:45 11:00	2	4%	55%	1	2	4%	44%	5	5	6								
11:00 11:15	4	7%	62%	2	4	7%	50%	8	8	10								
11:15 11:30	1	2%	64%	2	3	5%	55%	4	4	6								
11:30 11:45	1	2%	66%	0	3	5%	60%	7	4	7								
11:45 12:00	1	2%	68%	1	2	4%	64%	7	4	8								
12:00 12:15	2	3%	71%	1	2	3%	67%	4	3	5								
12:15 12:30	2	3%	74%	2	2	4%	71%	5	4	7								
12:30 12:45	1	2%	75%	1	1	2%	73%	5	2	6								
12:45 13:00	6	10%	85%	3	4	7%	80%	7	10	10								
13:00 13:15	2	3%	89%	2	3	5%	84%	5	4	7								
13:15 13:30	2	3%	92%	2	2	3%	88%	4	4	6								
13:30 13:45	2	3%	95%	2	2	3%	90%	4	3	6								
13:45 14:00	1	2%	97%	1	2	3%	93%	4	2	5								
14:00 14:15	1	2%	98%	1	1	1%	94%	3	2	4								
14:15 14:30	1	1%	99%	1	1	2%	96%	4	2	5								
14:30 14:45	0	0%	100%	0	2	3%	99%	5	2	5								
14:45 15:00	0	0%	100%	0	0	0%	99%	1	0	1								
15:00 15:15	0	0%	100%	0	0	1%	100%	1	0	1								
15:15 15:30	0	0%	100%	0	0	0%	100%	0	0	0								
15:30 15:45	0	0%	100%	0	0	0%	100%	0	0	0								
After survey ends	0	0%	100%		0	0%	100%	0	0	0								
7:30 8:30	2			3	0			0	2	3								
7:45 8:45	3			3	0			2	3	5								
7:50 8:50	4			3	0			2	4	5								
7:55 8:55	6			4	2			5	9	9								
8:00 9:00	10			5	6			16	16	21								
11:00 12:00	7			5	12			26	19	31								
11:15 12:15	5			4	9			22	15	26								
11:30 12:30	6			5	9			23	15	28								
11:45 12:45	5			5	7			21	12	26								
12:00 13:00	10			7	9			21	18	28								

Mon 05/10/10												Sat 05/22/10															
7:30 AM to 12:00 PM												7:30 AM to 3:30 PM															
Pier 35												Pier 35															
Celebrity Infinity												Sea-Princess															
1950 pax												1950 pax															
Home-port with Transfers												Home-port															
Vessel arrived at 7:30 AM / Scheduled Departure: 5 PM												Vessel arrived at 9:30 AM / Scheduled Departure: 4 PM															
Survey started at 7:30 AM												Survey started at 7:30 AM															
Survey ended at 12:00 PM due to rain												Survey ended at 3:30 PM															
Bus No.	Arrive	Enter	Depart	Wait at Curb	Stay Inside	Dwell Time	Type	Name	De bark	Em bark	Pax	Arrive	Enter	Depart	Wait at Curb	Stay Inside	Dwell Time	Type	Name	De bark	Em bark	Pax					
1	7:30	8:23	9:40	0:53	1:17	1:17	[1]	Franciscan Lines				8:55	9:02	11:14	0:07	2:12	2:12	[1]	Coach USA	X	X	45					
2	7:54	8:13	9:13	0:19	1:00	1:00	[1]	King's Transport				9:00	9:00	11:21	0:00	2:21	2:21	[1]	Coach America	X							
3	8:02	8:07	9:37	0:05	1:30	1:30	[1]	Compass Transport				9:11	9:15	11:35	0:04	2:20	2:20	[1]	Coach USA	X							
4	8:13	8:22	9:43	0:09	1:21	1:21	[1]	Coach America				9:18	9:25	12:58	0:07	3:33	3:33	[3]	Airport Express	X							
5	8:17	8:40	9:53	0:23	1:13	1:13	[1]	Coach USA				9:22	9:24	12:09	0:02	2:45	2:45	[1]	Skyline Coach	X							
6	8:26	9:03	10:05	0:37	1:02	1:02	[1]	Compass Transport				9:24	9:25	11:49	0:01	2:24	2:24	[1]	Skyline Coach	X							
7	8:45	X	9:54	1:09	0:00	1:09	[1]	Harvest Vacation	X			9:24	9:29	11:31	0:05	2:02	2:02	[1]	Coach America	X	X	16					
8	8:50	X	9:07	0:17	0:00	0:17	[1]	Coach USA	X		35	9:30	9:36	11:58	0:06	2:22	2:22	[1]	Mercury Tours	X							
9	8:55	9:17	9:36	0:22	0:19	0:19	[1]	Bonjour				9:38	9:43	11:53	0:05	2:10	2:10	[1]	Coach USA	X							
10	9:02	X	9:37	0:35	0:00	0:35	[1]	Coach America		X	69	9:40	9:44	12:18	0:04	2:34	2:34	[1]	Coach USA	X							
11	9:04	9:45	10:23	0:41	0:38	0:38	[1]	Bonjour				9:44	9:44	10:09	0:00	0:25	0:25	[1]	Coach America	X							
12	9:20	9:47	10:16	0:27	0:29	0:29	[1]	CA Express				9:44	9:50	11:48	0:06	1:58	1:58	[1]	Coach America	X							
13	9:25	X	9:35	0:10	0:00	0:10	[1]	West Sonoma County		X	40	9:48	9:56	12:00	0:08	2:04	2:04	[1]	King Tours	X							
14	9:30	9:35	10:06	0:05	0:31	0:31	[1]	CA Express				10:11	10:18	11:18	0:07	1:00	1:00	[1]	Coach 21	X							
15	9:30	9:35	11:05	0:05	1:30	1:30	[1]	A Perfect				10:12	10:16	11:14	0:04	0:58	0:58	[1]	Coach 21	X							
16	9:35	X	9:37	0:02	0:00	0:02	[3]	Super Shuttle	X		1	10:14	10:20	11:14	0:06	0:54	0:54	[1]	Coach 21	X							
17	9:35	X	9:38	0:03	0:00	0:03	[3]	My Way Tours	X		8	10:15	10:22	10:59	0:07	0:37	0:37	[1]	Coach 21	X							
18	9:35	9:45	10:30	0:10	0:45	0:45	[1]	Coach USA				10:22	10:30	11:03	0:08	0:33	0:33	[1]	Coach 21	X							
19	9:45	X	9:50	0:05	0:00	0:05	[3]	Bay Airport		X	4	10:26	10:32	11:04	0:06	0:32	0:32	[1]	Coach USA	X							
20	9:45	X	9:50	0:05	0:00	0:05	[3]	Blue Shuttle	X		4	10:32	10:39	11:40	0:07	1:01	1:01	[1]	Coach USA	X							
21	9:47	9:50	11:20	0:03	1:30	1:30	[1]	Peninsula Tours				10:38	10:38	11:32	0:00	0:54	0:54	[1]	Coach 21	X							
22	9:48	X	9:53	0:05	0:00	0:05	[4]	Limo ABC	X		3	10:54	11:09	11:41	0:15	0:32	0:32	[1]	Coach USA	X							
23	9:55	10:07	10:55	0:12	0:48	0:48	[1]	Coach America				10:54	11:09	12:03	0:15	0:54	0:54	[1]	Coach USA	X							
24	9:57	X	10:07	0:10	0:00	0:10	[4]	No Name	X		4	11:05	X	11:07	0:02	0:00	0:02	[3]	PRD Airport Shuttle	X		2					
25	10:00	10:05	11:35	0:05	1:30	1:30	[1]	King Tour				11:07	X	11:15	0:08	0:00	0:08	[3]	Western Shuttle	X		6					
26	10:02	X	10:07	0:05	0:00	0:05	[4]	Limo ABC	X		7	11:10	11:16	12:10	0:06	0:54	0:54	[1]	Coach America	X							
27	10:03	10:08	11:38	0:05	1:30	1:30	[3]	Passenger van				11:11	11:11	11:11	0:00	0:00	0:00	[1]	Coach America	X							
28	10:05	10:44	11:00	0:39	0:16	0:16	[1]	Marin Airport				11:26	X	11:36	0:10	0:00	0:10	[1]	Amtrak		X	16					
29	10:08	10:35	11:01	0:27	0:26	0:26	[1]	Coach USA				11:30	X	11:40	0:10	0:00	0:10	[4]	Marina Porter	X		6					
30	10:14	X	10:20	0:06	0:00	0:06	[3]	Roland Low	X		4	11:45	X	12:10	0:25	0:00	0:25	[3]	SF Megabus	X		25					
31	10:14	10:35	11:01	0:21	0:26	0:26	[3]	Airport Express				11:50	X	11:58	0:08	0:00	0:08	[3]	Lorrie's Airport Shuttle	X		10					
32	10:34	10:36	11:06	0:02	0:30	0:30	[3]	City Express				11:55	X	11:58	0:03	0:00	0:03	[3]	Lorrie's Airport Shuttle	X		9					
33	10:35	10:40	12:10	0:05	1:30	1:30	[3]	Black Tie				12:15	12:20	12:20	0:05	0:00	0:05	[3]	Bauer	X							
34	10:50	10:50	11:05	0:00	0:15	0:15	[1]	Peninsula Tour				12:15	X	12:48	0:33	0:00	0:33	[1]	Raindance Tours		X						
35	10:53	X	11:15	0:22	0:00	0:22	[1]	CA Express		X		12:16	X	12:19	0:03	0:00	0:03	[3]	Marin Airporter	X		12					
36	10:55	X	11:21	0:26	0:00	0:26	[1]	Coach USA	X	X		12:21	X	12:23	0:02	0:00	0:02	[3]	South Bay Airporter	X		2					
37	11:02	X	11:46	0:44	0:00	0:44	[1]	Coach America				12:24	X	12:27	0:03	0:00	0:03	[3]	East Bay Paratransit		X	2					
38	11:02	11:10	11:10	0:08	0:00	0:08	[1]	Skyline Coach		X	48	12:28	12:30	14:06	0:02	1:36	1:36	[1]	Coach USA		X						
39	11:06	11:10	11:10	0:04	0:00	0:04	[3]	RIZY Airport Shuttle		X	4	12:50	X	12:52	0:02	0:00	0:02	[3]	American Shuttle	X		2					
40	11:10	11:12	11:48	0:02	0:36	0:36	[1]	Coach USA				12:50	X	12:57	0:07	0:00	0:07	[3]	Super Shuttle	X		5					
41	11:15	11:20	11:20	0:05	0:00	0:05	[3]	Super Shuttle	X		4	12:53	X	12:55	0:02	0:00	0:02	[4]	Limo	X		4					
42	11:17	11:20	11:20	0:03	0:00	0:03	[3]	Super Shuttle	X		4	12:53	X	12:56	0:03	0:00	0:03	[3]	Super Shuttle	X		6					
43	11:37	11:44	X	0:07	0:16	0:16	[1]	Coach 21				12:57	X	13:00	0:03	0:00	0:03	[3]	Marin Door to Door	X		4					
44	11:44	X	11:45	0:01	0:00	0:01	[3]	Super Shuttle	X		4	12:59	13:01	13:52	0:02	0:51	0:51	[1]	Coach USA		X						
45												13:00	13:15	13:54	0:15	0:39	0:39	[1]	Airport Express		X						
46												13:17	13:18	14:36	0:01	1:18	1:18	[1]	Coach America		X						
47												13:20	13:20	14:04	0:00	0:44	0:44	[1]	Royal Coach		X						
48												13:35	13:36	14:06	0:01	0:30	0:30	[1]	Orange Belt		X						
49												13:37	13:38	14:34	0:01	0:56	0:56	[1]	All West		X						
50												13:43	X	13:46	0:03	0:00	0:03	[4]	Limo	X		4					
51												13:44	13:45	14:16	0:01	0:31	0:31	[1]	Coach USA		X						
52												13:45	X	13:47	0:02	0:00	0:02	[3]	West Coast Shuttle		X	3					
53												13:46	13:53	14:33	0:07	0:40	0:40	[1]	All West		X						
54												13:52	13:54	14:18	0:02	0:24	0:24	[1]	Coach America		X						
55												14:00	14:01	14:23	0:01	0:22	0:22	[3]	Link Line		X						
56												14:01	14:01	14:43	0:00	0:42	0:42	[1]	All West		X						
57												14:06	14:08	14:55	0:02	0:47	0:47	[1]	Coach America		X						
58												14:15	X	14:20	0:05	0:00	0:05	[4]	Limo		X	6					
59												14:20	14:26	15:03	0:06	0:37	0:37	[1]	California Wine Tours		X						
60												14:35	X	14:38	0:03	0:00	0:03	[3]	VIP Airport Shuttle		X	2					
61																											
62																											
63																											
64																											
65																											
66																											
67																											
68																											
69																											
70																											
71																											
72																											
73																											
74																											
Veh												Veh															
Type				Pax	Veh	Occ							Type				Pax	Veh	Occ								
[1]	Motor Coach	192			4	48.0							[1]	Motor Coach	77			3	25.7								
[2]	Other	0			0	0.0							[2]	Other	0			0	0.0								
[3]	Shuttle Bus/Van	37			9	4.1							[3]	Shuttle Bus/Van	90			14	6.4								
[4]	Limo/Town Car	14			3	4.7							[4]	Limo/Town Car	20			4	5.0								
TOTAL			243			16	15.2							TOTAL			187			21	8.8						

Type	Pax	Veh	Occ
[1] Motor Coach	282	12	23.5
[2] Other	0	0	0.0
[3] Shuttle Bus/Van	152	35	4.3
[4] Limo/Town Car	7	2	3.5
TOTAL	441	49	9.0

Mon: 06/21/10 8:00 AM to 3:00 PM Pier 35 Sea-Princess 1950 pax Home-Port Vessel arrived at 7:30 AM / Scheduled Departure: 4 PM Survey started at 8:00 AM Survey ended at 3:00 PM													Thu: 07/01/10 8:00 AM to 3:00 PM Pier 35 Sea-Princess 1950 pax Home-Port Vessel arrived at 7:30 AM / Scheduled Departure: 4 PM Survey started at 7:55 AM Survey ended at 3:00 PM																	
Bus No.	Arrive	Enter	Depart	Wait at Curb	Stay Inside	Dwell Time	Type Name	De bark	Em bark	Pax	Arrive	Enter	Depart	Wait at Curb	Stay Inside	Dwell Time	Type Name	De bark	Em bark	Pax	Arrive	Enter	Depart	Wait at Curb	Stay Inside	Dwell Time	Type Name	De bark	Em bark	Pax
1	8:22	8:22	9:27	0:00	1:05	1:05	[1] Coach USA	X		30	X	X	9:34		1:39	1:39	[1] Coach USA	X		16										
2	8:25	8:25	9:24	0:00	0:59	0:59	[1] Coach USA	X		30	X	X	9:50		1:55	1:55	[3] Alaska Airporter	X		15										
3	8:30	8:30	9:14	0:00	0:44	0:44	[1] Coach USA	X		16	7:55	7:55	9:26	0:00	1:31	1:31	[1] Coach America	X		25										
4	8:55	9:00	9:15	0:05	0:15	0:15	[1] Coach USA	X	X	45	8:08	8:09	9:15	0:01	1:06	1:06	[1] Coach USA	X		12										
5	9:08	9:10	10:15	0:02	1:05	1:05	[1] Great America Stage	X	X	10	8:16	8:16	8:34	0:00	0:18	0:18	[1] Coach USA	X		10										
6	9:10	9:10	10:37	0:00	1:27	1:27	[1] Airport Express	X		1	8:28	8:30	8:35	0:02	0:05	0:05	[3] East Bay Connection	X		5										
7	9:11	9:11	10:00	0:00	0:49	0:49	[3] City Medical	X		1	8:38	8:45	9:04	0:07	0:19	0:19	[1] Coach America	X	X	35										
8	9:14	X	9:17	0:03	0:00	0:03	[3] American Shuttle	X		4	8:52	8:53	9:23	0:01	0:30	0:30	[1] Skyline Coach	X		30										
9	9:15	9:15	10:31	0:00	1:16	1:16	[1] King's Transport	X		1	8:53	9:03	9:27	0:10	0:24	0:24	[1] Harvest Vacation	X		10										
10	9:20	X	9:23	0:03	0:00	0:03	[3] Super Shuttle	X	X	2	9:03	X	9:05	0:02	0:00	0:02	[3] My Way Tours	X		4										
11	9:24	X	9:31	0:07	0:00	0:07	[1] Cascade	X		45	9:03	9:09	9:27	0:06	0:18	0:18	[1] Skyline Coach	X		12										
12	9:25	X	9:30	0:05	0:00	0:05	[3] Wine Wrangler	X		6	9:09	9:17	9:30	0:08	0:13	0:13	[1] Skyline Coach	X		20										
13	9:25	X	9:32	0:07	0:00	0:07	[3] Folsom Lake Express	X		3	9:10	X	9:17	0:07	0:00	0:07	[3] AI Shuttle	X		6										
14	9:30	X	9:38	0:08	0:00	0:08	[3] AAA Express Shuttle	X		4	9:10	X	9:17	0:07	0:00	0:07	[3] AI Shuttle	X		5										
15	9:35	X	9:36	0:01	0:00	0:01	[3] East Bay Shuttle	X		4	9:14	X	9:16	0:02	0:00	0:02	[3] San Francisco Cities	X		5										
16	9:38	X	9:43	0:05	0:00	0:05	[3] Sunlight Airporter	X		4	9:20	9:21	10:32	0:01	1:11	1:11	[1] Airport Express	X		15										
17	9:41	X	9:45	0:04	0:00	0:04	[3] East Bay Shuttle	X		7	9:21	X	9:23	0:02	0:00	0:02	[3] Airport Express	X		5										
18	9:42	X	9:45	0:03	0:00	0:03	[3] Santa Cruz Airporter	X		4	9:22	X	9:26	0:04	0:00	0:04	[3] Stan Chaperone	X		5										
19	9:44	X	9:48	0:04	0:00	0:04	[3] Lorie's Airport Shuttle	X		7	9:22	X	9:27	0:05	0:00	0:05	[3] East Bay Shuttle	X		6										
20	9:45	X	10:03	0:18	0:00	0:18	[3] Super Shuttle	X		4	9:25	X	9:46	0:21	0:00	0:21	[3] Super Shuttle	X		4										
21	9:45	X	10:04	0:19	0:00	0:19	[3] Super Shuttle	X		4	9:31	X	9:46	0:15	0:00	0:15	[3] City Express	X		2										
22	10:00	X	10:10	0:10	0:00	0:10	[3] Napa Valley Tours	X		20	9:34	X	9:42	0:08	0:00	0:08	[3] East Bay Shuttle	X		6										
23	10:10	X	10:16	0:06	0:00	0:06	[3] AI Shuttle	X		4	9:43	X	9:53	0:10	0:00	0:10	[3] Tri Valley	X		5										
24	10:29	X	10:32	0:03	0:00	0:03	[3] Super Shuttle	X		4	9:53	X	9:55	0:02	0:00	0:02	[3] VIP Airport Shuttle	X		6										
25	10:30	X	10:32	0:02	0:00	0:02	[3] Super Shuttle	X		6	9:55	X	10:47	0:52	0:00	0:52	[3] Central Coast Shuttle	X		9										
26	10:32	X	10:40	0:08	0:00	0:08	[3] Super Shuttle	X		6	9:56	X	10:03	0:07	0:00	0:07	[3] Medical Transport		X	2										
27	10:34	X	10:38	0:04	0:00	0:04	[3] Super Shuttle	X		6	9:59	10:02	10:30	0:03	0:28	0:28	[1] Discovery	X		10										
28	10:37	X	10:44	0:07	0:00	0:07	[3] Bay Porter	X		6	9:59	10:03	10:15	0:04	0:12	0:12	[1] CA Express	X		8										
29	10:45	X	10:47	0:02	0:00	0:02	[3] None	X		10	9:59	10:03	10:30	0:04	0:27	0:27	[1] Discovery	X		30										
30	10:45	X	10:51	0:06	0:00	0:06	[3] East Bay Shuttle	X		2	10:10	X	10:20	0:10	0:00	0:10	[3] Park&Jet Airporter	X		6										
31	10:45	X	10:54	0:09	0:00	0:09	[3] Super Shuttle		X	6	10:15	X	10:17	0:02	0:00	0:02	[3] Super Shuttle	X		6										
32	10:45	X	10:55	0:10	0:00	0:10	[3] North Valley Shuttle	X		9	10:32	X	10:35	0:03	0:00	0:03	[3] AI Shuttle	X		6										
33	10:53	X	10:54	0:01	0:00	0:01	[3] A Best Shuttle	X		4	10:36	X	10:41	0:05	0:00	0:05	[3] Tri Valley	X		6										
34	11:04	X	11:10	0:06	0:00	0:06	[3] Stan Chaperone	X		4	10:36	X	10:44	0:08	0:00	0:08	[3] United Car Service	X		6										
35	11:04	X	11:14	0:10	0:00	0:10	[3] Super Shuttle		X	2	10:50	X	11:00	0:10	0:00	0:10	[3] A Best Shuttle	X		7										
36	11:05	X	11:34	0:29	0:00	0:29	[1] Coach USA		X	15	10:52	X	11:00	0:08	0:00	0:08	[3] Airport Express	X		9										
37	11:09	X	11:15	0:06	0:00	0:06	[3] VIP Airport Shuttle	X		6	10:53	X	10:54	0:01	0:00	0:01	[3] East Bay Shuttle	X		4										
38	11:15	X	11:16	0:01	0:00	0:01	[3] City Express	X		4	10:54	X	10:59	0:05	0:00	0:05	[3] Super Shuttle	X		6										
39	11:40	X	11:49	0:09	0:00	0:09	[1] Coach USA	X		2	11:02	X	11:05	0:03	0:00	0:03	[3] Super Shuttle	X		5										
40	11:58	12:00	12:05	0:02	0:05	0:05	[3] Medical Transport	X		1	11:07	11:08	11:33	0:01	0:25	0:25	[1] Coach America	X		30										
41	12:10	12:11	12:26	0:01	0:15	0:15	[1] Coach USA		X	10	11:11	X	11:14	0:03	0:00	0:03	[3] Tri Valley		X	7										
42	12:15	X	12:25	0:10	0:00	0:10	[3] East Bay Connection	X		10	11:14	X	11:16	0:02	0:00	0:02	[3] ABC Airporter	X		7										
43	12:15	X	12:25	0:10	0:00	0:10	[3] East Bay Connection	X		12	11:14	X	11:16	0:02	0:00	0:02	[3] Angel Express			X	3									
44	12:26	X	12:29	0:03	0:00	0:03	[3] Super Shuttle	X	X	12	11:15	X	11:17	0:02	0:00	0:02	[3] American Airporter			X	2									
45	12:28	12:29	13:00	0:01	0:31	0:31	[1] Discovery	X		45	11:35	X	11:39	0:04	0:00	0:04	[3] Lorie's Airport Shuttle			X	5									
46	12:40	12:40	13:04	0:00	0:24	0:24	[1] Coach USA	X		45	11:55	11:59	12:10	0:04	0:11	0:11	[3] Coach USA			X	10									
47	12:46	12:46	13:17	0:00	0:31	0:31	[1] Coach USA	X		6	12:12	X	12:16	0:04	0:00	0:04	[3] GS Airporter			X	7									
48	12:46	X	12:50	0:04	0:00	0:04	[3] Fairfield Airporter	X		6	12:15	X	12:18	0:03	0:00	0:03	[3] South Bay Shuttle			X	7									
49	12:47	12:47	13:07	0:00	0:20	0:20	[1] Airport Express	X		30	12:21	X	12:38	0:17	0:00	0:17	[3] South Bay Shuttle			X	3									
50	12:52	X	12:53	0:01	0:00	0:01	[3] Fairfield Airporter	X		6	12:26	X	12:31	0:05	0:00	0:05	[3] #1 Airport Shuttle			X	6									
51	12:53	X	12:58	0:05	0:00	0:05	[3] ABC Airporter	X		7	12:29	X	12:31	0:02	0:00	0:02	[1] Amtrak			X	4									
52	12:54	X	12:58	0:04	0:00	0:04	[3] US Airporter	X		6	12:30	X	12:33	0:03	0:00	0:03	[3] Harvest Vacation			X	15									
53	12:55	X	12:57	0:02	0:00	0:02	[3] Super Sightseeing	X		4	12:35	X	12:40	0:05	0:00	0:05	[3] AI Shuttle			X	7									
54	13:03	X	13:08	0:05	0:00	0:05	[3] Park&Jet Airporter	X		10	12:36	12:37	13:00	0:01	0:23	0:23	[1] Coach USA			X	19									
55	13:04	X	13:08	0:04	0:00	0:04	[3] A Best Shuttle	X		10	12:49	X	12:54	0:05	0:00	0:05	[3] Leisure Limo			X	3									
56	13:10	X	13:13	0:03	0:00	0:03	[3] American Shuttle	X		6	12:50	X	12:53	0:03	0:00	0:03	[3] City Express			X	4									
57	13:12	X	13:18	0:06	0:00	0:06	[3] AI Shuttle	X		4	12:53	X	12:55	0:02	0:00	0:02	[3] AAA Classic			X	3									
58	13:22	X	13:25	0:03	0:00	0:03	[3] Leisure Living	X		2	12:53	X	12:58	0:05																

Average Values

San Francisco Cruise Ship Terminal
Cruise Ship Activity Surveys

Average Trucks Arriving/Departing Pier 35

31.8 Truck vehicle-trips per 1,000 passengers

Vehicle Type	ARRIVALS			DEPARTURES			TOTAL		Percentage by Vehicle Type	Wait at Curb	Stay Inside	Dwell Time
	Average	Max.	St.Dv.	Average	Max.	St.Dv.	Avg.	Max.				
Autos/SUV									4 13%			
Pick ups/Vans									11 35%			
Single Unit Truck									7 23%			
Tractor-Trailer									9 30%	hh:mm	hh:mm	hh:mm
All Vehicles	31	In= 50%	32 9	31	Out= 50%	40 9	62	72	31 100%	0:12	1:56	2:01
AM Peak Hour	5	In= 48%	6 5	5	Out= 52%	12 4	9	16				
Percent of daily	16%		19%	17%		30%	15%	22%				
Midday Peak Hour	2	In= 32%	4 1	5	Out= 68%	13 2	7	17				
Percent of daily	8%		12%	16%		33%	12%	23%				
Before survey starts	11 37%	37%	4	0%	0%	3	11	7				
7:30 7:45	1 2%	38%	1	0 1%	1%	1	1	2				
7:45 8:00	1 4%	42%	2	0 1%	1%	1	1	3				
8:00 8:15	1 3%	45%	2	1 2%	3%	2	2	4				
8:15 8:30	2 6%	51%	2	0 1%	4%	1	2	3				
8:30 8:45	1 3%	54%	1	1 4%	8%	5	2	6				
8:45 9:00	1 2%	56%	1	2 5%	13%	3	2	4				
9:00 9:15	0 1%	58%	1	2 6%	19%	3	2	4				
9:15 9:30	1 4%	62%	1	1 2%	21%	1	2	2				
9:30 9:45	1 4%	66%	2	1 4%	25%	3	3	5				
9:45 10:00	1 3%	69%	1	2 5%	31%	5	3	6				
10:00 10:15	0 1%	70%	1	1 3%	33%	3	1	4				
10:15 10:30	1 2%	72%	1	2 5%	39%	3	2	4				
10:30 10:45	2 5%	77%	1	2 5%	44%	4	3	5				
10:45 11:00	1 4%	81%	1	1 3%	47%	4	2	5				
11:00 11:15	0 1%	82%	1	1 3%	49%	2	1	3				
11:15 11:30	1 3%	85%	1	1 4%	54%	4	2	5				
11:30 11:45	0 1%	86%	1	2 6%	60%	5	2	6				
11:45 12:00	1 3%	89%	2	1 3%	63%	2	2	4				
12:00 12:15	0 1%	89%	0	1 2%	65%	2	1	2				
12:15 12:30	0 1%	90%	1	0 1%	65%	1	1	2				
12:30 12:45	1 2%	92%	1	2 6%	72%	5	3	6				
12:45 13:00	1 2%	94%	1	0 1%	72%	1	1	2				
13:00 13:15	0 1%	95%	1	0 1%	73%	1	1	2				
13:15 13:30	0 1%	96%	1	1 2%	75%	2	1	3				
13:30 13:45	1 2%	97%	1	1 2%	77%	1	1	2				
13:45 14:00	0 0%	97%	0	1 2%	79%	1	1	1				
14:00 14:15	1 2%	99%	1	0 1%	80%	1	1	2				
14:15 14:30	0 0%	99%	0	1 2%	82%	2	1	2				
14:30 14:45	0 1%	100%	1	0 1%	82%	1	1	2				
14:45 15:00	0 0%	100%	0	2 5%	87%	4	2	4				
15:00 15:15	0 0%	100%	0	0 1%	88%	2	0	2				
15:15 15:30	0 0%	100%	0	1 2%	90%	3	1	3				
15:30 15:45	0 0%	100%	0	0 0%	90%	0	0	0				
After survey ends	0%	100%		3 10%	100%		3	0				
7:30 8:30	5		6	1		5	6	11				
7:45 8:45	5		6	2		9	7	15				
7:50 8:50	5		5	4		11	8	16				
7:55 8:55	4		4	5		12	9	16				
8:00 9:00	3		3	5		12	9	15				
11:00 12:00	2		4	5		13	7	17				
11:15 12:15	2		4	5		13	7	17				
11:30 12:30	2		3	4		10	5	13				
11:45 12:45	2		3	4		10	5	13				
12:00 13:00	2		2	3		9	4	11				

Mon 05/10/10 7:30 AM to 12:00 PM Pier 35 Celebrity Infinity 1950 pax Home-port with Transfers Vessel arrived at 7:30 AM / Scheduled Departure: 5 PM Survey started at 7:30 AM Survey ended at 12:00 PM due to rain								Sat 05/22/10 7:30 AM to 3:30 PM Pier 35 Sea-Princess 1950 pax Home-port Vessel arrived at 9:30 AM / Scheduled Departure: 4 PM Survey started at 7:30 AM Survey ended at 3:30 PM								Tue 06/01/10 8:30 AM to 3:30 PM Pier 35 Sea-Princess 1950 pax Home-Port Vessel arrived at 7:30 AM / Scheduled Departure: 4 PM Survey started at 8:15 AM Survey ended at 3:30 PM							
Truck No.	Arrive	Enter	Depart	Wait at Curb	Stay Inside	Dwell Time	Type Name	Arrive	Enter	Depart	Wait at Curb	Stay Inside	Dwell Time	Type Name	Arrive	Enter	Depart	Wait at Curb	Stay Inside	Dwell Time	Type Name		
1	X	X	8:40		1:10	1:10	[2] US Customs	X	X	9:07		1:37	1:37	[2]	X	X	8:38		0:23	0:23	[3] SF Ambulance		
2	X	X	8:42		1:12	1:12	[1] US Customs	X	X	9:16		1:46	1:46	[1]	X	X	8:45		0:30	0:30	[2]		
3	X	X	8:42		1:12	1:12	[2] US Customs	X	X	9:33		2:03	2:03	[2]	X	X	9:07		0:52	0:52	[2]		
4	X	X	8:42		1:12	1:12	[2] US Customs	X	X	10:57		3:27	3:27	[4] Bubba Trucking	X	X	9:10		0:55	0:55	[2] US Customs		
5	X	X	8:56		1:26	1:26	[4] RRL	X	X	11:20		3:50	3:50	[4] RWT	X	X	10:36		2:21	2:21	[2] US Customs		
6	X	X	8:57		1:27	1:27	[4] RRL	X	X	11:35		4:05	4:05	[4] Weber	X	X	10:37		2:22	2:22	[1] US Customs		
7	X	X	9:12		1:42	1:42	[4] LASF Specialty	X	X	11:40		4:10	4:10	[4] Rubio's Trucking	X	X	10:37		2:22	2:22	[2] US Customs		
8	X	X	9:40		2:10	2:10	[4] All Point	X	X	11:42		4:12	4:12	[4] Valley Bros	8:30	8:37	15:25	0:07	6:48	6:48	[2] BAE Systems		
9	X	X	9:52		2:22	2:22	[4] LASF Specialty	X	X	13:29		5:59	5:59	[4] JM Gonzales	8:30	8:37	15:27	0:07	6:50	6:50	[2] BAE Systems		
10	X	X	10:17		2:47	2:47	[1]	X	X	14:50		7:20	7:20	[4] AMG Transport	8:30	8:37	15:27	0:07	6:50	6:50	[2] BAE Systems		
11	X	X	10:28		2:58	2:58	[4] All Point	X	X	15:25		7:55	7:55	[4] Meyer Trucking	8:54	X	9:05	0:11	0:00	0:11	[1]		
12	X	X	11:13		3:43	3:43	[1] US Customs	7:30	9:00	9:00	1:30	0:00	1:30	[1] US Coast Guard	9:17	9:17	10:25	0:00	1:08	1:08	[2] Tighe Drayage		
13	X	X	11:24		3:54	3:54	[1] US Customs	7:50	7:53	13:05	0:03	5:12	5:12	[4] Meyer Trucking	9:23	9:23	10:36	0:00	1:13	1:13	[1] US Customs		
14	X	X	11:24		3:54	3:54	[1] US Customs	7:57	7:57	12:34	0:00	4:37	4:37	[2] US Customs	9:49	9:50	10:19	0:01	0:29	0:29	[3] BIT Idealease		
15	X	X	11:26		3:56	3:56	[4] KOOY	7:58	7:58	12:33	0:00	4:35	4:35	[1] US Customs	10:38	10:38	11:16	0:00	0:38	0:38	[2]		
16	7:35	7:35	X	0:00	4:25	4:25	[2]	7:58	7:58	12:33	0:00	4:35	4:35	[2] US Customs	10:56	10:56	11:08	0:00	0:12	0:12	[2] Linkline		
17	7:37	7:37	7:45	0:00	0:08	0:08	[1]	8:09	8:09	14:24	0:00	6:15	6:15	[2] US Customs	11:05	11:05	11:37	0:00	0:32	0:32	[3] Brinks		
18	7:50	X	7:52	0:02	0:00	0:02	[1]	8:11	8:11	14:15	0:00	6:04	6:04	[2] US Customs	11:17	X	12:32	1:15	0:00	1:15	[2]		
19	7:53	7:58	X	0:05	4:02	4:02	[4] All Point	8:13	8:13	15:10	0:00	6:57	6:57	[2] US Customs	12:15	12:15	12:22	0:00	0:07	0:07	[2] City Medical Transp		
20	7:53	7:59	9:50	0:06	1:51	1:51	[4] All Point	8:16	8:16	14:29	0:00	6:13	6:13	[1] US Customs	12:32	X	12:45	0:13	0:00	0:13	[3] Blooms		
21	8:08	8:16	9:09	0:08	0:53	0:53	[4] LASF Specialty	8:17	8:17	15:12	0:00	6:55	6:55	[2] US Customs	12:47	12:57	13:26	0:10	0:29	0:29	[3] Apria Healthcare		
22	8:08	8:16	9:10	0:08	0:54	0:54	[4] LASF Specialty	8:24	8:26	11:35	0:02	3:09	3:09	[4] Weber	13:08	X	X	2:22	2:22	2:22	[2] Golden Years Medical		
23	8:15	8:15	9:17	0:00	1:02	1:02	[2]	8:28	8:28	9:15	0:00	0:47	0:47	[1]									
24	8:17	X	8:20	0:03	0:00	0:03	[4] All Point	8:32	8:32	9:12	0:00	0:40	0:40	[1]									
25	8:30	X	8:35	0:05	0:00	0:05	[2] US Customs	8:44	8:44	12:38	0:00	3:54	3:54	[2]									
26	8:30	8:30	9:54	0:00	1:24	1:24	[3] JIT Transportation	8:55	8:55	12:39	0:00	3:44	3:44	[2]									
27	8:35	8:35	8:47	0:00	0:12	0:12	[2]	8:58	8:58	X	0:00	6:32	6:32	[1]									
28	8:44	9:57	10:40	1:13	0:43	0:43	[2] JS Pena	9:28	X	9:32	0:04	0:00	0:04	[2] BAE Systems									
29	9:15	9:17	9:55	0:02	0:38	0:38	[4] KOOY	9:30	X	9:35	0:05	0:00	0:05	[2] Tighe Drayage									
30	9:27	9:30	X	0:03	2:30	2:30	[1]	9:39	X	10:52	1:13	0:00	1:13	[3] Sunborne									
31	9:30	10:44	X	1:14	1:16	1:16	[4] RRL	9:42	9:47	10:26	0:05	0:39	0:39	[3] Michael Hensley									
32	9:50	9:50	X	0:00	2:10	2:10	[2] Tighe Drayage	9:50	X	11:33	1:43	0:00	1:43	[3] Apria Healthcare									
33	9:55	9:55	10:26	0:00	0:31	0:31	[3] SF Paramedic	9:56	X	13:44	3:48	0:00	3:48	[4] ETC									
34	9:56	9:56	9:56	0:00	0:00	0:00	[2] Metro Stevedor	10:30	X	10:50	0:20	0:00	0:20	[2]									
35	10:28	10:31	11:24	0:03	0:53	0:53	[1] US Customs	10:41	X	10:46	0:05	0:00	0:05	[3] WestCoast Shipping									
36	10:32	10:32	10:37	0:00	0:05	0:05	[2] Tighe Drywage	11:46	11:46	12:14	0:00	0:28	0:28	[3] Brinks									
37	10:34	10:34	X	0:00	1:26	1:26	[4] City Express	11:55	11:55	14:45	0:00	2:50	2:50	[2] Tighe Drayage									
38	10:35	10:35	11:53	0:00	1:18	1:18	[3] Prime	11:55	11:55	X	0:00	3:35	3:35	[4]									
39	10:45	10:47	11:13	0:02	0:26	0:26	[4] Weber Distrib	11:56	11:58	13:30	0:02	1:32	1:32	[3] WestCoast Shipping									
40	10:46	10:47	11:35	0:01	0:48	0:48	[3] Advanced Cargo	12:59	13:08	14:46	0:09	1:38	1:38	[3] Idealease									
41	10:50	10:55	X	0:05	1:05	1:05	[4] ETC	13:12	13:12	X	0:00	2:18	2:18	[2]									
42	11:36	11:36	X	0:00	0:24	0:24	[3] LASF Specialty	13:25	13:25	13:48	0:00	0:23	0:23	[2] Coach America									
43								14:43	X	14:44	0:01	0:00	0:01	[3] US Mail									

Fri 06/11/10 8:30 AM to 3:30 PM Pier 35 Sea-Princess 1950 pax Home-Port Vessel arrived at 7:30 AM / Scheduled Departure: 4 PM Survey started at 8:30 AM Survey ended at 3:30 PM							Mon 06/21/10 8:00 AM to 3:00 PM Pier 35 Sea-Princess 1950 pax Home-Port Vessel arrived at 7:30 AM / Scheduled Departure: 4 PM Survey started at 8:00 AM Survey ended at 3:00 PM							Thu 07/01/10 8:00 AM to 3:00 PM Pier 35 Sea-Princess 1950 pax Home-Port Vessel arrived at 7:30 AM / Scheduled Departure: 4 PM Survey started at 7:55 AM Survey ended at 3:00 PM							
Truck No.	Arrive	Enter	Depart	Wait at Curb	Stay Inside	Dwell Time	Type Name	Arrive	Enter	Depart	Wait at Curb	Stay Inside	Dwell Time	Type Name	Arrive	Enter	Depart	Wait at Curb	Stay Inside	Dwell Time	Type Name
1	X	X	8:47		0:17	0:17	[4] Fast Star Trucking	X	X	8:15		0:15	0:15	[3] RealWay Transport	X	X	8:14		0:19	0:19	[1]
2	X	X	8:50		0:20	0:20	[4] Elite Transport	X	X	9:10		1:10	1:10	[2]	X	X	8:14		0:19	0:19	[1]
3	X	X	9:00		0:30	0:30	[1] US Customs	X	X	9:34		1:34	1:34	[2]	X	X	8:44		0:49	0:49	[4] WCD
4	X	X	9:10		0:40	0:40	[3] RealWay Transport	X	X	10:17		2:17	2:17	[2] US Customs	X	X	8:46		0:51	0:51	[4] AB Bros/NC
5	X	X	9:15		0:45	0:45	[4] Guerrero Trans	X	X	10:17		2:17	2:17	[2] US Customs	X	X	8:50		0:55	0:55	[3] RealWay Transport
6	X	X	9:20		0:50	0:50	[4] MS Transport	X	X	10:17		2:17	2:17	[2] US Customs	X	X	9:34		1:39	1:39	[4] Hoeling Truck
7	X	X	9:40		1:10	1:10	[4] MOZ Transport	10:53	10:53	13:43	0:00	2:50	2:50	[1]	X	X	9:40		1:45	1:45	[4] Meyer Trucking
8	X	X	9:52		1:22	1:22	[2] Tighe Drayage	10:55	11:02	11:36	0:07	0:34	0:34	[3] APRIA Healthcare	X	X	9:59		2:04	2:04	[2] US Customs
9	X	X	10:00		1:30	1:30	[4] Gonzales Truck	11:23	X	11:53	0:30	0:00	0:30	[2] Golden Years Med	X	X	9:59		2:04	2:04	[2] US Customs
10	X	X	10:12		1:42	1:42	[4] JP Trucking	11:52	11:52	11:54	0:00	0:02	0:02	[2] West Coast Ship	X	X	9:59		2:04	2:04	[2] US Customs
11	X	X	10:21		1:51	1:51	[1]	13:38	13:38	14:55	0:00	1:17	1:17	[3] Brinks	X	X	10:10		2:15	2:15	[4] Guerrero Trans
12	X	X	11:19		2:49	2:49	[4] Ocean Transport	13:40	X	13:47	0:07	0:00	0:07	[3] FedEx	X	X	10:11		2:16	2:16	[4] Auderdale Truck
13	X	X	13:31		5:01	5:01	[2] US Customs	14:12	X	14:15	0:03	0:00	0:03	[3] UPS	X	X	10:15		2:20	2:20	[4] Weber Distributor
14	X	X	14:24		5:54	5:54	[2]	14:15	14:20	14:55	0:05	0:35	0:35	[3] Scully Truck	X	X	12:42		4:47	4:47	[4] Grand Deer
15	9:27	9:28	10:02	0:01	0:34	0:34	[3] West Coast Ship								X	X	12:44		4:49	4:49	[4] G & X Truck
16	9:34	9:34	11:08	0:00	1:34	1:34	[4] Safeway								8:20	8:24	8:24	0:04	0:00	0:04	[4] Elite Transport
17	9:44	9:44	11:35	0:00	1:51	1:51	[4] Garden Produce								8:42	8:43	14:55	0:01	6:12	6:12	[2] US Coast Guard
18	9:45	9:47	10:43	0:02	0:56	0:56	[4] Meyer Trucking								8:44	8:44	14:55	0:00	6:11	6:11	[2] US Coast Guard
19	10:02	10:03	10:54	0:01	0:51	0:51	[3] Brinks								8:54	8:55	11:00	0:01	2:05	2:05	[4] Elite Transport
20	10:10	10:10	10:35	0:00	0:25	0:25	[3] Holland Flower								9:06	9:06	X	0:00	5:54	5:54	[2]
21	10:35	10:37	13:00	0:02	2:23	2:23	[2] Golden Years Med								9:26	9:31	12:33	0:05	3:02	3:02	[4] Gonzales Truck
22	10:45	10:46	11:32	0:01	0:46	0:46	[3] Frail & Swanson								9:32	9:32	X	0:00	5:28	5:28	[2] City Medical Transp
23	10:53	X	11:37	0:44	0:00	0:44	[3] APRIA Healthcare								9:40	9:41	X	0:01	5:19	5:19	[4] Weber Distributor
24	11:15	11:17	11:45	0:02	0:28	0:28	[4] Weber Distributor								9:45	9:46	13:40	0:01	3:54	3:54	[2]
25	11:35	X	12:45	1:10	0:00	1:10	[2] Pacific Pulmonary								10:16	10:21	10:34	0:05	0:13	0:13	[3] APRIA Healthcare
26	12:17	12:17	X	0:00	3:13	3:13	[2] US Customs								10:41	10:41	12:10	0:00	1:29	1:29	[3] JIT Transportation
27	12:30	12:33	12:33	0:03	0:00	0:03	[2] BIT Idealease								10:44	10:48	11:19	0:04	0:31	0:31	[4] ETC
28	12:39	12:39	13:21	0:00	0:42	0:42	[3] BIT Idealease								10:50	10:57	11:09	0:07	0:12	0:12	[3] U-Haul
29	13:00	13:00	X	0:00	2:30	2:30	[2] Safeway								11:24	11:24	12:02	0:00	0:38	0:38	[3] Tighe Drayage
30	13:26	X	X	2:04	2:04	2:04	[3] UPS								11:26	X	11:59	0:33	0:00	0:33	[2] Golden Years Med
31															11:28	X	11:53	0:25	0:00	0:25	[3] U-Haul
32															12:39	12:47	13:15	0:08	0:28	0:28	[3] Axt 2 Service
33															13:31	13:32	13:50	0:01	0:18	0:18	[3] Brinks
34															14:10	14:20	14:50	0:10	0:30	0:30	[3] Bay Area Oil
35															14:40	14:40	14:50	0:00	0:10	0:10	[3] West Coast Ship
36																					
37																					
38																					
39																					
40																					
41																					
42																					
43																					

8.3 Transbay Traffic and Passenger Data

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Special Event Traffic Volumes on San Francisco Bay Bridges

Special Event	SAN FRANCISCO-OAKLAND BAY BRIDGE ^[a]				GOLDEN GATE BRIDGE ^[b]			
	Morning Peak Hour ^[c]	Midday Peak Hour ^[d]	Evening Peak Hour ^[e]	Total All Day	Morning Peak Hour ^[c]	Midday Peak Hour ^[d]	Evening Peak Hour ^[e]	Total All Day
Independence Day - Sunday, July 4, 2010	5,710	6,703	6,298	99,968	2,001	3,239	3,436	45,065
Baseline - Sunday, June 27, 2010	7,614	7,694	6,635	111,295	3,395	4,270	4,229	52,884
Difference	-1,904	-991	-337	-11,327	-1,394	-1,031	-793	-7,819
	-25%	-13%	-5%	-10%	-41%	-24%	-19%	-15%
Fleet Weekend - Saturday, October 9, 2010	7,773	8,040	6,988	123,695	3,130	3,724	3,508	49,662
Baseline - Saturday, October 2, 2010	8,456	8,136	7,628	126,247	3,719	4,058	4,126	52,696
Difference	-683	-96	-640	-2,552	-589	-334	-618	-3,034
	-8%	-1%	-8%	-2%	-16%	-8%	-15%	-6%
Fleet Weekend - Sunday, October 10, 2010	7,993	8,017	7,245	114,545	3,368	4,107	3,993	49,562
Baseline - Sunday, October 3, 2010	8,037	8,316	6,868	114,783	3,532	4,713	3,781	49,406
Difference	-44	-299	377	-238	-164	-606	212	156
	-1%	-4%	5%	0%	-5%	-13%	6%	0%
SF Giants World Series Parade - Wed., Nov. 3, 2010	9,095	6,182	6,717	115,247	5,837	3,858	3,352	55,517
Baseline - Wednesday, October 27, 2010	8,874	7,648	7,004	123,231	5,808	3,435	3,859	56,930
Difference	221	-1,466	-287	-7,984	29	423	-507	-1,413
	2%	-19%	-4%	-6%	0%	12%	-13%	-2%

Special Event Transit Riders on BART's Transbay Tube

Special Event	INBOUND TO SAN FRANCISCO				OUTBOUND FROM SAN FRANCISCO			
	Morning Peak Hour ^[c]	Midday Peak Hour ^[d]	Evening Peak Hour ^[e]	Total All Day	Morning Peak Hour ^[c]	Midday Peak Hour ^[d]	Evening Peak Hour ^[e]	Total All Day
Independence Day - Sunday, July 4, 2010	2,698	3,730	4,839	47,746	1,033	1,793	10,366	46,301
Baseline - Sunday, June 27, 2010	11,653	12,842	6,579	82,160	1,307	5,504	11,825	80,685
Difference	-8,955	-9,112	-1,740	-34,414	-274	-3,711	-1,459	-34,384
	-77%	-71%	-26%	-42%	-21%	-67%	-12%	-43%
Fleet Weekend - Saturday, October 9, 2010	5,768	8,286	4,880	71,037	2,500	2,899	9,211	68,009
Baseline - Saturday, October 2, 2010	5,300	7,543	3,815	61,140	1,333	2,643	7,763	58,785
Difference	468	743	1,065	9,897	1,167	256	1,448	9,224
	9%	10%	28%	16%	88%	10%	19%	16%
Fleet Weekend - Sunday, October 10, 2010	4,494	9,419	3,753	54,594	1,678	2,257	9,505	56,352
Baseline - Sunday, October 3, 2010	4,305	5,990	2,787	43,581	1,284	2,172	7,174	44,975
Difference	189	3,429	966	11,013	394	85	2,331	11,377
	4%	57%	35%	25%	31%	4%	32%	25%
SF Giants World Series Parade - Wed., Nov. 3, 2010	34,304	19,910	4,253	192,605	2,698	19,766	25,589	188,728
Baseline - Wednesday, October 27, 2010	24,787	5,297	6,270	119,785	2,801	4,361	22,862	118,773
Difference	9,517	14,613	-2,017	72,820	-103	15,405	2,727	69,955
	38%	276%	-32%	61%	-4%	353%	12%	59%

[a] Westbound (towards San Francisco) traffic volumes

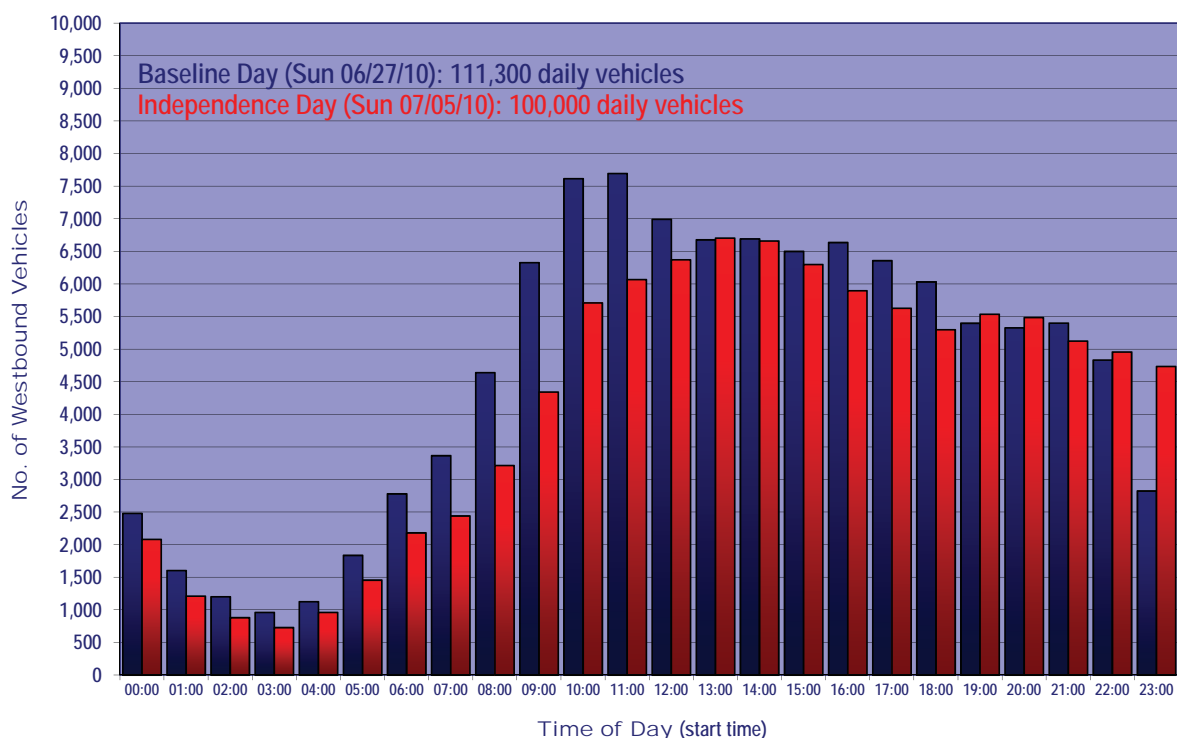
[b] Southbound (towards San Francisco) traffic volumes

[c] One-hour period with the highest value before 11 a.m.

[d] One-hour period with the highest value between 11 a.m. and 3 p.m.

[e] One-hour period with the highest value after 3 p.m.

San Francisco-Oakland Bay Bridge Westbound Vehicle Traffic to SF by Time of Day

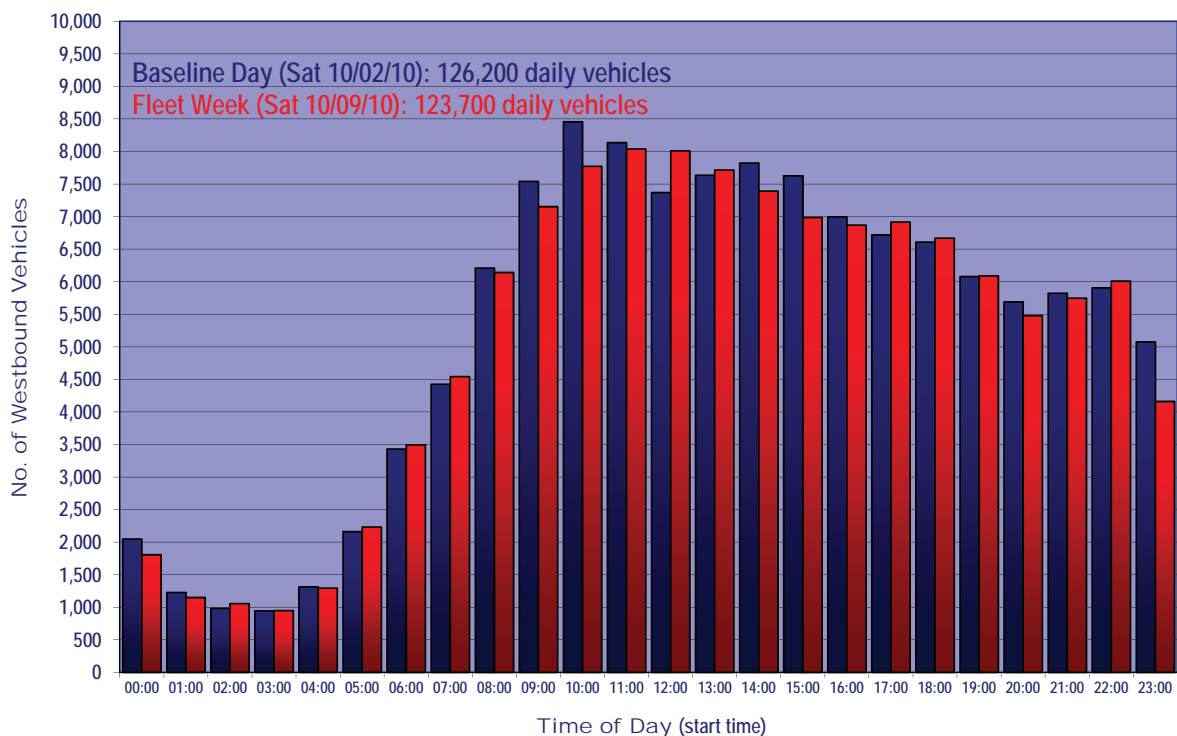


Transbay Traffic 2011 03 26.xls

Printed on 6/7/2011

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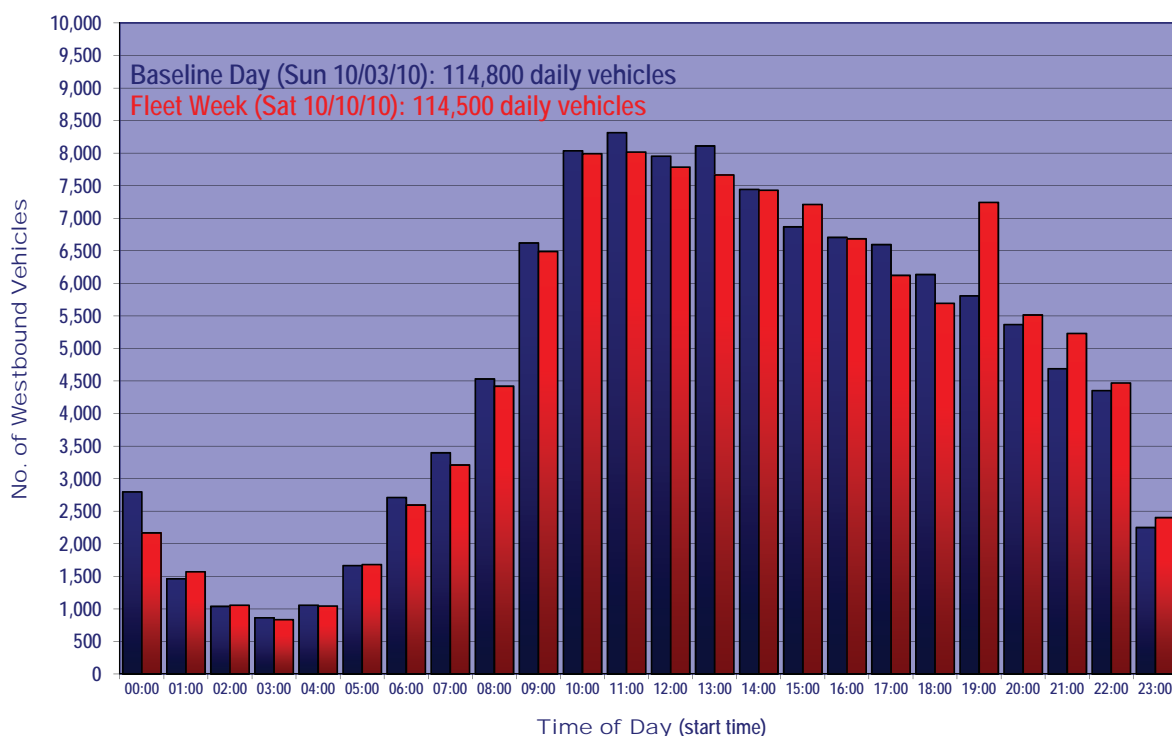
San Francisco-Oakland Bay Bridge Westbound Vehicle Traffic to SF by Time of Day



Transbay Traffic 2011 03 26.xls

Printed on 6/7/2011

San Francisco-Oakland Bay Bridge Westbound Vehicle Traffic to SF by Time of Day

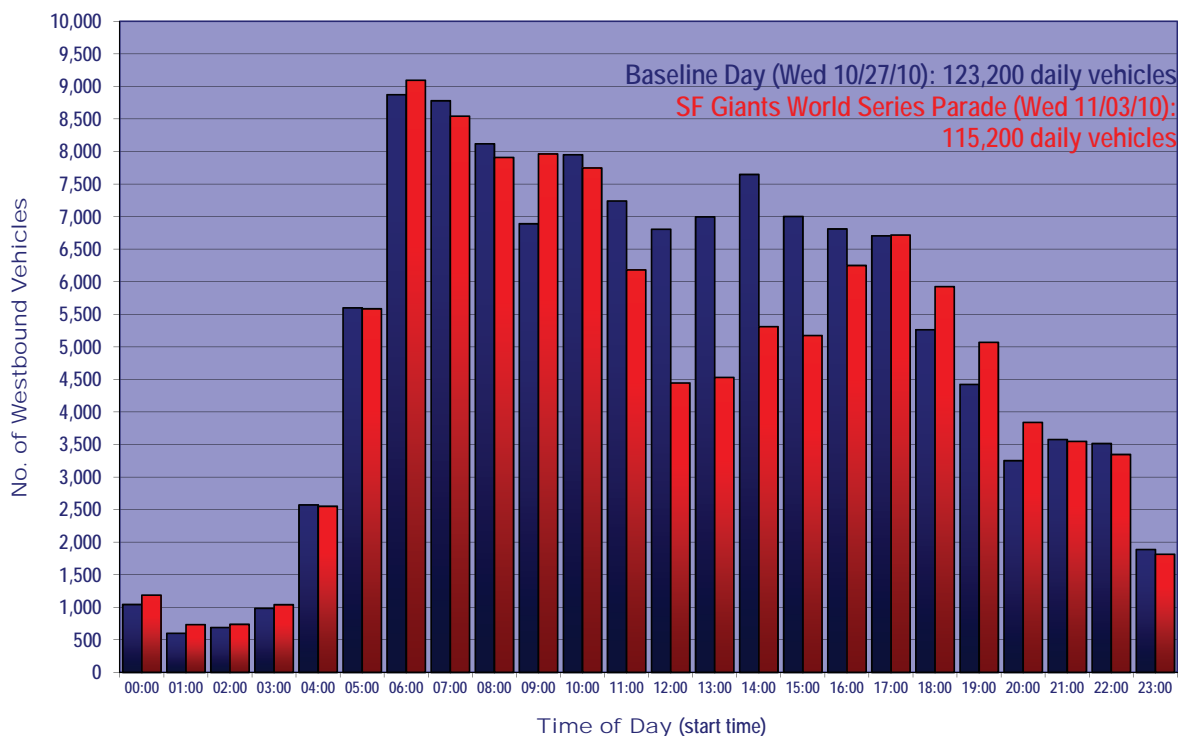


Transbay Traffic 2011 03 26.xls

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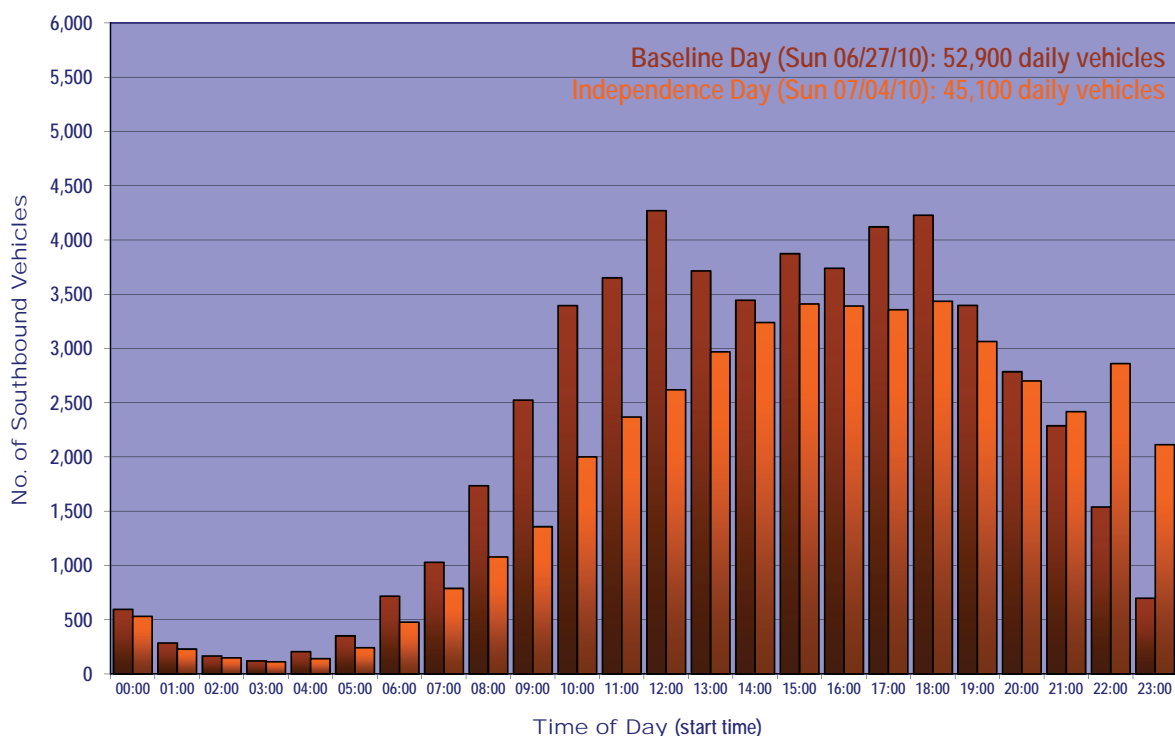
San Francisco-Oakland Bay Bridge Westbound Vehicle Traffic to SF by Time of Day



Transbay Traffic 2011 03 26.xls

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San Francisco Golden Gate Bridge Southbound Vehicle Traffic to SF by Time of Day

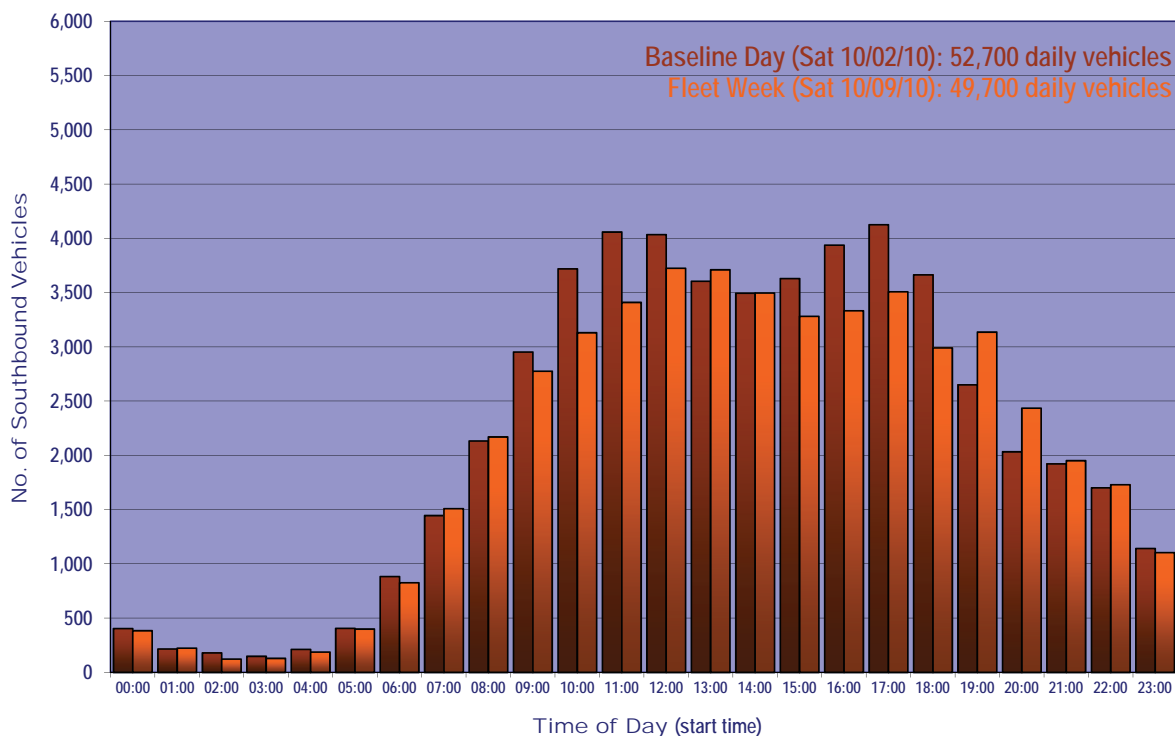


Transbay Traffic 2011 03 26.xls

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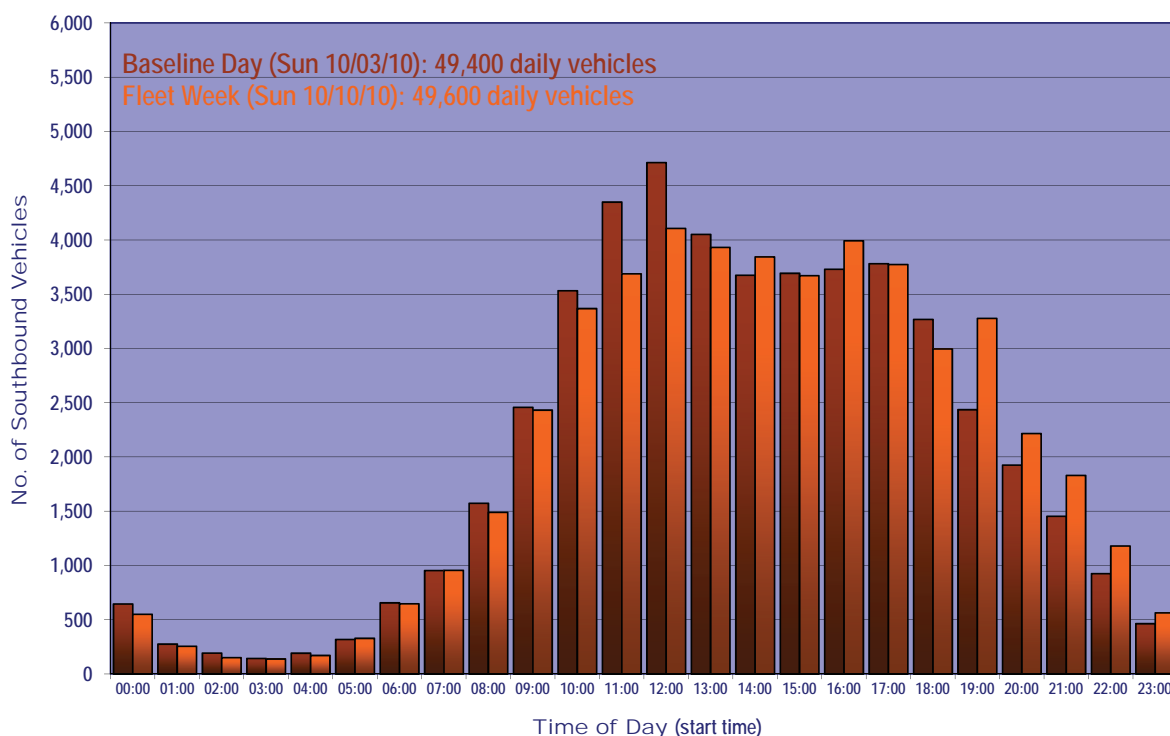
San Francisco Golden Gate Bridge Southbound Vehicle Traffic to SF by Time Day



Transbay Traffic 2011 03 26.xls

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San Francisco Golden Gate Bridge Southbound Vehicle Traffic to SF by Time Day

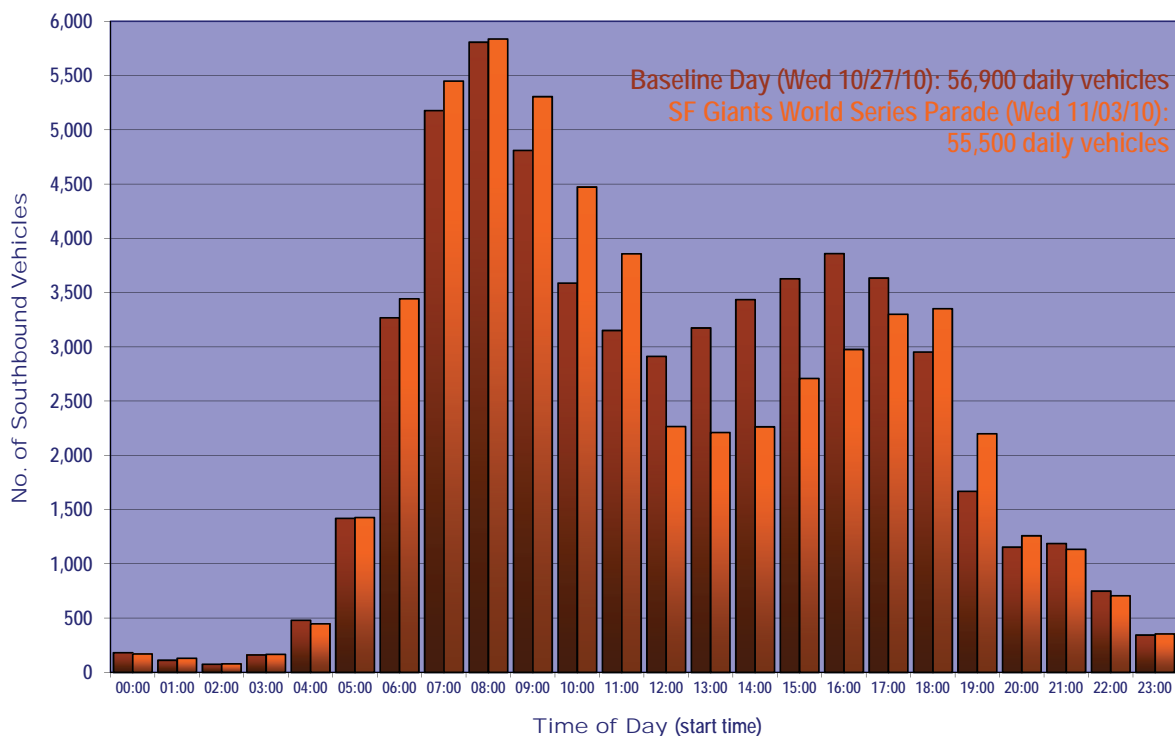


Transbay Traffic 2011 03 26.xls

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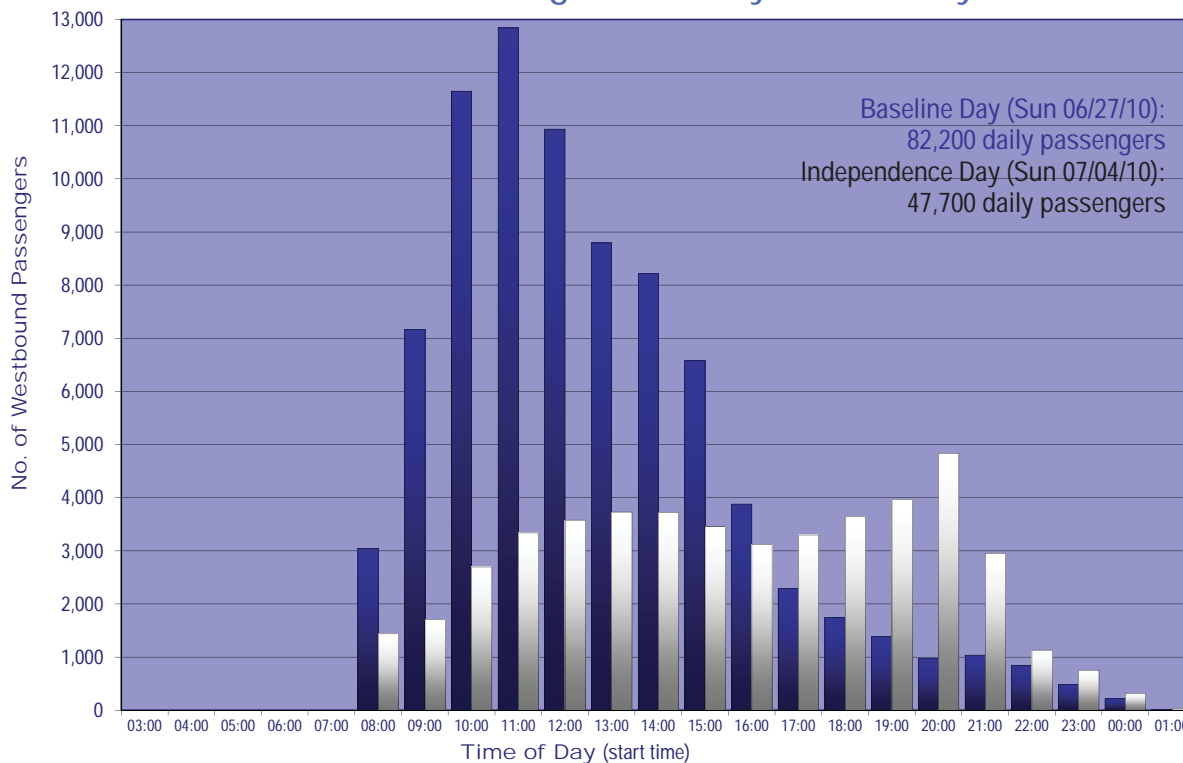
San Francisco Golden Gate Bridge Southbound Vehicle Traffic to SF by Time Day



Transbay Traffic 2011 03 26.xls

Printed on 6/7/2011

BART Transbay Tube Westbound Passengers to SF by Time of Day

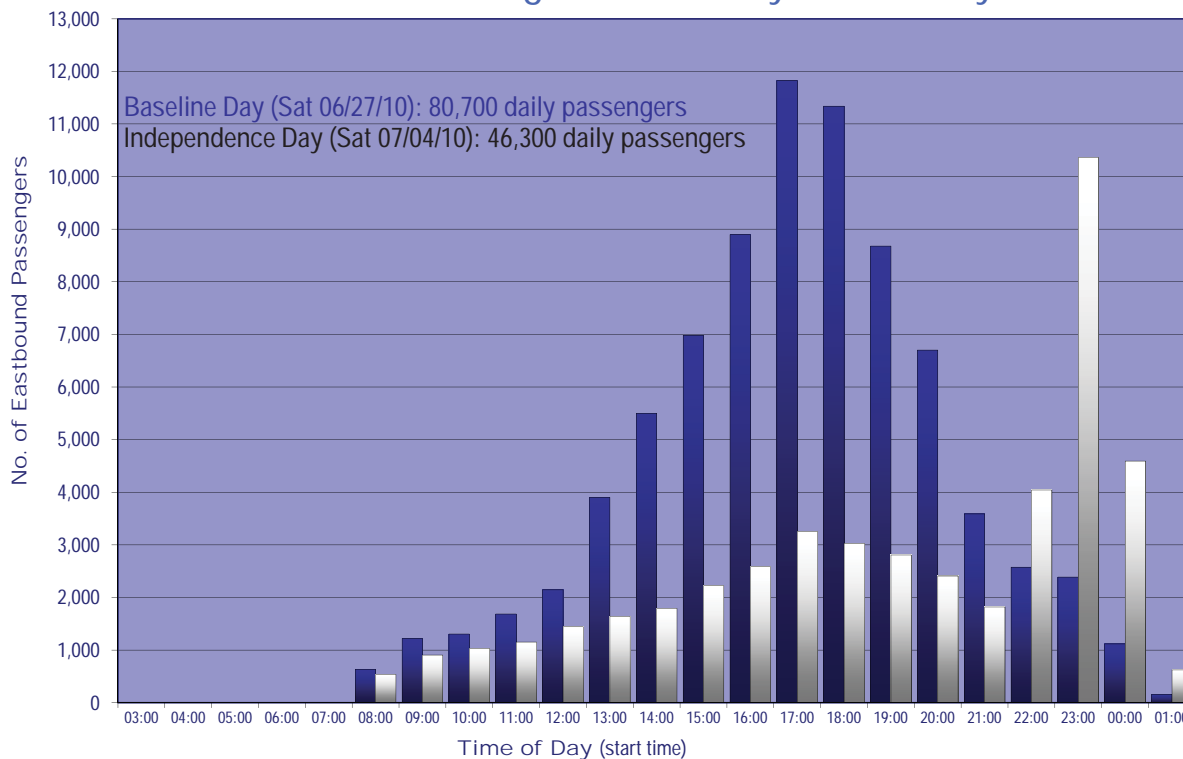


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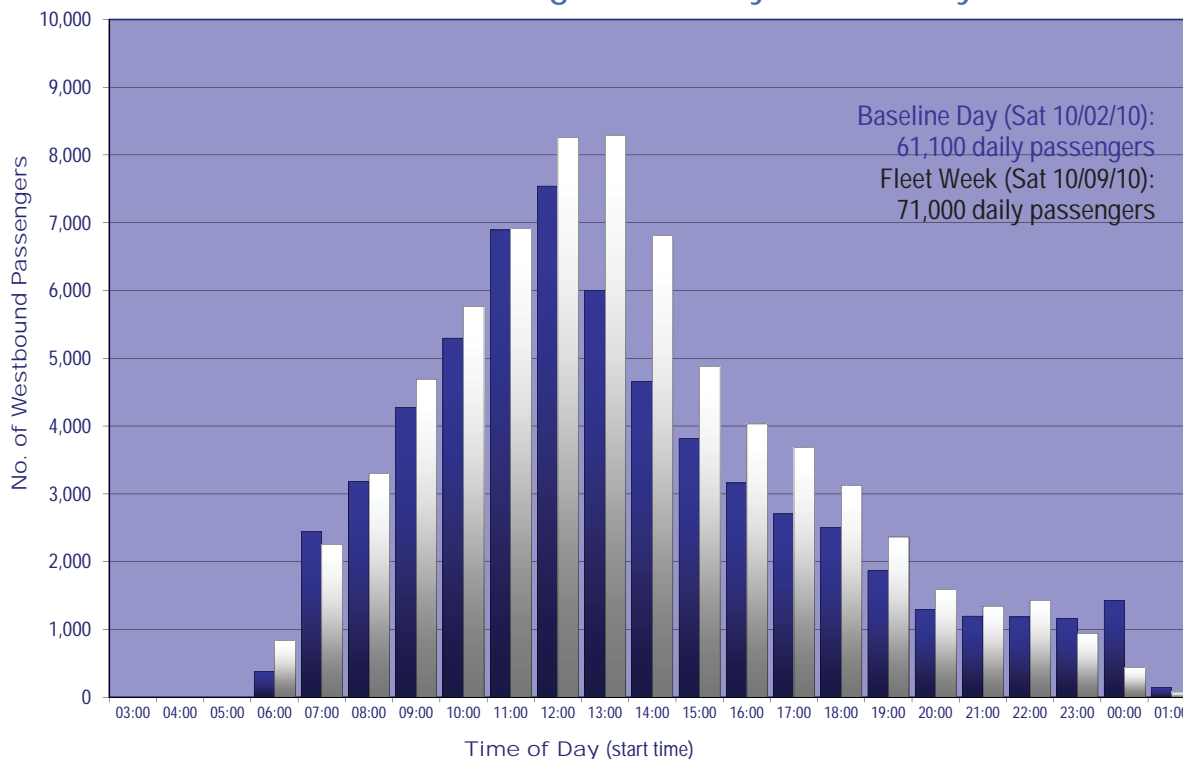
BART Transbay Tube Eastbound Passengers from SF by Time of Day



Transbay Traffic 2011 03 26.xlsx

Printed on 6/7/2011

BART Transbay Tube Westbound Passengers to SF by Time of Day

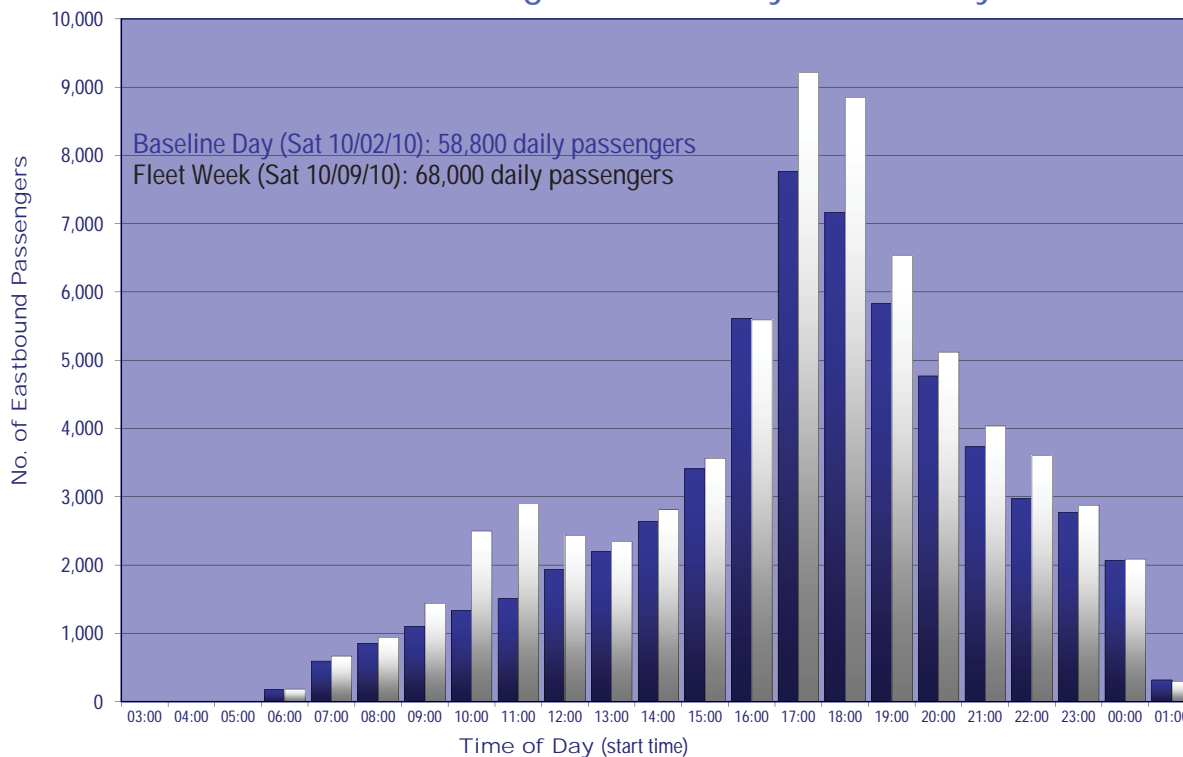


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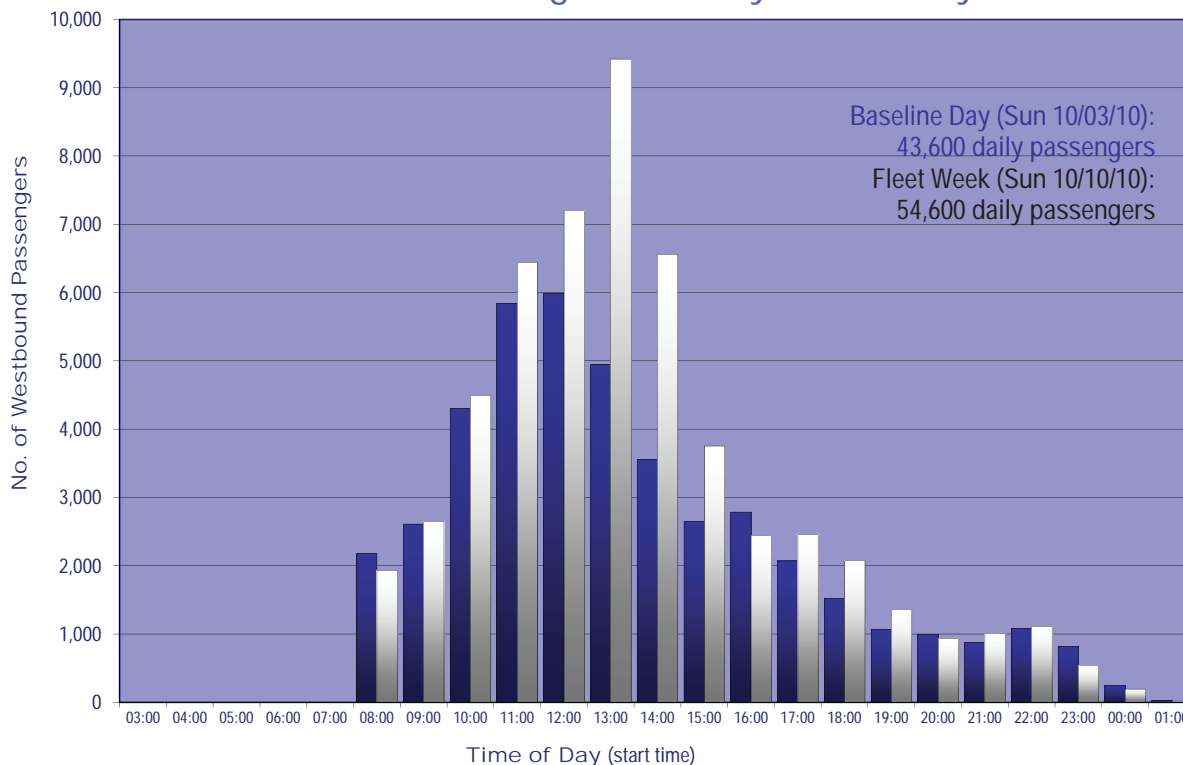
BART Transbay Tube Eastbound Passengers from SF by Time of Day



Transbay Traffic 2011 03 26.xlsx

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BART Transbay Tube Westbound Passengers to SF by Time of Day

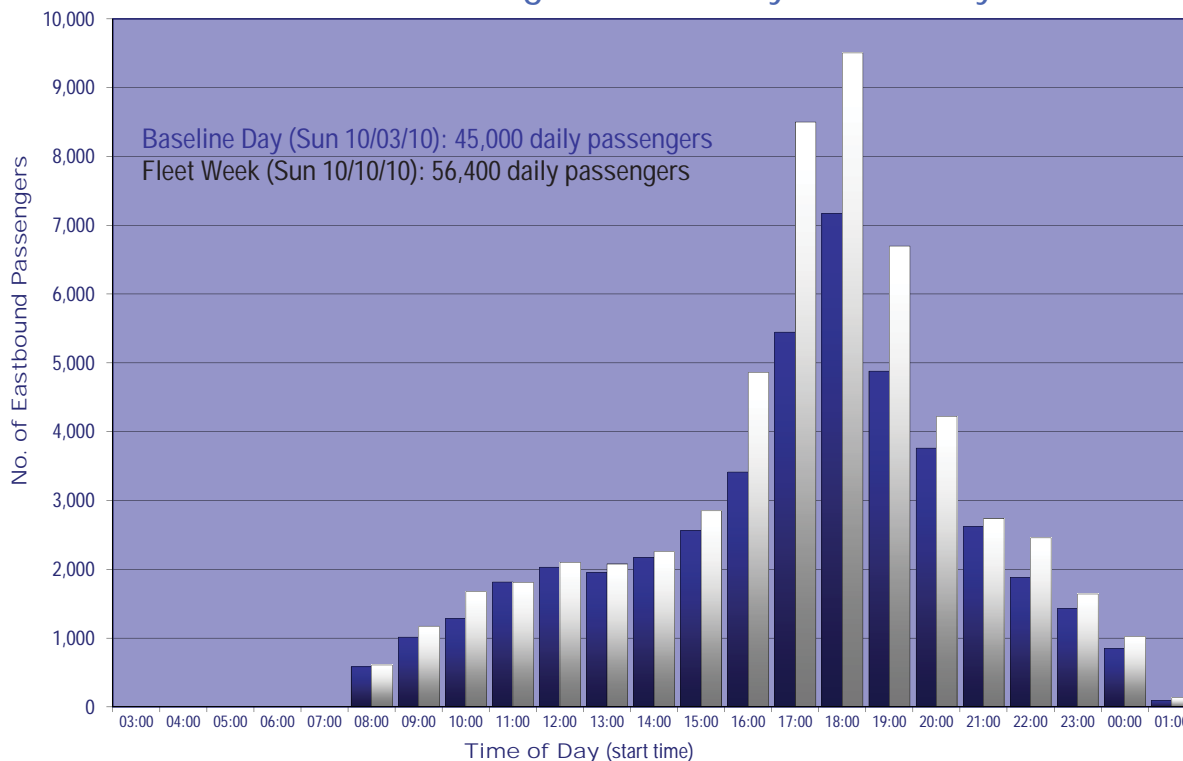


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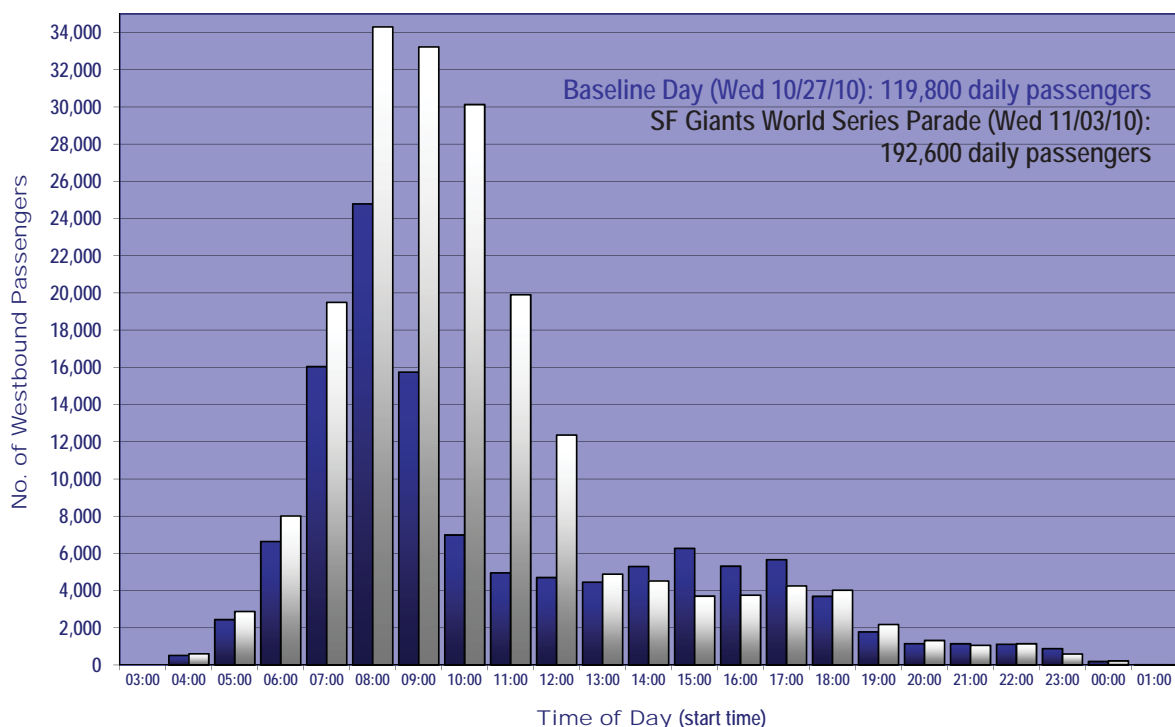
BART Transbay Tube Eastbound Passengers from SF by Time of Day



Transbay Traffic 2011 03 26.xlsx

Printed on 6/7/2011

BART Transbay Tube Westbound Passengers to SF by Time of Day

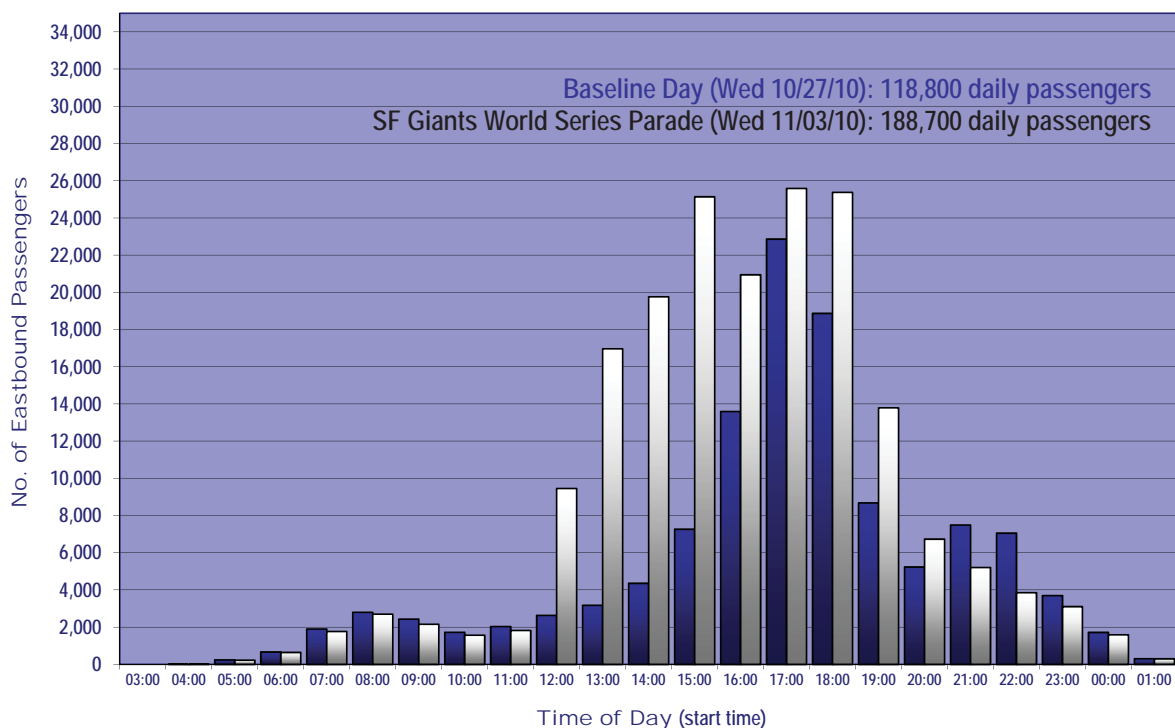


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BART Transbay Tube Eastbound Passengers from SF by Time of Day



Transbay Traffic 2011 03 26.xls

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8.4 Fisherman's Wharf Visitor Surveys

Fisherman's Wharf Community Benefit District-Visitor Survey, November 2006

Method of Arrival at Fisherman's Wharf

	Wave 1		Wave 2		Wave 3		All Surveys	
Private Automobile	90	28.1%	81	26.4%	58	18.7%	229	24.8%
Cable Car	49	15.3%	54	17.8%	77	25.8%	180	19.5%
Walked	58	18.1%	46	15.2%	68	22.8%	172	18.6%
Bus	38	11.9%	37	12.2%	25	8.3%	100	10.8%
Streetcar	32	10.0%	20	6.6%	30	10.1%	82	8.9%
Staying at Wharf	12	3.8%	19	6.3%	17	5.7%	48	5.2%
Taxi	21	6.6%	17	5.6%	15	5.2%	53	5.7%
Ferry boat	8	2.5%	11	3.6%	5	1.5%	24	2.6%
Tour bus	7	2.2%	11	3.6%	1	0.3%	19	2.1%
Other	5	1.6%	7	2.3%	4	1.5%	16	1.7%
TOTAL	320	100.0%	303	100.0%	300	100.0%	923	100.0%
Auto	90	28.1%	81	26.7%	58	19.3%	229	24.8%
Motor Coach	7	2.2%	11	3.6%	1	0.3%	19	2.1%
Transit	127	39.7%	122	40.3%	137	45.7%	386	41.8%
Taxi	21	6.6%	17	5.6%	15	5.0%	53	5.7%
Walk/Other	75	23.4%	72	23.8%	89	29.7%	236	25.6%
TOTAL	320	100.0%	303	100.0%	300	100.0%	923	100.0%
Auto	97	30.3%	92	30.4%	59	19.7%	248	26.9%
Transit	148	46.3%	139	45.9%	152	50.7%	439	47.6%
Walk/Other	75	23.4%	72	23.8%	89	29.7%	236	25.6%
TOTAL	320	100.0%	303	100.0%	300	100.0%	923	100.0%

Place of Residence	Day 1		Day 2		Day 3		Total	
SF	53	16.7%	43	14.2%	40	13.4%	136	14.8%
SF Bay Area	44	13.9%	37	12.2%	39	13.0%	120	13.0%
Other USA	130	41.0%	158	52.1%	136	45.5%	424	46.1%
Foreign residence	90	28.4%	65	21.5%	84	28.1%	239	26.0%
TOTAL	317	100.0%	303	100.0%	299	100.0%	919	100.0%
Other USA (detail)								
Los Angeles-Long Beach	4	3.4%	9	5.6%	4	2.7%	17	4.0%
NY-Northern NJ-Long Island	6	5.0%	4	2.6%	4	2.7%	14	3.4%
Sacto-Stockton-Modesto	5	3.8%	4	2.6%	4	2.7%	13	3.0%
Fresno	2	1.9%	3	1.7%	2	1.3%	7	1.6%
San Diego-Carlsbad-S Marcos	3	2.2%	2	1.3%	2	1.3%	7	1.6%
Chicago-Naperville-Joliet	1	0.9%	4	2.6%	1	1.0%	7	1.6%
Dallas-Fort Worth-Arlington	0	0.0%	4	2.6%	2	1.7%	6	1.5%
Boston-Cambridge-Quincy	0	0.3%	2	1.0%	2	1.3%	4	0.9%
Phoenix-Mesa-Scottsdale	2	1.3%	2	1.0%	0	0.3%	4	0.9%
Denver-Aurora	2	1.3%	0	0.0%	1	1.0%	3	0.7%
TOTAL	26	20.1%	33	21.0%	22	16.0%	81	19.1%
Visitors								
Outside Bay Area - Day Trips	7	3.4%	7	3.0%	5	2.5%	20	3.0%
Other USA and Foreign	213	96.6%	216	97.0%	215	97.5%	643	97.0%
TOTAL	220	100.0%	223	100.0%	220	100.0%	663	100.0%

Fisherman's Wharf Community Benefit District-Visitor Survey, November 2006

Group Size

	Wave 1		Wave 2		Wave 3		All Surveys	
More than six	28	10.6%	28	10.9%	13	5.0%	69	8.8%
Six	13	4.9%	11	4.3%	11	4.2%	35	4.5%
Five	15	5.7%	20	7.8%	11	4.2%	46	5.9%
Four	29	10.9%	47	18.3%	29	11.1%	105	13.4%
Three	33	12.5%	57	22.2%	30	11.5%	120	15.3%
Two	111	41.9%	79	30.7%	132	50.6%	322	41.1%
One	36	13.6%	15	5.8%	35	13.4%	86	11.0%
TOTAL	265	100.0%	257	100.0%	261	100.0%	783	100.0%
Average Group Size	3.8		4.1		3.5		3.8	

Boudin Bakery and Café Transportation Study **Visitor Survey Results - April 19, 2003** **Place of Origin**

All Respondents		
Origin	Frequency	Percent
S.F. SD 1	127	50.6%
S.F. SD 2	14	5.6%
S.F. SD 3	10	4.0%
S.F. SD 4	5	2.0%
East Bay	26	10.4%
North Bay	20	8.0%
South Bay	36	14.3%
Out of Region	13	5.2%
Total	251	100.0%

All Car User Respondents		
Origin	Frequency	Percent
S.F. SD 1	18	15.9%
S.F. SD 2	7	6.2%
S.F. SD 3	7	6.2%
S.F. SD 4	2	1.8%
East Bay	21	18.6%
North Bay	17	15.0%
South Bay	32	28.3%
Out of Region	9	8.0%
Total	113	100.0%

All Transit User Respondents		
Origin	Frequency	Percent
S.F. SD 1	44	72.1%
S.F. SD 2	3	4.9%
S.F. SD 3	2	3.3%
S.F. SD 4	3	4.9%
East Bay	3	4.9%
North Bay	3	4.9%
South Bay	1	1.6%
Out of Region	2	3.3%
Total	61	100.0%

All Walking Respondents		
Origin	Frequency	Percent
S.F. SD 1	64	92.8%
S.F. SD 2	3	4.3%
S.F. SD 3	1	1.4%
S.F. SD 4	1	1.4%
East Bay	0	0.0%
North Bay	0	0.0%
South Bay	0	0.0%
Out of Region	0	0.0%
Total	69	100.0%

All Other Respondents		
Origin	Frequency	Percent
S.F. SD 1	7	41.2%
S.F. SD 2	1	5.9%
S.F. SD 3	1	5.9%
S.F. SD 4	0	0.0%
East Bay	2	11.8%
North Bay	0	0.0%
South Bay	3	17.6%
Out of Region	3	17.6%
Total	17	100.0%

Sum of All Responses		
Origin	Frequency	Percent
S.F. SD 1	133	51.2%
S.F. SD 2	14	5.4%
S.F. SD 3	11	4.2%
S.F. SD 4	6	2.3%
East Bay	26	10.0%
North Bay	20	7.7%
South Bay	36	13.8%
Out of Region	14	5.4%
Total	260	100.0%

Boudin Bakery and Café Transportation Study

Visitor Survey Results - April 19, 2003

Place of Origin

City of Origin	Frequen.	Percent
Alameda	1	0.4%
Albany	1	0.4%
Berkeley	5	2.0%
Burlingame	2	0.8%
Castro Valley	1	0.4%
Cupertino	1	0.4%
Dana Point	1	0.4%
Danville	1	0.4%
Discovery Bay	1	0.4%
East Bay	1	0.4%
Fairfield	5	2.0%
Fremont	3	1.2%
Fresno	1	0.4%
Hollister	1	0.4%
Livermore	2	0.8%
Long Beach	1	0.4%
Los Angeles	1	0.4%
Manteca	1	0.4%
Napa	2	0.8%
Oakland	5	2.0%
Peninsula	2	0.8%
Petaluma	1	0.4%
Pittsburg	2	0.8%
Pleasant Hill	1	0.4%
Redwood City	3	1.2%
Reno NV	1	0.4%
Richmond	2	0.8%
Rio Vista	1	0.4%
Rohnert Park	1	0.4%
Sacramento	3	1.2%
San Bruno	2	0.8%
San Carlos	1	0.4%
San Diego	1	0.4%
San Francisco	156	62.2%
San Jose	6	2.4%
San Mateo	2	0.8%
Santa Clara	1	0.4%
Santa Rosa	6	2.4%
Sausalito	2	0.8%
South San Francisco	11	4.4%
Stanford	1	0.4%
Stockton	2	0.8%
Tracy	1	0.4%
Vacaville	2	0.8%
Walnut Creek	3	1.2%
Total	251	100.0%

Place of Origin in San Francisco	Frequen.	Percent	Percent of total
Bernal Heights	1	0.6%	0.4%
Candlestick	2	1.3%	0.8%
Castro	1	0.6%	0.4%
Chinatown	4	2.6%	1.6%
Civic Center	17	10.9%	6.8%
Corona Heights	1	0.6%	0.4%
Cow Hollow	2	1.3%	0.8%
Eureka Valley	2	1.3%	0.8%
Financial District	4	2.6%	1.6%
Fishermans Wharf	56	35.9%	22.3%
Forest Hill	2	1.3%	0.8%
Golden Gate Park	1	0.6%	0.4%
Japantown	3	1.9%	1.2%
Marina	8	5.1%	3.2%
Mission	2	1.3%	0.8%
Nob Hill	2	1.3%	0.8%
North Beach	2	1.3%	0.8%
Parnassus	1	0.6%	0.4%
Russian Hill	1	0.6%	0.4%
South of Market	4	2.6%	1.6%
Sunset	3	1.9%	1.2%
Union Square	37	23.7%	14.7%
Total	156	100.0%	62.2%

Boudin Bakery and Café Transportation Study **Visitor Survey Results - April 19, 2003**

Automobile Visitor Paths

Street Name	Frequen.	Percent
Bay	12	7.5%
Columbus	5	3.1%
Embarcadero	54	33.5%
Franklin	5	3.1%
Lombard	18	11.2%
Marina	6	3.7%
Powell	8	5.0%
Sansome	3	1.9%
Van Ness	27	16.8%
Other/Not Sure	23	14.3%
Total	161	100.0%

Length of Stay in Fisherman's Wharf

Hours	Frequen.	Percent
1	16	14.5%
2	19	17.3%
3	18	16.4%
4	35	31.8%
5	6	5.5%
6	15	13.6%
12	1	0.9%
Total	110	100.0%
Average	3.45	hours

Time to find parking

Minutes	Frequen.	Percent
1	14	15.9%
2	16	18.2%
5	25	28.4%
10	8	9.1%
13	1	1.1%
15	14	15.9%
20	1	1.1%
30	4	4.5%
40	1	1.1%
45	1	1.1%
60	3	3.4%
Total	88	100.0%
Average	9.99	minutes

Cost of parking

Cost	Frequen.	Percent
\$0.00	1	2.4%
\$4.00	3	7.3%
\$5.00	1	2.4%
\$8.00	1	2.4%
\$10.00	10	24.4%
\$12.00	6	14.6%
\$15.00	4	9.8%
\$16.00	2	4.9%
\$18.00	2	4.9%
\$20.00	4	9.8%
\$24.00	3	7.3%
\$25.00	1	2.4%
\$30.00	2	4.9%
\$36.00	1	2.4%
Total	41	100.0%
Average	\$14.59	

Boudin Bakery and Café Transportation Study Visitor Survey Results - April 19, 2003

Purpose	Frequency	Percent
Eat at Restaurant/Buy Bread at Boudin	242	39.3%
Shopping	156	25.3%
Ferry/Water Trips	71	11.5%
Cultural/Entertainment	33	5.4%
Other sightseeing/purposes	114	18.5%
Total	616	100.0%

Destinations	Frequency	Percent
Jefferson/Embarcadero	106	18.5%
Pier 39	106	18.5%
The Anchorage	3	0.5%
The Cannery	19	3.3%
Ghiradelli Square	41	7.2%
Alcatraz	41	7.2%
Boat/Ferry Ride	32	5.6%
Fishing Trip	0	0.0%
Historic Ships/Museums	23	4.0%
Aquarium	15	2.6%
Pier 45	46	8.0%
Fishing Harbor	4	0.7%
Other restaurants/cafeterias	34	5.9%
Ride Cable Car	21	3.7%
Buy Bread at Boudin	7	1.2%
Bus Tour	16	2.8%
Work in the area	3	0.5%
Undecided	37	6.5%
No response	19	3.3%
Total	573	100.0%

Purposes Crosstabulations	Frequency	Percent
Eat at Restaurant/Buy bread at Boudin Only	12	4.8%
Restaurant AND Shopping	54	21.5%
Restaurant AND Ferry/Water Trips	19	7.6%
Restaurant AND Cultural/Entertainment	2	0.8%
Restaurant AND Other Sightseeing/purposes	40	15.9%
Restaurant AND Shopping AND Ferry/Water Trips	22	8.8%
Restaurant AND Shopping AND Cultural/Entertainment	9	3.6%
Restaurant AND Shopping AND Other	46	18.3%
Restaurant AND Ferry/Water Trips AND Cultural/Entertainment	5	2.0%
Restaurant AND Ferry/Water Trips AND Other	5	2.0%
Restaurant AND Cultural/Entertainment AND Other	1	0.4%
Restaurant AND Ferry/Water Trips AND Cultural/Entertainment AND Other	2	0.8%
Restaurant AND Shopping AND Cultural/Entertainment AND Other	7	2.8%
Restaurant AND Shopping AND Cultural/Entertainment AND Other	5	2.0%
Restaurant AND Shopping AND Ferry/Water Trips AND Cultural/Entertainment	11	4.4%
Restaurant AND Shopping AND Ferry/Water Trips AND Other	2	0.8%
Restaurant AND Shopping AND Ferry/Water Trips AND Cultural/Entertainment AND Other	9	3.6%
No response	251	100.0%

Number of Purposes	Frequency	Percent
One purpose	12	5.0%
Two purposes	115	47.5%
Three purposes	88	36.4%
Four purposes	25	10.3%
Five purposes	2	0.8%
Total	242	100.0%

Average Purposes per Trip: 2.55

Boudin Bakery and Café Transportation Study

Visitor Survey Results - April 19, 2003

Mode	Frequency	Percent
Auto	113	42.3%
Cable Car	31	11.6%
F-Line	17	6.4%
Muni Bus	10	3.7%
Ferry	7	2.6%
GGT Bus	0	0.0%
BART	3	1.1%
Caltrain	0	0.0%
AC Transit/Samtrans	0	0.0%
Bike	3	1.1%
Walk	69	25.8%
Other	14	5.2%
Total	267	100.0%

Mode	Frequency	Percent
Auto	113	43.5%
Transit	61	23.5%
Walk	69	26.5%
Other	17	6.5%
Total	260	100.0%

Walk	Frequency	Percent
Walk Only	58	86.6%
Walk + Car	1	1.5%
Walk + Transit	8	11.9%
Total	67	100.0%

Other	Frequency	Percent
Other Only	14	82.4%
Other + Car	1	5.9%
Walk + Other	2	11.8%
Total	17	100.0%

Origin	Mode of Travel				Total
	Auto	Transit	Walk	Other	
S.F. SD 1	18	44	64	7	133
S.F. SD 2	7	3	3	1	14
S.F. SD 3	7	2	0	1	10
S.F. SD 4	2	3	1	0	6
East Bay	21	3	0	2	26
North Bay	17	3	0	0	20
South Bay	32	1	0	3	36
Out of Region	9	2	1	3	15
Total	113	61	69	17	260

No. of Pers. in the Veh.	Frequen.	Percent
1	4	3.6%
2	37	33.0%
3	22	19.6%
4	20	17.9%
5	18	16.1%
6	8	7.1%
7	2	1.8%
8	1	0.9%
Total	112	100.0%

Average 3.43 persons/veh.

Origin	Number of Persons in the Vehicle								Total
	1	2	3	4	5	6	7	8	
S.F. SD 1	0	6	3	5	2	0	1	0	17
S.F. SD 2	0	4	0	2	1	0	0	0	7
S.F. SD 3	0	5	1	1	0	0	0	0	7
S.F. SD 4	1	0	0	0	1	0	0	0	2
East Bay	0	6	3	1	8	2	0	1	21
North Bay	1	8	4	2	0	2	0	0	17
South Bay	2	5	8	8	6	3	0	0	32
Out of Region	0	3	3	1	0	1	1	0	9
Total	4	37	22	20	18	8	2	1	112

8.5 Traffic Simulation Analysis Technical Memo

James R. Herman Cruise Terminal Traffic Simulation Analysis

Technical Memorandum

Introduction

The purpose of this Technical Memorandum is to assess whether the proposed cruise terminal at Pier 27 would cause significant traffic operations impacts inside Pier 27 and along the Embarcadero. The focus of the analysis is vehicle queuing and VISSIM simulation model was used for the analysis. This study analyzed project queuing impacts for a 3,000-passenger ship. Key performance measures presented include:

- Queuing (length and duration) from immediate upstream and downstream intersections;
- Taxi queuing (length and duration) extending beyond the beginning of the taxi queuing area to determine whether taxi queuing would impede bus access to the bus parking area;
- Auto drop-off queuing (length and duration) extending beyond the beginning of the auto drop-off queuing area to determine whether auto drop-off queuing would impede bus access to the bus parking area and taxi queuing;
- Number of buses/shuttles that cannot be stored on site, and would have to be moved to an off-site storage yard; and
- Internal queuing (length and duration) of exiting vehicles from the vehicular access point off the Embarcadero.

The study boundary for this project is from The Embarcadero/Bay Street to the Embarcadero/ Lombard/ Battery Streets and the analysis period is from 8:00 a.m. to 4:00 p.m. for both a typical weekday and Saturday

Key Operation Assumption

The VISSIM analysis incorporates the following assumptions:

Pier 27 Key Project Design Features

Pier 27 project design is based on the site plan developed for the Pier 27 preliminary design plan.

- There are one ingress lane and one egress lanes accessing Pier 27 at the Embarcadero promenade. Once entering Pier 27, the ingress lane will be widened to two, one for bus and trucks and the other one for POVs and taxis. The POV/taxi lane will split into two lanes after the bus lane split, one for taxi and the other one for POV and then eventually split again for two taxi and two POV queuing lanes with a bypass lane in the center. Similarly, there are two egress lanes inside Pier 27, which will be merged into one exiting the Embarcadero promenade.
- Taxi pick-up area would have two lanes, separated from POV loading zone, to accommodate 24 taxis at any given time. Average taxi loading duration is approximately 95 seconds, with a range from 35 to 190 seconds. In order to accommodate faster taxi processing, the Vissim analysis assumes six taxis loading simultaneously at any given time.
- Curb space in front of the terminal would be provided for approximately 34 spaces for POV/shuttle pick-ups in the morning for arrivals and POV/shuttle/taxi drop-off in the afternoon for departures. There will be two queuing lanes for this activity. Average POV loading duration is the same as taxis.



- A designated bus loading area for 14 bus/shuttle parking spaces with an additional 6 overflow bus parking spaces within the designated area. There would be another 4 bus stacking spaces along Pier 29. A total of 24 bus/shuttle parking spaces.
- If no bus parking space is available when buses arrive, the buses would be dispatched to an off-site parking area. Off-site bus parking area should be close to Pier 27 cruise terminal.
- Trucks would be required to go through a Transportation Security Administration (TSA) checkpoint. Assume checking process would take an average of 5 minutes for each truck.

Kay Traffic Control Assumptions

- Traffic signal timing for the three study intersections are assumed to be the same as current conditions.
- Pedestrian flows would be manually controlled by traffic controllers hired by the cruise operator(s) at the two internal crosswalks connecting the cruise terminal building with the taxi/bus loading area inside the valley and along the Embarcadero promenade, similar to the current operation at Pier 35. Pedestrian crossings will be dynamically controlled depending on pedestrian volumes. The following assumptions were used in the Vissim simulation model:
 - Crossing the Promenade - Pedestrian and vehicular/bicycle flow is coded similar to an actuated signal operation. Approximately 30 percent time is given to pedestrian and bicyclist crossing the Pier 27 access driveway and the remaining 70 percent time is giving to vehicles entering/exiting Pier 27 and along the Embarcadero.
 - Crossing the valley driveway – random arrival.
- Traffic controllers would have to be trained by the cruise operator to minimize delays and queuing of vehicular, pedestrian, and bicycle traffic.

Project Traffic Distribution Pattern Assumptions

- The project traffic includes a 3,000-passenger ship and 5,000-gsf retail use
- Vehicle inbound assignment
 - 3.5 % The Embarcadero SB
 - 19% Bay Street
 - 5.5% Lombard Street
 - 72% The Embarcadero NB
- Vehicle outbound assignment
 - 10% U-turn at Chestnut/Sansome, then turn to The Embarcadero SB
 - 17% The Embarcadero NB
 - 83% left-turn to Bay Street
- Bus
 - 46% motor coach – duration ranges from 30 to 90 minutes based on current pattern. Earlier arrival buses would stay longer and later arrival buses would stay shorter amount of time.
 - 54% shuttle
 - 90% was assumed to be passenger-size vans that would use the drop-off zone and their duration would range from 1 to 4 minutes.
 - 10% was assumed to be larger size shuttle buses that would use the bus parking zone and their duration would range from 5 to 30 minutes.



Table 1 – Project Inbound Vehicle Volumes

Time Period	Cruise									Retail	
	POV	Taxi			Bus	Shuttle	Truck		Total (in)	Wkdy	Wknd
		Pickup	Dropoff	Total			in	out			
8:00-9:00	41	42	2	44	6	7	7	7	105	4	0
9:00-10:00	182	90	4	94	9	10	6	6	301	0	0
10:00-11:00	224	74	10	84	6	7	6	7	327	0	3
11:00-12:00	184	35	55	90	6	6	4	7	290	3	1
12:00-13:00	213	15	44	59	6	7	3	4	288	2	4
13:00-14:00	213	1	74	75	5	5	1	3	299	0	2
14:00-15:00	54	1	12	13	1	1	1	4	70	0	0
15:00-16:00	4	0	1	1	0	0	0	5	5	0	0
Total	1,115	258	202	460	39	43	28	43	1,685	9	10

Note: Some vehicles arrive beyond the study period

Table 2 – Project Pedestrian Volumes at Crosswalk inside Valley

Time Period	WB ¹	EB ²
8:00-9:00	123	8
9:00-10:00	497	16
10:00-11:00	436	37
11:00-12:00	20	106
12:00-13:00	1	185
13:00-14:00	0	199
14:00-15:00	0	45
15:00-16:00	0	2
Total	1077	599

Note:

1. WB pedestrian crossing = bus + taxi outbound passengers

2. EB pedestrian crossing = bus inbound passengers



Table 3 – Pedestrian Volumes along Embarcadero

Time Period	Weekday		Weekend	
	Embarcadero SB	Embarcadero NB	Embarcadero SB	Embarcadero NB
8:00-9:00	69	198	179	441
9:00-10:00	89	268	243	575
10:00-11:00	43	234	269	681
11:00-12:00	45	249	306	748
12:00-13:00	45	239	328	840
13:00-14:00	46	245	342	783
14:00-15:00	52	244	396	859
15:00-16:00	52	250	483	856

Note: Based on existing pedestrian counts along The Embarcadero sidewalk

Table 4 – Weekday Background Traffic Volumes

Time Period	Embarcadero SB	Bay EB	Lombard	Sansome	Embarcadero NB	From Pier
8:00-9:00	376	1280	196	253	916	10
9:00-10:00	310	1057	162	259	936	9
10:00-11:00	185	630	96	256	928	7
11:00-12:00	195	664	102	273	990	7
12:00-13:00	195	663	102	262	948	7
13:00-14:00	199	677	104	269	975	7
14:00-15:00	226	768	118	268	970	8
15:00-16:00	226	768	118	275	994	8

Table 5 – Weekend Background Traffic Volumes

Time Period	Embarcadero SB	Bay EB	Lombard	Sansome	Embarcadero NB	From Pier
8:00-9:00	258	343	95	189	657	16
9:00-10:00	351	467	130	246	857	22
10:00-11:00	389	517	143	292	1016	25
11:00-12:00	442	588	163	321	1116	28
12:00-13:00	477	635	176	352	1223	31
13:00-14:00	491	653	181	344	1197	30
14:00-15:00	573	762	211	368	1280	34
15:00-16:00	698	929	257	367	1277	37

VISSIM Model Results

VISSIM simulation model results are presented for two different situations:

- Intersections along the Embarcadero:
 - The Embarcadero/Chestnut/Sansome Streets
 - The Embarcadero/Lombard/Battery Streets
- Traffic operations inside the “Valley”
 - Taxi Queuing Area inside the Valley
 - POV Drop-off Area
 - Exiting Vehicle Queue

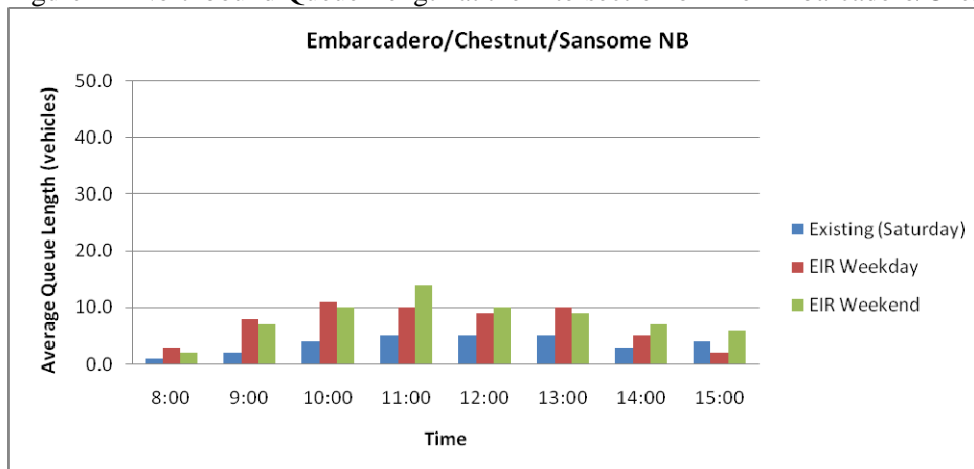
The Embarcadero/Chestnut/Sansome Streets

The distance between the intersections of The Embarcadero/Chestnut/Sansome Streets and The Embarcadero/Lombard/Battery Streets is approximately 340 feet. The distance from the intersection of The Embarcadero/Chestnut/Sansome Streets to valley access point is approximately 100 feet. The average hourly vehicle queue would increase, extend and pass Pier 27 access point to approximately the upstream intersection of The Embarcadero/Lombard/Battery Streets from 11:00 a.m. to 2:00 p.m. during weekends, but would be shorter during weekdays, not extend to The Embarcadero/Lombard/Battery Streets intersection. The vehicle queue would extend approximately 283 feet (just north of The Embarcadero/Battery Street) from 11:00 a.m. to 12:00 p.m. during weekends.

Table 6 – Northbound Queue Length and Intersection LOS and Delay at the Intersection of The Embarcadero/Chestnut/Sansome

Time	Average Queue at NB approach (ft)			Intersection Delay (sec)			
	Existing (Sat)	Weekday	Weekend	Weekday Delay	LOS	Weekend Delay	LOS
8:00-9:00	24	51	34	48.1	D	20.7	C
9:00-10:00	46	159	139	47.9	D	26.1	C
10:00-11:00	78	217	198	36.2	D	28.4	C
11:00-12:00	93	199	283	30.7	C	30.8	C
12:00-13:00	98	189	195	29.4	C	24.8	C
13:00-14:00	104	197	174	31.9	C	23.6	C
14:00-15:00	68	96	145	22.5	C	20.66	C
15:00-16:00	73	48	112	18.4	B	23.2	C

Figure 1 – Northbound Queue Length at the Intersection of The Embarcadero/Chestnut/Sansome



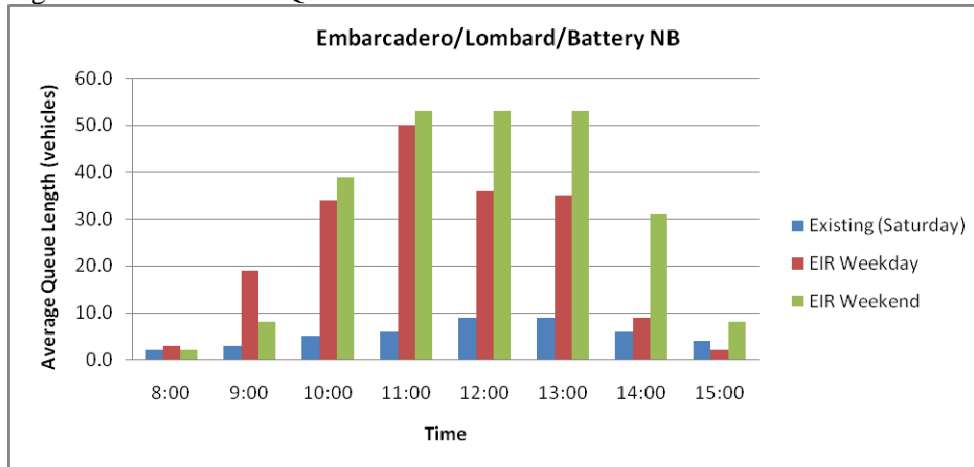
The Embarcadero/Lombard/Battery Streets

The distance between the intersections of The Embarcadero/Lombard/Battery Streets and The Embarcadero/Green Street is approximately 1,470 feet. During weekdays, the longest average hourly queue in the northbound approach would be approximately 1006 feet from 11:00 p.m. to 12:00 p.m. During weekends, the longest average hourly queue in the northbound approach would extend from the intersection of The Embarcadero/Lombard/Battery Street by approximately 1,061 feet, occurring during the same time period from 11:00 p.m. to 12:00 p.m., which quickly recedes after 2:00 p.m. This vehicle queue would not extend to the upstream intersection.

Table 7 – Northbound Queue and Intersection LOS and delay at the Intersection of The Embarcadero/Lombard/Battery

Time	Average Queue at NB approach (ft)			Intersection Delay (sec)			
	Existing (Sat)	Weekday	Weekend	Weekday Delay	LOS	Weekend Delay	LOS
8:00-9:00	34	62	38	44.1	D	22.2	C
9:00-10:00	58	383	152	57.4	E	35.2	D
10:00-11:00	103	685	785	54.3	D	48.5	D
11:00-12:00	120	1006	1061	53.4	D	50.2	D
12:00-13:00	175	721	1059	50.4	D	48.3	D
13:00-14:00	175	693	1054	51.9	D	48.2	D
14:00-15:00	121	172	615	36.28	D	43.64	D
15:00-16:00	86	49	154	30.7	C	38.3	D

Figure 2 – Northbound Queue at the Intersection of The Embarcadero/Lombard/Battery



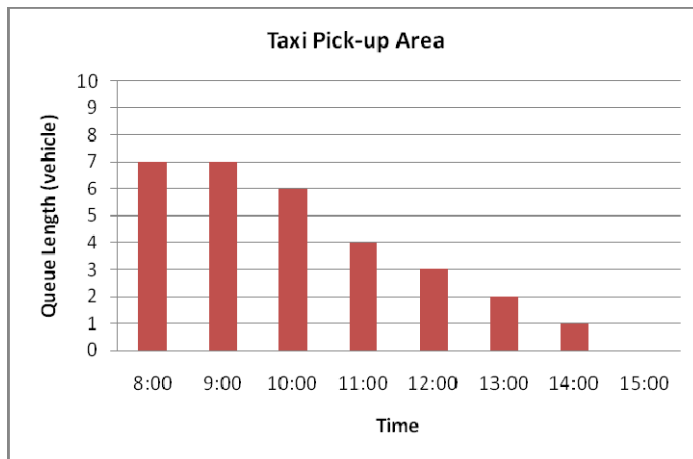
Taxi Queuing Area inside the Valley

Taxi queuing area is approximately 250 feet, sufficient for 24 taxis queuing (2 taxi queuing lane with 12 taxi queuing spaces per lane). The maximum projected taxi queue would be between 8:00 a.m. to 9:00 a.m. with approximately 147 feet (or 14 vehicles in two lanes). This queue would gradually reduce as time goes on during the day. Thus, the taxi pick-up queuing would not block the bus access point to the bus parking area.

Table 8 – Queue Length at Taxi Queuing Area

Time	Queue Length (ft)	Queue (veh)
8:00-9:00	147	7
9:00-10:00	130	7
10:00-11:00	120	6
11:00-12:00	87	4
12:00-13:00	57	3
13:00-14:00	31	2
14:00-15:00	14	1
15:00-16:00	7	0

Figure 3 – Queue Length at Taxi Queuing Area



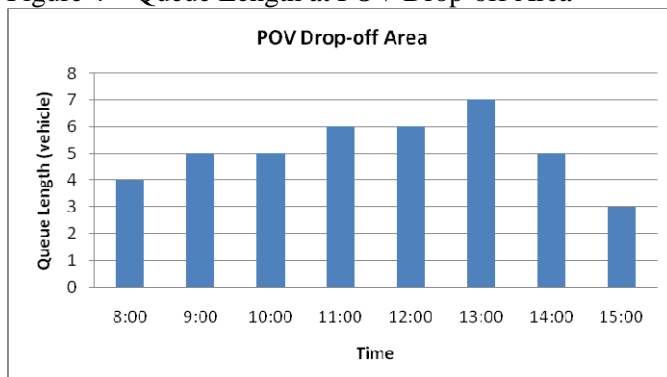
POV Drop-off Area

The POV loading area is longer than the taxi loading area, with approximately 70 feet ahead of the northern pedestrian crosswalk and extends beyond the southern crosswalk in the valley. POV loading area would be sufficient for 34 auto queuing. The distance from the beginning of POV drop-off point to bus parking area access is approximately 490 feet. The longest vehicle queue would be approximately 141 feet between 1:00 p.m. and 2:00 p.m. No vehicles would extend to a point blocking access to the bus parking area.

Table 9 – Queue Length at POV Drop-off Area

Time	Queue Length (ft)	Queue (veh)
8:00-9:00	77	4
9:00-10:00	102	5
10:00-11:00	107	5
11:00-12:00	120	6
12:00-13:00	116	6
13:00-14:00	141	7
14:00-15:00	93	5
15:00-16:00	66	3

Figure 4 – Queue Length at POV Drop-off Area



Queue at Valley Driveway Entry Point



No vehicle queue is anticipated to queue on the “Valley” entry lane out to The Embarcadero.

Exiting Vehicle Queue

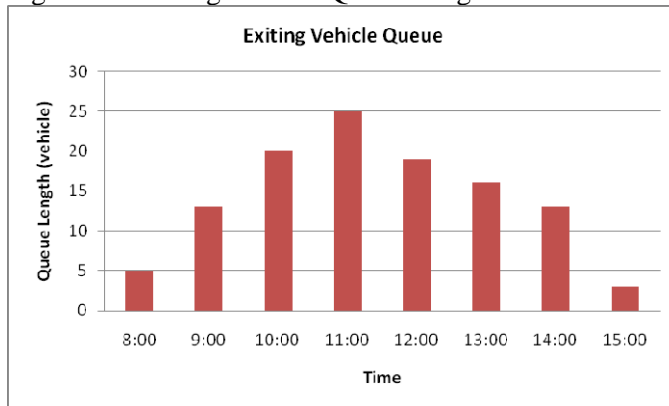
The valley exiting access to bus parking exiting point is approximately 375 feet, and the longest projected exiting queue would be approximately 508 feet between 11:00 a.m. and 12:00 p.m. Thus, the exiting vehicle queuing would block the bus exiting point from bus parking area during this period. Manually traffic control could be required to avoid impacts in the bus parking area.



Table 10 – Exiting Vehicle Queue Length

Time	Queue Length (ft)	Queue (veh)
8:00-9:00	101	5
9:00-10:00	253	13
10:00-11:00	400	20
11:00-12:00	508	25
12:00-13:00	384	19
13:00-14:00	318	16
14:00-15:00	256	13
15:00-16:00	59	3.0

Figure 5 – Exiting Vehicle Queue Length



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8.6 Special Event Information

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AC34 - Potential Overlap between SF Area Special Events and AC34 2012 and AC34 2013 Events

July 2011 Events	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Filmore Street Fair																															
CCSF 4th of July Celebrations: Various Streets																															
SF Triathlon: Treasure Island																															
Aids Walk																															
SF Marathon																															
SF Sunday Streets: Great HWY																															
Filmore Farmers Market:Steiner to Fillmore																															
North Beach Farmers Market:Columbus to Lombard																															
Alcatraz Marathon: Marina																															
Critical Mass																															
Up Your Alley Fair: Folsom																															
Giants Games 2011																															
AC34 2012 - dates in July to be determined																															
AC34 2013																															
August 2011 Events	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Filmore Farmers Market:Steiner to Fillmore																															
North Beach Farmers Market:Columbus to Lombard																															
The Big Gay 10 K:Laguna and Marina																															
SF Sunday Streets: Civic Center																															
SF Theater Festival: Fort Mason																															
Outside Lands: Golden Gate Park																															
Street Food Festival: Mission District																															
West Coast Music Festival: Fort Mason																															
Tri-CA Alcatraz Triathlon: Various Streets																															
Critical Mass: Variou Streets																															
The Giant Race: Various Streets																															
Giants Games 2011																															
AC34 2012 - dates in August to be determined																															
AC34 2013																															
September 2011 Events	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24							
Filmore Farmers Market:Steiner to Fillmore																															
Cal Bears at Candlestick																															
North Beach Farmers Market:Columbus to Lombard																															
SF Symphony Free Concert : McAllister to Grove																															
SF Sunday Streets:Western Addition																															
Chocolate Festival: Ghiradelli Square																															
Chinatown Autumn Moon Festival: Chinatown																															
49er Games: Candlestick Park																															
Alcatraz Invitational Swim																															
Cal Bears at AT&T Park																															
SE Rowing Club Swim: Aquatic Park																															
Sausalito Art Festival																															
International Dragon Boat Festival: Treasure Island																															
Walk to End Alzheimer's: Embarcadero																															
LovEvolution																															
Giants Games 2011																															
AC34 2013																															

Notes:

1. Ddoes not include events occuring at the Moscone Center
2. SF Area Special Event dates are subject to change
3. AC34 2012 Events have not yet been determerined, however they will occur in July and August
4. AC34 2013 Events are tentative and are subject to change

Legend:

- 2011 dates of known events occurring in San Francisco
 2011 dates of San Francisco Giants home games:AT&T Park
 2013 AC 34 tentative event day schedule



Regional Construction Project Schedule

Time Frame:	Summer & Fall 2012 & 2013	July				August				September				October				Winter 2012/Spring2013	July				August				September				October																				
Project	Task/Event	2	9	16	30	6	13	20	27	3	10	17	24	1	8	15	22	29											1	8	15	22	29	5	12	19	26	2	9	16	23	30	7	14	21	28					
¹ AC 34	Racing days																																																		
	Race related activities																																																		
² Van Ness BRT																																																			
³ Central Subway	Construction Period																																																		
	Road Closures and lane reductions along Stockton Street-4th Street, from Post St. to Bryant Street.																																																		
⁴ CPMC	Construction Period																																																		
⁵ Transbay Transit Center	Construction Period																																																		
	Periodic road and pedestrian path reductions are anticipated; dates TBD																																																		
	First, Fremont, Beale streets between Mission/Howard will be three lanes																																																		
	Natoma and Minna streets between Beale/Second streets will be one lane																																																		
	Howard Street between First/Second streets will have lane reconfigurations																																																		
⁶ SFBB	Construction Period																																																		
	72 hour weekend road closures (exact date TBD)																																																		
⁷ Doyle Drive	Construction Period																																																		
	NB Doyle Dr to SB Park Presidio/HWY 1																																																		
	Temporary bypass with one less traffic lane																																																		
	Extended weekend closure - none during the AC-34 event																																																		
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National Park Service

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National Park Service
U.S. Department of the Interior

Golden Gate
National Recreation Area

GGNRA
Fort Mason, Bldg. 201
San Francisco, CA 94123

Golden Gate National Recreation Area

For Immediate Release

June 28, 2010

Press Release

Media Contact: Howard Levitt

415-561-4730, howard_levitt@nps.gov

PLAN AHEAD FOR PARK ACTIVITIES DURING FOURTH OF JULY HOLIDAY AT GOLDEN GATE NATIONAL RECREATION AREA

Golden Gate National Recreation Area, Calif. Golden Gate National Recreation Area expects heavy use of beaches, trails, and historic sites this Fourth of July weekend. There are several special activities offered. The National Park Service would like to pass on these tips for a safe and enjoyable holiday.

Marin Headlands—

Conzelman and East Roads in the Marin Headlands have limited access due to construction.

Project Headlands is progressing, however closures and restrictions continue due to ongoing construction. In the interest of public safety, East Road at Fort Baker will be closed to vehicular and bicycle traffic for the Fourth of July weekend. This closure is subject to change as conditions dictate. Conzelman Road remains closed to vehicles, bicycles and pedestrians from McCullough Road to Field Road. As in previous years, the open portion of Conzelman Road will be strictly controlled to maintain emergency vehicle access and safe conditions.

There are many activities and attractions in the Marin Headlands that do not require the use of Conzelman Road. On July 3, the Nike Missile Site will have an open house from 12:30 until 3:30 PM featuring the two authors of "The Last Missile Site," Stephen A. Haller and John A. Martini. The Point Bonita Lighthouse will be open Saturday through Monday from 12:30 PM until 3:30 PM. On July 4, Battery Townsley, San Francisco's most extensive and most secret World War II military fortification, will be open for public tours from noon until 4:00PM. Visitors to these areas are encouraged to use the Bunker Road access. On July 4, MUNI 76 will operate throughout the Marin Headlands. Please check www.511.org and follow links for the schedule.

San Francisco—

Ranger programs in the Presidio. On July 4 from 11:00 AM until 3:00 PM, come and learn about the last operational gun of its kind at Battery Chamberlin located on the north end of the Baker Beach parking lot. Another option is a ranger-led walk through the historic Presidio while listening to soldiers' stories from the past. This walk is moderately strenuous, beginning at 2:00PM and ending at 4:00PM. Meet at the Officers

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Club, 50 Moraga Avenue.

Fireworks

The use of personal fireworks is prohibited at Golden Gate National Recreation Area, including at Ocean Beach. There are many reasons for this prohibition including public safety and the negative effects of fireworks on wildlife. The Bay Area is home to many species of birds, and July is nesting season for many of them, including Bank Swallows, Double-Crested Cormorants, Great Blue Herons, and American Avocets. Many fledglings have left the nest yet remain vulnerable to disturbance. Birds may abandon their nests due to illegal fireworks explosions. Park Police and Park Rangers patrolling GGNRA will confiscate, and issue citations for using, illegal fireworks.

Ocean Safety

With sunshine and warm temperatures predicted for the weekend, the water may look tempting. Beware of dangerous rip currents, cold water, and high waves at ocean beaches. Stinson Beach is the park's only designated beach for ocean swimming. Please do not swim at other beaches, including Ocean Beach and Baker Beach. In case of an emergency, call 911 or 415-561-5656.

Beach Fires

Be considerate of neighbors, especially if you use a beach at night. Fires are allowed at Muir Beach and between Lincoln Way and Fulton at Ocean Beach. Remember that beach fires must be smaller than three feet in diameter and extinguished with water, not sand, until it is cold to the touch. Pack out all of your trash when you leave.

Use Public Transportation to the Park

The National Park Service urges visitors to use public transportation to get to the park's many sites. Take MUNI, Golden Gate Transit, SamTrans, or the PresidioGo shuttle to avoid full parking lots (which will fill up early in the day) and to spend more time having fun in the national park. For information on transit options, go to www.511.org and follow links for transit providers. Many transportation agencies will be providing extra buses and rail service.

Glass and Alcohol on the Beaches

For your safety, glass bottles and containers are prohibited on all beaches and will be confiscated. Glass containers are also prohibited on the sidewalks and seawall at Ocean Beach. Consumption of alcohol is not allowed at Ocean Beach, Sutro Baths, and some other park areas. Please practice "Leave No Trace" ethics by packing out what you pack in.

For information on activities in Golden Gate National Recreation Area, visit the park's website: www.nps.gov/goga.

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National Park Service
U.S. Department of the Interior

Golden Gate National
Recreation Area

Park Headquarters
Bldg. 201 Fort Mason
San Francisco CA 94123

Golden Gate National Recreation Area NEWS RELEASE

For Immediate Release
October 4, 2010

Media Contact: Alexandra Picavet 415-786-8021

Fleet Week “Blue Angels” Traffic Advisory

Fleet Week “Blue Angels” activities usually bring traffic to a standstill in and around the waterfront areas of Golden Gate National Recreation Area (GGNRA). Due to traffic congestion from Fleet Week, parking will be extremely limited on October 9 and 10. It is highly recommended to use public transit (MUNI), bicycle, taxi or carpool when visiting these areas. All parking at Fort Point is reserved on a first-come, first-served basis for people with a valid ADA state placard or license plate.

The areas most affected include **Crissy Field**, **Fort Point** and **Lands End** (San Francisco), **Conzelman Road** (Marin Headlands), and **East Road** and **Sommerville Road** (Fort Baker). The National Park Service (NPS) Law Enforcement is coordinating with the California Highway Patrol, CalTrans and other law enforcement agencies to protect visitors, manage traffic and parking, and protect the resources during this very popular event.

As in past years, many access roads will be closed to vehicle traffic for visitor safety, and some park areas closed to protect sensitive habitat and historic structures. The closures include Marina Boulevard and various parking areas along Crissy Field and upper Fort Mason. This year, Conzelman Road from McCullough Road to Field Road will remain closed to all traffic because of ongoing construction as part of Project Headlands. The event closures in San Francisco as well as on the section of Conzelman Road from Alexander Avenue to McCullough Road and Fort Baker roadways generally go into effect **approximately one hour before the Blue Angels perform (around 3:00 PM)** and last approximately **45-minutes after the end of each air show**.

For same day traffic information, please call **5-1-1**.

To plan your trip:

San Francisco MUNI: www.sfmuni.com (415) 673-6864

Bay Area-Wide: www.511.org or call 817-1717 or 511 from any area code

East Bay BART: www.bart.gov (510) 465-2278

North Bay Golden Gate Transit: www.goldengate.org (415) 455-2000

Peninsula/South Bay CalTrain: www.caltrain.com (800) 660-4287

Project Headlands- construction updates: www.projectheadlands.gov

Doyle Drive construction and traffic updates: www.presidioparkway.org

Golden Gate National Recreation Area: www.nps.gov/goga

-NPS-

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SF Municipal Railway

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SPECIAL EVENT OPERATIONS ORDER

10-012

REVISED OPERATIONS ORDER **SUNDAY STREETS** **STREET CLOSURE** **SUNDAY, MARCH 14, 2010** **10:00AM to 3:00PM**

This Order replaces 10-011. Changes: Revised F-line reroute – service extended to Pier 39 switchback; additional Inspector and PCO at Pier 39; revised personnel assignments.

EVENT INFORMATION: There are nine “Sunday Streets” events in 2010. Event routes are open to pedestrians and bicyclists and will be available for recreational activities. Event dates and routes are as follows: March 14 – Embarcadero; April 11 & August 22 – Great Highway; April 18 & May 23 – Bayview; June 20 & July 11 – Mission; September 19 – Western Addition; and October 24 – Central City/Civic Center. Event times and street closures are from 10:00AM to 3:00PM. This event is free to all participants. The number of attendees is not known.

Today's Embarcadero route (a 3.3 mile route) will close streets from Pier 39 to Mariposa & 16th St along the waterfront, via Northbound Embarcadero to the Fisherman's Wharf Triangle Lot (ending at Mason St.).

FARES: Regular fares apply.

OTHER EVENTS: Daylight Saving Time

EXTRA EQUIPMENT: None.

STREET CLOSURE INFORMATION: Northbound Embarcadero between King St and westerly Terminus; Southbound Embarcadero between Powell & Taylor; Northbound King between 3rd & Northbound Embarcadero; 3rd St (northbound lanes only) between King & 4th; Terry Francois between 3rd & Mariposa; Mission Rock between TF & 3rd; China Basin between 3rd & TF; Mission Rock between 3rd & TF; Mission Bay between 3rd & TF; South St. between Illinois & Terry Francois.

The closures will be in effect from 10:00AM until 3:00PM.

INTERSECTIONS: Intersections along the closed streets will remain open. Traffic will be controlled by SFPD and DPT personnel.

MAJOR ACTIVITY CENTERS:

Activity Centers will feature dancing, yoga, skating, bicycling and other activities. The locations are as follows: Triangle Lot/Fisherman's Wharf; Pier 39; East Park (Embarcadero at Kearny); Harry Bridges Plaza (main hub, near the Ferry); Justin Herman Plaza, Rincon Park (Cupid's Span); South Beach Park; China Basin; and Pier 52 and Marina.

LINES AFFECTED: (see next section for reroutes)

SC K/T – Traffic; Normal Operation

SC F – Switchback Inbound to Outbound at Pier 39 (with Inspector)

TC 1 – Traffic – Drumm St.

MC 2 – Traffic – Market St; Steuart St.

TC 5 – Traffic – Market St.

TC 6 – Traffic – Market St; Steuart St.

MC 9 – Traffic – Market St.

MC 8X – Traffic – Downtown/Fisherman's Wharf

MC 10 – Traffic – Downtown

MC 12 – Traffic – Downtown

TC 14 – Traffic – Downtown; Steuart St.

TC 21 – Traffic – Market St; Steuart St.

TC 30 – Traffic – 4th & Townsend

TC 31 – Traffic – Market St; Steuart St.

TC 45 – Traffic – 4th & Townsend

TC 38 – Traffic – Downtown

MC 39 – Traffic – Fisherman's Wharf

MC 47 – Traffic – Fisherman's Wharf

MC 71 – Traffic – Market St.

MC 76 – Traffic – 4th & Townsend; Downtown

CC 59 – Traffic – Fisherman's Wharf

CC 60 – Traffic – Fisherman's Wharf

1) REROUTES

F-MARKET/WHARVES: FROM 9:00AM UNTIL FURTHER INSTRUCTIONS
SWITCHBACK INBOUND TO OUTBOUND AT PIER 39 (WITH INSPECTOR).

OPERATIONAL ASSIGNMENTS BEGIN BELOW

DUTY MANAGER: SEE EVENT CONTACT LIST

ALL UNITS: ADD COMMENTS ON LAST PAGE OF THIS ORDER AND FORWARD TO THE SUPERINTENDENT OF SPECIAL EVENTS

STREET SUPERVISION:

1-M-1: 0800HRS – END OF EVENT

Citywide duty; monitor event and respond as needed.

1-T-60/1-T-61 A/B: Traffic and detours will impact service. Monitor lines and adjust service in your districts.

METRO RAIL OPERATIONS:

4-C-55A 0830HRS- END OF EVENT = FERRY/COMMAND POST AS NEEDED

The F-line will switchback IB to OB at Pier 39 beginning at 0900hrs. A PCO and 4-C-56 will be positioned at Pier 39. Work with 4-C-56 to coordinate F line service. Familiarize yourself with the event contact list; you may be required to respond to the Command Post throughout the event to coordinate with other city departments. The CP is located at Pier 1 in the Port offices, Embarcadero Room, and will be active as of 0900hrs. Inform the F operators to operate with caution on the Embarcadero due to event participants on the roadway, and to wait at Pier 39 for Inspector instructions before initiating the switchback. Coordinate service with 4-C-56. Call Sgt Nestor and Martha Cohen on their cell phones not later than 1430hrs to verify event clearance time and ensure route is clear before the F line resumes regular service. Communicate with OCC, and with 4-C-56, working together to put the F line back on schedule after they return to regular route.

4-C-56A 0830HRS – END OF EVENT = PIER 39

A PCO will be positioned at Pier 39. Work with them to maintain clearance for the F cars to switchback safely. Ensure the F line begins switching back IB to OB at 0900hrs at Pier 39. Operators are instructed to wait for your direction before initiating the switchback. Work with 4-C-55A to coordinate service. The line is to switchback from 0900hrs until SFPD re-opens the Embarcadero. 4-C-55A will verify that the event/closure has cleared; work with him to put the line back on schedule.

Contact 4-C-55A, OCC, 1-M-1, Sgt Nestor and Martha Cohen immediately if any circumstances warrant operational changes to this switchback plan.

2) CENTRAL CONTROL SHIFT MANAGER/LEAD DISPATCHER:

Ensure that Central Control Dispatchers work with Inspectors assigned to this Operations Order in making the necessary ALL CALL announcements as required to implement and terminate the F line switchbacks. Coordinate with F line Inspectors and Field units for this event. Contact 4-C-55A, 4-C-56, 1-M-1, Sgt Nestor and Martha Cohen immediately if any circumstances warrant operational changes to this switchback plan.

Send a copy of this Operations Order with Section 3 & 4 completed to the Special Events Superintendent.

3) **CLEARANCES:** Reroutes commenced at: _____
 _____ = Embarcadero (F, All Clear)

4) INSPECTOR: _____ or CENTRAL CONTROL ()

FILL IN THE APPROPRIATE SECTION BELOW

() = NO PROBLEMS ENCOUNTERED.
() = THE FOLLOWING CHANGES WERE MADE AND/OR
RECOMMENDATIONS FOR CHANGES FOR FUTURE EVENTS ARE AS FOLLOWS:

SI12MARCH10

SUNDAY STREETS EMBARCADERO REV = SUNDAY: 14 March 2010



SPECIAL EVENT OPERATIONS ORDER

10-047

INDEPENDENCE DAY FIREWORKS
SUNDAY: 04 July 2010

The annual Independence Day Fireworks display will commence at 2130hrs from the Municipal Pier and from a barge near Pier 39. Entertainment at Pier 39, Aquatic Park, and Ghirardelli Square will commence at 2:00PM. As many as 200,000 people may attend this event.

OPERATIONAL ASSIGNMENTS BEGIN ON THE NEXT PAGE:

ALL PERSONNEL WITH ASSIGNMENTS ON THIS ORDER ARE TO COMPLETE SECTION 11 AND RETURN IT TO THE SUPERINTENDENT OF SPECIAL EVENTS, WITH ANY COMMENTS CONCERNING THE EFFECTIVENESS OF THEIR PORTION, AND ANY RECOMMENDATIONS FOR NEXT YEAR'S EVENT.

SUPPLEMENTAL MOTOR COACH SERVICE

SERVICE AREA	HOURS
Ferries to Fisherman's Wharf	1400 to 2030hrs
CalTrain to Fisherman's Wharf	1400 to 2030hrs
Van Ness & Market to Van Ness & Chestnut	1400 to 2030hrs

TOTAL SPECIAL COACHES AVAILABLE FOR THE BREAK = 60

SUPPLEMENTAL LRV/REGULAR SERVICE

Ten supplemental two-car trains are scheduled beginning at 1400hrs
Supplemental 108 service
Motor coach substitution on 30 (Potrero) and 49 Lines

The following streets may be closed to traffic as early as 1500hrs, with closures expanding southward throughout the day as ordered by SFPD and DPT:

EMBARCADERO:	Bay to Taylor	HYDE:	Beach to Jefferson
JEFFERSON:	Embarcadero to Hyde	LEAVENWORTH:	Beach to Jefferson
BEACH:	Hyde to west of Polk	JONES:	Beach to Jefferson
TAYLOR:	Beach to Embarcadero	MASON:	Beach to Jefferson
POLK & LARKIN:	North Point to Beach	POWELL:	Beach to Jefferson
VAN NESS:	North Point to MUNI Pier		

EXTRA EQUIPMENT: 86 MC and 20 LRV

OTHER EVENTS: Fillmore St. Jazz Festival (Fillmore/Jackson-Eddy);
Stern Grove Concert 2:00PM

SERVICE SCHEDULE: Sunday Schedule.

REROUTE INFORMATION: SEE NOTICE 10-193

SUPPLEMENTAL SERVICE INFORMATION: SEE NOTICE 10-195

COMMUNICATIONS: **HIGH-BAND CHANNEL 4**

NOTE: Use paper window signs for 'Market St' destination. Electronic signs can be used as noted in section 2, pg. 9.

DO NOT USE "AQUATIC PARK" DESTINATION SIGNS.

OPERATIONAL ASSIGNMENTS ARE LISTED BELOW

INSPECTORS PRIMARY ASSIGNMENT

1-C-5 **1300hrs=CALTRAIN DEPOT:** CalTrain is on a Sunday schedule; trains are scheduled to arrive 36 minutes after the hour, every hour, until 1036PM (with an additional arrival at 12:01AM). Confirm these times with the Station Master.

You should receive five pull-out shuttle coaches, (**Woods runs 281 -285**). You should have paper window signs for 'CalTrain' destinations. **Electronic signs can be used as noted in section 2, pg. 9.** Give window signs to runs. **Bank them on Townsend, nearside 4th, facing east, and load as South Bay trains arrive.** Make sure Operators understand the Safety Guidelines for Right-of-Way operation and have re-route Notice 10-193 and Supplemental Service Summary Notice 10-195. Coaches are to run express to Embarcadero & Mission and see 1-C-23. If full, he will have them continue to the wharf; if not, they will be loaded with passengers transferring from the F-line. Tell the operators to deadhead back to you after unloading at the Wharf. Ask the Ferry Inspectors to send you more coaches if yours don't return in time for the next train.

Revenue personnel will be on site to sell transfers from 2:30PM to 9:30PM.

Take an individual pre-count of passengers utilizing shuttles from your location and enter total in Section 9. All shuttles have a 10-hour range and should be used until maximum hours.

Monitor the lines, affected by Wharf area traffic, and have been turned short of their northern terminals. Adjust their schedules as necessary.

Caltrain leaving times are 11:00PM, 11:15PM, 11:30PM, and 12:01AM. Communicate with 1-C-23 at the Ferry and 1-C-26 at Bay & Embarcadero before 11:30PM to make sure they dispatch the CalTrain coaches to the Depot in time for the last train. Remain here until the last coach arrives to meet the last CalTrain.

SHUTTLE ROUTE INFORMATION:

INBOUND: Via Townsend, L-Embarcadero to Mission and see Inspector. If sent to the wharf, continue on Embarcadero on the F-line tracks to Bay, then L-Bay, R-Kearny and unload. They are to make stops for passengers at any F-line loading island.

OUTBOUND: Deadhead to CalTrain via Kearny, R-Embarcadero into the right-of-way, *leave right-of-way at Mission*, continue on Embarcadero, R-Brannan, L-5th, L-Townsend to 4th and line up behind leading coaches.

Caltrain should leave by 11:40PM in order to meet the last train leaving at 12:01AM.

- 1-C-23 **1300hrs=EMBARCADERO & MISSION:** Stand-by to receive Thirty-five (35) coaches, Kirkland runs 571-585, Woods runs 286-295, Presidio runs 501-505, and Potrero runs 951-955.

PRE-EVENT

All sign, radio, and fare information is located in Sections 2-4. Make sure all shuttle operators have re-route Notice 10-193 and Supplemental Service Summary Notice 10-195. You should have paper window signs for 'CalTrain' destination. Electronic signs can be used as noted in section 2, pg. 9. Make sure runs have correct signs.

Bank coaches on the Embarcadero south of Mission on the F-line tracks. Make sure Operators understand the Safety Guidelines for Right-of-Way operation. We will be loading coaches on Don Chee Way, at the F-line stop. Communicate with 1-C-25 at that location and send him coaches as needed. Help coaches make the left turn from Embarcadero on to Mission, then R-Steuart, and R-Don Chee Way.

Check for intending patrons standing by the Ferry Building, and send coaches there if needed.

Five shuttles will be working between the CalTrain Depot and the Ferry. Get the coach numbers from 1-C-5. If these coaches arrive full, send them up to the Wharf, if not, send them to 1-C-25 for more passengers. They are to deadhead back to CalTrain to meet the next train. If 1-C-5 needs additional coaches, the unit should call you. Help the unit make sure CalTrain has sufficient coaches to meet trains.

POST-EVENT

1-C-23: Post-event coaches should unload at the F-line stop across from the Ferry Building. Move to that location and assist. Tell operators to exit the right-of-way at Mission and deadhead back to Bay. **Instruct all shuttle coaches to return for additional trips.** All shuttles have a 10-hour range and should be used until maximum hours.

CalTrain patrons should have been put on dedicated coaches at Bay. If there are CalTrain passengers on other coaches, have them get off at the Ferry. When you get a bus load of people, pull a coach and send it to 1-C-5, with orders to deadhead back to Bay after unloading at the Depot. The last bus to

- 1-C-25 **1300hrs=DON CHEE WAY:** Passengers will be getting off the F-line cars on Steuart St and walking over to the stop on Don Chee Way.

NOTE: ALL MOTOR COACHES NEAR EMBARCADERO & DON CHEE MUST USE CAUTION - F LINE CARS WILL BE ON THE RIGHT-OF-WAY. ACCESSIBLE PASSENGERS MAY BE TRANSFERING FROM THE F CAR ON THE OUTBOUND PLATFORM TO THE MOTOR COACHES LOADING ON THE INBOUND PLATFORM.

Make sure all shuttle operators have re-route Notice 10-193 and Supplemental Service Summary Notice 10-195. You should have paper window signs for 'CalTrain' destinations. Electronic signs can be used as noted in section 2, pg. 9. Make sure runs have correct signs. Set up a system with 1-C-23 at Mission to send you coaches. Load coaches at the F-line stop on Don Chee Way and send them left on to the Embarcadero and into the right-of-way. Standing loads are not required; however, strive for a short headway so the coaches return in a timely manner. Revenue personnel will be on site to sell transfers from 2:30PM to 9:30PM. Transit Fare Inspectors will be on site.

Communicate with Inspectors at Embarcadero & Bay and relay run and coach numbers as coaches are dispatched. Instruct operators to deadhead back to 1-C-23 (Embarcadero & Mission).

SHUTTLE ROUTE INFORMATION:

INBOUND: From Don Chee Way, L-Embarcadero on the F-line tracks to Bay, then L-Bay and see Inspector.

OUTBOUND: Deadhead to the Ferry via Bay, R-Kearny, R-Embarcadero into the right-of-way, *leave right-of-way at Mission*, continue on Embarcadero, R-Howard, L-Spear, L-Folsom, L-Embarcadero and line up behind leading coaches.

Pre-event service has been advertised as from 2:00PM – 8:30PM. Call 1-C-26 or 28 as coaches make their last scheduled trips. **Dispatch last coach at 2030hrs (inbound).**

Take an individual pre-count of passengers utilizing shuttles from your location and enter total in Section 9.

POST-EVENT

1-C-25: At 2030hrs, move to Embarcadero & Bay and help with post-event loading. You should have paper window signs for 'CalTrain' destinations. Electronic signs can be used as noted in section 2, pg. 9. Make sure runs have correct signs.

1-C-26 1330hrs= BAY & EMBARCADERO: Work with Police to keep the triangle of Bay, Kearny, and Embarcadero clear for the coaches. Extra service to and from your location is being provided by motor coaches from Kirkland and Woods. Make sure all shuttle operators have re-route Notice10-193 and Supplemental Service Summary Notice10-195. You should have paper window signs for 'CalTrain' destinations. Electronic signs can be used as noted in section 2, pg. 9. Make sure runs have correct signs. Communicate with 1-C-23 at the Ferry to keep track of the coaches. After unloading, have the operators immediately dead head (DH) back to the Ferry for another trip.

PRE-EVENT

1-C-26 SERVICE ROUTE: From the Ferry via Embarcadero on the F-line tracks to Bay, then L-Bay and see Inspector.

1-C-28 DEADHEAD ROUTE: Via Bay, R-Kearny, R-Embarcadero via the F-line right-of-way, *leave right-of-way at Mission*, continue on Embarcadero, R-Howard, L-Spear, L-Folsom, L-Embarcadero to Mission and line up behind leading coaches.

Pre-event service has been advertised as from 2:00PM – 8:30PM. Inspector 1-C-23 will call you as coaches make their last trips. Bank them on the northbound trackway, on Bay, and on Kearny for post-event loading.

POST-EVENT

Load on Embarcadero in the right-hand traffic lane. 1-C-25 will be coming from the Ferry to assist. Try to load two coaches at a time. Patrons who haven't purchased a round-trip fare special transfer (see below) need to pay regular fare. Have operators keep the rear door closed. One Inspector should monitor the banked coaches on the right-of-way and on Bay to make sure the coaches are moving up. You should have paper window signs for 'CalTrain' destinations. Electronic signs can be used as noted in section 2, pg. 9. Make sure runs have correct signs.

Park two dedicated CalTrain coaches away from the Ferry coaches, either in front of the first coach to be loaded, or on the right-of-way. One Inspector should direct Caltrain patrons to these coaches, and crush load. Tell operators to deadhead back immediately upon leaving the station. Pull other coaches from your queue when CalTrain passengers start to accumulate.

Last CalTrain is at 12:01AM, so be sure to get their passengers boarded by 11:20PM – 11:30PM.

Take an individual pre-count of passengers utilizing shuttles from your location and enter total in Section 9.

Tell all shuttle coaches to deadhead back for additional trips. All shuttles have a 10-hour range and should be used until maximum hours.

Stay until crowds are dispersed.

1-C-45 1300hrs=VAN NESS & MARKET: Stand-by to receive twenty coaches (20), Flynn runs 761-780. Load on Van Ness by the Rite-aid.

1-C-7

PRE-EVENT

All sign, radio, and fare information is located in Sections 2-4. Make sure all shuttle operators have re-route Notice 10-193 and Supplemental Service Summary Notice10-195. Electronic signs can be used as noted in section 2, pg. 9.

DO NOT USE "AQUATIC PARK' DESTINATION SIGNS.

Make sure runs have correct signs.

SERVICE ROUTE VAN NESS: From Van Ness & Market via Van Ness, making all 47-line stops, to zone far side Chestnut and unload.

DEADHEAD ROUTE: From Van Ness via R-Francisco, R-Polk, cross Market to 10th, R-Mission, R-South Van Ness, cross Market to load.

Dispatch coaches as loaded. Standing loads are not required unless returning coaches are late and you are running short of coaches. Communicate with 1-C-41 at Van Ness & Francisco about trip times and coach numbers.

Take an individual pre-count of passengers utilizing shuttles from your location and enter total in Section 9.

POST-EVENT

1-C-45: Dispatch last shuttle at 2030hrs and move to Polk & Francisco to help with post-event loading. Electronic signs can be used as noted in section 2, pg. 8. Make sure runs have correct signs.

1-C-7: Dispatch last shuttle at 2030hrs. Move to zone in front of 25 Van Ness to unload post-event coaches and deadhead them back to Francisco.

DEADHEAD ROUTE: From Van Ness & Market via R-Market, R-Franklin, R-Greenwich, L-Polk, L-Chestnut and line up behind leading coaches. Instruct all shuttle coaches to return for additional trips.

DO NOT USE "AQUATIC PARK' DESTINATION SIGNS.

All shuttles have a ten-hour range and should be used until maximum hours. Communicate with 1-C-41 and find out which is his last shuttle. Stay until that coach arrives.

1-C-41 1330hrs= VAN NESS & CHESTNUT: SFPD has towed Polk and Francisco for the coaches. If cars are parked illegally, call Central Control to arrange for tow trucks. Extra service to and from Van Ness & Chestnut is

1-C-49

being provided by motor coaches from Flynn. Make sure all shuttle operators have re-route Notice 10-0193 and Supplemental Service Summary Notice 10-195. Electronic signs can be used as noted in section 2, pg. 9. Make sure runs have correct signs.

Communicate with 1-C-45 at Van Ness & Market to keep track of the coaches. After unloading, ensure that operators immediately **DH** back to Van Ness & Market and line up behind leading coaches for another trip.

SERVICE ROUTE: From Van Ness & Market via Van Ness, making all 47-line stops, to zone far side Chestnut and unload.

DEADHEAD ROUTE: From Van Ness via R-Francisco, R-Polk, cross Market to 10th, R-Mission, R-South Van Ness, cross Market to loading area.

The last trip for the extra Van Ness & Chestnut shuttle coaches should be made at 2030hrs. Maintain contact with Inspector assigned to 1-C-45 at Van Ness & Market. As coaches make their last scheduled trips, bank them on Chestnut, Van Ness, and Francisco for post-event loading.

POST-EVENT

Move to Polk, far side Francisco. Bring 2 coaches at a time around the corner from Francisco to Polk and load. 1-C-45 will be coming from Market to assist. One Inspector should circle the block to make sure coaches are moving up. Electronic signs can be used as noted in section 2, pg. 9. Make sure runs have correct signs.

SERVICE ROUTE: From Polk & Francisco via Polk, R-Hayes, L-Van Ness to zone nearside Oak and unload.

DEADHEAD ROUTE: From Van Ness & Market via R-Market, R-Franklin, R-Greenwich, L-Polk, L-Chestnut and line up behind leading coaches.

Regular 47-line coaches will be terminating at Van Ness and Francisco on the west side of the street. Help guide the wharf patrons to the shuttle coaches rather than the line coaches. **Instruct all shuttle coaches to return for additional trips.** All shuttles have a 10-hour range and should be used until maximum hours.

Take an individual pre-count of passengers utilizing shuttles from your location and enter total in Section 9. If there is passenger demand, some of the extra Van Ness & Chestnut shuttle coaches can be assigned to the 49-VAN NESS or 30-STOCKTON runs. See Section 2 for destination sign numbers. Tell 1-C-7 when you are sending your last coach.

- 1-T-68 1900hrs=MARINA GREEN AREA:** People have traditionally used the area of the Marina Green to watch the fireworks. Although the SFPD will try to keep the area clear, crowds and traffic will persist. Note that the 22 line is motorized for the Fillmore Jazz Festival; monitor the 22 & 30-line terminals

and ensure the coaches are not impeded. The 22-line can be switched back at Union; the 30-line can turn at Broderick & Francisco.

MRO / CABLE CAR INSPECTORS

- 8-T-54 1600hrs=BEACH & HYDE:** Monitor traffic and pedestrian flow at Aquatic Park. When it becomes too dense for the cars to operate safely, send them down to Powell and have them come back outbound on the Mason line. Go to Powell & Washington after the last car leaves Beach & Hyde, and work the switch so they can get onto the Mason line.

Work with 8-T-43 to manage the line. Return to Beach & Hyde after the break of the event (9:50PM) and when the area is clear enough, get the Hyde cars back on their line and on time.

- 8-T-43 1500hrs=BAY & TAYLOR TERMINAL:** Heavy travel is expected in the northern waterfront both pre-event and post-event. Beginning at 1500hrs, bank five (5) cars at Beach and Hyde and the rest of the 60-line cars will be re-routed out the 59-line. Cars should not sit at the terminal lest they become blocked in. Give them headways from Powell & Market.

Attempt to keep the cars running. Work with SFPD and PCO's to keep the turntable area clear of pedestrians. The fireworks are scheduled for 9:30PM. Have at least 4 cars banked at Bay & Taylor for the break of the event, approximately 9:50PM. Communicate with 8-T-54 and send the Hyde cars back to him when Beach & Hyde is clear.

- 4-C-30B 1700hrs=EMBARCADERO STATION:** Ten extra 2-car trains (Fireworks runs 971-980) have been scheduled beginning at 1330hrs. Most people will disembark at the Embarcadero and board a motor coach shuttle at the Ferry to get to the wharf area. Motor coaches are also scheduled for 4th & Townsend for fireworks-bound CalTrain patrons.

Fireworks are scheduled for 9:30PM. Work with the CCO and 4-C-53 to have the extra cars banked at 6th St and available for OB service from Embarcadero by 2200hrs.

- 4-C-55 1300hrs=FERRY TERMINAL:** Begin switching the F-line IB to OB at the Ferry beginning at 1400hrs or whenever the motor coach shuttles begin arriving. They will be using the right-of-way to transport people to the wharf activities. Provide headways for your cars and have the operators take all their recovery at Castro. Make sure all F cars have re-route Notice 10-195 and Supplemental Service Summary Notice 10-195. Street Operations Inspectors will route the Fireworks shuttle coaches through Don Chee Way to pick up F-line passengers. Cars should stop on Steuart, near side Don Chee Way, and unload passengers. Passengers with accessibility needs may continue on the car while it makes the switchback loop and disembark on the outbound platform on Don Chee). Cars then continue on Steuart and turn on

Mission to get back outbound. Help unload cars on Stuart and show passengers where to board the motor coach. Cars turning off the Embarcadero on to Don Chee Way need to watch for motor coaches on the right-of-way.

- 4-C-53 **1400hrs=4TH & KING:** Ten extra 2-car trains (Fireworks runs 971-980) will be operating today to supplement service for the fireworks. Work with the West Portal and Embarcadero Inspectors to headway these cars. CalTrain is on a Sunday schedule with arrivals at 36 minutes past the hour until 10:36PM (with one additional arrival at 12:01 AM). Attempt to bank some cars for these arrivals.
- Post-event, CalTrain will send trains southbound at 11:00PM, 11:15PM, 11:30PM with a last train at 12:01AM. Communicate with the Station Master and 1-C-5 to ensure all the cars and coaches carrying CalTrain passengers arrive for the last train.

SERVICE CHANGES AND ADDITIONAL INSTRUCTIONS

1) **RE-ROUTES :** (See Notice 10-193 for all reroutes)

LINE	RR START	RR END
F	_____	_____
8X	_____	_____
19	_____	_____
30(Pres) TC	_____	_____
30 (Pot) MC	_____	_____
39	_____	_____
47	_____	_____
49(MC)	_____	_____
60	_____	_____

2) **LINE & DESTINATION SIGNS:**

The following Line & Destination Signs can be used pre and post-event:

Chestnut/ Van Ness	(9913)	Shuttle (9914)
Embarcadero	(9912)	Market (9918)

Paper Window Signs for "CalTrain" will be provided to the Inspectors for the fireworks runs. **DO NOT USE 'AQUATIC PARK' DESTINATION SIGNS.**

3) **RADIO PROGRAMMING:** All shuttle coaches are to programs their radios as "584" plus run number.

4) **FARES:** Regular fares apply. See Revenue Bulletin #10-021; revenue personnel will be selling transfers at CalTrain and the Ferry. Passengers can buy a round-trip fare at \$4.00, which is a full-length

yellow 'I' transfer.

5) **EXTRA SERVICE RUN NUMBERS:** TOTAL NUMBER OF RUNS = 60

The following runs will be available for both Pre & Post Fireworks service:

FLYNN	Runs 761 - 780 = Van Ness & Market via Van Ness
KIRKLAND	Runs 571 - 585 = Ferry Building
PRESIDIO	Runs 501 - 505 = Ferry Building
WOODS	Runs 281 - 285 = CalTrain
	Runs 286 - 295 = Ferry Building
POTRERO	Runs 951 - 955 = Ferry Building
GREEN	Runs 971 - 980 = SFC to CALTRAIN

6) **CALTRAIN ARRIVALS / CALTRAIN DEPARTURES:** Sunday schedule has trains arriving at 36 minutes after the hour until 10:36 PM (with one additional arrival at 12:06AM). Extra post-event trains have been added and will depart at 11:00PM, 11:15PM, 11:30PM and 12:01AM.

7) **SFPD COMMAND POST:** Will be mobile and located at Taylor & Jefferson; it will open at 1700hrs.

8) **SHOP TRUCKS:** Diesel maintenance shop trucks will be stationed at Market & Van Ness and at the Ferry, pre-event, then at Polk & Francisco and Embarcadero & Bay, post-event.

9) **PASSENGER AND TRIP COUNTS:**

PASSENGER PRE-COUNT:	From CalTrain	_____
	From the Ferry	_____
	From Van Ness & Market	_____
TOTAL PASSENGER PRE-COUNT =		_____

COACHES DISPATCHED:	From Polk	_____
	From Embarcadero	_____

POST-FIREWORKS **TRIPS** : _____

FIREWORKS OVER AT: _____
FINAL LOADING COMPLETED AT: _____

10) **CENTRAL CONTROL SHIFT MANAGER /LEAD DISPATCHER:**

Send a copy of this Operations Order with Sections 9 & 11 completed to the Special Events Superintendent.

FILL IN THE APPROPRIATE SECTION BELOW

() =THE FOLLOWING CHANGES WERE MADE AND/OR

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper has a slightly textured appearance and is set against a dark background.

FOURTH OF JULY FIREWORKS OPERATIONS ORDER – SUNDAY, JULY 4, 2010 Page 11 of 11



SPECIAL EVENT OPERATIONS ORDER

10-070

U.S. NAVY FLEET WEEK SATURDAY-SUNDAY, OCTOBER 9-10, 2010

Weekend events for the U.S. Navy Fleet Week begin Saturday with a Parade of Ships at 1000hrs and an Air Show from 1300hrs to 1600hrs. The Air Show repeats on Sunday. Ships will be docked at various piers and are available for visits Sunday-Monday, 0900hrs to 1500hrs. Over 300,000 are expected each weekend day. Supplemental service will be added to the 47-Van Ness and F-Market both days.

NOTE: THIS IS A MULTI DAY OPERATIONS ORDER

OPERATIONAL ASSIGNMENTS ARE AS FOLLOWS:

ALL PERSONNEL WITH ASSIGNMENTS ON THIS OPERATIONS ORDER ARE TO COMPLETE SECTION 4, AND RETURN IT TO THE SUPERINTENDENT OF SPECIAL EVENTS, WITH ANY COMMENTS CONCERNING THE EFFECTIVENESS OF THEIR PORTION, AND ANY RECOMMENDATIONS FOR NEXT YEAR'S EVENT.

SERVICE IMPACT: On both days there will be extreme traffic congestion in and around the northern waterfront from mid-morning until early evening. The Italian Heritage Parade is on Sunday beginning at 1230hrs.

LINES AFFECTED: All lines serving the Embarcadero and Northern Waterfront will be affected by heavy traffic.

EXTRA EQUIPMENT: Kirkland = 6 for 47 Supplemental Service, each day
Woods = 4 for F Supplemental Service, each day

OTHER EVENTS:

Saturday: J Line Construction.

Sunday: Football (Candlestick, 5:20PM), Italian Heritage Parade, Burning Man Decompression (Dog Patch Area), J Line Construction, Ten Ten Parade.

EVENT COMMUNICATIONS: HIGH-BAND CHANNEL 4.

INSPECTOR

PRIMARY ASSIGNMENT

1-T-52 0700hrs=POWELL & BEACH: Monitor Powell & Beach for the six extra 47-line coaches pulling out of Kirkland. The first coach is scheduled to arrive at 0728hrs, the last at 1059hrs. Check the North Point/Van Ness loop. Traffic congestion and pedestrian traffic in this area will be heavy. In the past we have been able to maintain our operation in the loop. Ask for assistance from SFPD and PCO's. If unable to maintain operation in the loop, instruct Potrero 30 & 49-line operators to re-route From NB Van Ness to Chestnut, and use the short loop at Francisco.

Be aware of the Sunday reroutes for the Italian Heritage Parade. Stay at North Point for most of the day. If the supplemental 47-line coaches are not able to use North Point due to gridlock, have them turn short, making a loop around Galileo. The Air Show will break at 1600hrs. Bank the extra 47-line coaches for the break to clear the area quickly. If there is a big crowd, load them like football. Coaches should continue to serve the wharf area until their scheduled pull in time.

1-C-7 0900hrs=VAN NESS & MARKET: Kirkland will supply six extra 47-line runs to handle the heavy loads on the waterfront. In the morning, if they are coming from CalTrain with very few people, you can turn them short at Van Ness & Market. When they arrive in the afternoon after the air show, and everyone gets off at Market, switch them at your location. You will have to readjust their headways and give them new leaving times. Communicate with 1-T-52 about any adjustments. These coaches may be assigned to other lines or banked for the break of the Air Show.

1-C-2 0900hrs=UNION & COLUMBUS: Note that the North Point loop may become impassable this weekend, as well as North Point itself. If informed by 1-T-52 or Central Control that the 30-line needs to re-route, work with 1-T-52 to switch them to avoid gridlock. Be aware of the Sunday 30/45 line re-routes due to the Italian Heritage Parade.

1-T-61 0800hrs=4TH & TOWNSEND: The 47-line will be heavily utilized this weekend, and six runs have been added. Check the terminal at 0800hrs and make sure the first one arrived. Be aware of the Sunday 47 line reroute and relief point change due to the Italian Heritage Parade. Monitor the 47-line throughout your shift.

1-C-1 0900hrs=TRANSBAY TERMINAL: Check the 108-line periodically for schedule adherence. Traffic to T1 will be very heavy.

1000hrs=MARINA: Pick up some safety cones from the division and place them in the 22-line turnaround to discourage vehicles from parking in our turn. Order tows as needed.

If unable to maintain clearance, have 22-line operators turn short of the loop using EPU. Help them with this maneuver.

Monitor the Marina Green area. Police Officers assigned to the Green can assist you with traffic control. Check with 1-T-52 if you need any motor coaches for shuttles.

0730hrs=BEACH & JONES: Four runs have been detailed from Woods to supplement service on the F-line. They are scheduled to be at Beach & Jones. Meet each one there and give them orders for the day according to what you need. Check the crowding along Jefferson and Beach, and turn cars at Pier 39 if necessary. (On Sunday, they will be switching at Pier 39 due to the Italian Heritage Parade).The coaches can turn short of Jefferson from the Embarcadero to Bay & Kearny.

OTHER CHANGES, COMMENTS, ASSIGNMENTS

1) CENTRAL CONTROL SHIFT MANAGER/LEAD DISPATCHER:

Note the various Inspector assignments on the Order. Ensure that Dispatchers work with Inspectors to maintain service. Have Inspectors tell you if they used any re-routes **ALL CALLS** and write that information in Section 3.

Send a copy of this Order, with Sections 3 & 4 completed to the Superintendent of Special Events.

2) EXTRA SERVICE: Four extra motor coach runs, Woods: (SAT=274, 275, 277, 279; SUN = 274, 275, 276, 292) have been added to the F-line and will supplement service from 0730-2100hrs. Six extra runs, Kirkland: (SAT=561-566; SUN=553, 554, 555, 556, 557, 559) will supplement the 47-line from 0730-2000hrs.

3) <u>CLEARANCES:</u>	Re-route began	Concluded	Not used
22-FILLMORE	_____	_____	_____
30-STOCKTON	_____	_____	_____
47-VAN NESS	_____	_____	_____
49-MISSION/VAN NESS	_____	_____	_____
F-MARKET	_____	_____	_____

4) **INSPECTOR:** _____ or **CENTRAL CONTROL** (# _____)

FILL IN THE APPROPRIATE SECTION BELOW

{ } = NO PROBLEMS ENCOUNTERED.
{ } = THE FOLLOWING CHANGES WERE MADE AND/OR
RECOMMENDATIONS FOR CHANGES FOR NEXT YEARS EVENT ARE AS FOLLOWS:

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SPECIAL EVENT OPERATIONS ORDER

10-084

NEW YEAR'S EVE FESTIVITIES EMBARCADERO - CASTRO – BROADWAY UNION STREET FRIDAY, DECEMBER 31, 2010

Various celebrations of the New Year will take place this evening in the Castro, North Beach, Cow Hollow, and South of Market areas. A free, City-sponsored event with fireworks will occur on the Embarcadero south of the Ferry Building.

EXTRA LATE NIGHT SERVICE:

1. LRV Shuttles between West Portal and Caltrain from approximately 8:00PM until 2:15AM; between West Portal and Embarcadero until 4:02AM, outbound.
2. Extra OWL service on Lines TC 5 - TC 14 - TC 22 - TC 24 - MC 38 - MC 90 – MC 91 – MC L – MC N, reducing headways from 30 to 15 minutes. One additional coach on Line MC 108.

COMMUNICATIONS: METRO: HB Channel 1
TC : HB Channel 3
MC: HB Channel 4
CABLE CAR: HB Channel 2

EXTRA EQUIPMENT: FLY=3; GRN=20; KIRK=7; POT=8; PRE=2; WDS=14
MC SUBSTITUTION: F-MARKET NIGHT RUNS

FARE, EXTRA SERVICE & ROUTE INFORMATION: NOTICE 10-420.

OTHER EVENTS: Fireworks – 12:00 Midnight to 12:15AM; Events at Bill Graham Auditorium and City Hall.

FARES: Free fares from 2000Hrs Friday, December 31, 2010 until 0600Hrs Saturday, January 1, 2011 (including Cable Cars).

POWER CONTROL: Feeder D-26 (Embarcadero) de-energize at 8:00pm.
OCC Clearance Permit will be provided to 1-T-91.

BART: Station "Skip Stop" Operation Plan:
Beginning at 8:00PM, trains going into SF from Pittsburgh/Baypoint and Richmond will not stop at Embarcadero; however, those trains will make all other stops. Passengers should exit at Montgomery Station for the Fireworks Show. After the fireworks end at approx. 12:20AM, use Montgomery Station for Pittsburgh/Bay Point and Richmond trains; those trains will not stop at Embarcadero Station.

Beginning at 8:00PM, trains going into SF from Dublin/Pleasanton and Fremont will not stop at Montgomery Station; however, these trains will make all other stops. Passengers should exit at Embarcadero Station for the Fireworks Show. After the fireworks end at approx. 12:20AM, use Embarcadero Station for Dublin/Pleasanton and Fremont; those trains will not stop at Montgomery Station.

From 8:00PM until 12:20AM, trains going into SF from Millbrae, SFO and Daly City will stop at all SF stations. After 12:20AM, these trains will stop at all SF stations; however boarding at Montgomery Station is preferred to help ease overcrowding.

BART will close some of the station entries/exits at these stations.

Last trains from Embarcadero: To Dublin/Pleasanton at 3:16AM; To Pittsburgh/Bay Point at 3:26AM; To Millbrae at 3:32AM; TO SFO at 4:02AM (Note: Last OB LRV from Embarcadero at 4:02AM).

Last trains from Montgomery: To Dublin/Pleasanton at 3:15AM; To Pittsburgh/Baypoint at 3:24AM; To Millbrae at 3:33AM; To SFO at 4:04AM.

CALTRAIN: Southbound trips at 7:15PM, 8:15PM, 9:15PM, 10:15PM, 12:01AM, 12:45AM, 1:15AM, 1:45AM and 2:15AM.

SUMMARY PERSONNEL ASSIGNMENTS: OCC/MRO/Street Operations/Station Operations/Embarcadero Command/POP/Security.

Most Market and Mission Street surface service will turn inbound to outbound at 4th Street as traffic demands.

ACTUAL OR CONTINGENCY RE-ROUTES AND/OR SWITCHBACKS may be required for the following lines: (See Summary of Re-routes on last pages)

SC F-MARKET: motor coach substitution for night runs; contingency reroute
TC 1-CALIFORNIA: contingency reroute
MC 2-CLEMENT: contingency reroute
TC 5 FULTON: additional owl service (15 min headway), contingency reroute
TC 6-PARNASSUS: contingency reroute
MC 8X-BAYSHORE EXPRESS: contingency reroute
MC 9-SAN BRUNO – contingency reroute
MC 10-TOWNSEND: contingency reroute
MC 12-FOLSOM/PACIFIC: contingency reroute
TC 14-MISSION: additional owl service (15 min headway); contingency reroute
TC 21-HAYES: contingency reroute
TC 22 FILLMORE: additional owl service (15 min headway)
TC 24-DIVISADERO: additional owl service (15 min headway); contingency reroute
TC 31-BALBOA: contingency reroute
MC 35-EUREKA: contingency reroute
MC 38-GEARY: additional owl service (15 min headway); contingency reroute
TC 45-UNION: contingency reroute
CC 61-CALIFORNIA: contingency switchback
MC 71-HAIGHT-NORIEGA: contingency reroute
MC 90-OWL: additional service (15 min headway)
MC 91-OWL: additional service (15 min headway)
MC 108-TREASURE ISLAND: one additional run
MC L-OWL: additional service (15 min headway); contingency reroute
MC N-OWL: additional service (15 min headway); contingency reroute
SC METRO SHUTTLE: 10-two car trains – West Portal to Caltrain until 2:15AM, WP to Embarcadero, SO until last OB LRV at Embarcadero at 4:02AM.

INSPECTOR PRIMARY ASSIGNMENTS

ALL PERSONNEL WITH ASSIGNMENTS ON THIS OPERATIONS ORDER ARE TO COMPLETE SECTION 7, AND RETURN IT TO THE SUPERINTENDENT OF SPECIAL EVENTS, WITH ANY REMARKS CONCERNING THE EFFECTIVENESS OF THEIR PORTION, AND ANY RECOMMENDATIONS FOR NEXT YEAR'S EVENT.

EMBARCADERO

EVENT INFORMATION: The City-sponsored civic event consists of fireworks set off from two barges in the Bay between Mission and Howard at midnight, for a 15-minute display. No other activities in the vicinity are scheduled this year. Additional events will take place at Bill Graham Auditorium and at City Hall. Variable Message Signs will be displayed on the Embarcadero advising motorists to expect delays from 11:00PM to 1:00AM.

1-T-91 1900hrs=MARKET & STEUART:

When you come on duty, obtain the OCC Clearance Permit for the D-26 Feeder kill from your office; you will need the permit number in contacting Central Control. The SFPD's Embarcadero Command Post is located in Embarcadero #4 on the promenade. Introduce yourself to the Captain McEachern and tell him you are the event Lead Inspector and in charge of MUNI's Lower Market Street Operations. You will be working with 4-M-6 who will be in the Command Post, and exchanging information throughout the evening.

Work with the MRO units to maintain F-line service on the Embarcadero as long as possible. All night runs should have pulled out with motor coaches. The last streetcar through the Steuart Loop is Run 174 at 7:45pm. 4-C-55 must switchback Run 176 at Don Chee on its IB time of 7:30pm before the feeder is de-energized. **When both cars pass, call the Central Control Manager and tell him you are ready to have Power Control open Feeder D-26. He will give you an identification number to use when you talk to Power Control. When the feeder has been de-energized, call Martha Cohen, the event manager, cell 987-4059, and inform her. The Event Producers know that we need the power back before 0400hrs. Call Central to re-energize D-26 before you go off duty, and then call Martha Cohen, 987-4059, when power has been restored.**

You can begin the re-routes for the F motor coaches whenever the Embarcadero starts getting crowded, or if PD are closing the street. Familiarize yourself with the BART Station Switching Plan on pg. 2 of this Order regarding changes that will affect Embarcadero and Montgomery stations.

Make sure all F-line motor coaches have the re-route Notice and route sheet, turn off the Embarcadero outbound at Broadway, and know to run in the track lane and make all regular stops on the Embarcadero. When the re-route begins, check in with the PCO at Market & Sutter and make sure they are helping the F motor coaches eastbound on Market make the left to northbound Sansome. Advise 4-M-6 at the Command Post if there is any problem with this.

The following lines will start contingency switchbacks at 4th & Market by 10:00pm or as conditions require: 5, 6, 21 & 31; and the 14 from Misison & 3rd to Market to 4th to Mission. Note: The overhead wires on 1st St. between Mission & Howard can be used as an alternate switchback plan for the Market St. trolleys if needed: 1st to Howard to 3rd).

Go to 4th St and coordinate this operation with the team of Inspectors stationed at Market & 4th IB (1-C-40), Mission & 3rd (1-C-41), Market & 3rd (1-C-42), and Market & 4th OB (1C43). All coaches should take their layover at the outer terminals. The key areas of concern are:

- * Inspector at Market & 4th IB will have to change poles of inbound 21 & 31-lines to curbside wires in order to use the switch to turn on to 4th St (the 5 & 6-lines will be on the curbside wires);
- * The Inspector at Mission & 3rd needs to stand at the switch on Mission between 3rd & 4th and help coaches get on to the 3rd St wires and make the left turn against oncoming traffic;
- * The Inspector at Market & 3rd St needs to monitor this problematic switch; direct 5, 21 & 31-lines to the curbside wires, and the 6-line to the center wires;
- * The Inspector at Market & 4th OB needs to help the OB 14 TC make the left turn onto SB 4th St;
- * Enlist aid from PCO's at 3rd & 4th/Market to help coaches turn.

The 9, 38 and 71 lines will use 1st St to Mission to Fremont to Market, taking layover at outer end; and if Steuart St is not clear by 1:30AM, the N and L-Owls will use 2nd St. for their temporary terminal. Assist 1-C-44 (1st & Market) and 1-C-45 (Fremont & Mission) as needed. Have 1-C-44 call you if any problems arise; you can have OCC send coaches via 2nd St. if 1st St gets too crowded (only the 1st St. contingency reroute is listed on the operator Notice).

Coaches are not able to layover downtown and will be gaining a lot of time. District Inspectors can headway them from the outer terminals.

Union Square will be closed for cleaning from 5:00PM to 6:00AM, and should not be a focal point of activity. Go into the Tenderloin Police Station on Jones Street, introduce yourself and tell them you are in charge of MUNI operations in this area, and give them your phone number. Tell them that we intend to keep the Mason and Hyde lines running and enlist their aid in doing so. Monitor turntable operation and keep the cars moving. They can take their recovery at the other end if Powell & Market gets too crowded.

Supplemental service on the 5, 14 and 38-line Owls is scheduled to begin at 10:00PM. These coaches are subject to orders and can be used wherever needed. Get their coach numbers and use them to plug gaps on any line. One additional coach has been scheduled for the 108-line.

Fifteen minutes of fireworks will be set off at midnight, and police will begin dispersing the crowd after that. Go to the Temporary Transbay Terminal and help 1-C-1 manage the crowd. When the contingency re-routes are implemented, the 14-Mission will switchback at 3rd St. via Mission to 3rd to Market to 4th. Due to the change from TBT to TTBT, passengers looking for East Bay buses may cause crowding and confusion. Direct passengers to the temporary terminals for our lines. Ask for assistance from a PCO if the area

gets unmanageable. Remain at this location until the venue is clear. Go to the Embarcadero Station and help POP manage the crowd and remain at this location until the venue is clear. Provide clearances in Section 7.

1-C-40 2000hrs=MARKET & 4TH IB: You will be working in a team with 1-T-91, 1-C-41 (Mission & 3rd) and 1-C-42 (Market & 3rd) to get the 5, 6, 21, and 31-line coaches out of the celebration area; and with 1-C-43 (Market & 4th OB) to help the OB TC 14 coaches make the left turn from Market to SB 4th St. **No** street closures on lower Market or the Embarcadero are scheduled, but they may occur depending on crowds, traffic, weather, etc.

When you get the order from 1-T-91, begin your switchback operation at Market & 4th St. The 6, 21 and 31-line coaches will be coming to you on the outside wire and you will have to switch their poles to the curbside wire in order to turn on to 4th. The 5-line coaches should be on the curbside wires and will be able to make the right turn on to 4th St if that switchback is implemented. Instruct each operator how to make the mid-block switch on 4th to Mission. Enlist aid of PCO's if necessary to help the coaches turn. Remain at your location, switching back coaches until the venue is clear.

1-C-41 2000hrs=MISSION & 3RD: You will be working in a team with 1-T-91, 1-C-40 (Market & 4th IB), and 1-C-42 (Market & 3rd) to get the 5, 6, 21, and 31-line coaches out of the celebration area. and with 1-C-43 (Market & 4th OB) to help the TC 14 coaches make the switchback from Mission to 3rd to Market to SB 4th St. No street closures on lower Market or the Embarcadero are scheduled, but they may occur dependent on conditions.

1-T-91 will advise you when the switchback operation will begin at Market & 4th St. Position yourself inbound on Mission St at the switch for the 3rd St wire and help coaches traveling east on Mission to make the switch to go north on 3rd. Try to hold westbound Mission traffic so the coaches can turn. Ask 1-T-91 to ask for PCO assistance if the turn becomes too difficult. Remain at your location, switching back coaches until the venue is clear.

1-C-42 2000hrs=MARKET & 3RD: You will be working in a team with 1-T-91, 1-C-40 (Market & 4th IB), and 1-C-41 (Mission & 3rd) to get the Market St trolley coaches out of the celebration area, and with 1-C-43 (Market & 4th OB) to help the TC 14 coaches make the switchback from Mission to 3rd to Market to SB 4th St. No street closures on lower Market or the Embarcadero are scheduled, but they may occur depending on crowding, traffic, weather, etc.

1-T-91 will advise you when the switchback operation will begin at Market & 4th St. Position yourself on Market where the 3rd St wire comes into Market and help coaches get on the proper wire: 5, 2 & 31-lines to the curbside wire, and the 6-line to the outside wire; be prepared to reset their poles. The Line Dept checked this crossover switch earlier, but it frequently malfunctions. Remain at your location, switching back coaches until the venue is clear.

1-C-43 2000hrs=MARKET & 4TH OB: You will be working in a team with 1-T-91, 1-C-40 (Market & 4th IB), and 1-C-41 (Mission & 3rd) to get the Market St trolley coaches out of the celebration area, and to help the TC 14 coaches make the switchback from Mission to 3rd to Market to SB 4th St. No street closures on lower Market or the Embarcadero are scheduled, but they may occur depending on crowding, traffic, weather, etc.

1-T-91 will advise you when the switchback operation will begin at Market & 4th St. Position yourself on Market near 4th St and help the 14-line coaches make the left turn to SB 4th St. Enlist the assistance of the PCO if you need help with the traffic. Remain at your location, switching back coaches until the venue is clear.

1-C-44 2000hrs=MARKET & 1ST: You will be working in a team with 1-T-91 and 1-C-45 (Fremont & Mission) to get the 9, 38 & 71-lines out of the celebration area. 1-T-91 will advise you and 1-C-45 when the reroutes will begin. Use the near side island stop, rather than the curb. 1-C-45 will help the coaches make the left turn from EB Mission to NB Fremont.

No street closures on lower Market or the Embarcadero are scheduled, but they may occur depending on crowding, traffic, weather, etc. Enlist the assistance of the PCO if you need help with the traffic. Remain at your location, rerouting coaches until the venue is clear.

1-C-45 2000hrs=MISSION & FREMONT: You will be working in a team with 1-T-91 and 1-C-44 (Market & 1st) to get the 9, 38 & 71-lines out of the celebration area. 1-T-91 will advise you and 1-C-44 when the reroutes will begin. Help the coaches make the left turn from EB Mission to NB Fremont. No street closures on lower Market or the Embarcadero are scheduled, but they may occur depending on crowding, traffic, weather, etc. Enlist the assistance of the PCO if you need help with the traffic. Remain at your location, rerouting coaches until the venue is clear.

1-T-46 2000hrs=CLAY & DRUMM: The area around the Embarcadero Centers, Hyatt Regency, and Embarcadero BART / MUNI Stations will be very congested. Ensure that the turns are clear for coaches; cite and order tows as needed. As soon as Drumm becomes impassable, move to Clay & Davis and direct the 1-California to either EPU or push them south on Davis, R-Sacramento and back under the wire. Have them take recovery at 33rd.

Stay until the venue is clear, or the end of service.

1-C-1 2000hrs=TEMPORARY TRANSBAY TERMINAL: No street closures on lower Market or the Embarcadero are scheduled, but they may occur depending on crowding, traffic, weather, etc. When lower Market gets too crowded, 1-T-91 will begin the contingency reroutes: the 5, 6, 14, 21 & 31-lines will switchback at 4th St; the 9, 38 & 71-lines will reroute via 1st St. When advised that re-routes have begun, tell your operators to begin them on their next inbound trip. There is one additional run for the 108 line.

Passengers looking for East Bay buses may cause crowding and confusion. If our coaches are still using the TTBT, help them get across Howard and across Folsom onto Main and onto Beale. 1-T-91 will come assist you if he is able. Direct passengers to the temporary terminals for our lines. Ask for assistance from the PCO if the area gets unmanageable. Remain at this location until the crowd disperses.

4-M-6 1900hrs=EMBARCADERO COMMAND: Ensure that 1-T-91 has a copy of the OCC Clearance Permit for the D-26 Feeder kill from the office. The SFPD's Embarcadero Command is located in Embarcadero #4, on the promenade level. Report to this location and introduce yourself to Captain McEachern, who is the Event Commander. You will act as the information conduit between Police and MUNI operations. 1-T-91 will come to the Command Post after 2000hrs; establish a telephone/radio system to communicate with each other.

The key information we need is:

1. When the last F-line car clears Market & Steuart and Feeder D-26 can be de-energized;
2. When lower Market Street closes/becomes congested so all Market St. trolley coaches can begin switching at Market 4th;
3. The ability to keep the 1 and 61-lines operating on Drumm Street;

When 1-T-91 confirms that all the F-line cars are off the Embarcadero (last Run, 174, scheduled OB from Market & Steuart at 7:45PM and Run 176 has switched back at Don Chee Way at 7:30PM and cleared Steuart Loop), he will call the Central Control Manager and tell him he is ready to have Power Control open Feeder D-26.

1-T-91 will be in charge of switchback operations at Market & 4th and will re-route coaches from their downtown terminals. Communicate with him, and if he needs Police assistance, relay this information to the officer in charge. 1-C-44 and 1-C-45 will handle the reroute operations at 1st & Market/Fremont & Mission, with 1-T-91's assistance as needed.

1-T-46 will be directing 1-line operation at Clay & Drumm, and will need the information about Drumm Street. He will begin switching the 1-California via Davis when Drumm gets too crowded. 8-T-54 will have the 61-line use the

Kearny switch if Drumm is blocked (if the 61 line is motorized, he will initiate the reroute if necessary).

Fifteen minutes of fireworks will be set off at midnight and police will begin dispersing the crowd after that. 1-T-91 will go to the Embarcadero Station and help POP manage the crowd and remain at this location until the venue is clear.

The SFPD will not be using Motor Coaches for the event, however they may contact OCC if need arises. Be aware of BART station skipping plan noted on page 2 of this Order.

- 1-L-3** **2000hrs=CITYWIDE:** You are the Lead Inspector for citywide coverage. Familiarize yourself with this Order and assist 4-M-6 and 1-T-91 as needed.

CASTRO AREA

EVENT INFORMATION:

- 1-T-63** **2300hrs=CASTRO & 18TH STREET:** The SFPD does not anticipate huge crowds or disruptions to our service in the Castro. Two extra TC 24-line OWLS have been scheduled to supplement service. All 24-line runs should be equipped with ETI coaches, if not, trade them off before midnight.
Make contact with units from Mission Station when they come on duty and advise them that the 24 & 33-line coaches are not motorized. Ask for their assistance in creating a lane for these trolleys if they allow a street closure. Standby to have the 24-line re-route using EPU if Police inform you they will close the 400 block of Castro for longer than 20 minutes. Have Central make an ALL CALL:

24-DIVISADERO:

INBOUND: From Castro & 18th via R-18th, L-Noe, L-Market, R-Castro to regular route.

OUTBOUND: From Castro & Market via R-Market, L-Diamond, L-18th, R-Castro and regular route.

35-EUREKA: From Eureka & 18th via L-18th, R-Douglass, R-Market and take layover. Then via Market, R-Eureka to 20th, regular route

Remain until the venue is clear and coaches are returned to schedule

COW HOLLOW - UNION STREET AREA

EVENT INFORMATION:

- 1-T-62** **2230hrs=UNION BETWEEN GOUGH & FILLMORE:** Monitor traffic conditions in this area. Make contact with any Northern Station PD units and see if they have any plans to close the street. If necessary, re-route the 45-UNION line as follows, requesting Central Control to make the necessary "LISTEN GROUP" announcements:

INBOUND: From Union & Fillmore via L-Fillmore, R-Chestnut, R-Van Ness, L-Union and regular route.

OUTBOUND: From Union & Van Ness via R-Van Ness, L-Chestnut, L-Fillmore (rack poles & EPU), R-Union to regular route.

Remain until the venue is clear and coaches are returned to schedule.

NORTH BEACH-BROADWAY AREA

EVENT INFORMATION:

BROADWAY CLOSED FROM APPX 0030-0200HRS

- 1-T-68** **2000hrs=COLUMBUS & BROADWAY:** Monitor this area and watch for increasing congestion due to New Year's Eve festivities. The Police Command Post for this sector is located at 400 Broadway (Command Van). Introduce yourself and tell them you are in charge of MUNI operations in this area.
If the PD closes Broadway & Columbus, you can have Central make ALL CALLS to re-route coaches out of the area:

8X-BAYSHORE EXPRESS:

INBOUND: From Kearny & Sutter, via L-Sutter, R-Stockton, L-Columbus to regular route.

NOTE: USE 30/45 LINE STOPS.

10-TOWNSEND/12-FOLSOM/PACIFIC:

OUTBOUND: Regular route to Pacific & Powell, then R-Powell, L-Clay, R-Sansome to regular route.

Remain until the venue is clear and coaches are returned to schedule.

RAIL OPERATIONS

- 4-C-32 1900hrs=WEST PORTAL STATION:** MUNI Metro will extend subway operations until approximately 0400hrs. Ten extra two-car trains, Runs 961-970, are scheduled to begin operating at about 2000hrs between West Portal and Caltrain until 0215hrs, and between West Portal and Embarcadero until approx. 0400hrs. OCC will have the last OB LRV leave Embarcadero at 4:02AM.
- Additional motor coach owls on the 91-line have been scheduled as well as one extra motor coach Owl for the L-Taraval (run 275) running between 46th & Wawona and West Portal for increased outbound service. They are Subject to Orders and can be used on any line.
- Maintain contact with Inspectors at Embarcadero and Church & Duboce. The last car must leave Embarcadero to arrive at Embarcadero at 4:02AM so BART can close the stations. Remain here until the last OB car has cleared.
-
- 4-C-30 1930hrs=EMBARCADERO STATION:** Note that MUNI Metro will extend subway operations until approximately 0400hrs. Ten extra two-car trains, Runs 961-970, are scheduled to begin operating at approximately 2000hrs between West Portal and Embarcadero/Caltrain until 0215hrs, and between West Portal and Embarcadero until approx. 0402hrs. Fare Inspectors are assigned at Embarcadero and other downtown stations to assist as needed. Familiarize yourself with the BART station skipping plan affecting Embarcadero and Montgomery Stations on page 2 of this Order. Work with POP to make this a smooth transition for the passengers.
- The last Caltrain will leave at 2:15AM. Work with 4-C-53 to make sure a train leaves Embarcadero in time to make the connection. Have the Agent begin making announcements by 1:30AM, advising patrons to catch a car before 2:00AM to make their connection.
- The last car must be outbound at Embarcadero no later than 0402hrs so BART can close the stations. Remain here until the last OB car has cleared.
-
- 4-C-33 1900hrs=CHURCH & DUBOCE:** MUNI Metro will extend subway operations until approximately 0400hrs. Ten extra two-car trains are scheduled to begin operating at about 2000hrs between West Portal and Embarcadero/Caltrain until 0215hrs, and between West Portal and Embarcadero until approx. 0400hrs. If you need some of these cars, call 4-C-30 at Embarcadero and have them send some outbound on the N-line.
- Two extra motor coach Owls are scheduled for the N-Judah (runs 273 & 276) running between La Playa and Church & Duboce for increased outbound service. They have schedules, but use them as needed.
-

- 4-T-42 1500hrs=MARKET & VAN NESS:** Late night runs on the F-Market need to pull out motor coaches due to anticipated crowds near the Ferry and possible closure on the Embarcadero. Stand at the relief point and help operators with their switchbacks and pull-in trips. There should be no gaps in service between the streetcars pulling in and the motor coaches pulling out. The Schedules Department has prepared ranges, paddles and T-1s for all work. The MC runs will also have F line route sheets. Use your rotation for service. When the seven motor coaches are out, put them on time if necessary. Run 174 is the last streetcar scheduled to clear Steuart Loop OB at 1945hrs before the feeder is de-energized. Run 176 is NOT motorized and must switchback at Don Chee Way on it's IB trip at 1930hrs and leave before the overhead is de-energized. Coordinate with 4-C-55 to adjust service. 4-C-55 will call you if the PD closes the Embarcadero or when congested. Tell our motor coaches to start their re-route.
-
- 4-C-53 1900hrs=CALTRAIN:** Ten extra two-car trains will serve as subway shuttles between West Portal and Caltrain from approximately 2000hrs until 0215hrs, and from West Portal to Embarcadero until approximately 0400hrs. Variable Message Signs will be displayed on the Embarcadero advising motorists to expect delays from 11:00PM to 1:00AM.
- Check in with the Caltrain Station Master and give him your phone number. Caltrain has scheduled three special trains after their last regular train, leaving at 12:01AM, 12:45AM, 1:15AM and 2:15AM. Communicate with the Embarcadero Inspectors and make sure a train leaves from Embarcadero to Caltrain no later than 1:50AM, and that announcements are made on the platform that this will be the last train to connect to Caltrain service.
-
- 4-C-55 1900hrs=STEUART & MARKET:** All night runs on the F-line will pull out motor coaches, and the PCCs will pull in. The Police are prepared to close the Embarcadero to traffic between Washington and Harrison if necessary, depending on the crowd size and traffic. They will let streetcars through until the last one leaves Steuart at 7:45PM. Inspector 1-T-91 will have Central de-energize feeder D-26 after the last car has cleared.
- If SFPD close the Embarcadero, call 4-T-42 at Van Ness and have him start re-routing the IB coaches. Go to **EMBARCADERO and BROADWAY** where the F-line motor coaches will be turning. Work with PD and DPT units to keep the turn clear for these coaches.
-
- 8-T-54 1900hrs=CAL & DRUMM:** The area around the Embarcadero Centers, Hyatt Regency, and Embarcadero BART and MUNI Stations will be very congested. As soon as Drumm becomes impassable, move to California & Kearny and unplug the switch so the 61-line can switchback there. Make sure all crews release the cable before crossing over. Help clear traffic for them so they can get to Montgomery and pick up the rope. Have them take all

recovery at Van Ness. Do not allow any cars to get trapped at Drumm. Note: if the 61 line is motorized, implement the re-route if necessary.

STATION OPERATIONS SUPERVISOR

- 4-C-94 2000hrs=EMBARCADERO STATION:** The area around the Embarcadero Centers, Hyatt Regency, and Embarcadero BART and MUNI Stations will be very congested. Familiarize yourself with the BART station switching plan on pg. 2 of this Order. Monitor activities at Embarcadero and Montgomery Stations, in addition to the others. POP will utilize track dept. stanchions at Embarcadero and Montgomery Stations to assist with overcrowding.

OTHER ASSIGNMENTS, CHANGES, COMMENTS

1. CENTRAL CONTROL SHIFT MANAGER/LEAD DISPATCHER:

Ensure that Central Control Dispatchers are aware of the operational changes outlined in this order, and that LISTEN GROUP announcements are made periodically to implement the re-routes and switchbacks. Dispatchers are to work with Event Inspectors and make other adjustments as necessary.

The SFPD will be not be using Motor Coaches for the event, however they may contact OCC if need arises. Be aware of BART station skipping plan noted on page 2 of this Order. Send a copy of this Operations Order with Section 6 & 7 completed to the Superintendent of Special Events.

- 2. CCO:** Ensure that CCOs are aware of the operational changes outlined in this order. PCC cars will be replaced by motor coaches as the night runs pull out. 1-T-91 will call Central to have Power Control de-energize D-26 when all cars are clear of the Embarcadero. 4-M-6 will be at Embarcadero Command. Tim Lipps is available by cell for OHL and feeder matters.

The last LRV must leave Embarcadero OB by 0402hrs so BART can close the stations. Work with Inspectors at Caltrain and Embarcadero so cars are clear in time.

3. POLICE COMMAND:

ASST. CITY-WIDE COMMAND	3X400	Asst Chief Godown
TACTICAL COMMAND	4T300	
SOUTHERN COMMAND	3B204	Lt. McNaughton
EMBARCADERO COMMAND	3B300	Captain McEachern
TRAFFIC COMMAND	4B300	Captain Casciato
CENTRAL/BROADWAY COMMAND	3A300	Captain Brown

- 4) STATION OPERATIONS:** Metro service will be extended to approximately 0400hrs with extra trains providing service between West Portal & Caltrain from approximately 2000 hrs until 0215hrs and between West Portal and Embarcadero until approx. 0400hrs. The last car must leave Embarcadero by 0402hrs so BART can close the stations. Work with Metro Inspectors at Embarcadero to notify passengers of the last train. The Station Agent Supervisor, 4-C-94, will be at/near Embarcadero Station after 2000hrs.

BART has a station skipping operation plan in effect for Embarcadero and Montgomery Stations in an attempt to spread the crowd. Familiarize yourself with affected entrances and exits at these stations. Agents and Supervisors should work with POP to make this a smooth transition for the passengers.

- 5. POP INSPECTORS/SECURITY/TRACK DEPT:** Celebrants will be lining the Embarcadero between Mission and Folsom. Cypress Security will standby at the Ferry Portal so that no one breaches the perimeters to ensure LRVs can operate. Fare Inspectors are assigned to Embarcadero and Montgomery Station conducting fare inspections before 2000hrs and assisting with crowd control after 2000hrs. Any track matters will be handled by OCC per standard procedures, notifying Ted Aranas (primary) or Wai Tom (secondary).

6. CLEARANCES:

F-MARKET MC

Re-route Commenced: _____

Re-route Concluded: _____

Re-route Not Used ()

21-HAYES

Re-routes Commenced: _____

Re-routes Concluded: _____

Re-routes Not Used ()

1-CALIFORNIA

Re-routes Commenced: _____

Re-routes Concluded: _____

Re-routes Not Used ()

24-DIVISADERO

Re-routes Commenced: _____

Re-routes Concluded: _____

Re-routes Not Used ()

2-CLEMENT

Re-routes Commenced: _____

Re-routes Concluded: _____

Re-routes Not Used ()

31-BALBOA

Re-routes Commenced: _____

Re-routes Concluded: _____

Re-routes Not Used ()

5-FULTON

Re-routes Commenced: _____

Re-routes Concluded: _____

Re-routes Not Used ()

35-EUREKA

Re-routes Commenced: _____

Re-routes Concluded: _____

Re-routes Not Used ()

6-PARNASSUS

Re-routes Commenced: _____

Re-routes Concluded: _____

Re-routes Not Used ()

38-GEARY

Re-route Commenced: _____

Re-route Concluded: _____

Re-route Not Used ()

Re-routes Commenced: _____
 Re-routes Concluded: _____
 Re-routes Not Used () _____

Re-route Commenced: _____
 Re-route Concluded: _____
 Re-route Not Used ()

Re-routes Commenced: _____
 Re-routes Concluded: _____
 Re-routes Not Used () _____

Re-route Commenced: _____
 Re-route Concluded: _____
 Re-route Not Used ()

Re-routes Commenced: _____
 Re-routes Concluded: _____
 Re-routes Not Used () _____

Switchback Commenced: _____
Switchback Concluded: _____
Switchback Not Used ()

Re-routes Commenced: _____
 Re-routes Concluded: _____
 Re-routes Not Used () _____

Re-route Commenced: _____
 Re-route Concluded: _____
 Re-route Not Used ()

Re-route Commenced: _____
 Re-route Concluded: _____
 Re-routes Not Used ()

Re-route Commenced: _____
 Re-route Concluded: _____
 Re-routes Not Used () _____

FILL IN THE APPROPRIATE SECTION BELOW

() = THE FOLLOWING CHANGES WERE MADE AND/OR RECOMMENDATIONS
OR CHANGES FOR NEXT YEARS EVENT ARE AS FOLLOWS:

FOR CHANGES FOR NEXT YEARS EVENT ARE AS FOLLOWS:

[illegible][illegible]

NEW YEAR'S EVE OPERATIONS ORDER - FRIDAY: 31 December 2010

8.7 Cruise Terminal Planning Code Compliance

James R. Herman Cruise Terminal - Planning Code Compliance Chart
91,200 gross square feet

Zoning Category	M-1	Proposed Project
Off-street parking spaces (§151)	<p>Other manufacturing and industrial uses</p> <p>1 space per 1,500 sf of occupied floor area, where the occupied floor area exceeds 7,500 square feet</p> <p>Piers 27-31 fall within the Waterfront Special Use District #1, and special allowances are made for parking provisions in this district.</p> <p>Planning Code Section 240.1 allow parking requirements to be modified pursuant to Section 161(f) for projects within the Waterfront Special Use District #1. Section 161 (f) permits the Planning Department or Planning Commission to reduce the off-street parking requirements in recognition of the following: policies set forth in the Northeastern Waterfront Plan, the unique nature of the area, and the difficulty in providing vehicular access to the area.</p>	0 provided (compliant per Planning Code Section 240.1 process)
Car-Share (§166)	0 to 24 parking spaces provided = 0 spaces (0 parking spaces = 0 required)	NA
Accessible Vehicle Parking Standards §155(i)	One space per 25 off-street parking spaces 0 parking spaces provide = 0 required	NA
Off-Street Freight Loading (§152.1)	Retail stores, . primarily engaged in handling of goods60,000 - 100,000 sf = 2 (92,200 sf = 2 required)	Total of 3 provided (compliant)
Showers and Lockers (§155.3(c))	Where the gsf of the floor area exceeds 50,000 square feet, 4 showers and 8 clothes lockers are required	4 showers and 8 lockers
Bicycle Parking (§155.4(d))	Where the gsf of the floor area exceeds 50,000 square feet, 12 bicycle spaces are required	12 spaces.